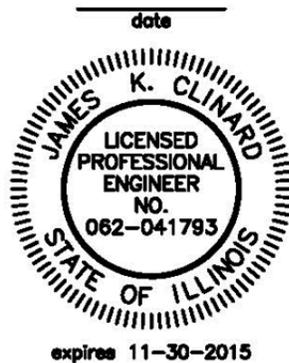




SAFE ROUTES TO SCHOOL TRAFFIC STUDY

CITY OF SPRING VALLEY

US 6 FROM DAKOTA STREET TO TAYLOR STREET



MAY, 2014

_____ signature

PROFESSIONAL DESIGN FIRM
LICENSE NO. 184-001717

Prepared By

CHAMLIN
ASSOCIATES, INC.

Peru

Illinois

Morris

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Purpose

The purpose of this traffic study is to determine existing traffic volumes and to predict future traffic volumes along a corridor of US 6 through the City of Spring Valley from Dakota Street on the west to Taylor Street on the east. The City of Spring Valley and Spring Valley Elementary School District 99 will use this information to determine the appropriate location for a signalized intersection for students to cross US 6 on their way to and from school and for traffic control for periods when students are not present.

History

In 2010 the City of Spring Valley was awarded a Safe Routes to School grant to install traffic signals on US 6. The City of Spring Valley contracted with an engineering firm to prepare construction plans and specifications for the signals. In 2013 the consultant submitted plans to the Illinois Department of Transportation for a mid-block crossing between Taylor Street and Richards Street. The Department rejected the mid-block crossing concept and stated that the signals must be at a street intersection. In July 2013 the City of Spring Valley engaged a second engineering firm to determine the best location for the traffic signals. Based upon an analysis of the street / sidewalk system between US 6 and John F. Kennedy School, the consultant recommended that the signals be placed at the US 6 intersection with Strong Avenue.

Spring Valley Elementary School District's Board of Education disagreed with that recommendation and recommended Richards Street instead. Information was shared back and forth between the City and the school district as to why Richards Street was not an appropriate location based upon other traffic control needs along US 6. The school board then recommended that the signals be placed at Taylor Street instead. The City's consultant revised their analysis of the street / sidewalk system and once again returned with a recommendation that the signals be placed at Strong Avenue. The school board did not agree and requested that a traffic study be done to assist them and the City in determining the appropriate intersection.

The City's consultant recommended route to school includes a US 6 crossing at Strong Avenue and would continue along the west side of Strong Avenue to the intersection with Janis Avenue then cross Strong Avenue to Kennedy School. The school district's route to school includes a US 6 crossing at Taylor Street. From Taylor Street students would walk on the north side of US 6 to Richards Street and then proceed north on Richards Street to Kennedy School.

Methodology

- AM & PM counts were taken at Lincoln School on April 29th 2014 in an effort to approximate the impacts of the closing of Lincoln School and the transfer of students to John F. Kennedy School, which is located five blocks north of US 6 between Strong Avenue and Richards Street.
- On April 30th 2014 AM traffic counts were taken at Strong Avenue, and were taken and calculated at Richards Street between 6:00 AM and 9:00 AM to determine existing traffic volumes and movements.
- On April 30th 2014 PM traffic counts were taken at Strong Avenue, and were taken and calculated at Richards Street between 2:30 PM and 6:00 PM to determine existing traffic volumes and movements.
- On April 30th 2014 AM traffic counts were taken at Taylor Street between 7:30 AM and 8:30 AM to determine existing traffic volumes and movements during what was anticipated to be the peak AM hour. (Counts at Richards Street and Strong Avenue indicated that the AM peak hour was from 7:15 AM to 8:15 AM.) The counts were also taken as a means to verify the counts at Richards Street. (Some of the Richards Street movements were calculated instead of counted.)
- On April 30th 2014 PM traffic counts were taken at Taylor Street between 2:45 PM and 3:45 PM to determine existing traffic volumes and movements during what was anticipated to be the peak PM hour. (Counts at Richards Street and Strong Avenue indicated that the PM peak hour was from 3:00 PM to 4:00 PM.) The counts were also taken as a means to verify the counts at Richards Street. (Some of the Richards Street movements were calculated instead of counted.)
- Supplemental counts were taken at Richards Street on May 1st and May 2nd 2014 in an effort to rectify discrepancies between the Taylor Street and Richards Street counts. (See the section of this report titled “Count Discrepancies” for further discussion.)
- On May 6th 2014 AM traffic counts were taken at Dakota Street between 7:00 AM and 8:30 AM to determine existing traffic volumes and movements during the peak AM hour.
- On May 6th 2014 PM traffic counts were taken at Dakota Street between 2:30 PM and 4:00 PM to determine existing traffic volumes and movements during the peak PM hour
- On May 6th 2014 AM & PM traffic counts were taken at the Strong Avenue entrance to the Casey’s General Store located in the southwest quadrant of the US 6 / Strong Avenue intersection. These counts were taken in order to compare traffic volumes generated by the Casey’s gas station to those generated by the Shell gas station at Richards Street.
- The Institute of Transportation Engineers 9th Edition “Trip Generation Manual” was used to estimate the traffic that will be generated by the development of the property in the northwest quadrant of the US 6 / Strong Avenue intersection. More specific discussion of assumptions may be found in the section of this report titled “Sullivan’s Grocery Store Traffic”.

- Existing traffic volumes were increased 1.5% year over year to predict future volumes at intersections of US 6 with Dakota Street, Strong Avenue, Richards Street, and Taylor Street. These predicted volumes were then combined with estimated traffic due to the closure of Lincoln School and the construction of Sullivan's Grocery Store.

Assumptions

- Traffic volumes on US 6 and the intersecting side streets will increase 1.5% year over year.
- Lincoln School will be closed in 2014 and students transferred to John F. Kennedy School. More specific assumptions for Lincoln School traffic are addressed elsewhere in this report.
- A grocery store will be built in 2014 and opened in 2015 in the northwest quadrant of the US 6 intersection with Strong Avenue. More specific assumptions for grocery store traffic are addressed elsewhere in this report.
- The student drop off and pickup patterns at John F. Kennedy School will remain the same. Parents / guardians will use Richards Street to approach the school from US 6 and will use Strong Avenue to leave the school and approach US 6. (For clarification, it is understood that some parents / guardians approach and exit the school area by means other than US 6 and that some of these drivers may also approach US 6 using other streets than Strong Avenue depending upon traffic conditions. These other random movements are beyond the scope of this study. For further clarification, as of the date of this report Spring Valley Elementary School District 99 had not yet established the drop off and pickup procedures at John F. Kennedy School post closure of Lincoln School and at completion of the school addition currently under construction.)

Observation Locations and Times

- Lincoln School - Tuesday April 29th 2014 / 7:30 AM to 8:20 AM (Second Bell)
The observer was parked on the north side of Erie Street just east of Mary Street. From this location the observer could see parents / guardians dropping off students in front of the school on Erie Street and on Mary Street, and observe cars exiting the rear parking lot after dropping off students behind the school. (There is the possibility that parents / guardians dropped off students on the east side of the school and exited via an alley to the east. If so, this is not expected to be a significant number of occurrences.)
- Lincoln School - Tuesday April 29th 2014 / 2:45 PM to 3:15 PM
The observer was parked on the north side of Erie Street just west of Mary Street. From this location the observer could observe traffic exiting the school "area" by turning north on to Mary Street or proceeding west or east on Erie Street. He could also see parked cars on Mary Street exiting to the north. The observer was not able to distinguish traffic picking up students from cars just

passing through the area. The number of cars passing through the study area is not expected to be significant.

- US 6 at Strong Avenue – Wednesday April 30th 2014 / 6:00 AM to 9:00 AM and 2:30 PM to 6:00 PM. The observer was parked in the BP gas station parking lot near the US 6 and Strong Avenue intersection. From this vantage point he could observe all of the traffic movements at the US 6 intersections with Richards Street and Strong Avenue.
- US 6 at Taylor Street – Wednesday April 30th 2014 / 7:30 AM to 8:30 AM and 2:45 PM to 3:45 PM. The observer was parked in the parking lot in the northeast quadrant of the intersection of US 6 with Taylor Street. From this vantage point she could observe all of the traffic movements at the intersection.
- US 6 at Richards Street – Thursday May 1st 2014 / 2:45 PM to 3:30 PM. The observer was parked in the Shell gas station parking lot in the northeast quadrant of the intersection of US 6 with Richards Street. From this vantage point he could observe the in and out movements at the gas station and all of the traffic movements at the intersection.
- US 6 at Richards Street – Friday May 2nd 2014 / 7:15 AM to 8:15 AM. The observer was parked on the west side of Richards Street opposite the Shell gas station building at the intersection of US 6 with Richards Street. From this vantage point he could observe the in and out movements at the gas station and all of the traffic movements at the intersection.
- US 6 at Dakota Street – Tuesday May 6th 2014 / 7:00 AM to 8:30 AM and 2:30 PM to 4:00 PM. The observer was parked in a driveway on the northeast side of US 6 north of the intersection of US 6 and Dakota Street. From this vantage point he could observe all of the traffic movements at the intersection.
- Casey's General Store – Tuesday May 6th 2014 / 7:30 AM to 8:30 AM and 2:30 PM to 3:30 PM. The observer was parked in the parking lot of Casey's General Store located in the southwest quadrant of the US 6 / Strong Avenue intersection. From this vantage point she could observe the in and out movements to and from the gas station from and to Strong Avenue.

Observation Data

Figures 1 through 4 are summaries of the traffic counts taken at Dakota Street, Strong Avenue, Richards Street, and Taylor Street respectively. Copies of the field data sheets for these intersections may be found in Exhibit G.

Count Discrepancies

As part of the analysis of the traffic counts taken, the volume of traffic from Taylor Street to Richards Street based upon the counts taken at Taylor Street was compared to the volume of traffic from Taylor Street to Richards Street based upon the counts and calculations at Richards Street. The same was done for the reverse direction. In doing so, it was found that the counts for the Richards Street intersection generally gave lower numbers than those found from the Taylor Street intersection. Table 1 summarizes the discrepancies between the counts.

Table 1 Count Differences Between Richards Street and Taylor Street AM (PM)

	<u>Westbound</u>	<u>Eastbound</u>
Taylor Street	423 (623)	490 (508)
Richards Street*	<u>394 (554)</u>	<u>484 (490)</u>
Difference	29 (69)	6 (18)

* Post adjustment numbers.

In an effort to determine the cause of the differences, supplemental counts were taken at the Richards Street intersection. Based upon an analysis of those numbers, the counts for the Richards Street intersection were adjusted as noted on the intersection data sheets. It is the author's opinion that the counts do not agree exactly for the following reasons:

- The counter for the Richards Street intersection was counting Richards Street and Strong Avenue simultaneously. At peak times the volume of traffic was so high that he was unable to keep up and may have missed some of the movements at Richards Street. (The adjustments to the data sheets attempt to correct this problem.)
- Some of the traffic by-passed the Richards Street and Strong Avenue intersections when they exited to the businesses and homes between Taylor Street and Strong Avenue. During regular and supplemental counts, traffic was observed entering and exiting the Shell gas station near Richards Street in a manner that would have avoided detection. The same was true for traffic entering and exiting the BP gas station near Strong Avenue and the Mini Market between Richards Street and Strong Avenue.
- There are the Shell gas station and five homes on the north side of US 6 between Taylor Street and Richards Street.
- There are the Country Insurance office, the Mini Market, a car wash and the BP gas station on the north side of US 6 between Richards Street and Strong Avenue.
- There are River Valley Chiropractic, Creative Apparel, and six homes on the south side of US 6 between Taylor Street and Richards Street.
- There are a car wash and six homes on the south side of US 6 between Richards Street and Strong Avenue.

Traffic volumes for US 6 between Strong Avenue and Dakota Street do not match when counts taken from Strong Avenue are compared to counts taken at Dakota Street. The two principal reasons for this are:

- The counts were taken on different days.
- The Casey's General Store located in the southwest quadrant of the Strong Avenue intersection diverts traffic off of US 6 at the store's west entrance and at Strong Avenue. Traffic arriving at the store via the US 6 west entrance and departing using the same entrance or by travelling south on Strong Avenue was not counted at Strong Avenue. Traffic arriving at the store from the south and departing the store via the US 6 entrance or returning south was also not counted.

In addition to all of the above, all of the counts taken are artificially high due to construction of the John F. Kennedy School addition and the construction of the addition at Hall High School. No adjustment was made to address this because there was no way to distinguish construction traffic from everyday traffic. The superintendent for the Kennedy School project informed the report writer that his workers arrived between 6:30 AM and 7 AM and left after 3:20 PM. The AM arrival time was found to be outside the peak hour and the PM departure time was during the peak hour.

Lincoln School Traffic

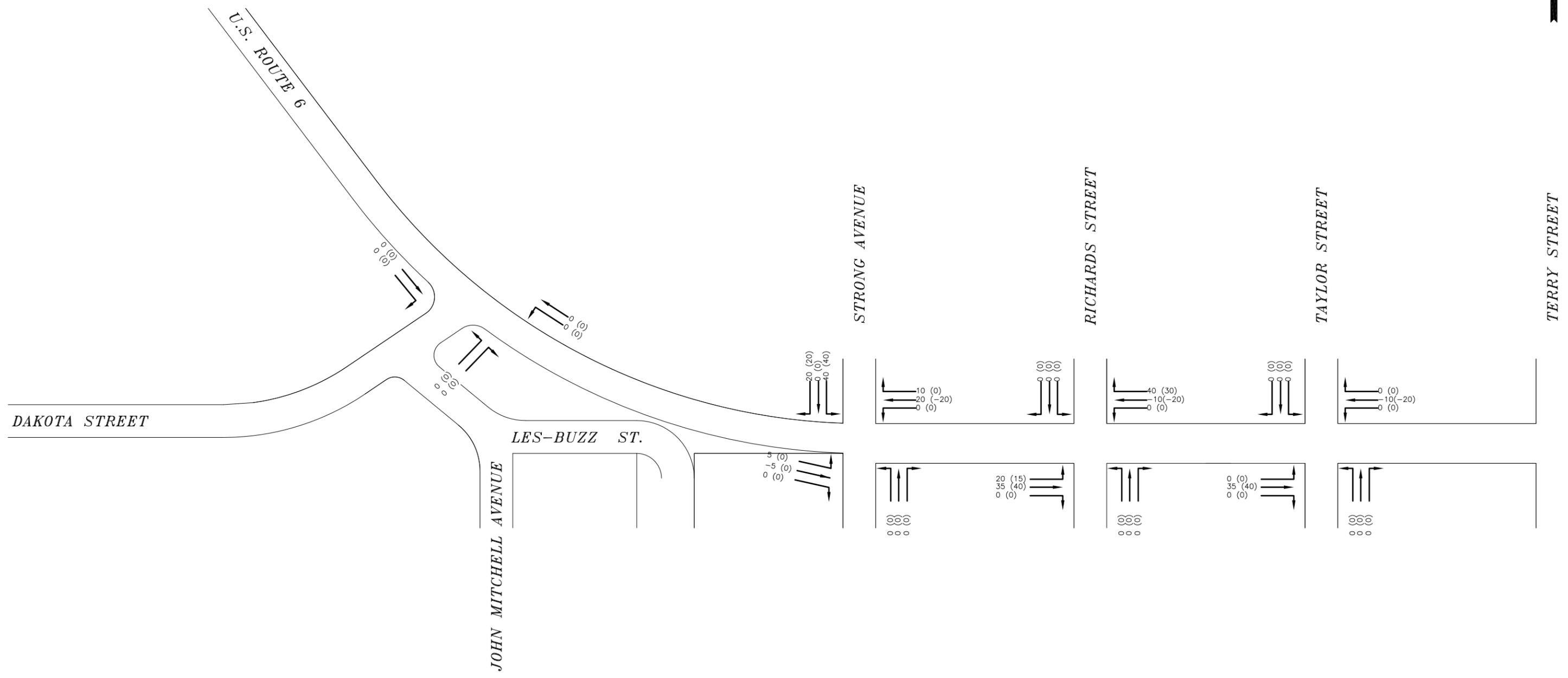
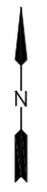
Traffic counts were taken at Lincoln School in an effort to estimate the associated increase in traffic at John F. Kennedy School due to the planned closure of Lincoln School. When Lincoln School is closed, the students will be transferred to John F. Kennedy School.

On the day traffic was counted 68 vehicles arrived and departed to drop students off for school, 51 vehicles arrived and departed to pick up students after school, and 15 vehicles were parked in the staff parking area.

For the purpose of this study, 8 of the 68 vehicles were assumed to have also dropped off students at Kennedy School and 6 of the 51 vehicles were assumed to have also picked up students at Kennedy School. Therefore, 60 arriving and departing vehicles were added to the existing AM counts and 45 arriving and departing vehicles were added to the existing PM counts in the study area. The 15 staff vehicles were also added to the existing traffic in the study area.

For purpose of assigning traffic movements, one third of the student and staff traffic was assumed to originate west of Strong Avenue and two thirds assumed to originate east of Taylor Street. Figure 5 illustrates the assumed movements of "Lincoln School Traffic" through the traffic area. Readers may note that some of the numbers associated with the movements are negative. This is because some of the traffic currently going to Lincoln School now passes through the study area and will now make new movements in the study area. Readers may also note that arriving traffic has been assumed to

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LEGEND _____
 AM (PM)

EXHIBIT B AND FIGURE 5

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CHECKED BY: JKC			
DATE: 5/14			


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SPRING VALLEY TRAFFIC STUDY 2014
SPRING VALLEY, ILLINOIS

LINCOLN SCHOOL PEAK HOUR TRAFFIC

CURRENT AS OF: 5/2/14	
SCALE: AS NOTED	SHEET 1
FILE NO.: 66119.00 Y-	OF 1

depart in the same direction. This assumption was made because some assumption had to be made. The departing traffic may be the same vehicles or may be a new vehicle continuing their trip to another destination. This assumption does not affect the total volume of traffic using an intersection, but the turning movements may be incorrect.

(For further information, if the Lincoln School traffic were assumed to arrive equally from east and west of the study area, the total traffic volumes at Strong Avenue would not change and the maximum change in any one movement would be about 10 during the AM peak hour compared to the one third / two third assumption made by this study. The same would be true at Richard Street. The total volume at Taylor Street would go down by 20, split equally between the through movements.)

Sullivan's Grocery Store Traffic

The Institute of Transportation Engineers 9th Edition "Trip Generation Manual" was used to estimate the traffic that will be generated by the construction of a 34,000 square foot grocery store on property in the northwest corner of the intersection of US 6 and Strong Avenue. Specifically, graphs for Land Use 850 – Supermarket were used to estimate the AM and PM traffic volumes. The same manual was used as a source to estimate the percentage of existing traffic that enters the store as they pass by instead of making a special trip just to shop.

From Trip Generation Manual (See Exhibit H)

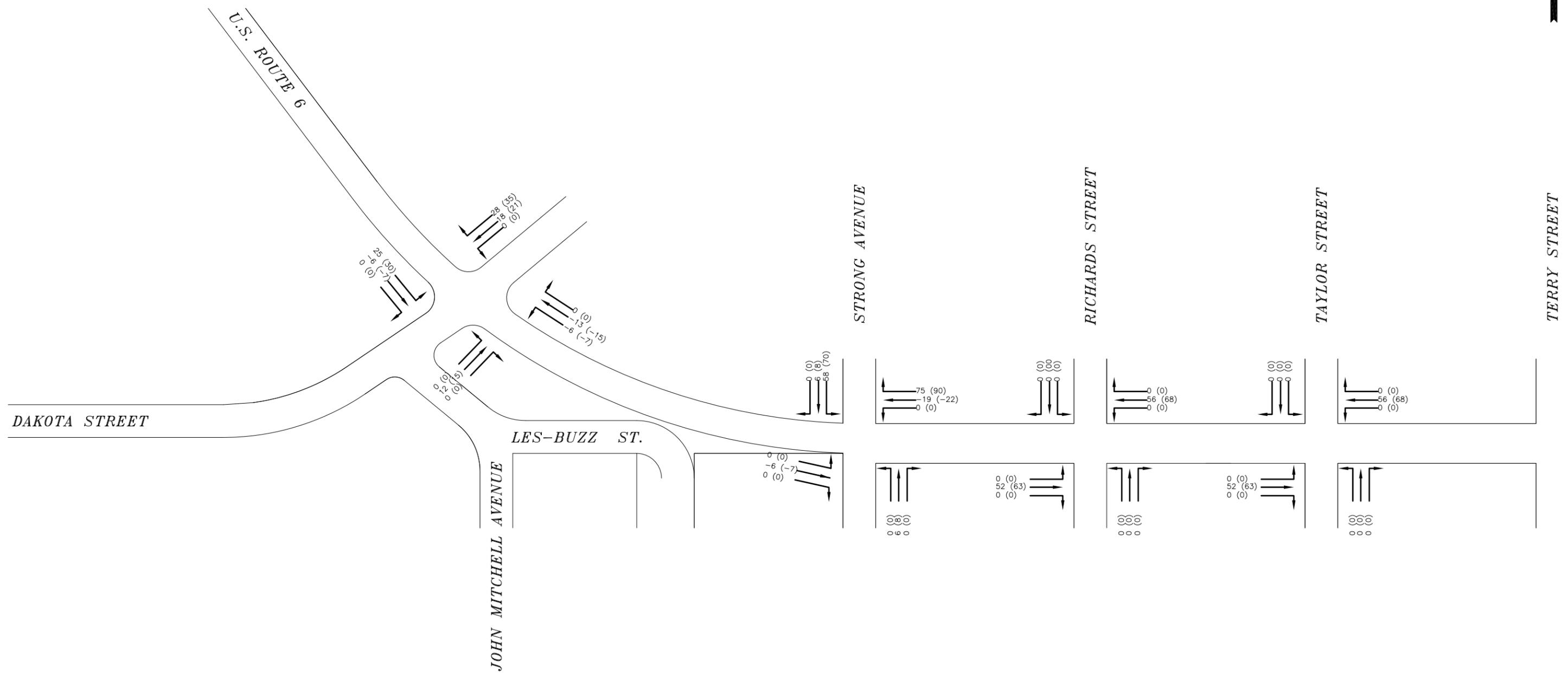
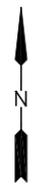
- AM traffic in = 125
- AM traffic out = 115
- PM traffic in = 150
- PM traffic out = 140
- Pass-by traffic = 25%

Traffic will arrive and depart in multiple directions. The currently available site plan for the store shows an entrance off of US 6 opposite the intersection with Dakota Street and two entrances off of Strong Avenue. The customer entrance off of Strong Avenue is shown lined up with 1st Street and the delivery entrance is shown to line up with 2nd Street. For the purpose of this report the following percentages were used:

- From west on US 6 – 20%
- From south on Dakota Street – 10%
- From east on US 6 – 60%
- From south on Strong Avenue – 5%
- From north on Strong Avenue or 1st Street – 5%

These percentages are based on the author's opinion after review of aerial photography showing the residential distribution in Spring Valley. The 20% from the west on US 6 was based on the opinion that the grocery store will also attract customers from Ladd, DePue, and surrounding rural areas.

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LEGEND
 AM (PM)

EXHIBIT C AND FIGURE 6

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CHECKED BY: JKC	LEVEL	BY	DATE	DESCRIPTION
DATE: 5/14				

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SPRING VALLEY TRAFFIC STUDY 2014
 SPRING VALLEY, ILLINOIS

GROCERY STORE PEAK HOUR TRAFFIC

CURRENT AS OF: 5/2/14	
SCALE: AS NOTED	SHEET 1
FILE NO.: 66119.00 Y-	OF 1

Figure 6 illustrates the distribution of traffic resulting from the construction of the grocery store.

The currently available site plan includes three outlots totaling 5.82 acres available for development. At the time this report was prepared no specific uses for those lots had been identified. The largest outlot is 4.02 acres and is located north of the west entrance from US 6. It is this author's opinion that traffic visiting a store developed on that lot would only use the US 6 entrance and as such would add nearly equal volumes of through traffic at the intersections of US 6 with Strong Avenue, Richards Street, and Taylor Street. Since this report is for comparative purposes at those intersections, this traffic was not considered relevant.

Traffic Projections

Tables 2 through 6 summarize the combination of existing traffic, projected traffic, Lincoln School traffic, and Sullivan's Grocery Store traffic. Projected traffic is existing traffic factored by a 1.5% year over year increase to account for traffic growth in the study area due to factors other than the construction of the grocery store and the addition to John F. Kennedy School.

Figures 7 through 10 graphically illustrate the traffic movements at the intersection of US 6 with Dakota Street for 2014, 2015, 2025, and 2035 respectively.

Figures 11 through 14 graphically illustrate the traffic movements at the intersection of US 6 with Strong Avenue for 2014, 2015, 2025, and 2035 respectively.

Figures 15 through 18 graphically illustrate the traffic movements at the intersection of US 6 with Richards Street for 2014, 2015, 2025, and 2035 respectively.

Figures 19 through 22 graphically illustrate the traffic movements at the intersection of US 6 with Taylor Street for 2014, 2015, 2025, and 2035 respectively.

Figures 23 through 26 graphically illustrate the traffic movements at the intersection of Strong Avenue with 1st Street for 2014, 2015, 2025, and 2035 respectively.

**PEAK HOUR VOLUMES
US 6 AT DAKOTA STREET
BUREAU COUNTY ILLINOIS**

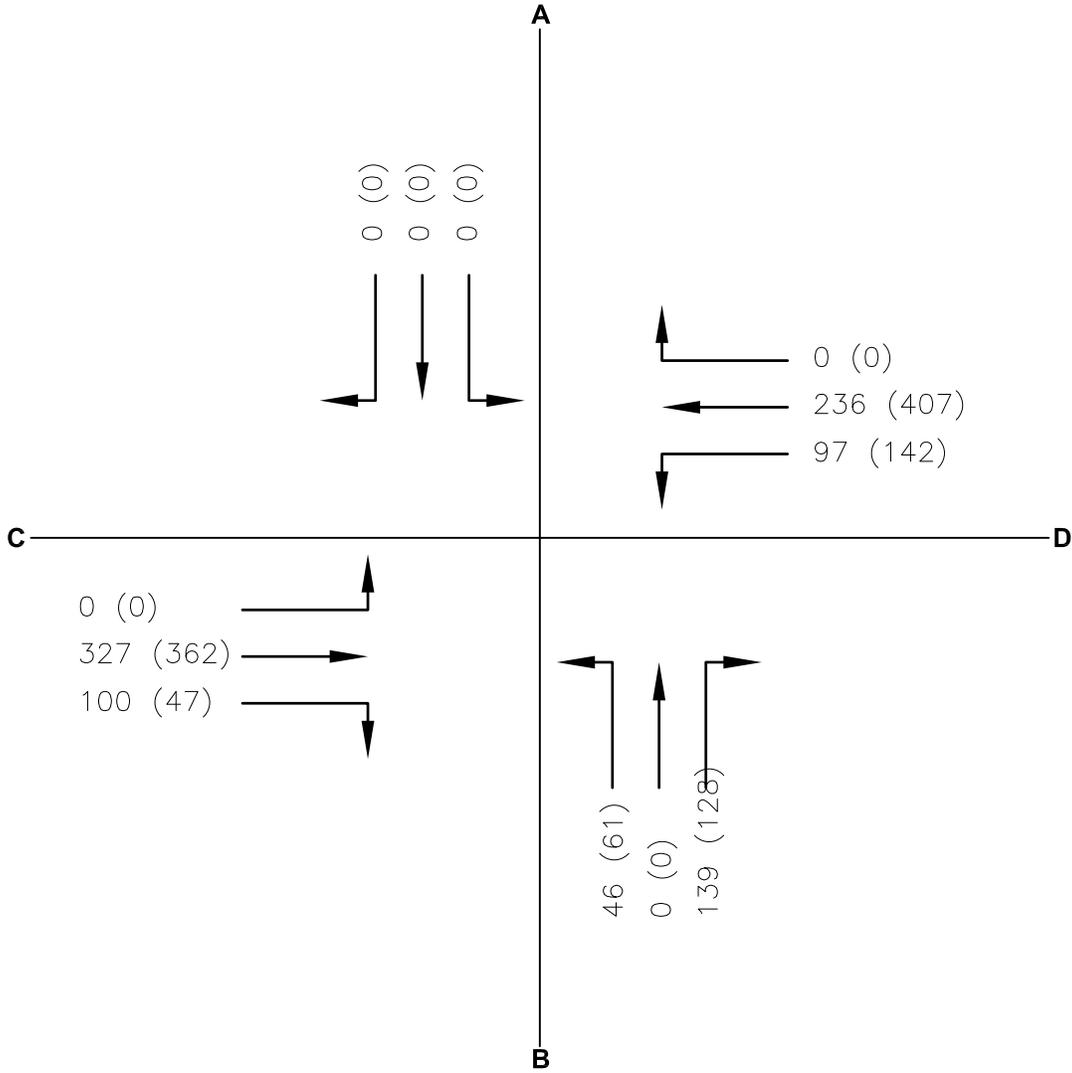
MOVEMENT	2014		SCHOOL ADDITION		SULLIVAN SITE GENERATED		2015		2025		2035	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
AB	0	0	0	0	18	21	18	21	18	21	18	21
AD	0	0	0	0	0	0	0	0	0	0	0	0
AC	0	0	0	0	28	35	28	35	28	35	28	35
BA	0	0	0	0	12	15	12	15	12	15	12	15
BC	46	61	0	0	0	0	47	62	54	72	63	83
BD	139	128	0	0	0	0	141	130	164	151	190	175
CD	327	362	0	0	-6	-7	326	360	379	419	441	488
CA	0	0	0	0	25	30	25	30	25	30	25	30
CB	100	47	0	0	0	0	102	48	118	55	137	64
DC	236	407	0	0	-13	-15	227	398	265	464	310	541
DB	97	142	0	0	-6	-7	92	137	108	160	127	187
DA	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL A	0	0	0	0	83	101	83	101	83	101	83	101
TOTAL B	382	378	0	0	24	29	412	413	474	474	547	545
TOTAL C	709	877	0	0	34	43	755	933	869	1075	1004	1241
TOTAL D	799	1039	0	0	-25	-29	786	1025	916	1194	1068	1391

ASSUMES 1.5% YEAR OVER YEAR INCREASE IN ALL EXISTING TRAFFIC VOLUMES COMBINED WITH SULLIVAN SITE GENERATED TRAFFIC & ESTIMATED TRAFFIC DUE TO SCHOOL ADDITION

	SULLIVAN'S DAKOTA US 6
A - NORTH LEG OF INTERSECTION	
B - SOUTH LEG OF INTERSECTION	
C - WEST LEG OF INTERSECTION	
D - EAST LEG OF INTERSECTION	

TABLE 2

DAKOTA STREET AT US ROUTE 6 EXISTING (2014) PEAK HOUR SPRING VALLEY, ILLINOIS



LEGEND

AM (PM)

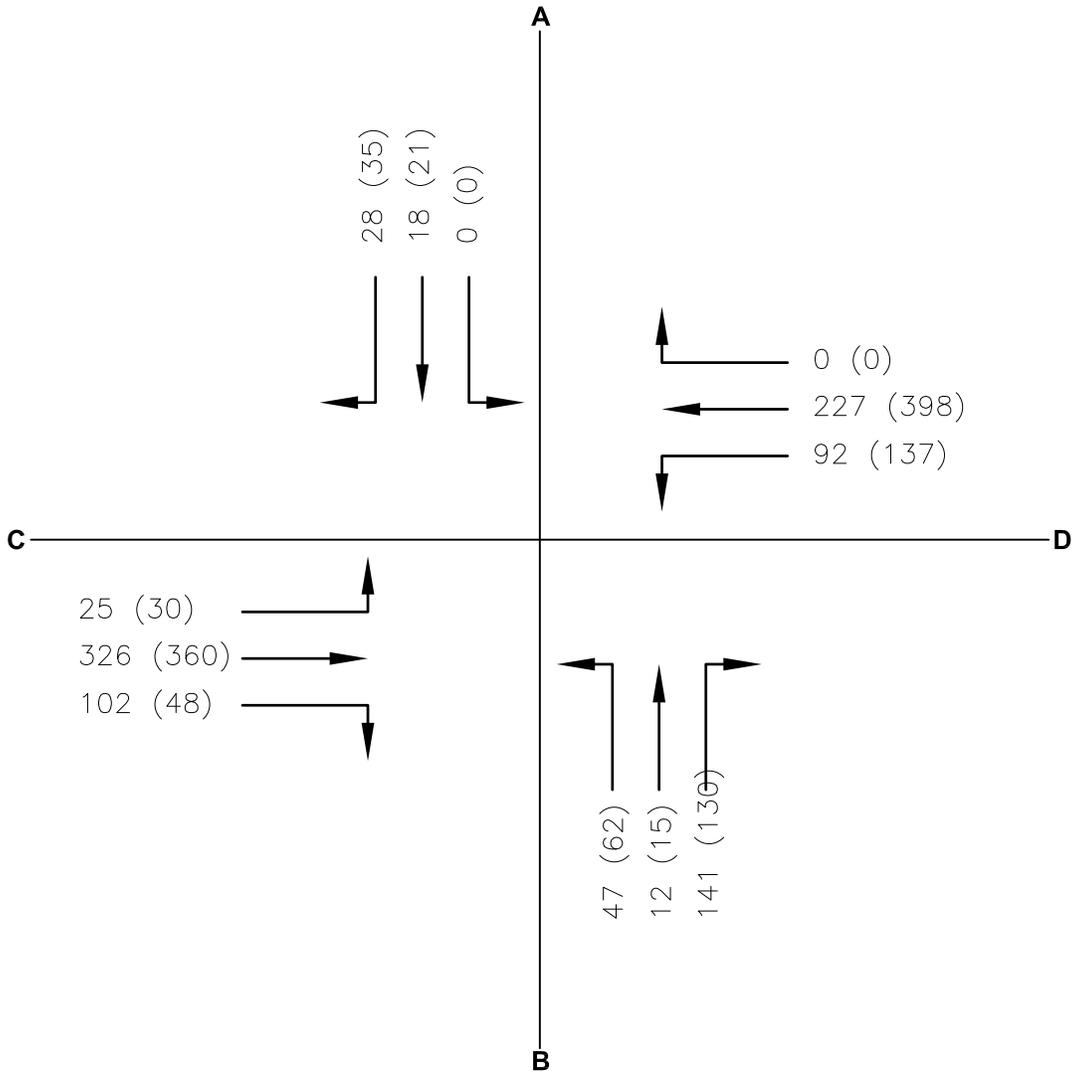
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ILLINOIS

FIGURE 7

DAKOTA STREET AT US ROUTE 6 COMBINED 2015 PEAK HOUR SPRING VALLEY, ILLINOIS



LEGEND

AM (PM)

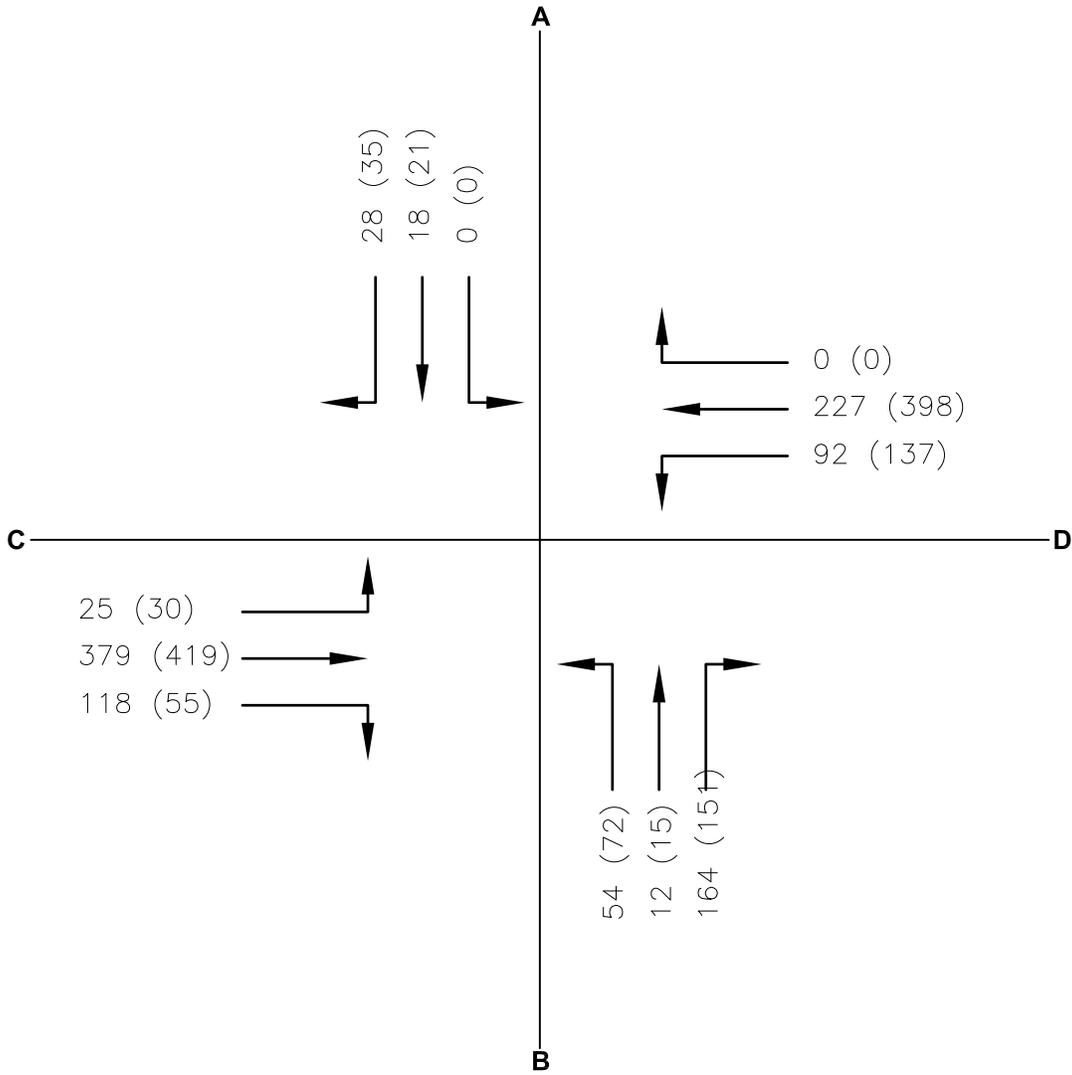
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FIGURE 8

DAKOTA STREET AT US ROUTE 6 COMBINED 2025 PEAK HOUR SPRING VALLEY, ILLINOIS

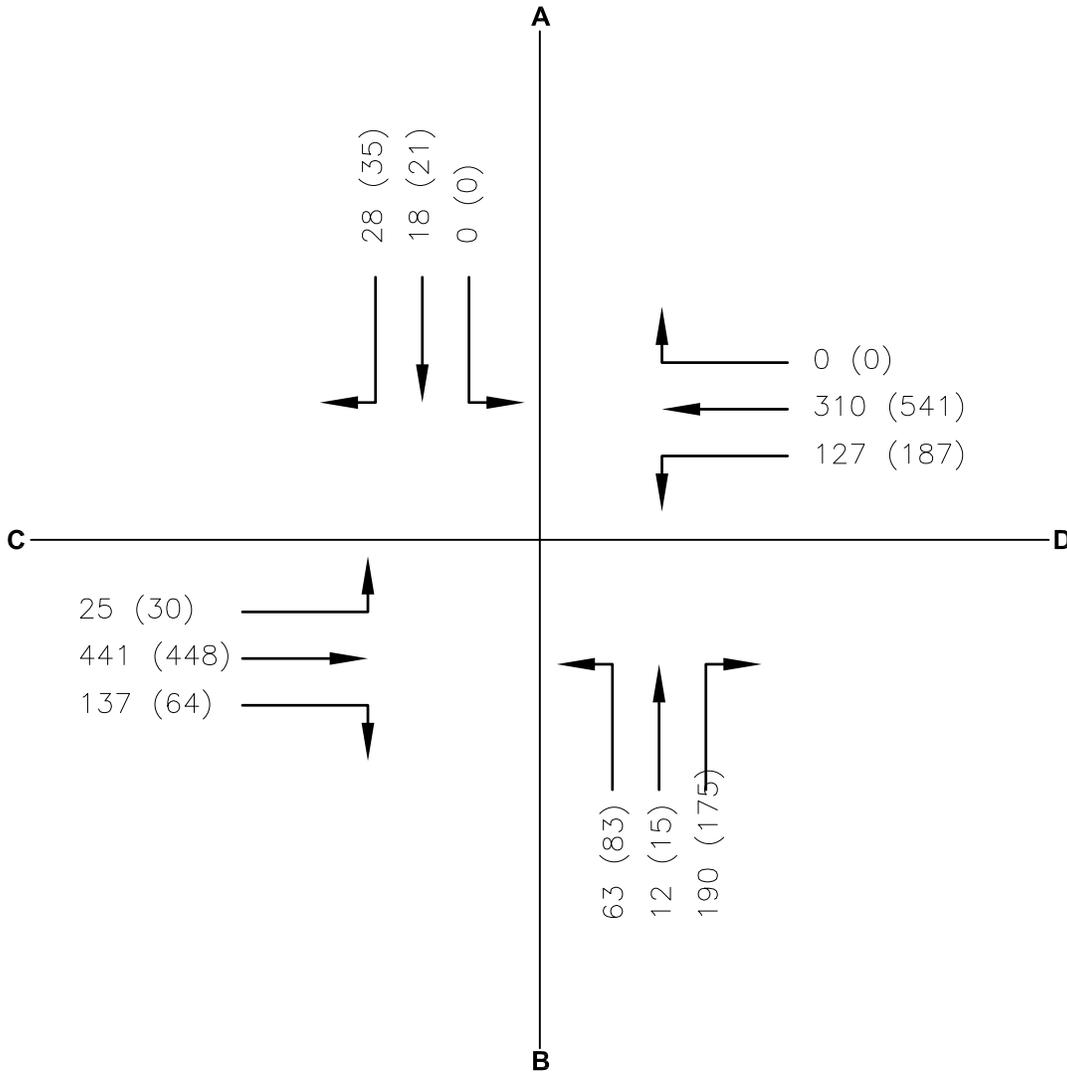


LEGEND

AM (PM)

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DAKOTA STREET AT US ROUTE 6 COMBINED 2035 PEAK HOUR SPRING VALLEY, ILLINOIS



LEGEND

AM (PM)

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FIGURE 10

**PEAK HOUR VOLUMES
US 6 AT STRONG AVENUE
BUREAU COUNTY ILLINOIS**

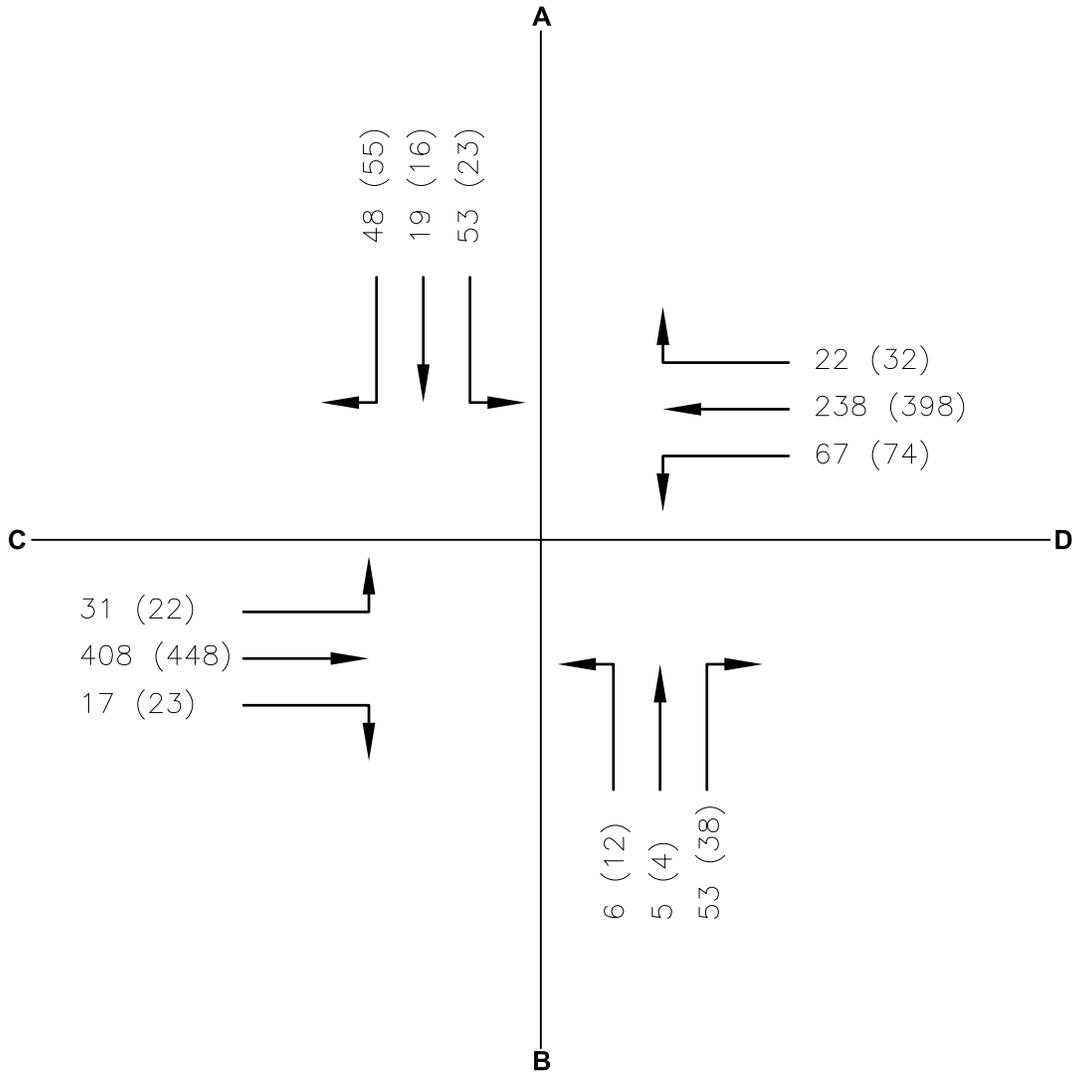
MOVEMENT	2014		SCHOOL ADDITION		SULLIVAN SITE GENERATED		2015		2025		2035	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
AB	19	16	0	0	6	8	25	24	28	27	32	30
AD	53	23	40	40	58	70	152	133	160	137	170	141
AC	48	55	20	20	0	0	69	76	77	85	86	95
BA	5	4	0	0	6	8	11	12	12	13	13	13
BC	6	12	0	0	0	0	6	12	7	14	8	16
BD	53	38	0	0	0	0	54	39	62	45	72	52
CD	408	448	-5	0	-6	-7	403	448	470	521	547	605
CA	31	22	5	0	0	0	36	22	42	26	47	30
CB	17	23	0	0	0	0	17	23	20	27	23	31
DC	238	398	-20	-20	-19	-22	203	362	241	427	286	502
DB	67	74	0	0	0	0	68	75	79	87	92	101
DA	22	32	10	0	75	90	107	122	111	128	115	134
TOTAL A	178	152	75	60	145	176	400	389	430	416	463	443
TOTAL B	167	167	0	0	12	16	181	185	208	213	240	243
TOTAL C	748	958	0	0	-25	-29	734	943	857	1100	997	1279
TOTAL D	841	1013	25	20	108	131	987	1179	1123	1345	1282	1535

ASSUMES 1.5% YEAR OVER YEAR INCREASE IN ALL EXISTING TRAFFIC VOLUMES COMBINED WITH SULLIVAN SITE GENERATED TRAFFIC & ESTIMATED TRAFFIC DUE TO SCHOOL ADDITION

A - NORTH LEG OF INTERSECTION	STRONG
B - SOUTH LEG OF INTERSECTION	STRONG
C - WEST LEG OF INTERSECTION	US 6
D - EAST LEG OF INTERSECTION	US 6

TABLE 3

STRONG STREET AT US ROUTE 6 EXISTING (2014) PEAK HOUR SPRING VALLEY, ILLINOIS



LEGEND

AM (PM)

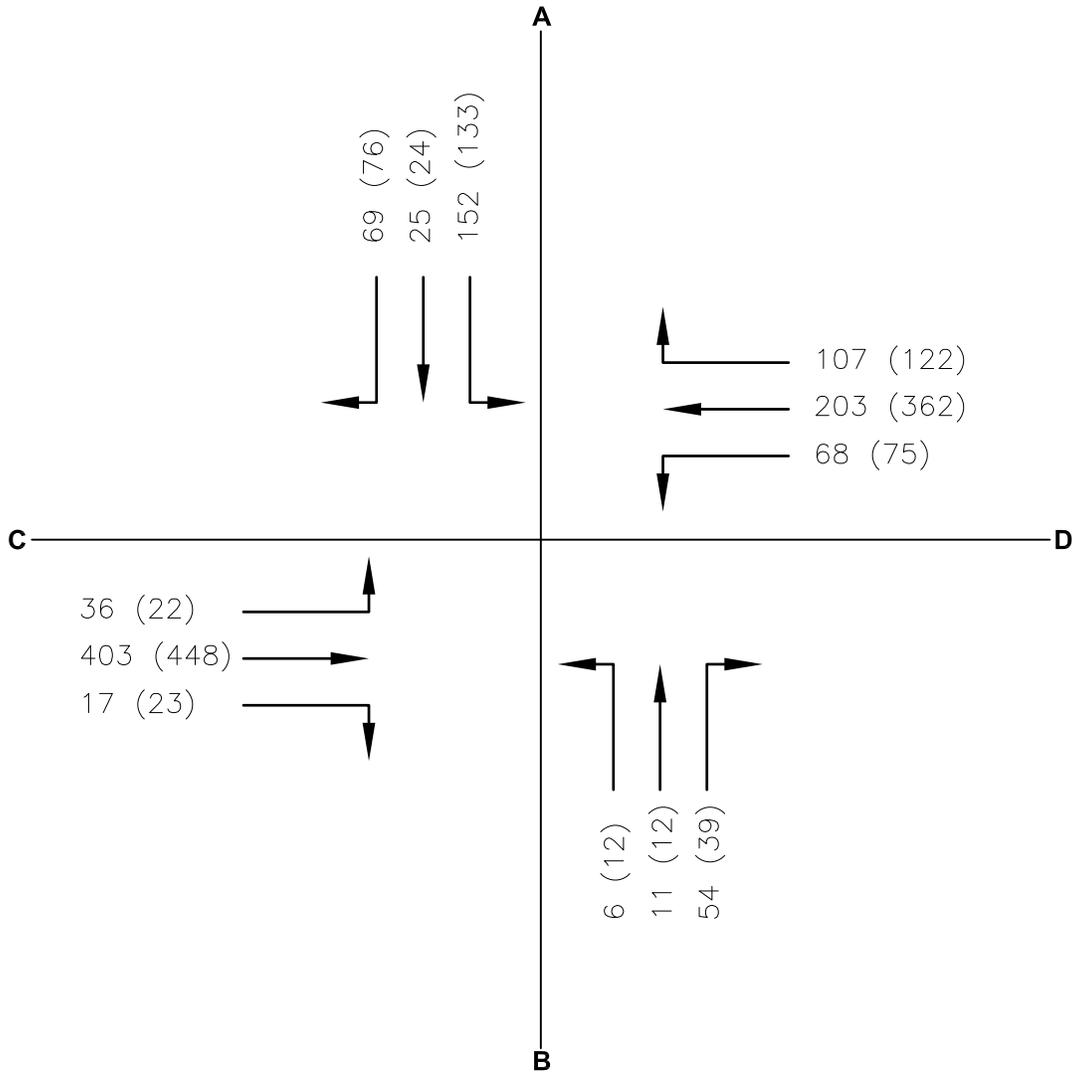
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FIGURE 11

STRONG STREET AT US ROUTE 6 COMBINED 2015 PEAK HOUR SPRING VALLEY, ILLINOIS



LEGEND

AM (PM)

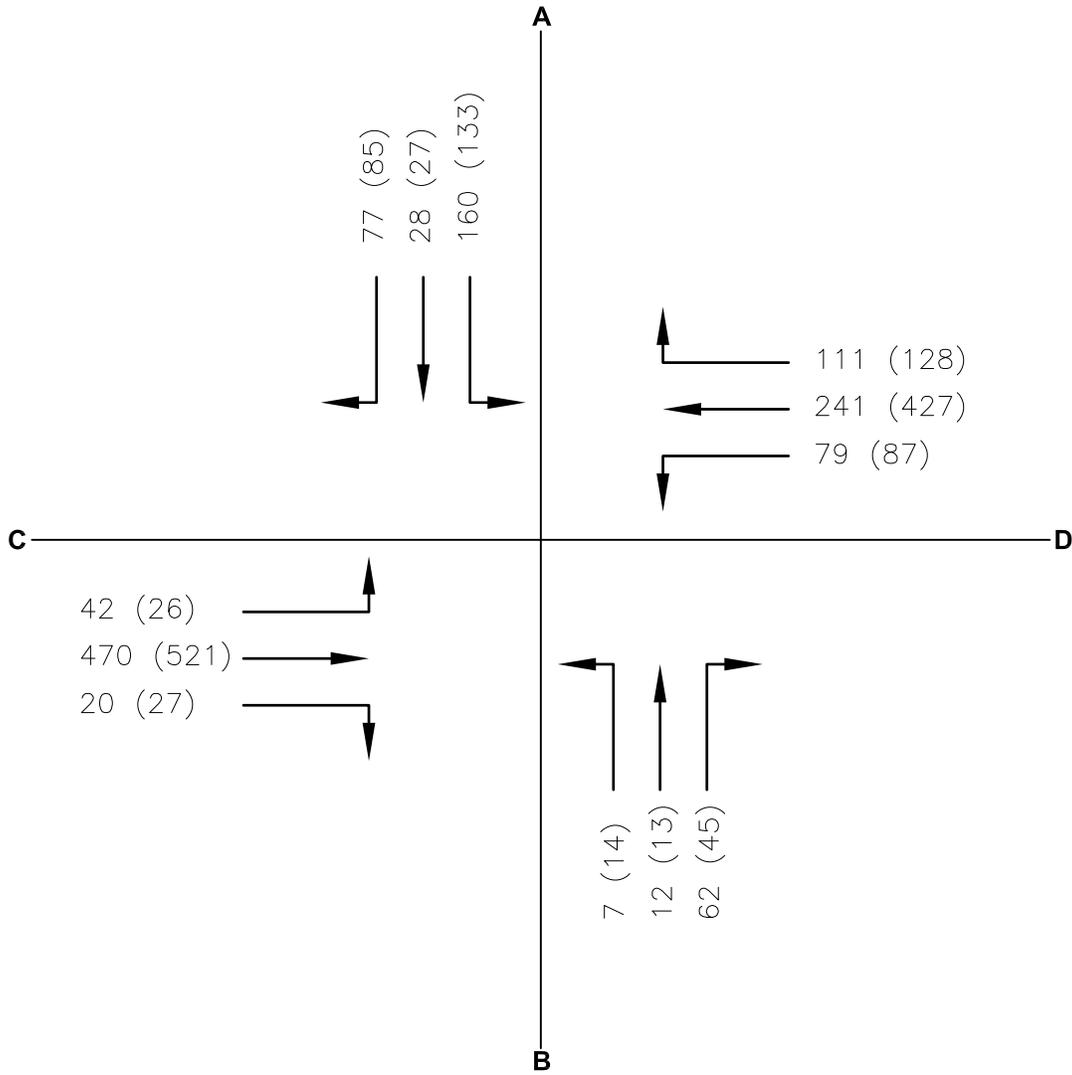
CHAMLIN & ASSOCIATES, INC. © 2014
Drawing Name: G:\Users\G166119-00-Spring-Valley-US-6-Strong-Avenue\CAD\TRAFFIC-EXHIBITS.dwg Last Modified: May 03, 2014 - 4:16pm Plotted on: May 03, 2014 - 4:17pm by jimc



PERU MORRIS
ILLINOIS

FIGURE 12

STRONG STREET AT US ROUTE 6 COMBINED 2025 PEAK HOUR SPRING VALLEY, ILLINOIS

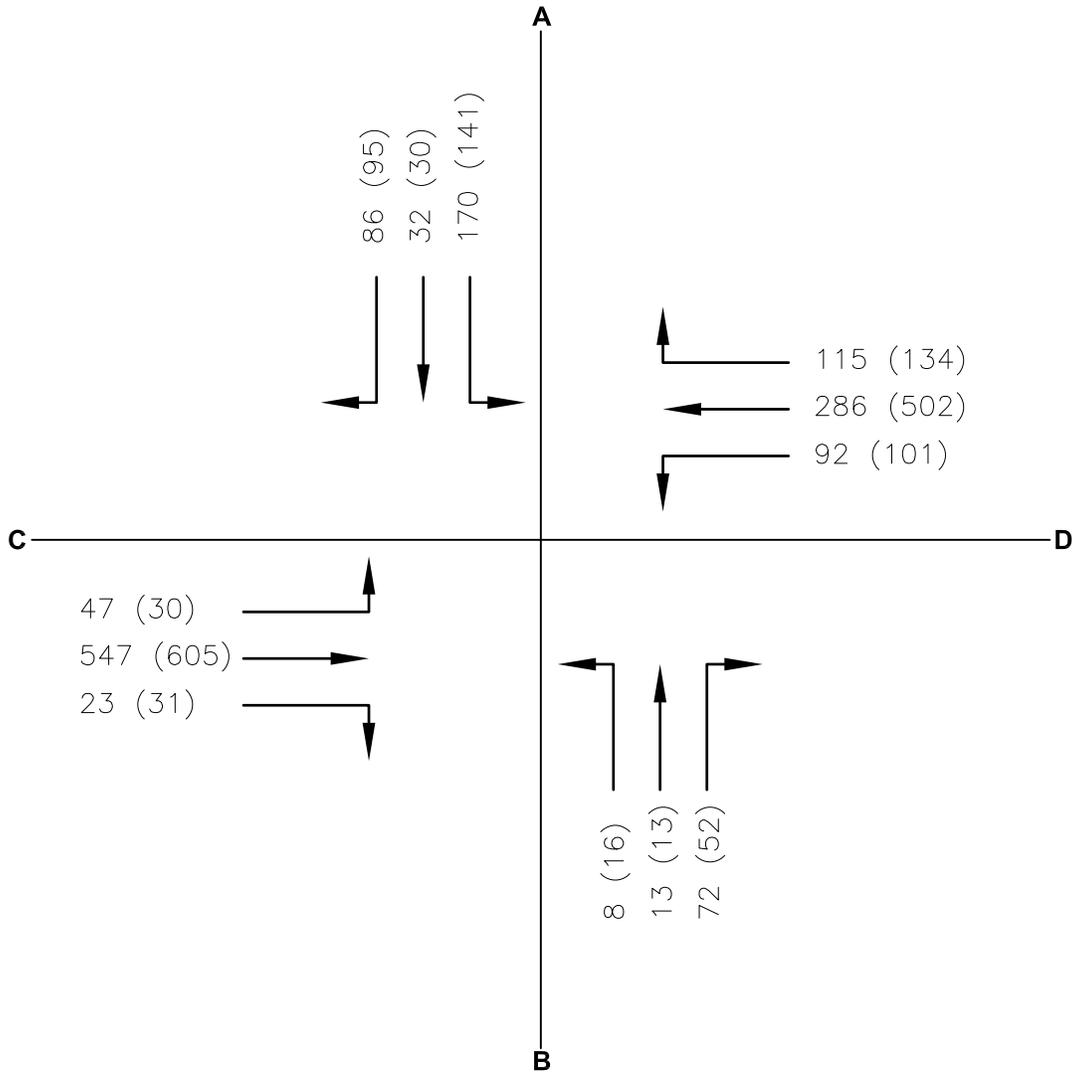


LEGEND

AM (PM)

CHAMLIN & ASSOCIATES, INC. © 2014
Drawing Name: G:\Users\G166119-00-Spring-Valley-US-6-Strong-Avenue\CAD\TRAFFIC-EXHIBITS.dwg Last Modified: May 03, 2014 - 4:16pm Plotted on: May 03, 2014 - 4:19pm by jimc

STRONG STREET AT US ROUTE 6 COMBINED 2035 PEAK HOUR SPRING VALLEY, ILLINOIS



LEGEND

AM (PM)

CHAMLIN & ASSOCIATES, INC. © 2014
Drawing Name: G:\Users\G166119-00-Spring-Valley-US-6-Strong-Avenue\CAD\TRAFFIC-EXHIBITS.dwg Last Modified: May 03, 2014 - 4:16pm Plotted on: May 03, 2014 - 4:21pm by jimc



PERU MORRIS
ILLINOIS

FIGURE 14

**PEAK HOUR VOLUMES
US 6 AT RICHARDS STREET
BUREAU COUNTY ILLINOIS**

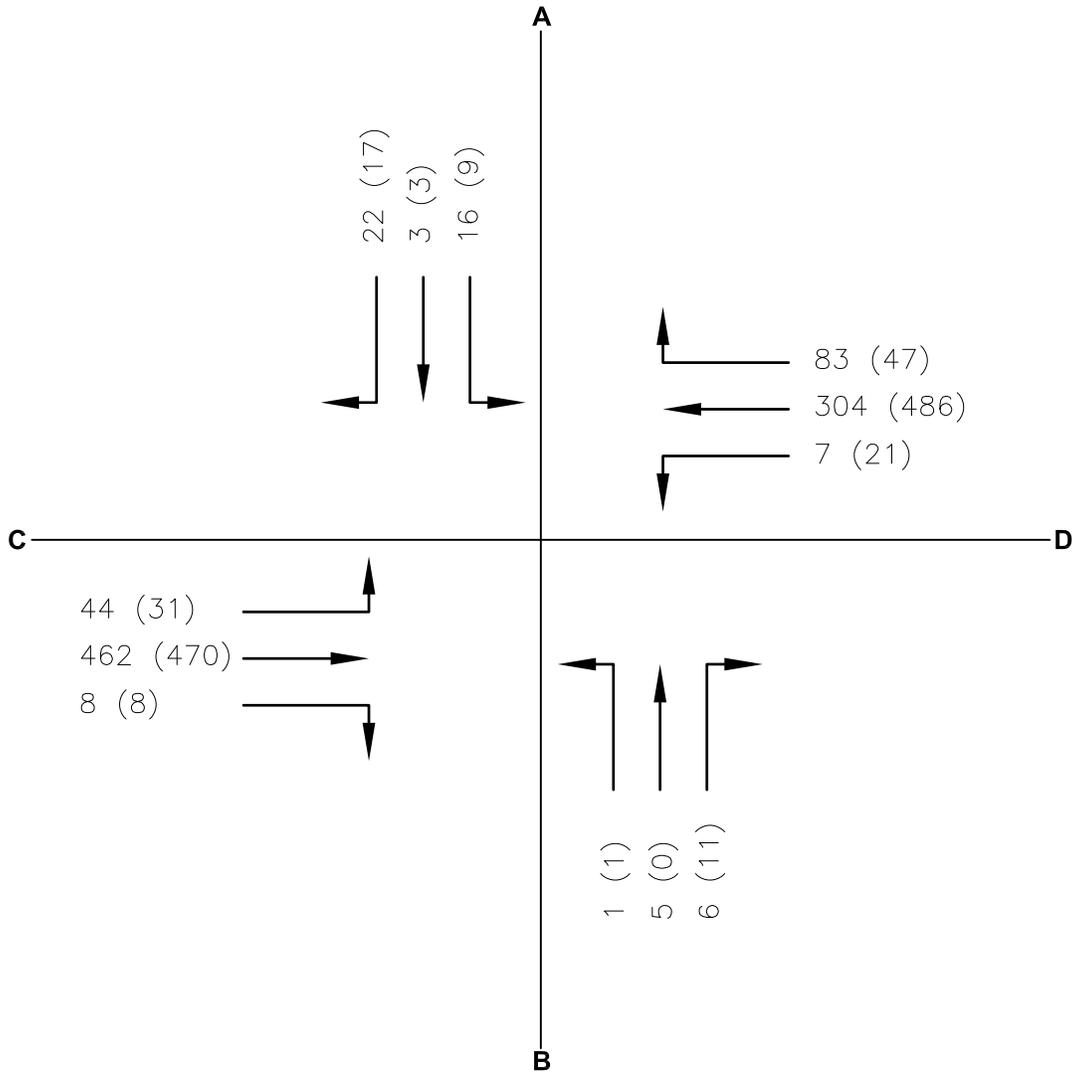
MOVEMENT	2014		SCHOOL ADDITION		SULLIVAN SITE GENERATED		2015		2025		2035	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
AB	3	3	0	0	0	0	3	3	4	4	4	4
AD	16	9	0	0	0	0	16	9	19	11	22	12
AC	22	17	0	0	0	0	22	17	26	20	30	23
BA	5	0	0	0	0	0	5	0	6	0	7	0
BC	1	1	0	0	0	0	1	1	1	1	1	1
BD	6	11	0	0	0	0	6	11	7	13	8	15
CD	462	470	35	40	52	63	556	580	631	657	719	746
CA	44	31	20	15	0	0	65	46	72	52	80	57
CB	8	8	0	0	0	0	8	8	9	9	11	11
DC	304	486	-10	-20	56	68	355	541	404	620	462	712
DB	7	21	0	0	0	0	7	21	8	25	10	29
DA	83	47	40	30	0	0	124	78	138	85	153	94
TOTAL A	173	107	60	45	0	0	235	153	265	172	296	190
TOTAL B	30	44	0	0	0	0	30	44	35	52	41	60
TOTAL C	841	1013	45	35	108	131	1007	1193	1143	1359	1303	1550
TOTAL D	878	1044	65	50	108	131	1064	1240	1207	1411	1374	1608

ASSUMES 1.5% YEAR OVER YEAR INCREASE IN ALL EXISTING TRAFFIC VOLUMES COMBINED WITH SULLIVAN SITE GENERATED TRAFFIC & ESTIMATED TRAFFIC DUE TO SCHOOL ADDITION

A - NORTH LEG OF INTERSECTION	RICHARDS
B - SOUTH LEG OF INTERSECTION	RICHARDS
C - WEST LEG OF INTERSECTION	US 6
D - EAST LEG OF INTERSECTION	US 6

TABLE 4

RICHARDS STREET AT US ROUTE 6 EXISTING (2014) PEAK HOUR SPRING VALLEY, ILLINOIS



LEGEND

AM (PM)

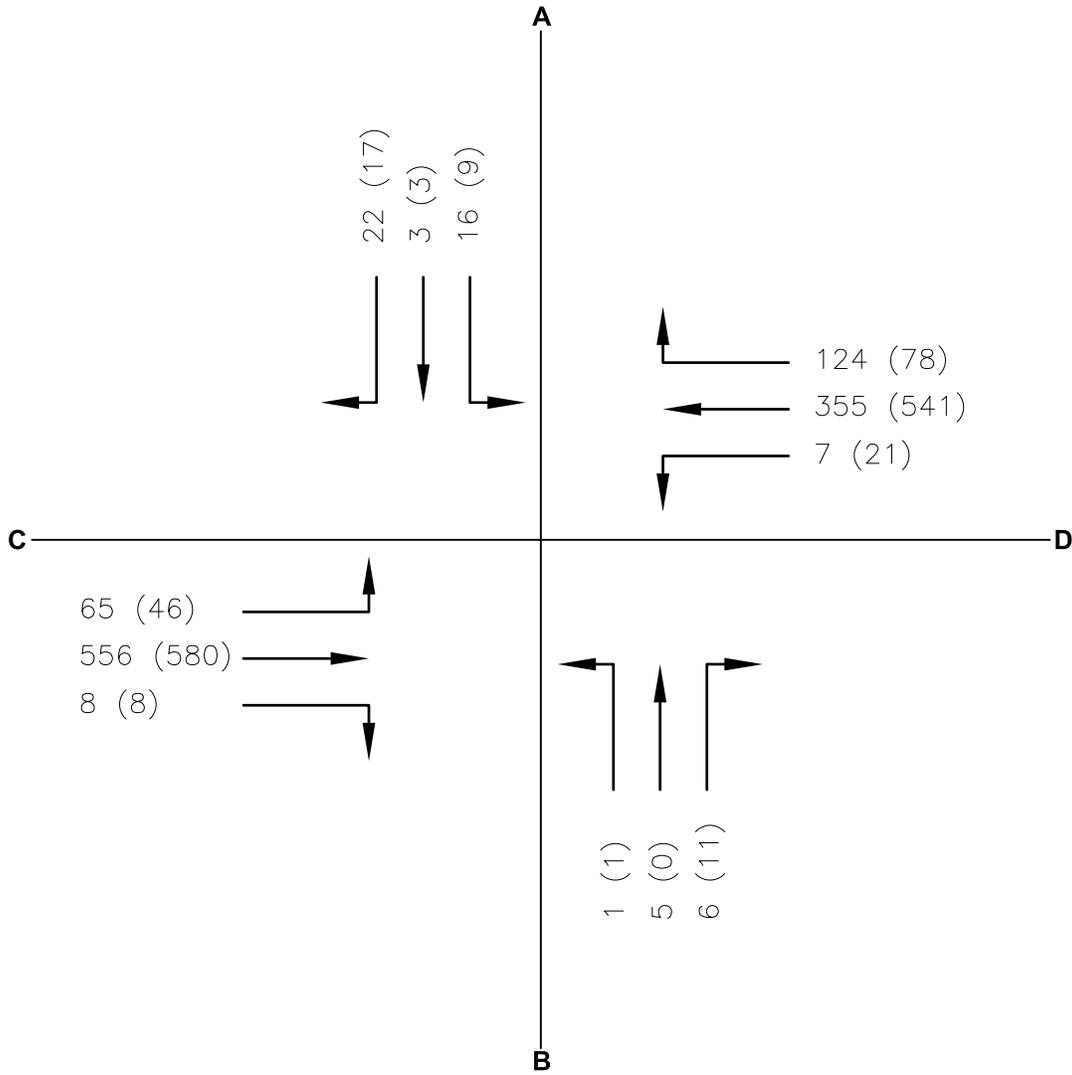
CHAMLIN & ASSOCIATES, INC. © 2014
Drawing Name: G:\Users\G166119-00-Spring-Valley-US-6-Strong-Avenue\CAD\TRAFFIC-EXHIBITS.dwg Last Modified: May 03, 2014 - 4:13pm Plotted on: May 03, 2014 - 4:15pm by jimc



PERU MORRIS
ILLINOIS

FIGURE 15

RICHARDS STREET AT US ROUTE 6 COMBINED 2015 PEAK HOUR SPRING VALLEY, ILLINOIS



LEGEND

AM (PM)

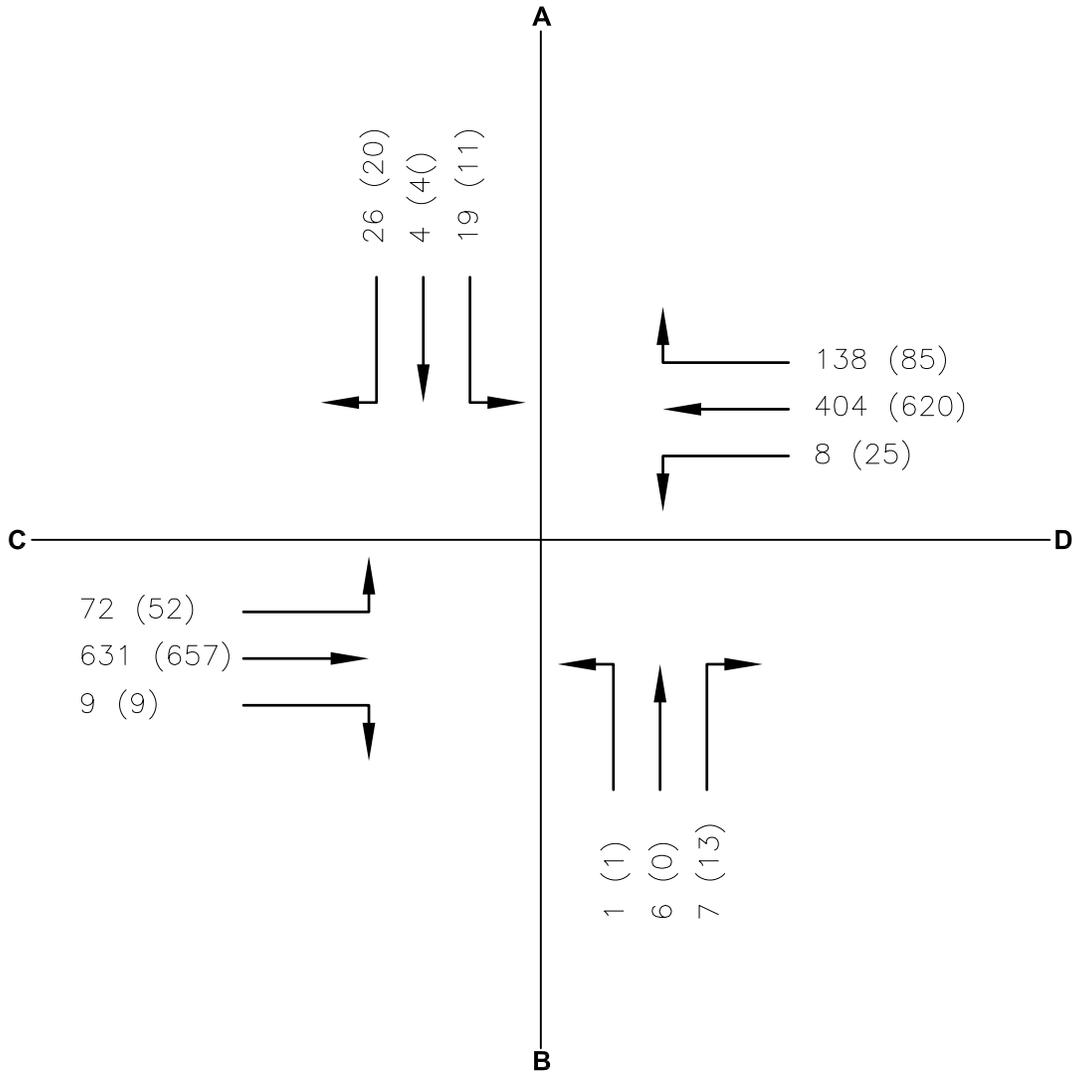
CHAMLIN & ASSOCIATES, INC. © 2014
Drawing Name: G:\Users\G166119-00-Spring-Valley-US-6-Strong-Avenue\CAD\TRAFFIC-EXHIBITS.dwg Last Modified: May 03, 2014 - 4:16pm Plotted on: May 03, 2014 - 4:18pm by jimc



PERU MORRIS
ILLINOIS

FIGURE 16

RICHARDS STREET AT US ROUTE 6 COMBINED 2025 PEAK HOUR SPRING VALLEY, ILLINOIS



LEGEND

AM (PM)

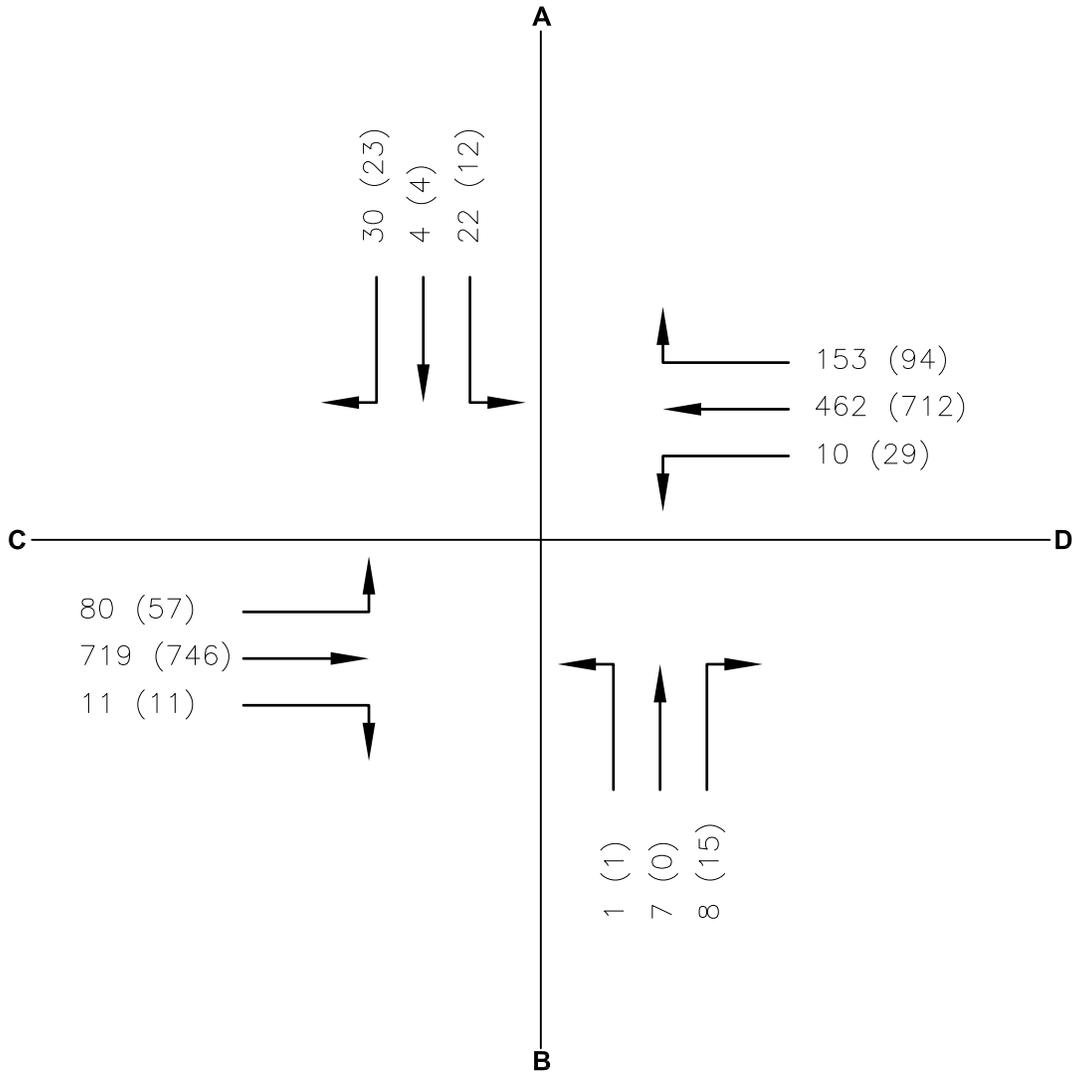
CHAMLIN & ASSOCIATES, INC. © 2014
Drawing Name: G:\Users\G166119-00-Spring-Valley-US-6-Strong-Avenue\CAD\TRAFFIC-EXHIBITS.dwg Last Modified: May 03, 2014 - 4:16pm Plotted on: May 03, 2014 - 4:20pm by jimc



PERU MORRIS
ILLINOIS

FIGURE 17

RICHARDS STREET AT US ROUTE 6 COMBINED 2035 PEAK HOUR SPRING VALLEY, ILLINOIS



LEGEND

AM (PM)

**7:30AM TO 8:30AM AND 2:45 TO 3:45 VOLUMES
US 6 AT TAYLOR STREET
BUREAU COUNTY ILLINOIS**

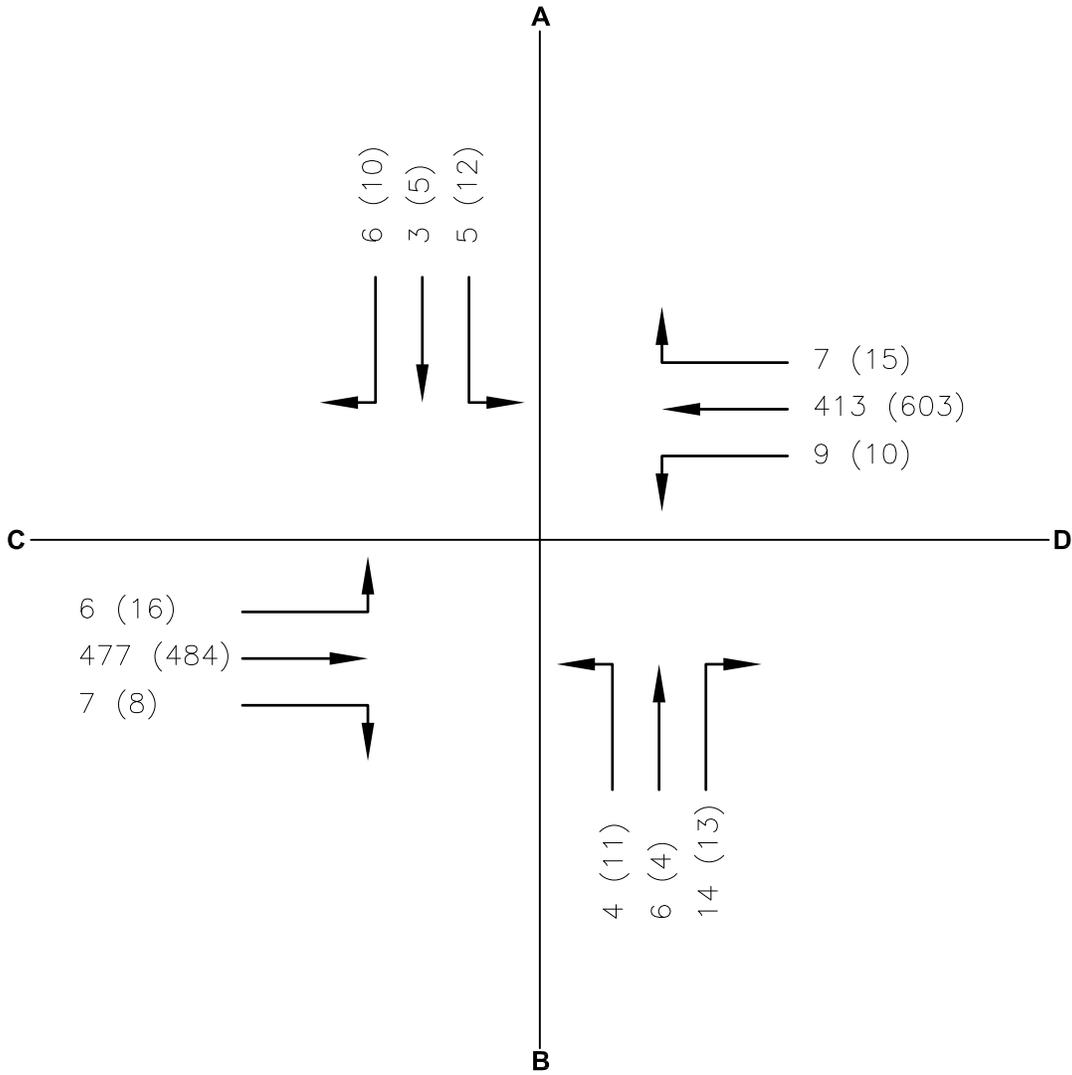
MOVEMENT	2014		SCHOOL ADDITION		SULLIVAN SITE GENERATED		2015		2025		2035	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
AB	3	5	0	0	0	0	3	5	4	6	4	7
AD	5	12	0	0	0	0	5	12	6	14	7	16
AC	6	10	0	0	0	0	6	10	7	12	8	14
BA	6	4	0	0	0	0	6	4	7	5	8	5
BC	4	11	0	0	0	0	4	11	5	13	5	15
BD	14	13	0	0	0	0	14	13	16	15	19	18
CD	477	484	35	40	52	63	571	594	649	673	739	765
CA	6	16	0	0	0	0	6	16	7	19	8	22
CB	7	8	0	0	0	0	7	8	8	9	10	11
DC	413	603	-10	-20	56	68	465	660	532	758	611	872
DB	9	10	0	0	0	0	9	10	11	12	12	14
DA	7	15	0	0	0	0	7	15	8	18	10	21
TOTAL A	33	62	0	0	0	0	33	62	39	74	45	85
TOTAL B	43	51	0	0	0	0	43	51	51	60	58	70
TOTAL C	913	1132	25	20	108	131	1059	1299	1208	1484	1381	1699
TOTAL D	925	1137	25	20	108	131	1071	1304	1222	1490	1398	1706

ASSUMES 1.5% YEAR OVER YEAR INCREASE IN ALL EXISTING TRAFFIC VOLUMES COMBINED WITH SULLIVAN SITE GENERATED TRAFFIC & ESTIMATED TRAFFIC DUE TO SCHOOL ADDITION

A - NORTH LEG OF INTERSECTION	TAYLOR
B - SOUTH LEG OF INTERSECTION	TAYLOR
C - WEST LEG OF INTERSECTION	US 6
D - EAST LEG OF INTERSECTION	US 6

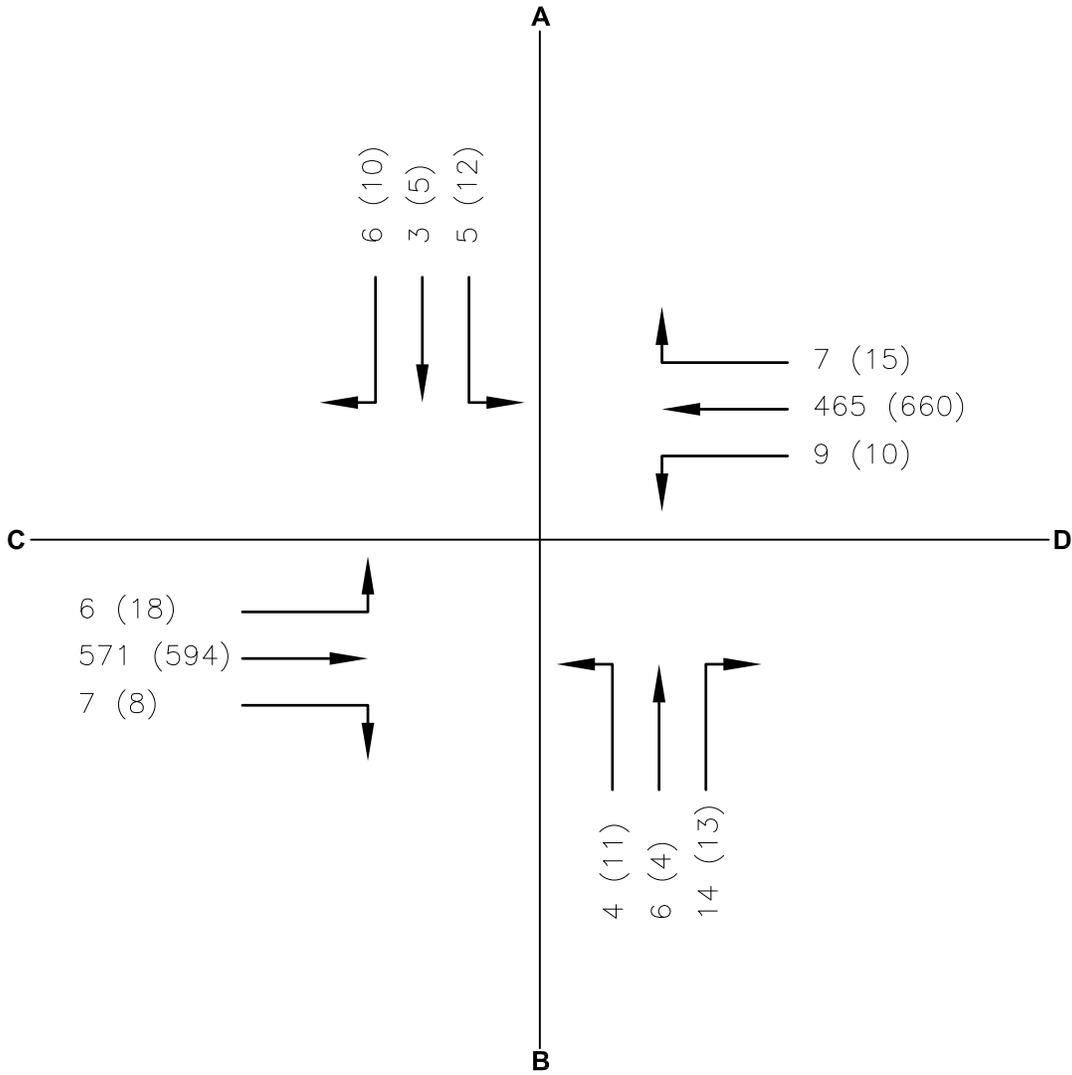
TABLE 5

TAYLOR STREET AT US ROUTE 6 EXISTING (2014) PEAK HOUR SPRING VALLEY, ILLINOIS



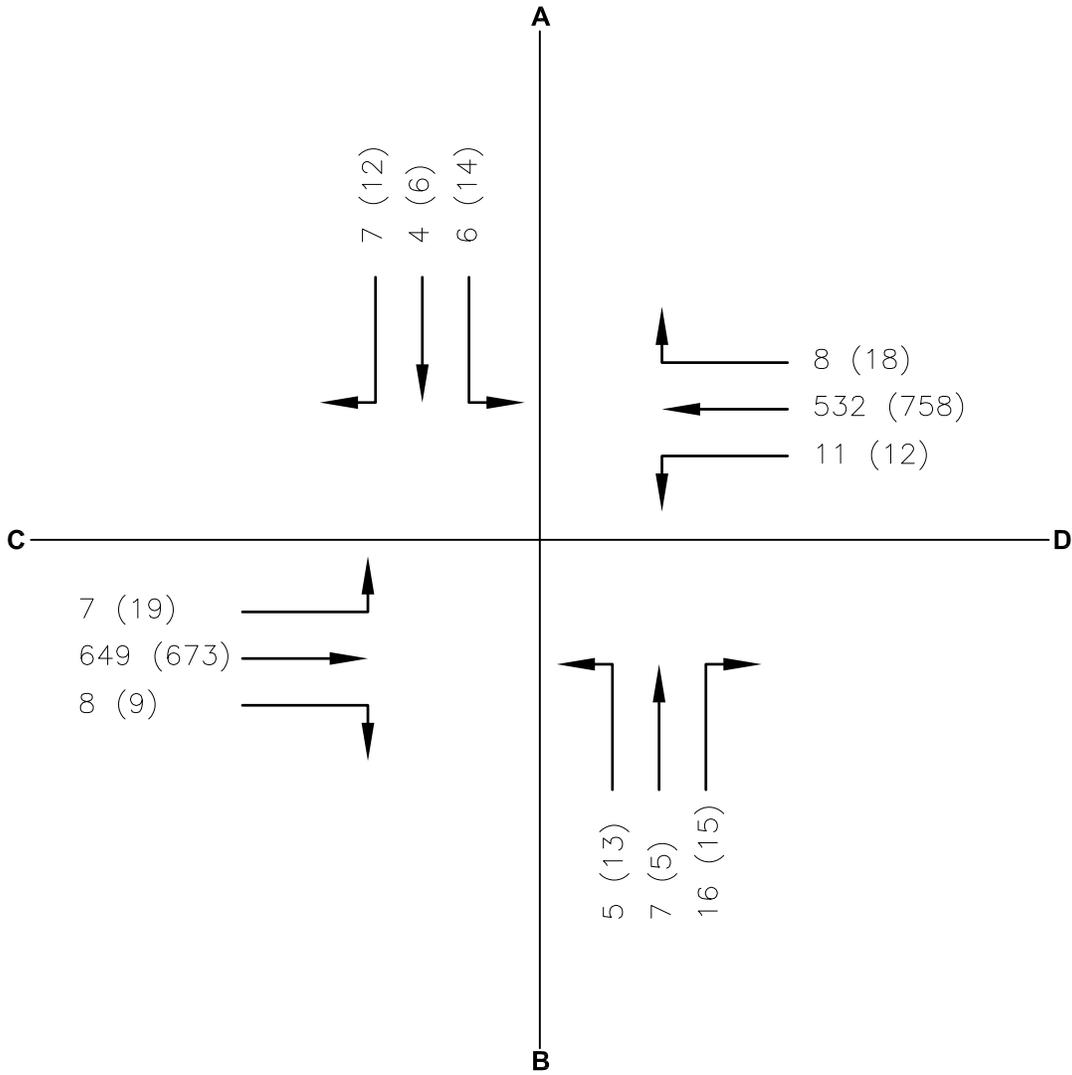
CHAMLIN & ASSOCIATES, INC. © 2014
Drawing Name: G:\Users\G166119-00-Spring-Valley-US-6-Strong-Avenue\CAD\TRAFFIC-EXHIBITS.dwg Last Modified: May 03, 2014 - 4:13pm Plotted on: May 03, 2014 - 4:15pm by jimc

TAYLOR STREET AT US ROUTE 6 COMBINED 2015 PEAK HOUR SPRING VALLEY, ILLINOIS



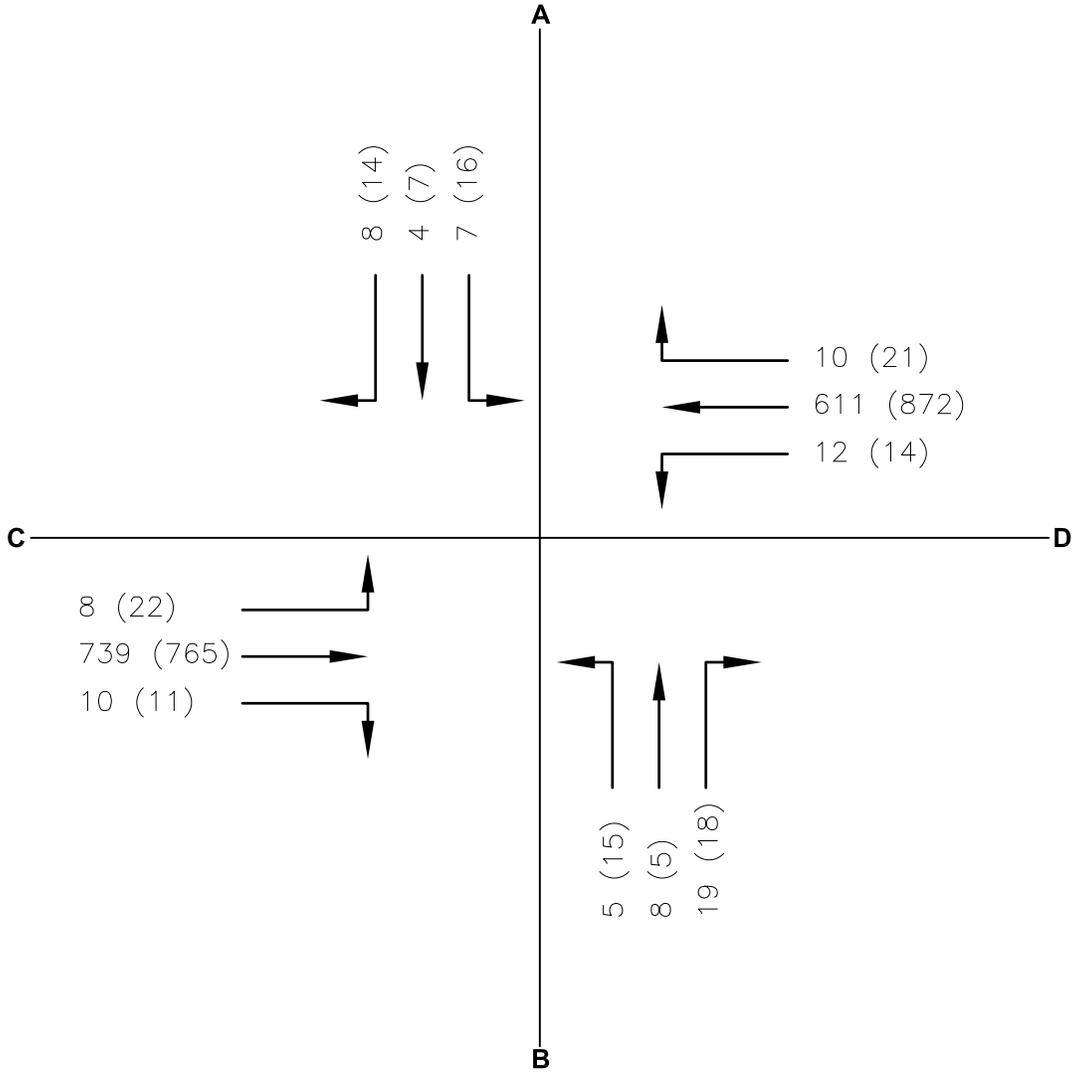
CHAMLIN & ASSOCIATES, INC. © 2014
 Drawing Name: G:\Users\G166119-00-Spring-Valley-US-6-Strong-Avenue\CAD\TRAFFIC-EXHIBITS.dwg Last Modified: May 03, 2014 - 4:16pm Plotted on: May 03, 2014 - 4:18pm by jimc

TAYLOR STREET AT US ROUTE 6 COMBINED 2025 PEAK HOUR SPRING VALLEY, ILLINOIS



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Drawing Name: G:\Users\G166119-00-Spring-Valley-US-6-Strong-Avenue\CAD\TRAFFIC-EXHIBITS.dwg Last Modified: May 03, 2014 - 4:16pm Plotted on: May 03, 2014 - 4:20pm by jimc

TAYLOR STREET AT US ROUTE 6 COMBINED 2035 PEAK HOUR SPRING VALLEY, ILLINOIS



CHAMLIN & ASSOCIATES, INC. © 2014
 Drawing Name: G:\Users\G166119-00-Spring-Valley-US-6-Strong-Avenue\CAD\TRAFFIC-EXHIBITS.dwg Last Modified: May 03, 2014 - 4:16pm Plotted on: May 03, 2014 - 4:22pm by jimc

**PEAK HOUR VOLUMES
STRONG AVENUE AT 1ST STREET
BUREAU COUNTY ILLINOIS**

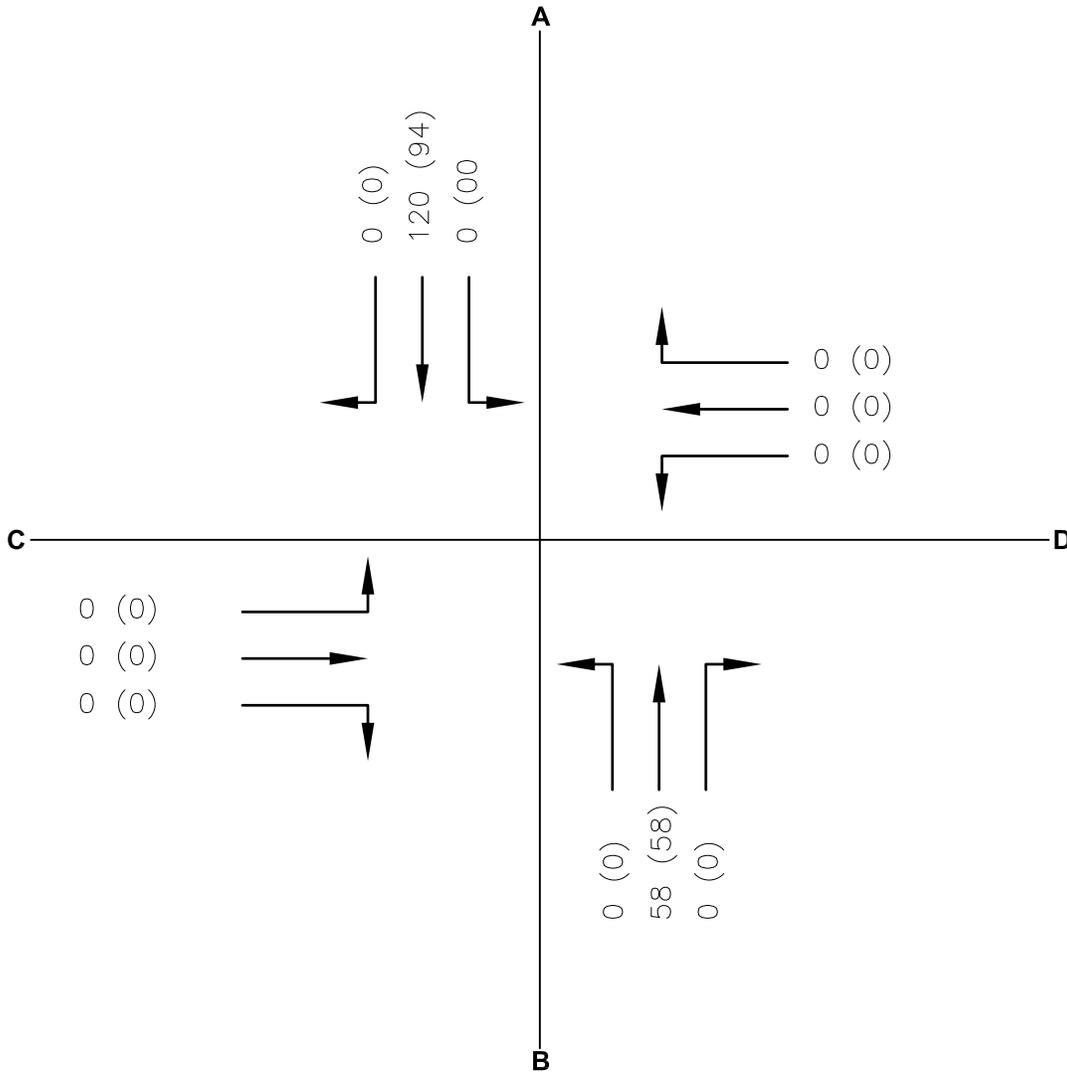
MOVEMENT	2014		SCHOOL ADDITION		SULLIVAN SITE GENERATED		2015		2025		2035	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
AB	120	94	60	60	0	0	182	155	201	171	224	189
AD	0	0	0	0	0	0	0	0	0	0	0	0
AC	0	0	0	0	3	4	3	4	3	4	3	4
BA	58	58	15	0	0	0	74	59	83	68	94	79
BC	0	0	0	0	81	98	81	98	81	98	81	98
BD	0	0	0	0	0	0	0	0	0	0	0	0
CD	0	0	0	0	3	4	3	4	3	4	3	4
CA	0	0	0	0	3	4	3	4	3	4	3	4
CB	0	0	0	0	64	78	64	78	64	78	64	78
DC	0	0	0	0	3	4	3	4	3	4	3	4
DB	0	0	0	0	0	0	0	0	0	0	0	0
DA	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL A	178	152	75	60	6	8	262	222	290	247	324	276
TOTAL B	178	152	75	60	145	176	401	390	429	415	463	444
TOTAL C	0	0	0	0	157	192	157	192	157	192	157	192
TOTAL D	0	0	0	0	6	8	6	8	6	8	6	8

ASSUMES 1.5% YEAR OVER YEAR INCREASE IN ALL EXISTING TRAFFIC VOLUMES COMBINED WITH SULLIVAN SITE GENERATED TRAFFIC & ESTIMATED TRAFFIC DUE TO SCHOOL ADDITION

A - NORTH LEG OF INTERSECTION	STRONG
B - SOUTH LEG OF INTERSECTION	STRONG
C - WEST LEG OF INTERSECTION	GROCERY
D - EAST LEG OF INTERSECTION	1ST STREET

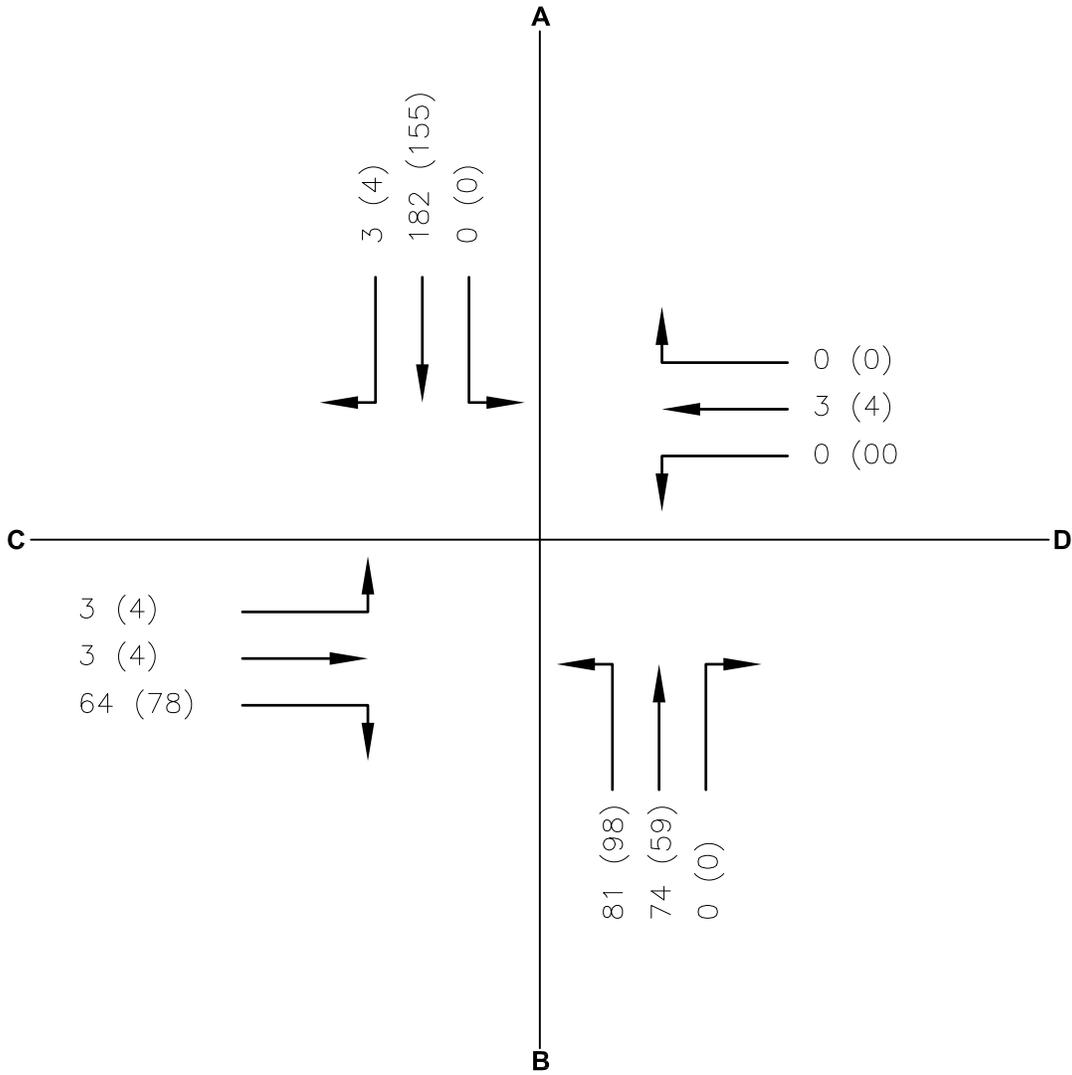
TABLE 6

STRONG AVENUE AT 1ST STREET EXISTING (2014) PEAK HOUR SPRING VALLEY, ILLINOIS



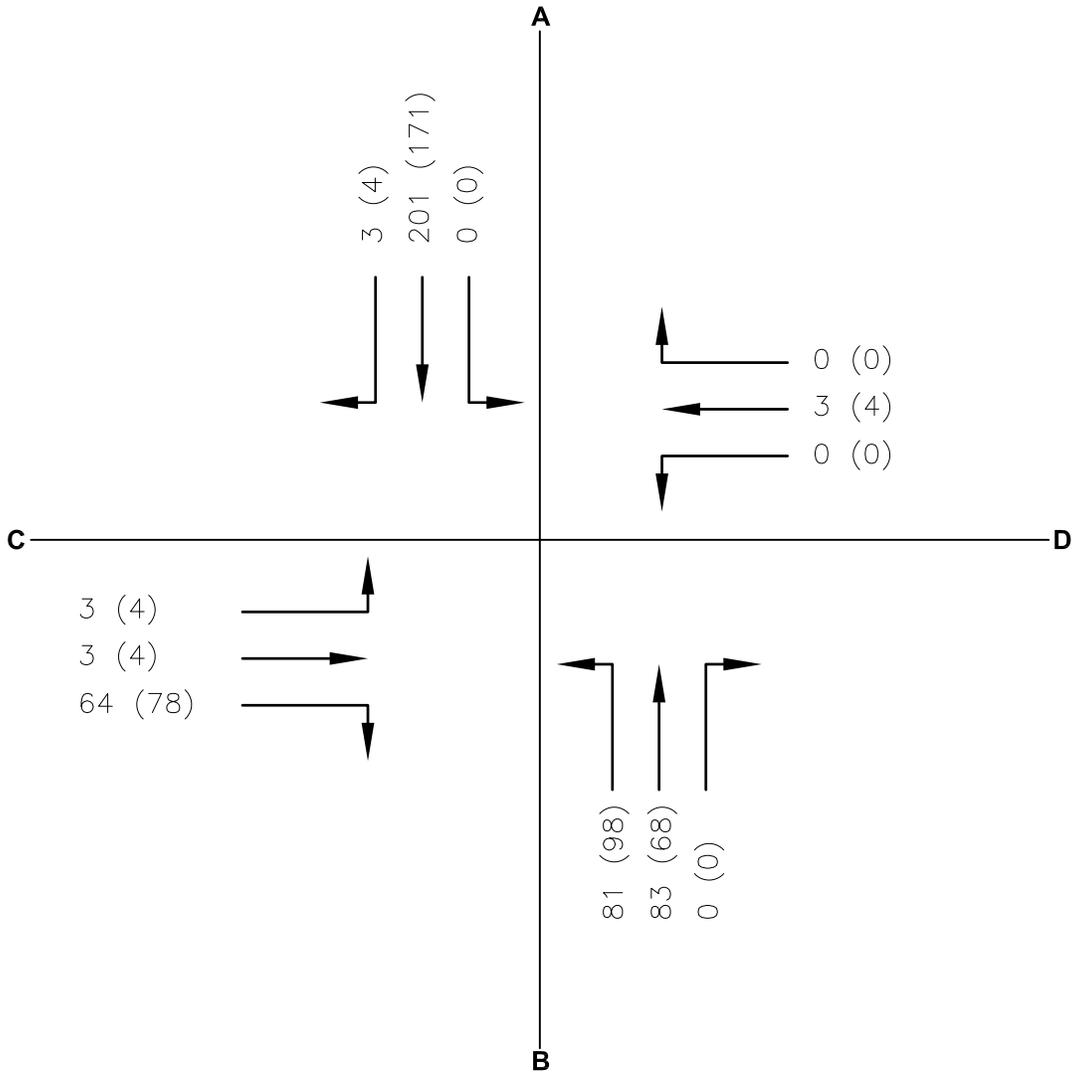
CHAMLIN & ASSOCIATES, INC. © 2014
Drawing Name: G:\Users\G166119-00-Spring-Valley-US-6-Strong-Avenue\CAD\TRAFFIC-EXHIBITS.dwg Last Modified: May 03, 2014 - 4:16pm Plotted on: May 03, 2014 - 4:23pm by jimc

STRONG AVENUE AT 1ST STREET COMBINED 2015 PEAK HOUR SPRING VALLEY, ILLINOIS



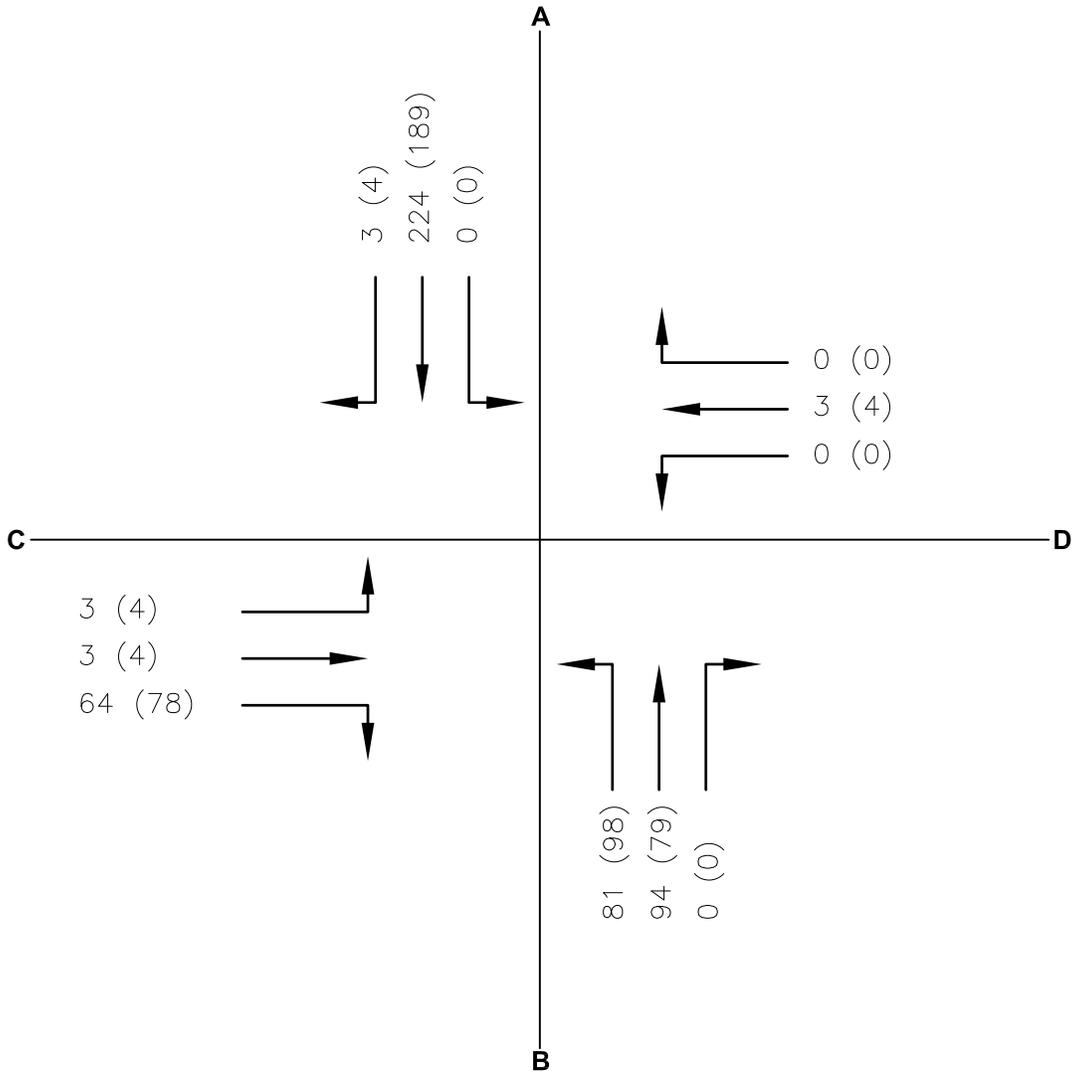
CHAMLIN & ASSOCIATES, INC. © 2014
 Drawing Name: G:\Users\G166119-00-Spring-Valley-US-6-Strong-Avenue\CAD\TRAFFIC-EXHIBITS.dwg Last Modified: May 03, 2014 - 4:16pm Plotted on: May 03, 2014 - 4:23pm by jimc

STRONG AVENUE AT 1ST STREET COMBINED 2025 PEAK HOUR SPRING VALLEY, ILLINOIS



CHAMLIN & ASSOCIATES, INC. © 2014
 Drawing Name: G:\Users\6166119-00-Spring-Valley-US-6-Strong-Avenue\CAD\TRAFFIC-EXHIBITS.dwg Last Modified: May 03, 2014 - 4:16pm Plotted on: May 03, 2014 - 4:23pm by jimc

STRONG AVENUE AT 1ST STREET COMBINED 2035 PEAK HOUR SPRING VALLEY, ILLINOIS



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 Drawing Name: G:\Users\6166119-00-Spring-Valley-US-6-Strong-Avenue\CAD\TRAFFIC-EXHIBITS.dwg Last Modified: May 03, 2014 - 4:16pm Plotted on: May 03, 2014 - 4:24pm by jimc

Traffic Signal Warrants

The US Department of Transportation publishes a book titled “Uniform Manual of Traffic Control Devices” (MUTCD). This manual gives requirements for and guidance for traffic control signs, pavement marking, and traffic signals. The chapter on traffic signals includes discussion of nine different “warrants” that the Illinois Department of Transportation considers when requests for traffic signals are made. Of the nine different warrants, four are appropriate to consider at the locations in the study area. Exhibit J includes information on all nine traffic signal warrants. Only one traffic signal warrant must be met to justify installation of traffic signals.

Warrant 1, Eight-Hour Vehicular Volume looks at traffic to determine if it exceeds designated thresholds for eight one hour periods on an average day.

Warrant 2, Four-Hour Vehicular Volume looks at traffic to determine if it exceeds designated thresholds for four one hour periods on an average day.

Warrant 3, Peak Hour looks at traffic to determine if the peak hour volumes exceed designated thresholds.

Warrant 5, School Crossing looks at traffic to determine if adequate gaps in traffic exist for elementary and high school students to safely cross a highway.

The traffic volumes from this study were used to check traffic signal warrants at the intersections of US 6 with Dakota Street, Strong Avenue, Richards Street, and Taylor Street.

A previous study of the school crossing at US 6 and Richards Street determined that traffic signal warrant 5 was met. The 2015, 2025, and 2035 peak hour traffic volumes on neither the north nor south approaches at the Richards Street intersection with US 6 meet the minimum thresholds for traffic signal warrants 1, 2, or 3.

Since US 6 traffic at Taylor Street is nearly equivalent to US 6 traffic at Richards Street, it is assumed that the traffic signal warrant for a school crossing would be met at Taylor Street. The 2015, 2025, and 2035 peak hour traffic volumes on neither the north nor south approaches at the Taylor Street intersection with US 6 meet the minimum thresholds for traffic signal warrants 1, 2, or 3.

Traffic volumes on the north leg of the Strong Avenue intersection with US 6 exceeded the minimum thresholds for warrants 1, 2, and 3. The traffic counts done at Strong Avenue only covered a 6.5 hour period, so estimated volumes had to be used to check signal warrant 1. When 24 hour traffic counts are not available, the Illinois Department of Transportation considers 55% of the peak hour traffic as equivalent to the “Eight-Hour” volume. For the purpose of this study this “55% rule” was used. Table 7 summarizes the eight-hour traffic and peak hour traffic warrants met at Strong Avenue.

Two of the 6.5 hours counted in 2014 at Strong Avenue exceeded the requirements for Warrant 2, Four-Hour Vehicular Volumes (70% Factor) shown on MUTCD Figure 4C-2. It is this author's opinion that it is likely that one of the not counted hours between 9:00 AM and 2:30 PM would have also exceeded the requirements, the hour around noon. It is further his opinion that once the Lincoln School students have been transferred to Kennedy School and a grocery store constructed near Strong Avenue, that traffic signal warrant 2 will be met.

Gap times were estimated at Strong Avenue by totaling the east and west bound traffic on US 6 in fifteen minute increments and assuming uniform flow over that period. The calculated gap times were less than 6.5 seconds. A study done two years ago at Richards Street measured gap times on the order of 6 seconds and calculated that the required gap time for a single pedestrian was 14 seconds. Therefore it is anticipated that the Strong Avenue intersection would meet traffic signal warrant 5.

Table 7 – Strong Avenue Warrant Analysis

	<u>North Leg Total**</u>	<u>US 6</u>	
2014 AM peak hour	120	783	Warrant 3 not met
2014 PM peak hour	94	997	Warrant 3 not met
2014 AM eight-hour	66	431	Warrant 1 not met
2014 PM eight- hour	52	548	Warrant 1 missed by 1 vehicle (2)
2014 AM peak hour*	180	768	Warrant 3 <u>is</u> met
2014 PM peak hour*	154	977	Warrant 3 <u>is</u> met
2014 AM eight-hour*	99	422	Warrant 1 not met
2014 PM eight- hour*	85	537	Warrant 1 <u>is</u> met (2)
2015 AM peak hour	246	834	Warrant 3 <u>is</u> met (1)
2015 PM peak hour	233	1052	Warrant 3 <u>is</u> met (1)
2015 AM eight-hour	135	459	Warrant 1 <u>is</u> met (3)
2015 PM eight- hour	128	579	Warrant 1 <u>is</u> met (3)

* 2014 Traffic combined with Lincoln School Traffic

**For the purpose of evaluating warrant 3, the north leg has been assumed to have two lanes.

(1) MUTCD Figure 4C-4 Warrant 3, Peak Hour (70% Factor)

(2) MUTCD Figure 4C-1 Warrant 1, Eight-hour Vehicular Volume 70% Condition B

(3) MUTCD Figure 4C-1 Warrant 1, Eight-hour Vehicular Volume 70% Conditions A & B

Traffic volumes on the south leg of the Dakota Street intersection with US 6 exceeded the minimum thresholds for warrants 1, 2, and 3. The traffic counts done at Dakota Street only covered two 90 minute periods, so estimated volumes had to be used to check signal warrant 1. For the purpose of this study this the previously discussed "55% rule" was used. Table 8 summarizes the eight-hour traffic and peak hour traffic warrants met at Dakota Street.

Table 8 – Dakota Street Warrant Analysis

	<u>South Leg Total*</u>	<u>US 6</u>	
2014 AM peak hour	185	760	Warrant 3 is met (1)
2014 PM peak hour	189	958	Warrant 3 is met (1)
2014 AM eight-hour	102	418	Warrant 1 not met
2014 PM eight- hour	104	527	Warrant 1 is met (3)**
2015 AM peak hour	200	772	Warrant 3 is met (1)
2015 PM peak hour	207	973	Warrant 3 is met (1)
2015 AM eight-hour	110	425	Warrant 1 is met (2)**
2015 PM eight- hour	114	535	Warrant 1 is met (3)**

*For the purpose of evaluating warrant 3, the south leg has been assumed to have two lanes.

** MUTCD allows that the right turning traffic from the minor street to be ignored for warrant 1 if they use a separate turn lane. If that allowance is considered at this location traffic signal warrant 1 is not met.

(1) MUTCD Figure 4C-4 Warrant 3, Peak Hour (70% Factor)

(2) MUTCD Figure 4C-1 Warrant 1, Eight-hour Vehicular Volume 70% Condition A

(3) MUTCD Figure 4C-1 Warrant 1, Eight-hour Vehicular Volume 70% Conditions A & B

Insufficient data was obtained to determine if warrant 2 is or would be met and since there are no sidewalks along either street warrant 5 would not be met.

Because of the high volume of eastbound right turns from US 6 to southbound Dakota Street, the Illinois Department of Transportation Bureau of Design and Environment Manual (BDE Manual) was consulted to determine if it would be appropriate add an eastbound right turn lane at the intersection. When the turning and through volumes were plotted on Figure 36-3.A in the BDE Manual the point fell in the area that indicated that a right turn lane should be considered. This figure is for the case when an intersection is not signalized. If signals are to be installed, a right turn lane may not be needed.

As previously mentioned the Spring Valley Elementary School District 99 Board of Education had not yet determined the new drop off and pick up traffic patterns for Kennedy School at the time this report was written. Should the school district decide to direct all or a part of traffic now using Richards Street to use Strong Avenue, the need for traffic signals at Dakota Street, Richards Street, and Taylor Street would be unaffected, however doing so would increase the need for signals at Strong Avenue.

Summary / Analysis

Richards Street and Taylor Street traffic will only meet traffic signal warrant 5 if the school crossing were to be located at one of those intersections.

Under existing conditions, the intersection of US 6 and Strong Avenue nearly met traffic signal warrant 1, may meet traffic signal warrant 2 and if the school crossing is relocated to Strong Avenue traffic signal warrant 5 will be met. Once Lincoln School traffic is added to the mix, the intersection will meet traffic signal warrants 1 and 3. The need for traffic signals increases when the grocery store is built. This confirms the City's consultant's and the Illinois Department of Transportation's expectation that traffic signals will be needed at Strong Avenue. It was this expectation that eliminated Richards Street as the location for the Safe Routes to School signals, because Richards Street and Strong Avenue are only 470' apart.

Under existing conditions, the intersection of US 6 and Dakota Street meet traffic signal warrants 1 and 3. The need for traffic signals increases when the grocery store is built. The IDOT BDE Manual includes Figure 36-1.C that gives spacing guidelines for signalized intersections. A distance of 1320' is preferred when traffic is travelling at 30 mph and 1540' is preferred when traffic is travelling at 35 mph. The intersection of US 6 and Dakota Street is approximately 800' west of Strong Avenue and Taylor Street is approximately 940' east of Strong Avenue. Both of these distances are less than the guideline spacing. The City of Spring Valley will need permission from IDOT to build traffic signals at one or all three intersections. IDOT will consider the traffic signal warrants met at each intersection and the impact of traffic signal placement on traffic flow.

In addition to installation of the appropriate traffic control for vehicular traffic, appropriate traffic control for student safety is a concern and a requirement for Safe Route to School grants. Student safety with regard to interaction with motor vehicles depends upon the volume of traffic, how the traffic is moving, the speed of traffic and the separation between traffic and the sidewalks.

Students now cross US 6 on the east side of the intersection (Leg D) at the Richards Street. The City's consultant has proposed that the students cross US 6 on the west side of the intersection (Leg C) at Strong Avenue. The school district has proposed that students cross on the west side of the intersection (Leg C) at Taylor Street. Table 9 summarizes the traffic volumes that would cross the path of students crossing US 6 at all three locations.

Table 9 AM (PM) US 6 Traffic Volumes Crossing Pedestrian Path AM (PM)

Year	<u>2014</u>	<u>2015</u>	<u>2025</u>	<u>2035</u>
Strong Avenue	748 (958)	734 (943)	857 (1100)	997 (1279)
Richards Street*	878 (1044)	1064 (1240)	1207 (1411)	1374 (1608)
Taylor Street**	913 (1132)	1059 (1299)	1208 (1484)	1381 (1699)

* Volumes at Richards Street may be higher than shown in this table. See section of this report titled “Count Discrepancies”.

** Students following the “Taylor Street Safe Route to School” would cross some of this traffic a second time as traffic enters and exits the Shell gas station at Richards Street. Students would also cross paths with traffic entering and exiting the gas station from Richards Street. During supplemental counts taken on May 1st and 2nd 2014 at the Shell gas station, 74 vehicles were observed entering and exiting the gas station between 2:45 & 3:30 PM on May 1st and 87 vehicles were observed entering and exiting the gas station between 7:15 and 8:15 AM on May 2nd.

Students crossing US 6 at Taylor Street would cross paths with 33% to 44% more US 6 traffic than they would if the crossing were at Strong Avenue.

The Spring Valley Elementary School District Board of Education has expressed concern about the volume of traffic that students would interact with on the south leg of the Strong Avenue intersection, at the Strong Avenue entrance to Casey’s General Store, and at the future grocery store entrance if the “Safe Route to School” were placed on Strong Avenue. Table 10 summarizes the traffic volumes that would cross the path of students at those crossings.

Table 10 AM (PM) Traffic Volumes Crossing Pedestrian Path AM (PM)

Year	2014	2015	2025	2035
Strong Avenue	167 (167)	181 (185)	208 (213)	240 (243)
Casey’s	61 (68)	61 (68)	61 (68)	61 (68)
Grocery Store	--- (---)	157 (192)	157 (192)	157 (192)

If students had crossed Strong Avenue in 2014 during the peak hour on an average day, they would have crossed paths with 167 vehicles in the AM peak hour and 167 vehicles in the PM. This is about twice the traffic entering and exiting the Shell gas station during the same hours in 2014. If the City were to erect signals at Strong Avenue, the students would cross with the benefit of protection not provided at the Shell gas station. If traffic projections are accurate for 2035, students will cross paths with 240 vehicles in the AM peak hour and 243 vehicles in the PM peak hour. This would be about three times the volume they cross paths with today at the Shell gas station without benefit of traffic signals.

If students had approached US 6 from the south on Strong Avenue in 2014 during the peak hour on an average day, they would have crossed paths with 61 vehicles in the AM peak hour and 68 vehicles in the PM peak hour. This is 26 vehicles less than the AM and more than 6 vehicles less than the PM volumes entering and exiting the Shell

gas station at Richards Street under the same circumstances. Students crossing the Casey's entrance at Strong Avenue would cross a 34' wide entrance. If they were to use the Taylor Street route, they would cross three Shell gas station entrances along a path approximately 200' long including two 40' wide entrances along US 6 and a single entrance approximately 90' wide along Richards Street.

If traffic projections are accurate for the Strong Avenue grocery store entrance, students will cross paths with 157 vehicles in the AM peak hour and 192 vehicles in the PM peak hours. This would be about twice the volume they would have crossed paths with today at the Shell gas station if they had used the Taylor Street route. They would cross this traffic at a single approximately 36' wide entrance instead of randomly along a path approximately 200' long crossing two 40' wide entrances along US 6 and a single entrance approximately 90' wide along Richards Street.

As previously mentioned the Spring Valley Elementary School District 99 Board of Education had not yet determined the new drop off and pick up traffic patterns for Kennedy School at the time this report was written. The number of vehicles crossing paths with students at Strong Avenue, Richards Street, and Taylor Street would be unchanged should the school district decide to direct all or a part of traffic now using Richards Street to use Strong Avenue.

The posted speed limit along US 6 is generally 30 mph except west of Strong Avenue where it increases to 35 mph. The approaches to Richards Street include school speed limit signs. None of the side streets are posted at US 6. Three blocks north of US 6 Strong Avenue is posted at 30 mph, but ahead of that sign the school zone is posted at 20 mph. Three blocks north of US 6 Richards Street is posted 20 mph. Ahead of that posting it is posted as 20 mph school zone. No other speed limit postings were observed. The City of Spring Valley could post Strong Avenue or Taylor Street with school zone speed limits if the school crossing is placed at either intersection.

The National Center for Safe Routes to School has a web site providing information and guidance. This site includes a page on slowing traffic down. Readers can go to the following web address for information.

- http://guide.saferoutesinfo.org/engineering/slowing_down_traffic.cfm

This page includes a graph showing the correlation between death & injuries, and travelling speed of a vehicle upon impact. As one would expect the probability of death or serious injury decreases as the travelling speed decreases. The total number of cars that would cross the path of students along the US 6 corridor and using the Strong Avenue route or the Taylor Street route are estimated to be about equal, however the vehicles crossing the students' path at the south leg of the Strong Avenue intersection and at the grocery store entrance are involved in turning movements and as such, can be expected to be travelling at a lower speed than traffic crossing an intersection. Turning vehicles are generally operating at speeds between 10 and 15 mph and vehicles accelerating from a stop condition at approximately 5' from a crosswalk are

travelling less than 10 mph. Between 25% and 30% of the vehicles on the Strong Avenue route to school will be travelling at these lower speeds. Through traffic on US 6 will be travelling at 20 mph if the IDOT allows the 20 mph school zone to remain or at 30 mph if they do not. As long as motorists follow posted speeds, obey traffic control devices, and give right of way to pedestrians in a crosswalk, this does not matter; but in the case where they do not, approximately 25% of the traffic using the Strong Avenue route would be travelling at a lower speeds than those crossing the path of a student using the Taylor Street route, thus reducing the probability of serious injury.

The National Center for Safe Routes to School website also discusses buffer zones between the streets running parallel to the sidewalks that pedestrians use. The site recommends that the area between the sidewalk and the street be as wide as possible to provide a comfortable separation between moving vehicles and pedestrians and provide room for snow storage. The center also suggests that where a buffer cannot be provided that sidewalks are built wider. The sidewalks along Richards Street are generally 5' wide and separated 4' to 7' from back of the curb. North of 4th Street the sidewalk is 4' wide and abuts the back of curb. The sidewalk width proposed by the City for the Strong Avenue route is 7' wide where it abuts the curb and gutter and 5' wide elsewhere. Where the sidewalk would not abut the curb and gutter along the Strong Avenue route, there would be a space varying from 5' wide to 21' wide separating the sidewalk from back of curb.

Based upon previous observation of arrival patterns of students using the Richards Street crossing, many students will be walking two or more blocks out of their way to use the Taylor Street route and students using the Strong Avenue will walk at most one block out of their way to get to school. The more direct a route to school provided, the more likely students are to use it.

The Strong Avenue route to school would cross three commercial entrances and two streets after students have crossed US 6. The maximum commercial entrance width would be 36' and two of the three will be stop controlled and the third could be. The two streets crossed would be at the same four way stop controlled intersection where the City proposes stationing a crossing guard.

The Taylor Street route to school would cross nine private entrances, five commercial entrances, three alleys and five streets after crossing US 6. Two of the five commercial entrances are in excess of 80' wide, two more commercial entrances are 40' wide, and all of the commercial and private entrances are uncontrolled. The five streets have stop or yield signs, but the alleys do not.

The web site operated by the National Center for Safe Routes to School includes the following quotes:

“Driveways and minor uncontrolled intersections can be especially problematic locations for pedestrians and bicyclists”

“Fewer driveways and narrower driveway crossings will provide for improved pedestrian safety for children, especially for busy commercial zones. School walking routes should keep busy driveway crossings to a minimum.”

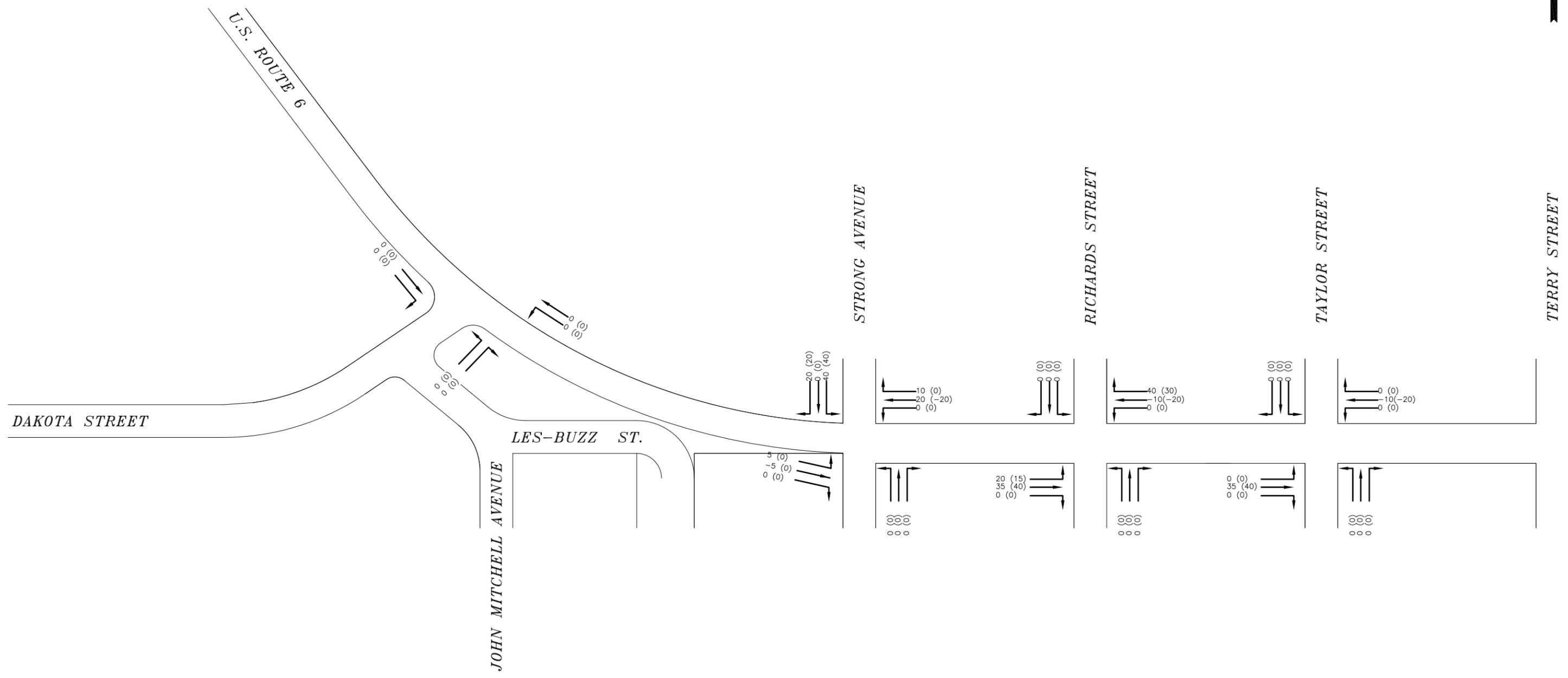
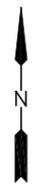
When compared to the Taylor Street route, the Strong Avenue route:

- Would have additional justification for placement of traffic signals,
- Would cross nearly the same volume of traffic, but traffic would be travelling at slower speeds,
- Would provide slightly wider sidewalks,
- Would provide a wider buffer to separate students from traffic,
- Would provide more room for snow storage,
- Would provide a more direct route to school for more students, and
- Would have fewer and narrower points of interaction between students and traffic.

EXHIBIT A
EXISTING (2014) PEAK HOUR TRAFFIC

EXHIBIT B
LINCOLN SCHOOL TRAFFIC

CHAMLIN & ASSOCIATES, INC. © 2014
 Drawing Name: G:\Users\jmc\Documents\Projects\Spring-Valley-Traffic-Exhibits.dwg Last Modified: May 03, 2014 - 4:24pm Plotted on: May 03, 2014 - 4:51pm by jmc



LEGEND
 AM (PM)

EXHIBIT B AND FIGURE 5

DRAWN BY: ARR	REVISIONS			
CHECKED BY: JKC	LEVEL	BY	DATE	DESCRIPTION
DATE: 5/14				

CHAMLIN & ASSOCIATES, INC.
 PERU MORRIS ILLINOIS

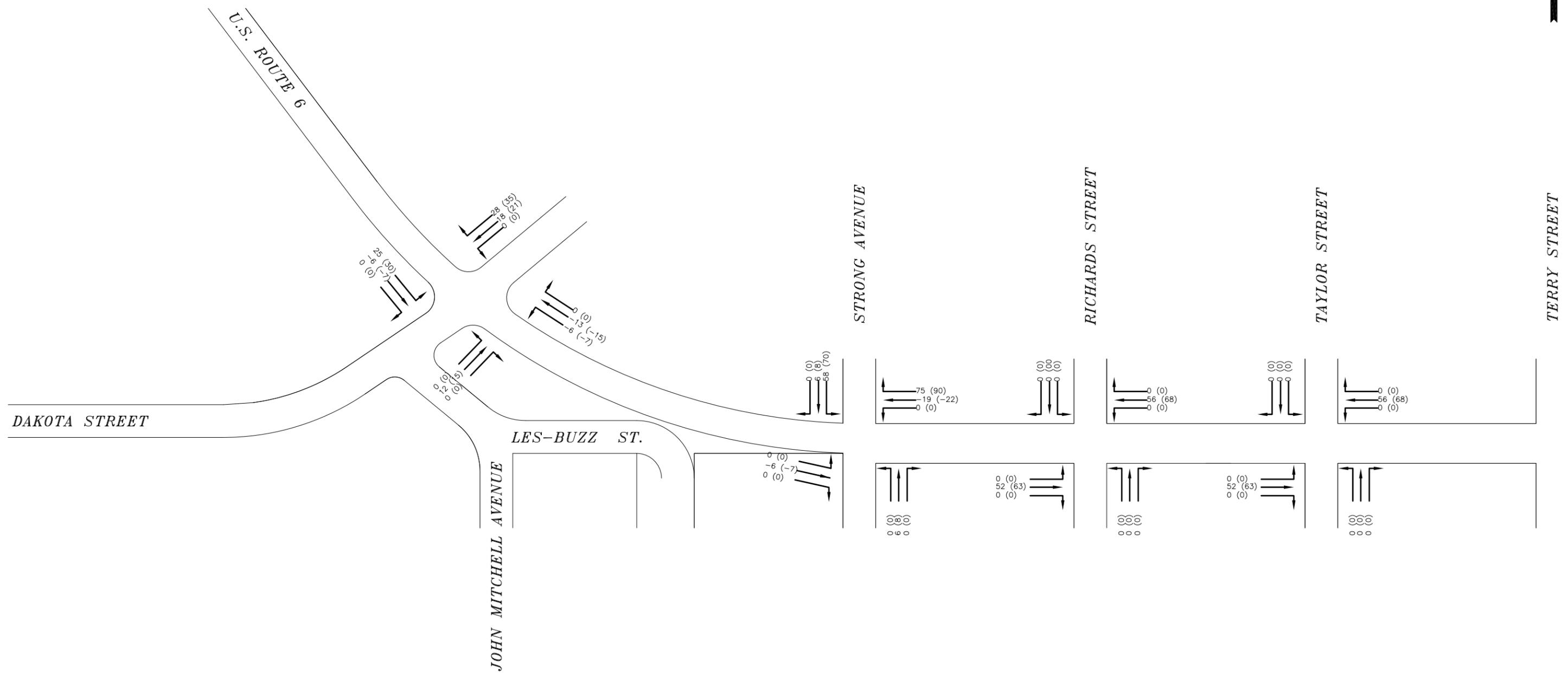
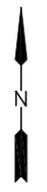
SPRING VALLEY TRAFFIC STUDY 2014
SPRING VALLEY, ILLINOIS

LINCOLN SCHOOL PEAK HOUR TRAFFIC

CURRENT AS OF: 5/2/14	
SCALE: AS NOTED	SHEET 1
FILE NO.: 66119.00 Y-	OF 1

EXHIBIT C
SULLIVAN'S GROCERY STORE TRAFFIC

CHAMLIN & ASSOCIATES, INC. © 2014
 Drawing Name: G:\Users\jmc\Documents\Spring-Valley-Traffic-Exhibits.dwg Last Modified: May 03, 2014 - 4:24pm Plotted on: May 03, 2014 - 4:49pm by jmc



LEGEND
 AM (PM)

EXHIBIT C AND FIGURE 6

DRAWN BY: ARR	REVISIONS			
CHECKED BY: JKC	LEVEL	BY	DATE	DESCRIPTION
DATE: 5/14				

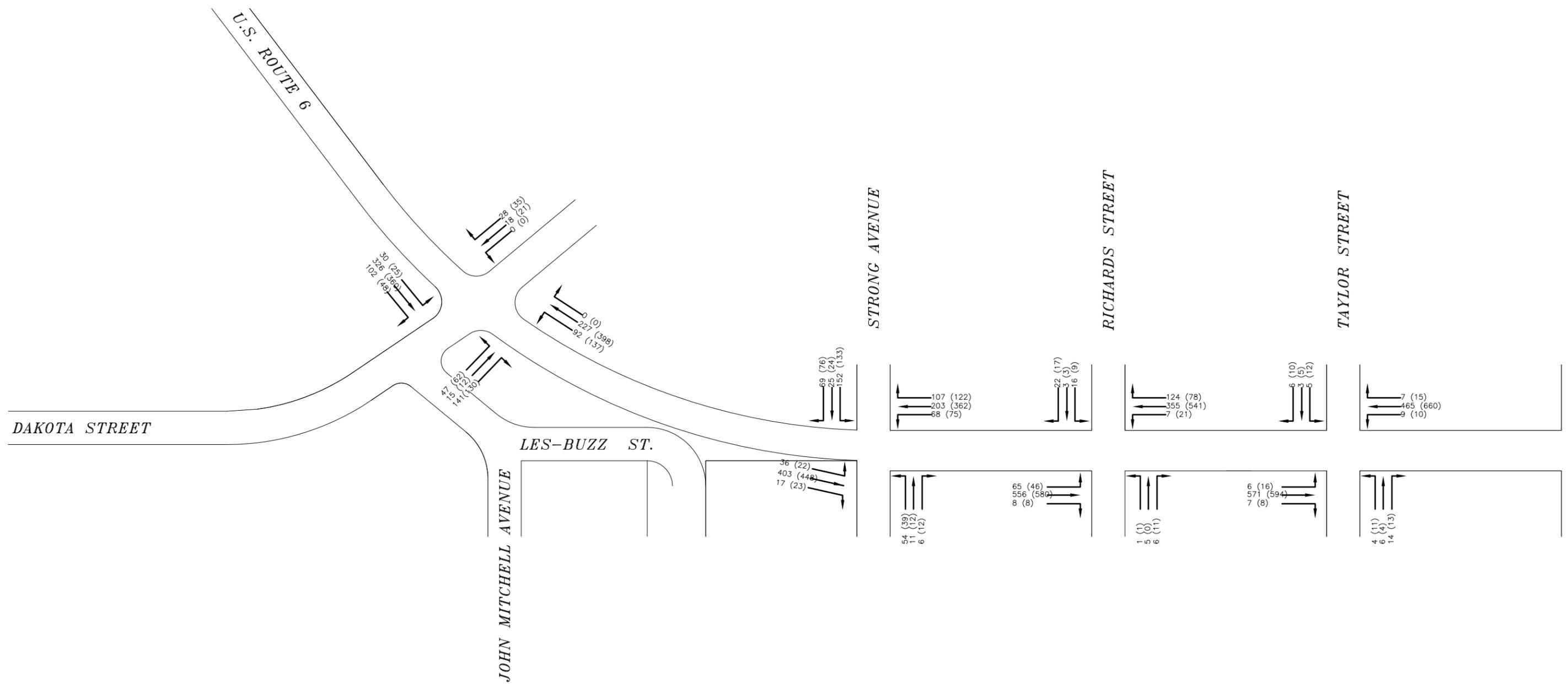
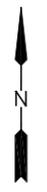


SPRING VALLEY TRAFFIC STUDY 2014
SPRING VALLEY, ILLINOIS

GROCERY STORE PEAK HOUR TRAFFIC

CURRENT AS OF: 5/2/14	
SCALE: AS NOTED	SHEET 1
FILE NO.: 66119.00 Y-	OF 1

EXHIBIT D
2015 PEAK HOUR TRAFFIC



LEGEND
AM (PM)

EXHIBIT D

CHAMLIN & ASSOCIATES, INC. © 2014
Drawing Name: G:\Users\jmc6119-00-Spring-Valley-US-6-Strong-Avenue\CAD\TRAFFIC-EXHIBITS.dwg Last Modified: May 07, 2014 - 5:33pm Plotted on: May 07, 2014 - 5:34pm by jmc

DRAWN BY: ARR	REVISIONS			
CHECKED BY: JKC	LEVEL	BY	DATE	DESCRIPTION
DATE: 5/14				

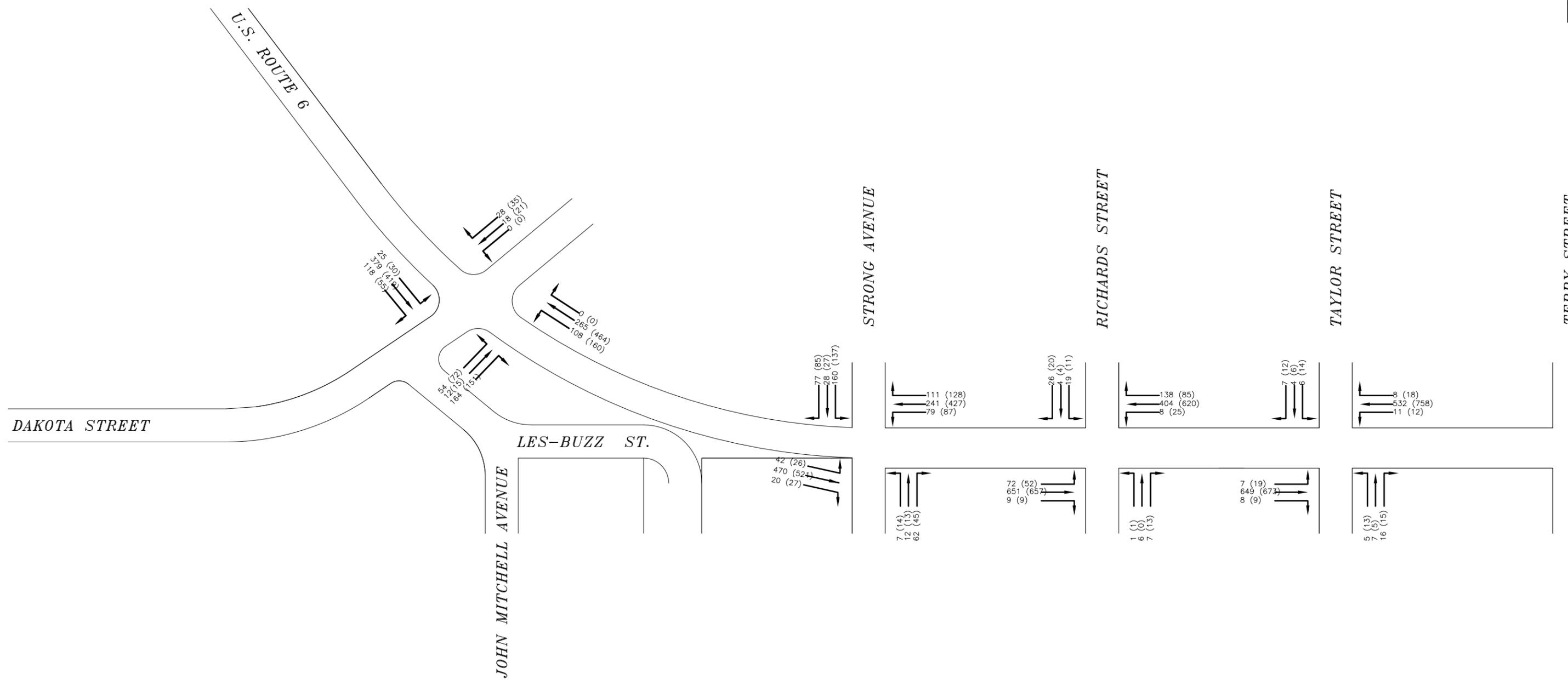
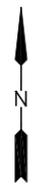
CHAMLIN & ASSOCIATES, INC.
PERU MORRIS ILLINOIS

SPRING VALLEY TRAFFIC STUDY 2014
SPRING VALLEY, ILLINOIS

COMBINED 2015 PEAK HOUR TRAFFIC

CURRENT AS OF: 5/2/14	
SCALE: AS NOTED	SHEET 1
FILE NO.: 66119.00 Y-	OF 1

EXHIBIT E
2025 PEAK HOUR TRAFFIC



LEGEND
AM (PM)

EXHIBIT E

CHAMLIN & ASSOCIATES, INC. © 2014
Drawing Name: G:\Users\jmc\OneDrive\Spring-Valley-US-6-Strong-Avenue\CAD\TRAFFIC-EXHIBITS.dwg Last Modified: May 07, 2014 - 5:41am Plotted on: May 07, 2014 - 5:41am by jmc

DRAWN BY: ARR	REVISIONS			
CHECKED BY: JKC	LEVEL	BY	DATE	DESCRIPTION
DATE: 5/14				

CHAMLIN & ASSOCIATES, INC.
PERU MORRIS ILLINOIS

SPRING VALLEY TRAFFIC STUDY 2014
SPRING VALLEY, ILLINOIS

COMBINED 2025 PEAK HOUR TRAFFIC

CURRENT AS OF: 5/2/14	
SCALE: AS NOTED	SHEET 1
FILE NO.: 66119.00 Y-	OF 1

EXHIBIT F
2035 PEAK HOUR TRAFFIC

CHAMLIN & ASSOCIATES, INC. © 2014
 Drawing Name: G:\Users\jmc\OneDrive\Spring-Valley-US-6-Strong-Avenue\CAD\TRAFFIC-EXHIBITS.dwg Last Modified: May 07, 2014 - 5:44pm Plotted on: May 07, 2014 - 5:45am by jmc

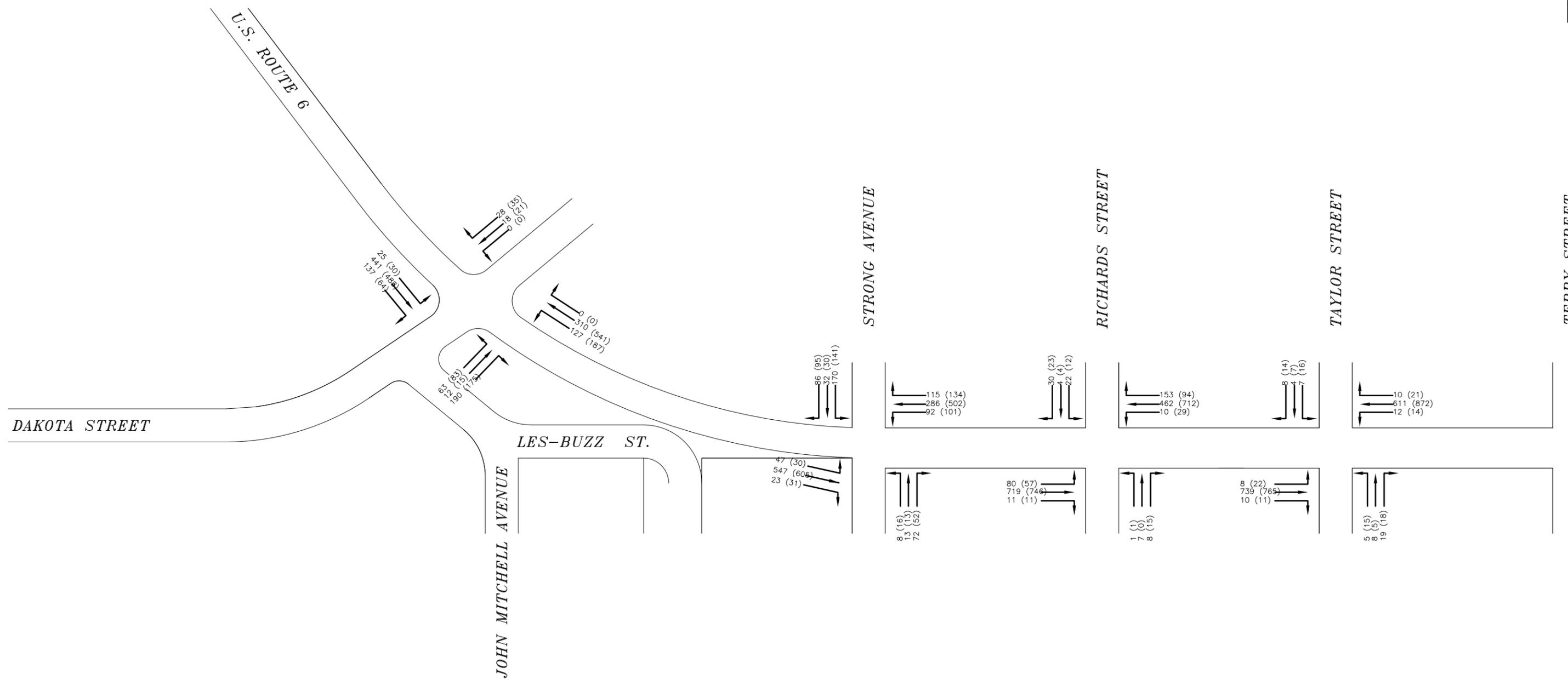
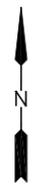


EXHIBIT F

DRAWN BY: ARR		REVISIONS	
LEVEL	BY	DATE	DESCRIPTION
CHECKED BY: JKC			
DATE: 5/14			

CHAMLIN & ASSOCIATES, INC.
 PERU MORRIS ILLINOIS

SPRING VALLEY TRAFFIC STUDY 2014
SPRING VALLEY, ILLINOIS

COMBINED 2035 PEAK HOUR TRAFFIC

CURRENT AS OF: 5/2/14	
SCALE: AS NOTED	SHEET 1
FILE NO.: 66119.00 Y-	OF 1

EXHIBIT G
TRAFFIC DATA / FIELD NOTES

LINCOLN SCHOOL

4/29/14

Tally of Student Drop off

AM	7:30 - 7:45		(2)	Cloudy / Light Rain	
	7:45 - 8:00		(34)		1
	8:00 - 8:15		(31)		
	8:15 - 8:30		(1)		
	8:20 ← Second Bell				
				68 TOTAL	

Observation station ~~South~~^{North} side of Erie just East of Mary. From this point I could observe parents dropping off students in front of School, at Mary Street, and ~~exist~~ exiting the parking lot after dropping off students behind the school.

There is the possibility that parents/guardians dropped off student along east side of school and exited to the east. It is also possible that parents/guardians dropped off students in front and drove behind the school after doing so.

Students were also dropped off by busses.

PM
Cloudy
2:40 Traffic has already begun to line up on the north side of Erie in anticipation of dismissal.

3:00 BELL
Observation station north side of Erie just west of Mary. From this point I could observe traffic leaving the school "area" by turning north on to Mary or proceeding ~~east~~^{west} on ~~the~~^{Erie}. Unfortunately I ~~was~~^{was} unable to distinguish school traffic from "other" traffic. I could see traffic parked on Mary leaving to the north.

2:45 - 3:00 ||| ||| (8) (preschool?) Bus?

3:00 - 3:15 ||| ||| ||| ||| ||| ||| ||| ||| (43) **51** Multiple Busses

~~3:15 - 3:30~~ SCHOOL TRAFFIC EXCEPT STAFF CLEARED BY 3:15

~~3:30 - 3:45~~

WALKERS to ~~west~~^{west}
|||

From SOUTH

On TAYLOR

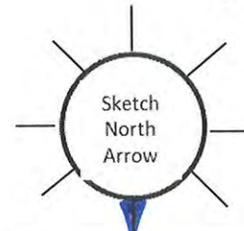
Recorder _____

	EA		EA		EA
4T 1111	(4)	4T		4T 1	(1)
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

	EA
4T 1	(1)
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

	EA
4T 1	(1)
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

Station: Intersection of Route US 6 and TAYLOR



Intersection of Route US 6 and TAYLOR
 Date 4/30/14
 Hour 7:30 To 7:45
 Remarks _____
 Weather: _____
 Road Conditions: _____

4T = Cars + 4T Tks.
 EA = Extra Axles

SINGLE UNIT
 6T = 6 Tire
 3A = 3 Axle
 Bus = Bus

MULTI UNIT
 3A = 3 Axle
 4A = 4 Axle
 5A = 5 Axle
 6A = 6 Axle +

	EA
4T	(115)
6T	
3A	
Bus	
3A	
4A	
5A 1111	(6)
6A+	

	EA
4T	(123)
6T	
3A	
Bus 113	(2)
3A	
4A	
5A 111 111	(10)
6A+	

	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

	EA		EA		EA
4T		4T 1	(1)	4T	(1)
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

	EA
4T	
6T	
3A	
Bus 1	(1)
3A	
4A	
5A	
6A+	

From EAST
 On US 6

From NORTH

On TAYLOR

From WEST
 On US 6

From SOUTH NORTH

On TAYLOR

Recorder _____

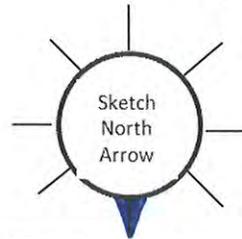
	EA
4T	(2)
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

	EA		EA		EA
4T		(1)	4T	(3)	4T (1)
6T			6T		6T
3A			3A		3A
Bus			Bus		Bus
3A			3A		3A
4A			4A		4A
5A			5A		5A
6A+			6A+		6A+

	EA
4T	(3)
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

	EA
4T	(95)
6T	
3A	
Bus	(3)
3A	
4A	
5A	
6A+	(8)

Station:
Intersection of
Route US 6
and TAYLOR
Date 4/30/14
Hour 7:45 To 8:00
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles

SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus

MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

	EA
4T	(132)
6T	
3A	
Bus	(3)
3A	
4A	
5A	(7)
6A+	

	EA
4T	(3)
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	(2)

	EA		EA		EA
4T		(1)	4T		(1)
6T			6T	(1)	6T
3A			3A		3A
Bus			Bus		(1)
3A			3A		3A
4A			4A		4A
5A			5A		5A
6A+			6A+		6A+

	EA
4T	(3)
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From EAST
On US 6

From NORTH

On TAYLOR

From WEST
On US 6

From SOUTH

On TAYLOR

Recorder _____

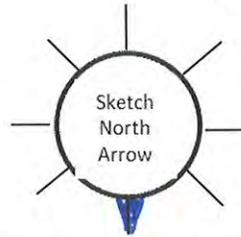
	EA
4T <u> </u>	<u>4</u>
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

	EA		EA		EA
4T <u> </u>	<u>7</u>	4T <u> </u>	<u>3</u>	4T <u> </u>	<u>2</u>
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

	EA
4T <u> </u>	<u>1</u>
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

	EA
<u> </u>	<u>92</u>
4T <u> </u>	<u>2</u>
6T <u> </u>	<u>4</u>
3A	
Bus <u> </u>	<u>6</u>
3A	
4A	
5A <u> </u>	
6A+ <u> </u>	

Station:
Intersection of
Route US 6
and TAYLOR
Date 4/30/14
Hour 8:00 To 8:15
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles

SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus

MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

	EA
<u> </u>	<u>92</u>
4T <u> </u>	<u>3</u>
6T	
3A	
Bus <u> </u>	<u>5</u>
3A	
4A	
5A <u> </u>	
6A+	

	EA
4T <u> </u>	<u>1</u>
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

	EA		EA		EA
4T <u> </u>	<u>2</u>	4T <u> </u>	<u>1</u>	4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

	EA
4T <u> </u>	<u>2</u>
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From EAST
On US 6

From NORTH

On TAYLOR

From WEST
On US 6

From SOUTH

On TAYLOR

Recorder _____

	EA
4T	(1)
6T	
3A	
Bus (1)	(1)
3A	
4A	
5A	
6A+	

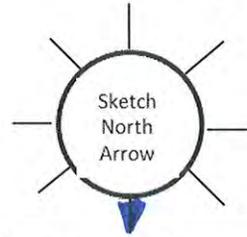
	EA		EA		EA
4T	(2)	4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

	EA
4T	(2)
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

	EA
4T	(68)
6T	(4)
3A	
Bus	(4)
3A	
4A	
5A	(6)
6A+	

Station:
Intersection of
Route US 6
and TAYLOR
Date 4/30/14
Hour 8:15 To 8:30
Remarks _____

Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles

SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus

MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

	EA
4T	(90)
6T	(1)
3A	
Bus (1)	(3)
3A	
4A	
5A	(6)
6A+	

	EA
4T	(1)
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

	EA		EA		EA
4T	(2)	4T		4T	(3)
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From EAST
On US 6

From NORTH

On TAYLOR

From WEST
On US 6

From SOUTH

On TAYLOR

Recorder _____

	EA		EA		EA
4T	(1)	4T	(1)	4T	(4)
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

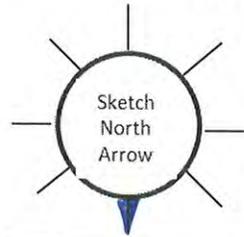
	EA
4T	(3)
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

	EA
4T	(2)
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

	EA
 	
4T	(126)
6T	(1)
3A	
Bus	(2)
3A	
4A	
5A	(8)
6A+	

Station:
Intersection of
Route US 6
and TAYLOR
Date 4/30/14
Hour 2:45 To 3:00
Remarks _____

Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles

SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus

MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

	EA
 	
4T	(89)
6T	(1)
3A	
Bus	(1)
3A	
4A	
5A	(11)
6A+	

	EA
4T	(3)
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

	EA		EA		EA
4T	(2)	4T		4T	(1)
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

	EA
1	
4T	(1)
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From EAST
On US 6

From NORTH

On TAYLOR

From WEST
On US 6

From SOUTH

On Taylor

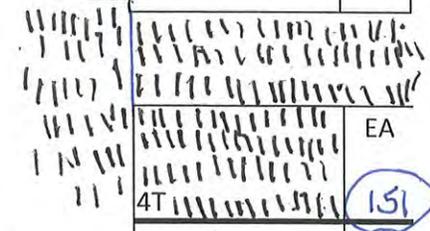
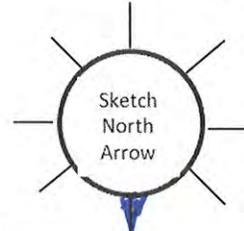
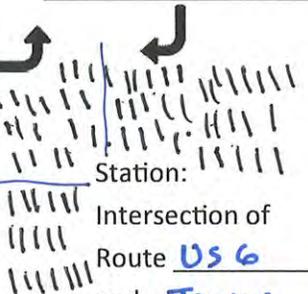
Recorder _____

	EA
4T	(1)
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

	EA		EA		EA
4T	(2)	4T	(2)	4T	(3)
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

	EA
4T	(1)
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

	EA
4T	(162)
6T	(1)
3A	
Bus	(1)
3A	
4A	(11)
5A	
6A+	



Station:
Intersection of
Route US 6
and Taylor
Date 4/30/14
Hour 3:00 To 3:15
Remarks _____
Weather: _____
Road Conditions: _____

4T = Cars + 4T Tks.
EA = Extra Axles

SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus

MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

	EA
4T	(151)
6T	(2)
3A	
Bus	(2)
3A	
4A	
5A	(8)
6A+	

	EA
4T	(6)
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From EAST
On US 6

	EA		EA		EA
4T	(3)	4T	(2)	4T	(3)
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

From NORTH

On Taylor

	EA
4T	(6)
6T	(2)
3A	
Bus	
3A	
4A	
5A	
6A+	

From WEST
On US 6

From SOUTH

On Taylor

Recorder _____

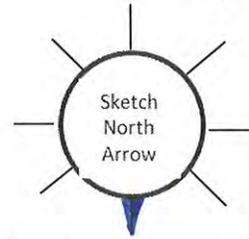
	EA
4T	(1)
6T	
3A	
Bus	(1)
3A	
4A	
5A	
6A+	

	EA		EA		EA
4T	(7)	4T		4T	(1)
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	(1)
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

	EA
4T	(3)
6T	
3A	
Bus	(1)
3A	
4A	
5A	
6A+	

	EA
	(138)
4T	
6T	(1)
3A	
Bus	
3A	
4A	
5A	(9)
6A+	

Station:
Intersection of
Route US 6
and Taylor
Date 4/30/14
Hour 3:15 To 3:30
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles

SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus

MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

	EA
	(94)
4T	
6T	(2)
3A	
Bus	(1)
3A	
4A	
5A	(7)
6A+	

	EA
4T	(3)
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From EAST
On US 6

	EA		EA		EA
4T	(7)	4T	(3)	4T	(4)
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

From NORTH

On Taylor

	EA
4T	(3)
6T	
3A	
Bus	(1)
3A	
4A	
5A	
6A+	

From WEST
On US 6

From SOUTH

On Taylor

Recorder _____

	EA
4T	(4)
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

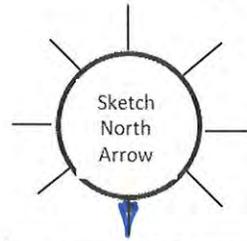
	EA		EA		EA
4T	(3)	4T	(1)	4T	(2)
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

	EA
4T	(1)
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

	EA
4T	(133)
6T	(1)
3A	
Bus	(3)
3A	
4A	
5A	(6)
6A+	

Station:
 Intersection of
 Route US 6
 and Taylor
 Date 4/30/14
 Hour 3:30 To 3:45
 Remarks _____

 Weather: _____
 Road Conditions: _____



4T = Cars + 4T Tks.
 EA = Extra Axles

SINGLE UNIT
 6T = 6 Tire
 3A = 3 Axle
 Bus = Bus

MULTI UNIT
 3A = 3 Axle
 4A = 4 Axle
 5A = 5 Axle
 6A = 6 Axle +

	EA
4T	(113)
6T	
3A	
Bus	(3)
3A	
4A	
5A	(3)
6A+	

	EA
4T	(3)
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

	EA		EA		EA
4T		4T		4T	(2)
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

	EA
4T	(3)
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From EAST
 On US 6

From NORTH

On Taylor

From WEST
 On US 6

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

STRONG AVENUE

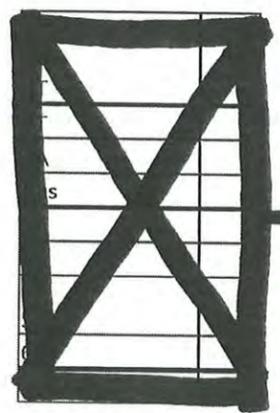
VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

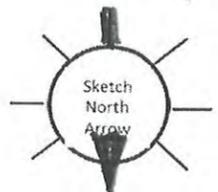
1	EA	1	EA	11	EA
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

From SOUTH On STRONG Recorder JKC

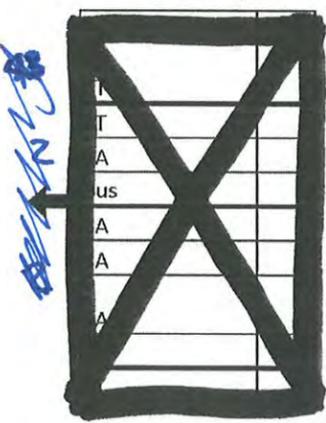
1111	EA	1	EA	111	EA
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	



Station:
Intersection of
Route US 6
and RICHARDS ST
Date 4/30/14
Hour _____ To _____
Remarks _____
Weather: _____
Road Conditions: _____



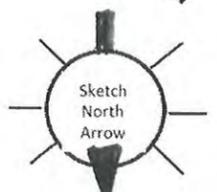
4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +



US 6

1111	EA
4T	
6T	11
3A	
Bus	
3A	1
4A	
5A	1
6A+	

Station:
Intersection of
Route US 6
and STRONG AVE.
Date 4/30/14
Hour 6:00 To 6:15 AM
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

1111	EA
4T	
6T	1
3A	
Bus	
3A	
4A	
5A	1
6A+	

US 6

From EAST On US 6

11	EA	1	EA	11	EA
4T		4T		4T	
6T	1	6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

From WEST On US 6

From EAST On US 6

1	EA	1	EA	111	EA
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

From WEST On US 6

PEDESTRIANS

PEDESTRIANS

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

STRONG AVENUE

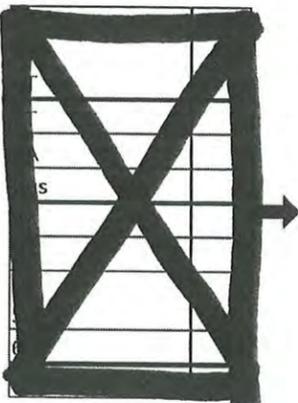
VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

From SOUTH On STRONG Recorder JKC

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+



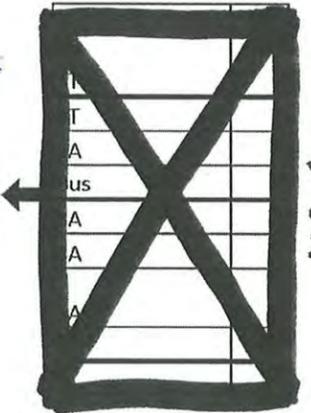
Station:
Intersection of
Route US 6
and RICHARDS ST
Date 4/30/14
Hour _____ To _____
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles

SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus

MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +



From EAST On US 6

From NORTH On RICHARDS

From WEST On US 6

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

Station:
Intersection of
Route US 6
and STRONG AVE
Date 4/30/14
Hour 6:15 To 6:30 AM
Remarks _____
Weather: _____
Road Conditions: _____

4T = Cars + 4T Tks.
EA = Extra Axles

SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus

MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

From EAST On US 6

From NORTH On STRONG

From WEST On US 6

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

PEDESTRIANS

PEDESTRIANS

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

STRONG AVENUE

VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

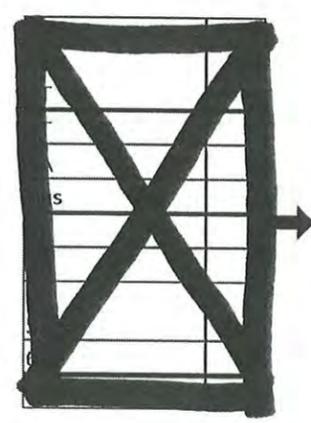
EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From SOUTH On STRONG Recorder JKC

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+



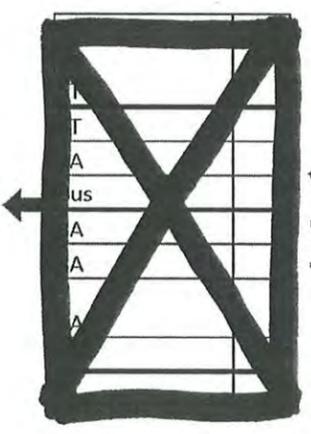
Station:
Intersection of
Route US 6
and RICHARDS ST
Date 4/30/14
Hour _____ To _____
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles

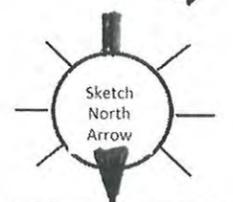
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus

MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +



US 6

Station:
Intersection of
Route US 6
and STRONG AVE.
Date 4/30/14
Hour 6:30 To 6:45 AM
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles

SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus

MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

US 6

From EAST On US 6

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

From WEST On US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From NORTH On RICHARDS

From EAST On US 6

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

From WEST On US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From NORTH On STRONG

PEDESTRIANS

PEDESTRIANS

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

4T	EA	4T	EA	4T	EA
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

4T	EA
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

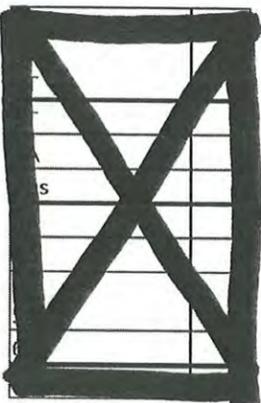
STRONG AVENUE

VEHICLE CLASSIFICATION FORM

From SOUTH On STRONG Recorder JKC

4T	EA	4T	EA	4T	EA
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

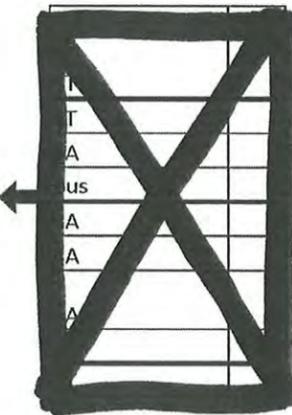
4T	EA
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	



Station:
Intersection of
Route US 6
and RICHARDS ST
Date 4/30/14
Hour _____ To _____
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +



US 6

From EAST On US 6

4T	EA	4T	EA	4T	EA
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

From NORTH On RICHARDS

4T	EA	4T	EA	4T	EA
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

From WEST On US 6

4T	EA
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

PEDESTRIANS

4T	EA
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

Station:
Intersection of
Route US 6
and STRONG AVE.
Date 4/30/14
Hour 6:45 To 7:00 AM
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

4T	EA
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

US 6

From EAST On US 6

4T	EA	4T	EA	4T	EA
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

From NORTH On STRONG

4T	EA	4T	EA	4T	EA
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

From WEST On US 6

4T	EA
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

PEDESTRIANS

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

1	EA		EA	1	EA
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

4T	EA
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

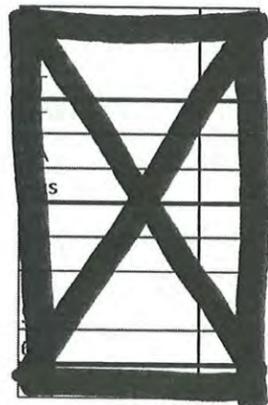
STRONG AVENUE

VEHICLE CLASSIFICATION FORM

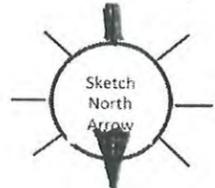
From SOUTH On STRONG Recorder JKC

1	EA	1	EA	1	EA
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

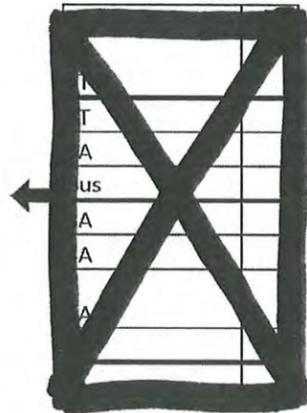
4T	EA
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	



Station:
Intersection of
Route US 6
and RICHARDS ST
Date 8/30/14
Hour _____ To _____
Remarks _____
Weather: _____
Road Conditions: _____



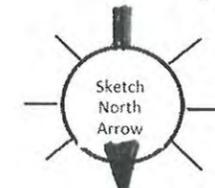
4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +



US 6

4T	EA
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

Station:
Intersection of
Route US 6
and STRONG AVE.
Date 4/30/14
Hour 7:00 To 7:15 AM
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

4T	EA
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

US 6

4T	EA
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From EAST
On US 6

From NORTH On RICHARDS

4T	EA	1	EA	4T	EA
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

4T	EA
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From WEST
On US 6

4T	EA
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From EAST
On US 6

From NORTH On STRONG

4T	EA	4T	EA	4T	EA
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

4T	EA
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From WEST
On US 6

PEDESTRIANS

PEDESTRIANS

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

STRONG AVENUE

VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

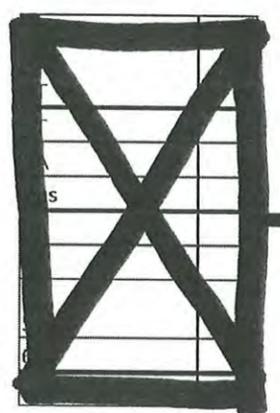
EA		EA		EA
4T		4T		4T
6T		6T		6T
3A		3A		3A
Bus		Bus		Bus
3A		3A		3A
4A		4A		4A
5A		5A		5A
6A+		6A+		6A+

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

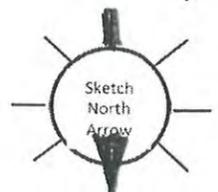
From SOUTH On STRONG Recorder JKC

EA		EA		EA
4T		4T		4T
6T		6T		6T
3A		3A		3A
Bus		Bus		Bus
3A		3A		3A
4A		4A		4A
5A		5A		5A
6A+		6A+		6A+

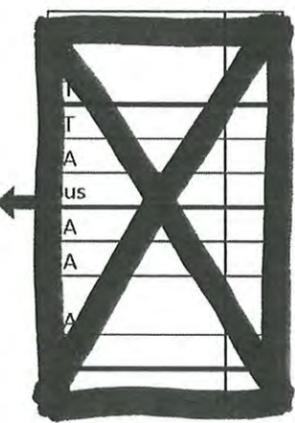
EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	



Station:
Intersection of
Route US 6
and RICHARDS ST
Date 4/30/14
Hour _____ To _____
Remarks _____
Weather: _____
Road Conditions: _____



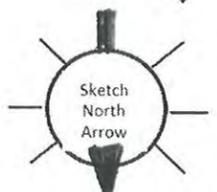
4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +



US 6

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

Station:
Intersection of
Route US 6
and STRONG AVE
Date 4/30/14
Hour 7:15 To 7:30 AM
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

US 6

From EAST On US 6

EA		EA		EA
4T		4T		4T
6T		6T		6T
3A		3A		3A
Bus		Bus		Bus
3A		3A		3A
4A		4A		4A
5A		5A		5A
6A+		6A+		6A+

From NORTH On RICHARDS

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From WEST On US 6

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From EAST On US 6

EA		EA		EA
4T		4T		4T
6T		6T		6T
3A		3A		3A
Bus		Bus		Bus
3A		3A		3A
4A		4A		4A
5A		5A		5A
6A+		6A+		6A+

From NORTH On STRONG

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From WEST On US 6

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

PEDESTRIANS ||||

PEDESTRIANS ||

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

STRONG AVENUE

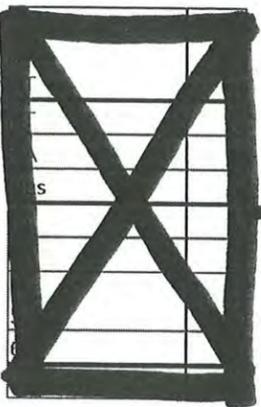
VEHICLE CLASSIFICATION FORM

From SOUTH On STRONG Recorder JKC

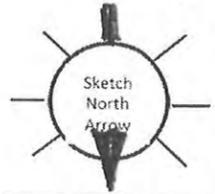
EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

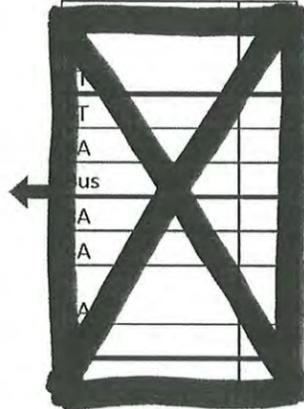
EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+



Station:
Intersection of
Route US 6
and RICHARDS ST
Date 4/30/14
Hour To
Remarks
Weather:
Road Conditions:



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +



US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

Station:
Intersection of
Route US 6
and STRONG AVE.
Date 4/30/14
Hour 7:30 To 7:45 AM
Remarks
Weather:
Road Conditions:



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From EAST
On US 6

From NORTH On RICHARDS

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From WEST
On US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From EAST
On US 6

From NORTH On STRONG

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From WEST
On US 6

PEDESTRIANS |||||

PEDESTRIANS

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

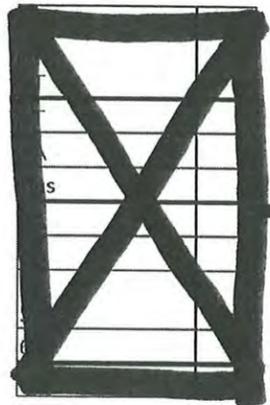
STRONG AVENUE

VEHICLE CLASSIFICATION FORM

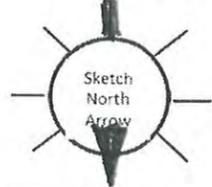
From SOUTH On STRONG Recorder JKC

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

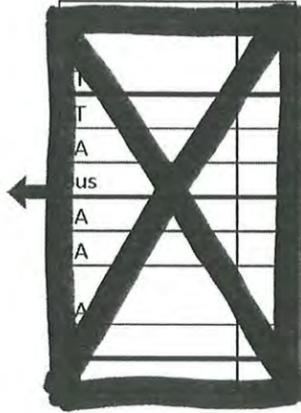
EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+



Station:
Intersection of
Route US 6
and RICHARDS ST
Date 4/30/14
Hour _____ To _____
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +



US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

Station:
Intersection of
Route US 6
and STRONG AVE
Date 4/30/14
Hour 7:45 To 8:00 AM
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From EAST
On US 6

From NORTH On RICHARDS

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From WEST
On US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From EAST
On US 6

From NORTH On STRONG

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From WEST
On US 6

PEDESTRIANS NI

PEDESTRIANS

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

1	EA	1	EA	III	EA
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

II	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

1	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

STRONG AVENUE

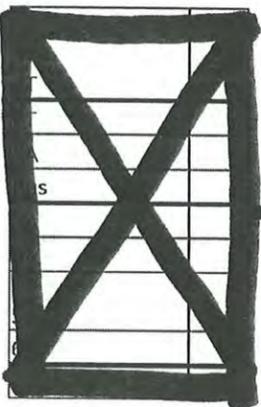
VEHICLE CLASSIFICATION FORM

From SOUTH On STRONG Recorder JKC

III	EA		EA	III	EA
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

III I	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

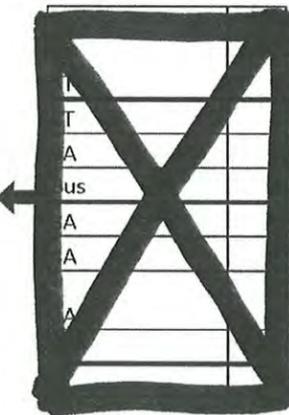
III	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	



Station:
Intersection of
Route US 6
and RICHARDS ST
Date 4/30/14
Hour _____ To _____
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +



US 6

From EAST On US 6

III III	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

III II	EA		EA	I	EA
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

From WEST On US 6

III II	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

PEDESTRIANS

III III III	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

Station:
Intersection of
Route US 6
and STRONG AVE.
Date 4/30/14
Hour 8:15 To 8:30 AM
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

III III III III	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

US 6

From EAST On US 6

III III III	EA	III	EA	III III	EA
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

From WEST On US 6

III	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

PEDESTRIANS

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

STRONG AVENUE

VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

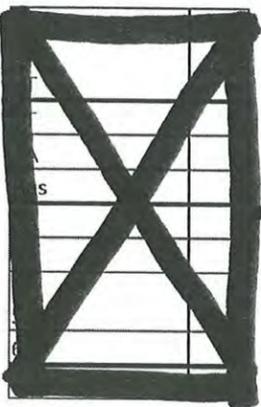
EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From SOUTH On STRONG Recorder JKC

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

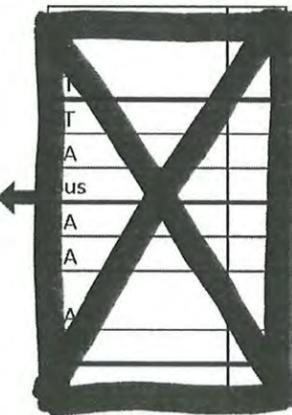
EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+



Station:
Intersection of
Route US 6
and RICHARDS ST
Date 4/30/14
Hour _____ To _____
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +



US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

Station:
Intersection of
Route US 6
and STRONG AVE.
Date 4/30/14
Hour 8:00 To 8:15 AM
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

US 6

From EAST On US 6

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

From NORTH On RICHARDS

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From WEST On US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From EAST On US 6

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

From NORTH On STRONG

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From WEST On US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

PEDESTRIANS |||

Counter found her was following in wrong column

PEDESTRIANS

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

STRONG AVENUE

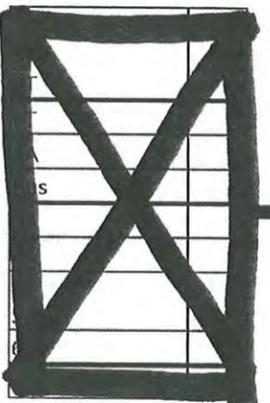
VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

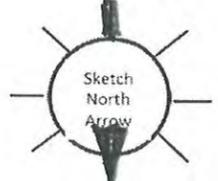
EA	1	EA	11	EA
4T	4T	4T	4T	4T
6T	6T	6T	6T	6T
3A	3A	3A	3A	3A
Bus	Bus	Bus	Bus	Bus
3A	3A	3A	3A	3A
4A	4A	4A	4A	4A
5A	5A	5A	5A	5A
6A+	6A+	6A+	6A+	6A+

From SOUTH On STRONG Recorder JKC

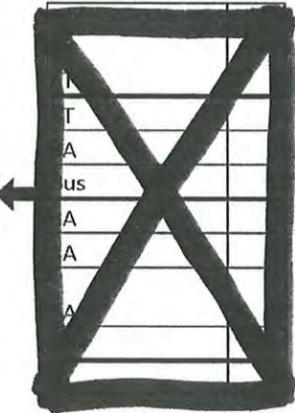
EA	11	EA	11	EA
4T	4T	4T	4T	4T
6T	6T	6T	6T	6T
3A	3A	3A	3A	3A
Bus	Bus	Bus	Bus	Bus
3A	3A	3A	3A	3A
4A	4A	4A	4A	4A
5A	5A	5A	5A	5A
6A+	6A+	6A+	6A+	6A+



Station:
Intersection of
Route US 6
and RICHARDS ST
Date 4/30/14
Hour _____ To _____
Remarks _____
Weather: _____
Road Conditions: _____



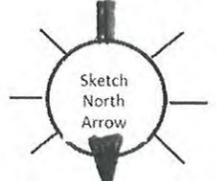
4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +



US 6

Station:
Intersection of
Route US 6
and STRONG AVE.
Date 4/30/14
Hour 8:30 To 8:45 AM
Remarks _____
Weather: _____
Road Conditions: _____

EA	11111111	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

EA	11111111	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

US 6

From EAST US 6 On RICHARDS

EA	1111	EA	1	EA	1111	EA
4T	4T	4T	4T	4T	4T	4T
6T	6T	6T	6T	6T	6T	6T
3A	3A	3A	3A	3A	3A	3A
Bus	Bus	Bus	Bus	Bus	Bus	Bus
3A	3A	3A	3A	3A	3A	3A
4A	4A	4A	4A	4A	4A	4A
5A	5A	5A	5A	5A	5A	5A
6A+	6A+	6A+	6A+	6A+	6A+	6A+

From EAST US 6 On STRONG

EA	1111	EA	1111	EA
4T	4T	4T	4T	4T
6T	6T	6T	6T	6T
3A	3A	3A	3A	3A
Bus	Bus	Bus	Bus	Bus
3A	3A	3A	3A	3A
4A	4A	4A	4A	4A
5A	5A	5A	5A	5A
6A+	6A+	6A+	6A+	6A+

PEDESTRIANS

PEDESTRIANS

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

STRONG AVENUE

VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

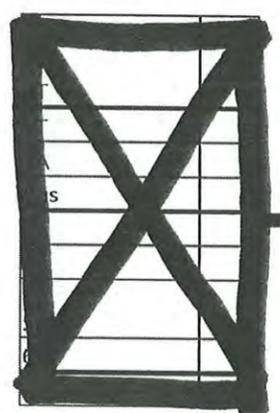
EA	1	EA		EA
4T		4T		4T
6T		6T		6T
3A		3A		3A
Bus		Bus		Bus
3A		3A		3A
4A		4A		4A
5A		5A		5A
6A+		6A+		6A+

EA		EA
4T		4T
6T		6T
3A		3A
Bus		Bus
3A		3A
4A		4A
5A		5A
6A+		6A+

From SOUTH On STRONG Recorder JKC

EA	1	EA	1	EA
4T		4T		4T
6T		6T		6T
3A		3A		3A
Bus		Bus		Bus
3A		3A		3A
4A		4A		4A
5A		5A		5A
6A+		6A+		6A+

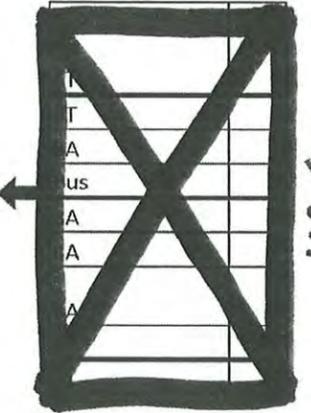
EA		EA
4T		4T
6T		6T
3A		3A
Bus		Bus
3A		3A
4A		4A
5A		5A
6A+		6A+



Station:
Intersection of
Route US 6
and RICHARDS ST
Date 4/30/14
Hour _____ To _____
Remarks _____
Weather: _____
Road Conditions: _____



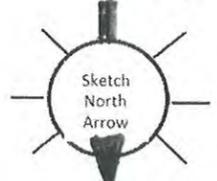
4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +



US 6

EA	1	EA
4T		4T
6T	1	6T
3A		3A
Bus		Bus
3A		3A
4A		4A
5A	1	5A
6A+		6A+

Station:
Intersection of
Route US 6
and STRONG AVE.
Date 4/30/14
Hour 8:45 To 9:00 AM
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

EA	1	EA
4T		4T
6T	1	6T
3A	1	3A
Bus	1	Bus
3A		3A
4A		4A
5A	1	5A
6A+		6A+

US 6

From EAST On US 6

EA	1	EA
4T		4T
6T		6T
3A		3A
Bus		Bus
3A		3A
4A		4A
5A		5A
6A+		6A+

From NORTH On RICHARDS

EA	1	EA	1	EA
4T		4T		4T
6T		6T		6T
3A		3A		3A
Bus		Bus		Bus
3A		3A		3A
4A		4A		4A
5A		5A		5A
6A+		6A+		6A+

From WEST On US 6

EA	1	EA
4T		4T
6T		6T
3A		3A
Bus	1	Bus
3A		3A
4A		4A
5A		5A
6A+		6A+

From EAST On US 6

EA	1	EA
4T		4T
6T		6T
3A		3A
Bus		Bus
3A		3A
4A		4A
5A		5A
6A+		6A+

From NORTH On STRONG

EA	1	EA	1	EA
4T		4T		4T
6T		6T		6T
3A	1	3A		3A
Bus	1	Bus		Bus
3A		3A		3A
4A		4A		4A
5A		5A		5A
6A+		6A+		6A+

From WEST On US 6

EA	1	EA
4T		4T
6T		6T
3A		3A
Bus		Bus
3A		3A
4A		4A
5A		5A
6A+		6A+

PEDESTRIANS

PEDESTRIANS

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

EA	1	EA		EA
4T		4T		4T
6T		6T		6T
3A		3A		3A
Bus		Bus		Bus
3A		3A		3A
4A		4A		4A
5A		5A		5A
6A+		6A+		6A+

EA		EA
4T		4T
6T		6T
3A		3A
Bus		Bus
3A		3A
4A		4A
5A		5A
6A+		6A+

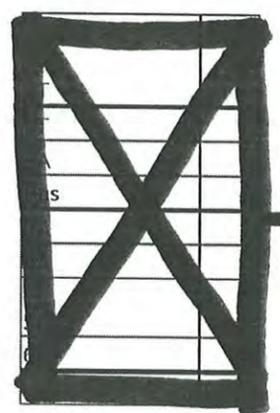
STRONG AVENUE

VEHICLE CLASSIFICATION FORM

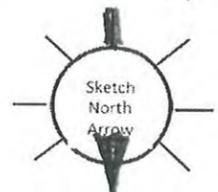
From SOUTH On STRONG Recorder JKC

EA		EA	11	EA
4T		4T		4T
6T		6T		6T
3A		3A		3A
Bus		Bus		Bus
3A		3A		3A
4A		4A		4A
5A		5A		5A
6A+		6A+		6A+

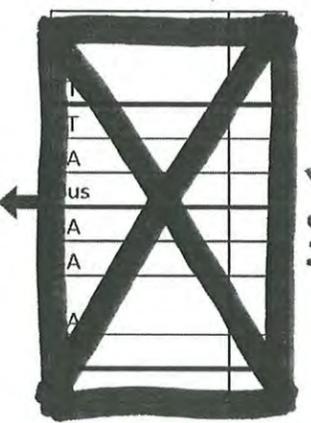
EA		EA
4T		4T
6T		6T
3A		3A
Bus		Bus
3A		3A
4A		4A
5A		5A
6A+		6A+



Station:
Intersection of
Route US 6
and RICHARDS ST
Date 4/30/14
Hour _____ To _____
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +



US 6

EA

4T		4T
6T	1	6T
3A		3A
Bus	1	Bus
3A		3A
4A		4A
5A	1	5A
6A+		6A+

Station:
Intersection of
Route US 6
and STRONG AVE.
Date 4/30/14
Hour 2:30 To 2:45 PM
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

EA

4T		4T
6T	111	6T
3A		3A
Bus	1111	Bus
3A		3A
4A		4A
5A	111111	5A
6A+		6A+

US 6

EA

4T		4T
6T		6T
3A		3A
Bus		Bus
3A		3A
4A		4A
5A		5A
6A+		6A+

From EAST
On US 6

From NORTH On RICHARDS

EA	111	EA	11	EA	11	EA
4T		4T		4T		4T
6T		6T		6T		6T
3A		3A		3A		3A
Bus	1	Bus		Bus		Bus
3A		3A		3A		3A
4A		4A		4A		4A
5A		5A		5A		5A
6A+		6A+		6A+		6A+

From WEST
On US 6

EA

4T		4T
6T		6T
3A		3A
Bus	11	Bus
3A		3A
4A		4A
5A		5A
6A+		6A+

From EAST
On US 6

From NORTH On STRONG

EA	11	EA	11	EA
4T		4T		4T
6T		6T		6T
3A		3A		3A
Bus		Bus		Bus
3A		3A		3A
4A		4A		4A
5A		5A		5A
6A+		6A+		6A+

From WEST
On US 6

PEDESTRIANS |

PEDESTRIANS

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

STRONG AVENUE

VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

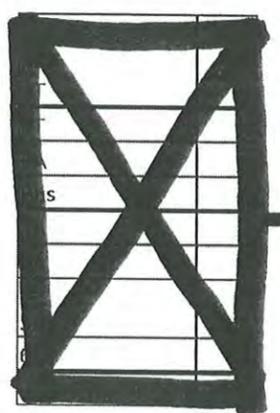
4T	EA		EA		EA
6T					
3A					
Bus					
3A					
4A					
5A					
6A+					

4T	EA		EA
6T			
3A			
Bus			
3A			
4A			
5A			
6A+			

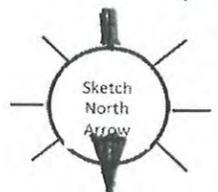
From SOUTH On STRONG Recorder JKC

4T	EA		EA		EA
6T					
3A					
Bus					
3A					
4A					
5A					
6A+					

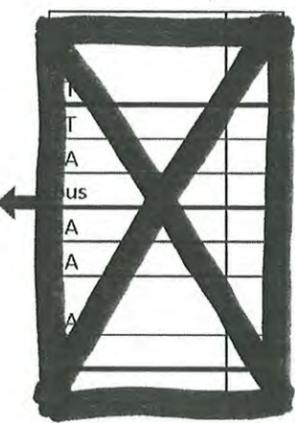
4T	EA		EA
6T			
3A			
Bus			
3A			
4A			
5A			
6A+			



Station:
Intersection of
Route US 6
and RICHARDS ST
Date 4/30/14
Hour _____ To _____
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +



US 6

From EAST On US 6

4T	EA		EA
6T			
3A			
Bus			
3A			
4A			
5A			
6A+			

From NORTH On RICHARDS

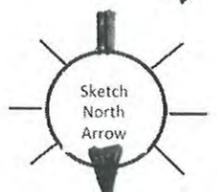
4T	EA		EA		EA
6T					
3A					
Bus					
3A					
4A					
5A					
6A+					

From WEST On US 6

4T	EA		EA
6T			
3A			
Bus			
3A			
4A			
5A			
6A+			

PEDESTRIANS

Station:
Intersection of
Route US 6
and STRONG AVE.
Date 4/30/14
Hour 2:45 To 3:00 PM
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

From EAST On US 6

4T	EA		EA
6T			
3A			
Bus			
3A			
4A			
5A			
6A+			

From NORTH On STRONG

4T	EA		EA		EA
6T					
3A					
Bus					
3A					
4A					
5A					
6A+					

From WEST On US 6

4T	EA		EA
6T			
3A			
Bus			
3A			
4A			
5A			
6A+			

PEDESTRIANS

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

EA
4T
6T
3A
Bus
3A
4A
5A
6A+

EA
4T
6T
3A
Bus
3A
4A
5A
6A+

STRONG AVENUE

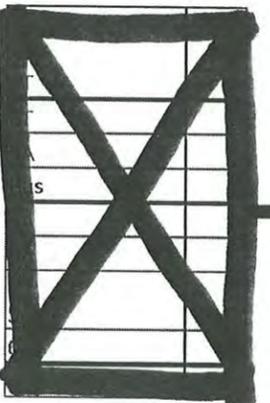
VEHICLE CLASSIFICATION FORM

From SOUTH On STRONG Recorder JKC

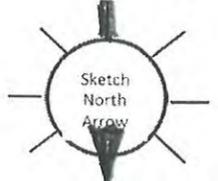
EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

EA
4T
6T
3A
Bus
3A
4A
5A
6A+

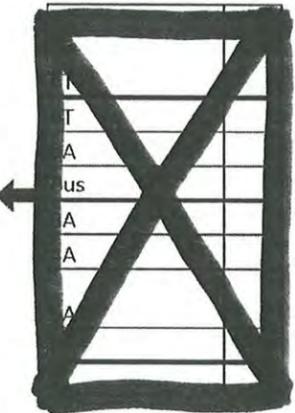
EA
4T
6T
3A
Bus
3A
4A
5A
6A+



Station:
Intersection of
Route US 6
and RICHARDS ST
Date 4/30/14
Hour _____ To _____
Remarks _____
Weather: _____
Road Conditions: _____



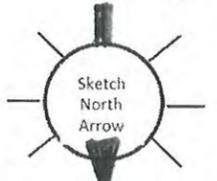
4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +



US 6

EA
4T
6T
3A
Bus
3A
4A
5A
6A+

Station:
Intersection of
Route US 6
and STRONG AVE
Date 4/30/14
Hour 3:00 To 3:15 PM
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

EA
4T
6T
3A
Bus
3A
4A
5A
6A+

US 6

EA
4T
6T
3A
Bus
3A
4A
5A
6A+

From NORTH On RICHARDS

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

EA
4T
6T
3A
Bus
3A
4A
5A
6A+

From WEST
On US 6

EA
4T
6T
3A
Bus
3A
4A
5A
6A+

From EAST
On US 6

From NORTH On STRONG

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

EA
4T
6T
3A
Bus
3A
4A
5A
6A+

From WEST
On US 6

PEDESTRIANS |||||

PEDESTRIANS |

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

STRONG AVENUE

VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

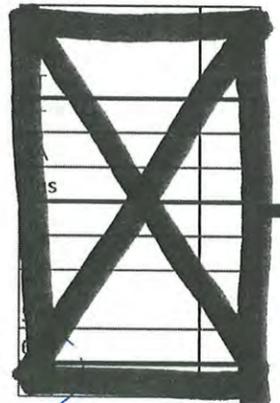
<u> </u>	EA		EA	<u> </u>	EA
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus	<u> </u>	Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

<u> </u>	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

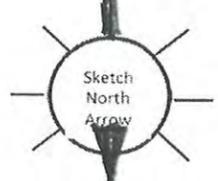
From SOUTH On STRONG Recorder JKC

<u> </u>	EA	<u> </u>	EA	<u> </u>	EA
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus	<u> </u>	Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

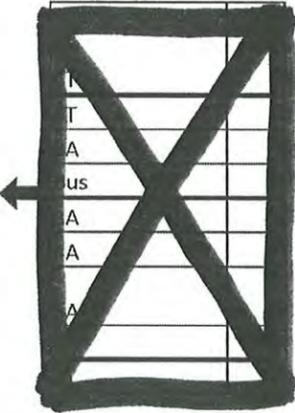
<u> </u>	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	



Station:
Intersection of
Route US 6
and RICHARDS ST
Date 4/30/14
Hour _____ To _____
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

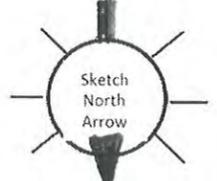


US 6

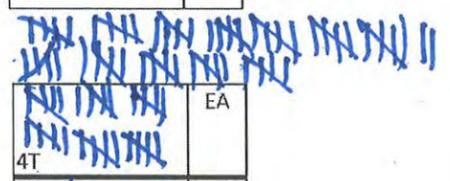
From EAST On US 6

<u> </u>	EA
4T	
6T	
3A	
Bus	<u> </u>
3A	
4A	
5A	<u> </u>
6A+	

Station:
Intersection of
Route US 6
and STRONG AVE
Date 4/30/14
Hour 3:15 To 3:30 PM
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +



US 6

From EAST On US 6

<u> </u>	EA
4T	
6T	
3A	
Bus	<u> </u>
3A	
4A	
5A	
6A+	

From WEST On US 6

<u> </u>	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From NORTH On STRONG

<u> </u>	EA	<u> </u>	EA	<u> </u>	EA
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus	<u> </u>	Bus	<u> </u>
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

From WEST On US 6

<u> </u>	EA
4T	
6T	
3A	
Bus	<u> </u>
3A	
4A	
5A	
6A+	

From EAST On US 6

<u> </u>	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From NORTH On RICHARDS

<u> </u>	EA	<u> </u>	EA	<u> </u>	EA
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	<u> </u>
5A		5A		5A	
6A+		6A+		6A+	

From WEST On US 6

<u> </u>	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

PEDESTRIANS ||||

PEDESTRIANS

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

<u> </u>	EA				
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

<u> </u>	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

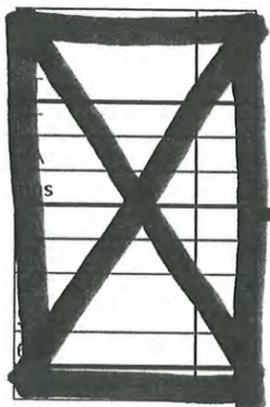
STRONG AVENUE

VEHICLE CLASSIFICATION FORM

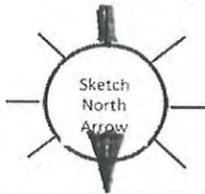
From SOUTH On STRONG Recorder JKC

<u> </u>	EA				
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

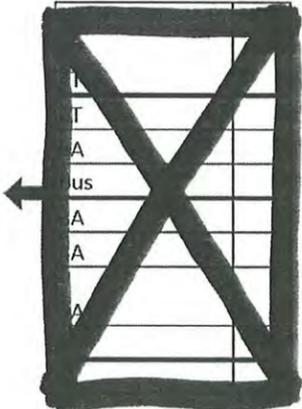
<u> </u>	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	



Station:
 Intersection of
 Route US 6
 and RICHARDS ST
 Date 4/30/14
 Hour _____ To _____
 Remarks _____
 Weather: _____
 Road Conditions: _____



4T = Cars + 4T Tks.
 EA = Extra Axles
 SINGLE UNIT
 6T = 6 Tire
 3A = 3 Axle
 Bus = Bus
 MULTI UNIT
 3A = 3 Axle
 4A = 4 Axle
 5A = 5 Axle
 6A = 6 Axle +



US 6

<u> </u>	EA				
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

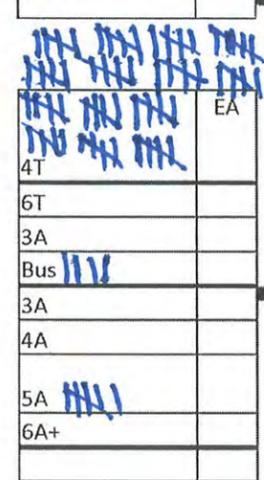
<u> </u>	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From EAST
 On US 6

From NORTH On RICHARDS

From WEST
 On US 6

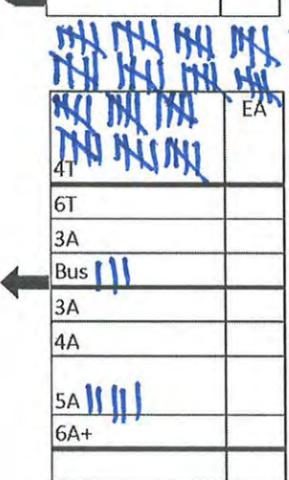
PEDESTRIANS |||



Station:
 Intersection of
 Route US 6
 and STRONG AVE.
 Date 4/30/14
 Hour 3:30 To 3:45 PM
 Remarks _____
 Weather: _____
 Road Conditions: _____



4T = Cars + 4T Tks.
 EA = Extra Axles
 SINGLE UNIT
 6T = 6 Tire
 3A = 3 Axle
 Bus = Bus
 MULTI UNIT
 3A = 3 Axle
 4A = 4 Axle
 5A = 5 Axle
 6A = 6 Axle +



US 6

<u> </u>	EA				
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

<u> </u>	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From EAST
 On US 6

From NORTH On STRONG

From WEST
 On US 6

PEDESTRIANS

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS

Recorder JKC

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

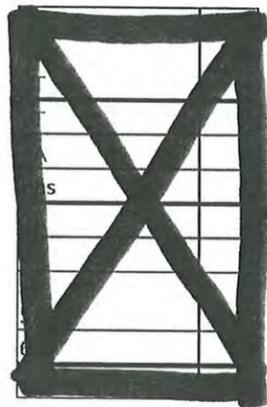
STRONG AVENUE

VEHICLE CLASSIFICATION FORM

From SOUTH On STRONG

Recorder JKC

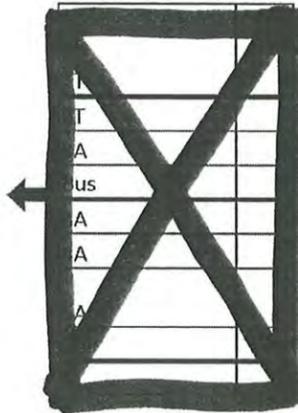
EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+



Station:
Intersection of
Route US 6
and RICHARDS ST
Date 4/30/14
Hour _____ To _____
Remarks _____
Weather: _____
Road Conditions: _____



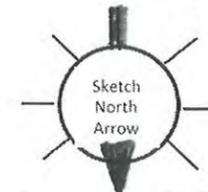
4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +



US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

Station:
Intersection of
Route US 6
and STRONG AVE.
Date 4/30/14
Hour 3:45 To 4:00 PM
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From EAST
On US 6

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

From NORTH On RICHARDS

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From WEST
On US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From EAST
On US 6

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

From NORTH On STRONG

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From WEST
On US 6

PEDESTRIANS 11

PEDESTRIANS

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

STRONG AVENUE

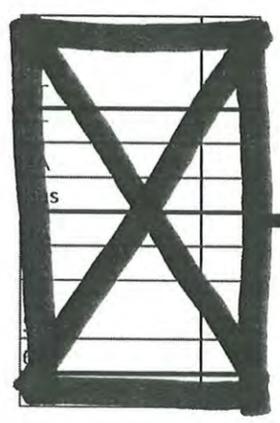
VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

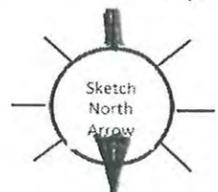
EA	EA	EA	EA
4T	4T	4T	4T
6T	6T	6T	6T
3A	3A	3A	3A
Bus	Bus	Bus	Bus
3A	3A	3A	3A
4A	4A	4A	4A
5A	5A	5A	5A
6A+	6A+	6A+	6A+

From SOUTH On STRONG Recorder JKC

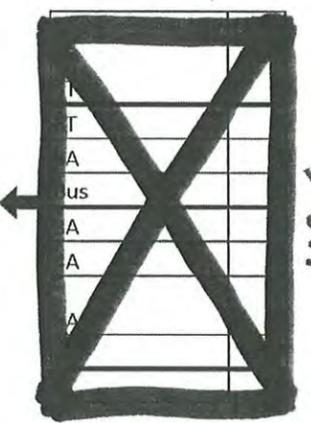
EA	EA	EA	EA
4T	4T	4T	4T
6T	6T	6T	6T
3A	3A	3A	3A
Bus	Bus	Bus	Bus
3A	3A	3A	3A
4A	4A	4A	4A
5A	5A	5A	5A
6A+	6A+	6A+	6A+



Station:
Intersection of
Route US 6
and RICHARDS ST
Date 4/30/14
Hour _____ To _____
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +



US 6

From EAST On US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

Station:
Intersection of
Route US 6
and STRONG AVE.
Date 4/30/14
Hour 4:00 To 4:15 PM
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

From WEST On US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

US 6

From EAST On US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From NORTH On RICHARDS

EA	EA	EA	EA
4T	4T	4T	4T
6T	6T	6T	6T
3A	3A	3A	3A
Bus	Bus	Bus	Bus
3A	3A	3A	3A
4A	4A	4A	4A
5A	5A	5A	5A
6A+	6A+	6A+	6A+

From WEST On US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From EAST On US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From NORTH On STRONG

EA	EA	EA	EA
4T	4T	4T	4T
6T	6T	6T	6T
3A	3A	3A	3A
Bus	Bus	Bus	Bus
3A	3A	3A	3A
4A	4A	4A	4A
5A	5A	5A	5A
6A+	6A+	6A+	6A+

From WEST On US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

PEDESTRIANS

PEDESTRIANS

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

STRONG AVENUE

VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

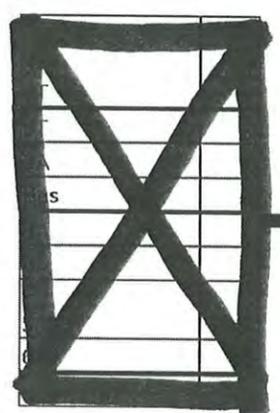
EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

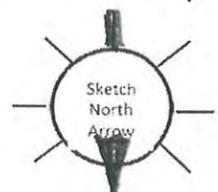
From SOUTH On STRONG Recorder JKC

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+



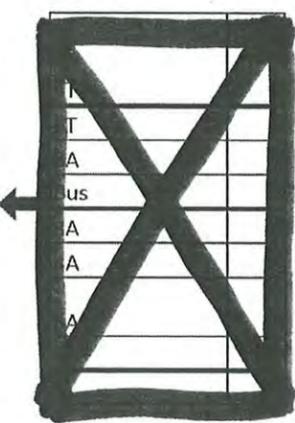
Station:
Intersection of
Route US 6
and RICHARDS ST
Date 4/30/14
Hour _____ To _____
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles

SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus

MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +



US 6

Station:
Intersection of
Route US 6
and STRONG AVE.
Date 4/30/14
Hour 4:15 To 4:30 PM
Remarks _____
Weather: _____
Road Conditions: _____

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+



4T = Cars + 4T Tks.
EA = Extra Axles

SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus

MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

US 6

From EAST On US 6

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

From NORTH On RICHARDS

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

From WEST On US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From EAST On US 6

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

From NORTH On STRONG

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

From WEST On US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

PEDESTRIANS

PEDESTRIANS

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

STRONG AVENUE

VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

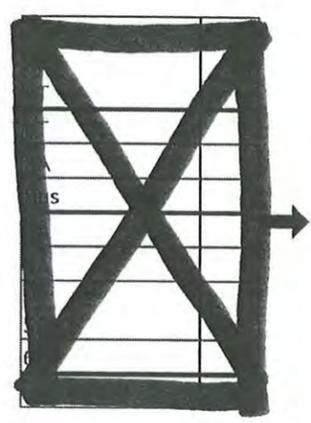
EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From SOUTH On STRONG Recorder JKC

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

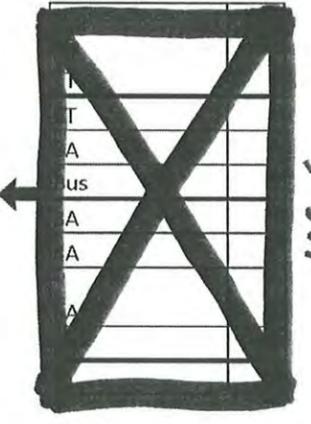
EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+



Station:
Intersection of
Route US 6
and RICHARDS ST
Date 4/30/14
Hour _____ To _____
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

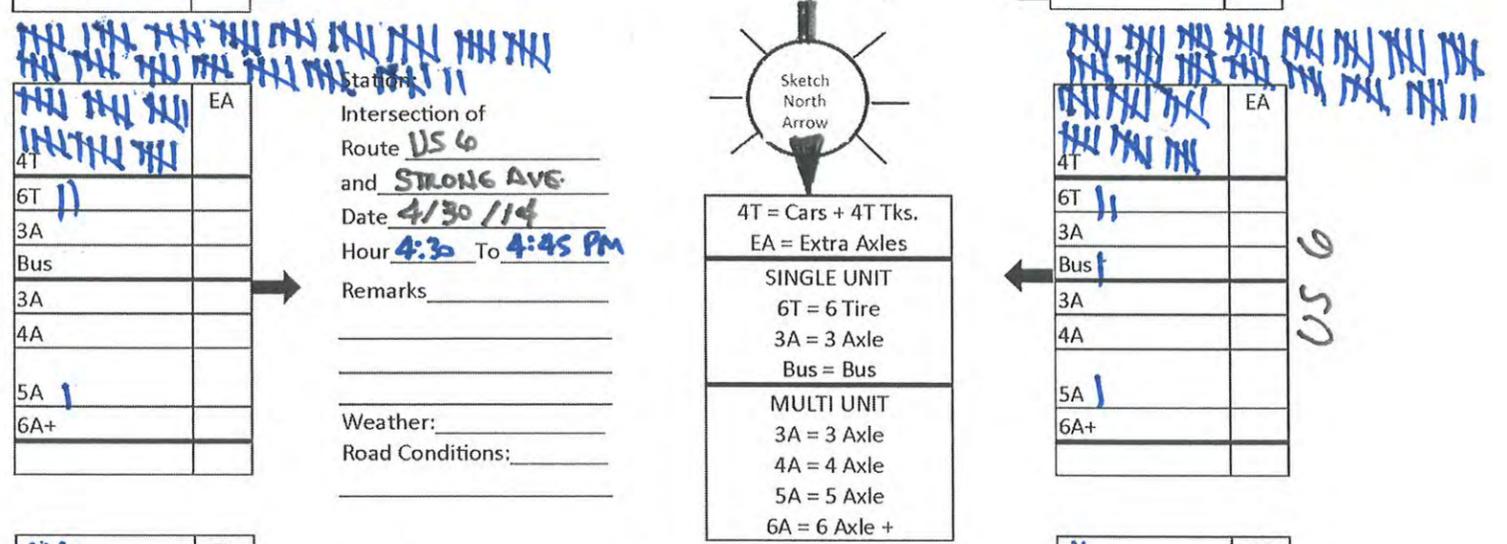


From EAST On US 6

From NORTH On RICHARDS

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+



Station:
Intersection of
Route US 6
and STRONG AVE.
Date 4/30/14
Hour 4:30 To 4:45 PM
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

From EAST On US 6

From NORTH On STRONG

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

PEDESTRIANS

PEDESTRIANS

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

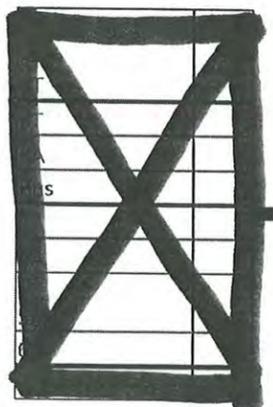
EA		EA		EA	
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

STRONG AVENUE

VEHICLE CLASSIFICATION FORM

From SOUTH On STRONG Recorder JKC

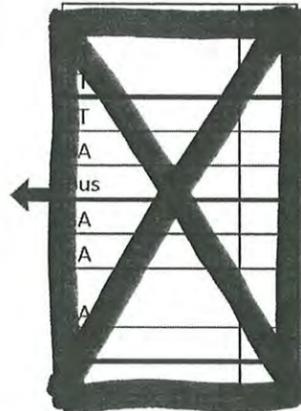
EA		EA		EA	
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	



Station:
Intersection of
Route US 6
and RICHARDS ST
Date 4/30/14
Hour _____ To _____
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +



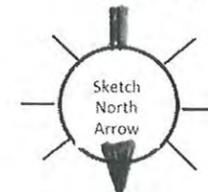
US 6

EA		EA		EA	
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

From EAST On US 6 From NORTH On RICHARDS From WEST On US 6

PEDESTRIANS

Station:
Intersection of
Route US 6
and STRONG AVE.
Date 4/30/14
Hour 4:45 To 5:00 PM
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

EA		EA		EA	
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

From EAST On US 6 From NORTH On STRONG From WEST On US 6

PEDESTRIANS

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

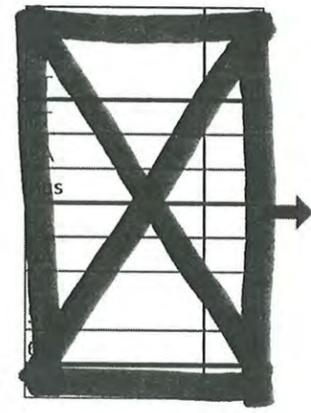
EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

STRONG AVENUE

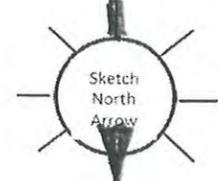
VEHICLE CLASSIFICATION FORM

From SOUTH On STRONG Recorder JKC

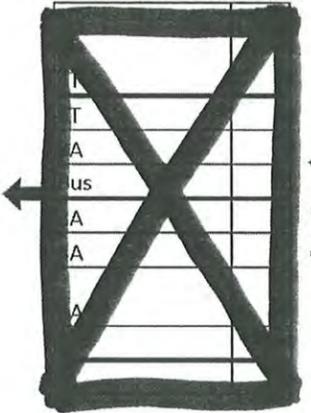
EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+



Station:
 Intersection of
 Route US 6
 and RICHARDS ST
 Date 4/30/14
 Hour _____ To _____
 Remarks _____
 Weather: _____
 Road Conditions: _____



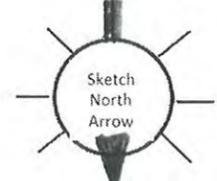
4T = Cars + 4T Tks.
 EA = Extra Axles
 SINGLE UNIT
 6T = 6 Tire
 3A = 3 Axle
 Bus = Bus
 MULTI UNIT
 3A = 3 Axle
 4A = 4 Axle
 5A = 5 Axle
 6A = 6 Axle +



US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

Station:
 Intersection of
 Route US 6
 and STRONG AVE.
 Date 4/30/14
 Hour 5:00 To 5:15 PM
 Remarks _____
 Weather: _____
 Road Conditions: _____



4T = Cars + 4T Tks.
 EA = Extra Axles
 SINGLE UNIT
 6T = 6 Tire
 3A = 3 Axle
 Bus = Bus
 MULTI UNIT
 3A = 3 Axle
 4A = 4 Axle
 5A = 5 Axle
 6A = 6 Axle +

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From EAST
 On US 6

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

From NORTH On RICHARDS

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From WEST
 On US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From EAST
 On US 6

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

From NORTH On STRONG

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From WEST
 On US 6

PEDESTRIANS

PEDESTRIANS

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

STRONG AVENUE

VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

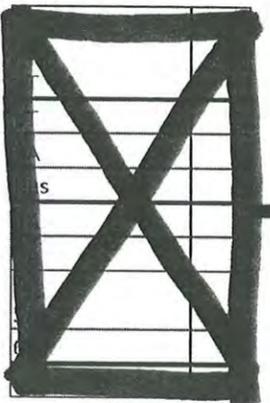
EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

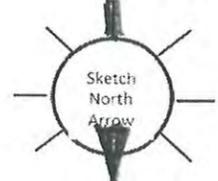
From SOUTH On STRONG Recorder JKC

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

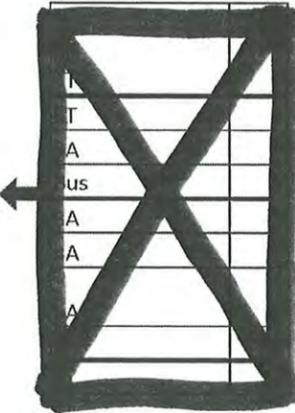
EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+



Station:
Intersection of
Route US 6
and RICHARDS ST
Date 4/30/14
Hour _____ To _____
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +



US 6

From EAST On US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

Station:
Intersection of
Route US 6
and STRONG AVE.
Date 4/30/14
Hour 5:15 To 5:30 PM
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

From WEST On US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

US 6

From EAST On US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From NORTH On RICHARDS

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

From WEST On US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From EAST On US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From NORTH On STRONG

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

From WEST On US 6

EA	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

PEDESTRIANS 1

PEDESTRIANS 11

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

STRONG AVENUE

VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

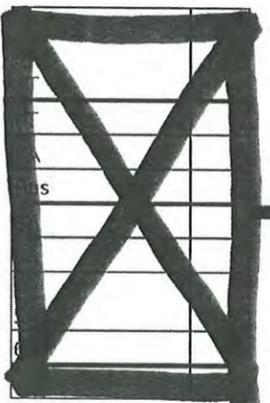
1	EA		EA		EA
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From SOUTH On STRONG Recorder JKC

	EA		EA		EA
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

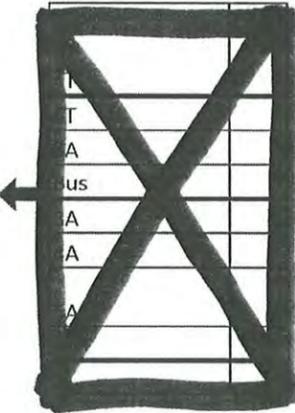
	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	



Station:
Intersection of
Route US 6
and RICHARDS ST
Date 4/30/14
Hour _____ To _____
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +



US 6

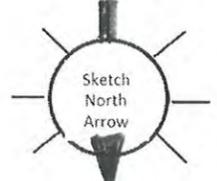
From EAST On US 6

	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From EAST On US 6

	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

Station:
Intersection of
Route US 6
and STRONG AVE.
Date 4/30/14
Hour 5:30 To 5:45 PM
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

From WEST On US 6

	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From WEST On US 6

	EA
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

US 6

From EAST On US 6

From NORTH On RICHARDS

PEDESTRIANS 1

From EAST On US 6

From NORTH On STRONG

PEDESTRIANS 11

From WEST On US 6

RICHARDS STREET

VEHICLE CLASSIFICATION FORM

From SOUTH On RICHARDS Recorder JKC

EA		EA		EA
4T		4T		4T
6T		6T		6T
3A		3A		3A
Bus		Bus		Bus
3A		3A		3A
4A		4A		4A
5A		5A		5A
6A+		6A+		6A+

EA		EA
4T		4T
6T		6T
3A		3A
Bus		Bus
3A		3A
4A		4A
5A		5A
6A+		6A+

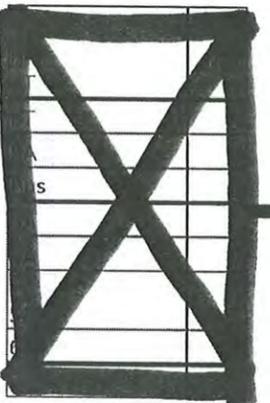
STRONG AVENUE

VEHICLE CLASSIFICATION FORM

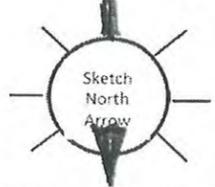
From SOUTH On STRONG Recorder JKC

EA		EA		EA	
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

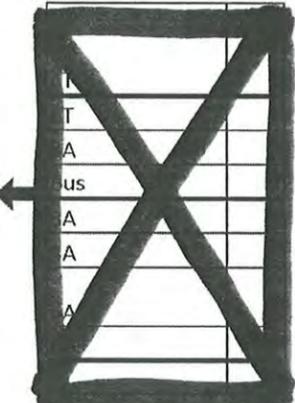
EA		EA
4T		4T
6T		6T
3A		3A
Bus		Bus
3A		3A
4A		4A
5A		5A
6A+		6A+



Station:
Intersection of
Route US 6
and RICHARDS ST
Date 4/30/14
Hour _____ To _____
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +



US 6

EA		EA
4T		4T
6T		6T
3A		3A
Bus		Bus
3A		3A
4A		4A
5A		5A
6A+		6A+

From EAST
On US 6

From NORTH On RICHARDS

EA		EA		EA		EA
4T		4T		4T		4T
6T		6T		6T		6T
3A		3A		3A		3A
Bus		Bus		Bus		Bus
3A		3A		3A		3A
4A		4A		4A		4A
5A		5A		5A		5A
6A+		6A+		6A+		6A+

EA		EA
4T		4T
6T		6T
3A		3A
Bus		Bus
3A		3A
4A		4A
5A		5A
6A+		6A+

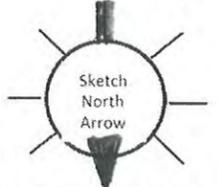
From WEST
On US 6

PEDESTRIANS |||

EA		EA
4T		4T
6T		6T
3A		3A
Bus		Bus
3A		3A
4A		4A
5A		5A
6A+		6A+

From EAST
On US 6

Station:
Intersection of
Route US 6
and STRONG AVE.
Date 4/30/14
Hour 5:45 To 6:00 PM
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles
SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus
MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

EA		EA
4T		4T
6T		6T
3A		3A
Bus		Bus
3A		3A
4A		4A
5A		5A
6A+		6A+

From WEST
On US 6

US 6

EA		EA
4T		4T
6T		6T
3A		3A
Bus		Bus
3A		3A
4A		4A
5A		5A
6A+		6A+

From EAST
On US 6

From NORTH On STRONG

EA		EA		EA
4T		4T		4T
6T		6T		6T
3A		3A		3A
Bus		Bus		Bus
3A		3A		3A
4A		4A		4A
5A		5A		5A
6A+		6A+		6A+

From EAST
On US 6

PEDESTRIANS ||

Thursday May 1, 2014

TIME

2:45 - 3:00

3:00 - 3:15

3:15 - 3:30

IN

WB6

IIII

(7)

WB6

II

(2)

SB Rich

IIII

(3)

NS Rich

I

(1)

WB6

I

(1)

WB6

II

(2)

SE Rich

IIII

(4)

NS Rich

II

(2)

IIII

(8)

OUT

DA

IIII

(9)

IIII

(3)

I

(1)

I

(1)

IIII

(8)

IIII

(7)

IIII
IIII
IIII
IIII
IIII
IIII
IIII
IIII

(32)

IIII

(1)

IIII

(4)

IIII

(9)

I

(1)

IIII

(4)

IIII

(8)

IIII

SEVERAL / MANY EB CARS
PASS LEFT TURNING CARS ON
THE RIGHT.
PARENTS / GUARDIANS ARE MEETING
STUDENTS AT THE GAS STATION &
MINI-MARKET

3:03 Crossing guard arrived
3:27 ENTERED SHUTTLE STATION
3:28 EXIT SHUTTLE STATION
(MISSED 1 STUDENT)
3:29 Guard LEFT



CHAMLIN & ASSOCIATES, INC.

Morris Illinois Peru

SUBJECT

US 6 + RICHARDS STREET SPRING VALLEY
SUPPLEMENTAL TRAFFIC COUNT

DATE 5/2/14

PREP. BY JKC

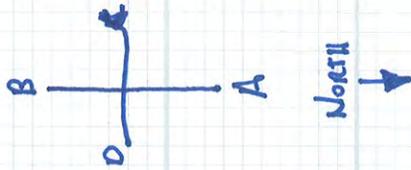
CHKD. BY

PROJECT

SHEET

OF

Friday May 2, 2014



7:23 X-ING GUARD ARRIVED 8:03 X-ING GUARD GET IN CAR

SHELL GAS - IN	SHELL GAS				AD	AS
	US 6		Richards			
	WB	EB	NB	SB		
US 6 NB III (8)	US 6 WB III (3)	US 6 EB II (2)	Richards NB III (5)	Richards SB III (7)	I	
(4)	(3)	(1)	(2)	(2)	II (2)	(1)
(3)	(1)	(2)	(3)	(3)	III (3)	(3)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (3)	(1)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(7)
(4)	(1)	(2)	(3)	(3)	III (3)	(6)
(3)	(2)	(3)	(1)	(1)	III (5)	(

From SOUTH On DAKOTA

Recorder _____

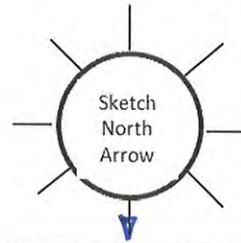
EA
4T (22)
6T
3A (1)
Bus 1
3A
4A
5A
6A+

EA	EA	EA
4T (26)	4T	4T (4)
6T	6T	6T
3A	3A	3A (1)
Bus	Bus	Bus 1
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

EA
4T (16)
6T
3A
Bus
3A
4A
5A
6A+

EA
4T (55)
6T 1 (1)
3A
Bus
3A
4A
5A 11' (2)
6A+

Station:
 Intersection of
 Route US 6
 and DAKOTA
 Date 5/6/14
 Hour 7:00 To 7:15 AM
 Remarks _____



4T = Cars + 4T Tks.
 EA = Extra Axles

SINGLE UNIT
 6T = 6 Tire
 3A = 3 Axle
 Bus = Bus

MULTI UNIT
 3A = 3 Axle
 4A = 4 Axle
 5A = 5 Axle
 6A = 6 Axle +

EA
4T (52)
6T 11 (3)
3A
Bus 1
3A
4A
5A 1111 (4)
6A+

EA
4T
6T
3A
Bus
3A
4A
5A
6A+

From EAST
 On US 6

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

From _____ On _____

EA
4T
6T
3A
Bus
3A
4A
5A
6A+

From WEST
 On US 6

From SOUTH

On DAKOTA

Recorder _____

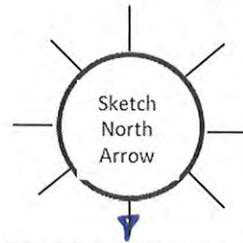
EA	
4T	17
6T	
3A	
Bus	11
3A	
4A	
5A	
6A+	

EA		EA		EA	
4T	29	4T		4T	14
6T		6T		6T	
3A	4	3A		3A	1
Bus	1111	Bus		Bus	1
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

EA	
4T	37
6T	
3A	1
Bus	1
3A	
4A	
5A	
6A+	

EA	
4T	47
6T	
3A	2
Bus	11
3A	
4A	
5A	2
6A+	

Station:
Intersection of
Route US 6
and DAKOTA
Date 5/6/14
Hour 7:15 To 7:30
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles

SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus

MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

EA	
4T	75
6T	3
3A	
Bus	
3A	
4A	
5A	3
6A+	

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From EAST
On US 6

EA		EA		EA	
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

From _____ On _____

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From WEST
On US 6

From SOUTH On DAKOTA

Recorder _____

EA	(29)
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

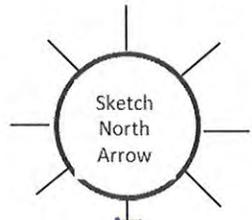
EA	(31)	EA	(9)	EA
4T		4T		4T
6T	1	6T		6T
3A	(3)	3A		3A (1)
Bus	11	Bus	1	Bus
3A		3A		3A
4A		4A		4A
5A		5A		5A
6A+		6A+		6A+

EA	(43)
4T	
6T	
3A	(2)
Bus	11
3A	
4A	
5A	
6A+	

EA	(56)
4T	
6T	11
3A	(3)
Bus	1
3A	
4A	
5A	1111 (4)
6A+	

Station:
 Intersection of
 Route US 6
 and DAKOTA
 Date 5/16/14
 Hour 7:30 To 7:45
 Remarks _____

 Weather: _____
 Road Conditions: _____



4T = Cars + 4T Tks.
 EA = Extra Axles

SINGLE UNIT
 6T = 6 Tire
 3A = 3 Axle
 Bus = Bus

MULTI UNIT
 3A = 3 Axle
 4A = 4 Axle
 5A = 5 Axle
 6A = 6 Axle +

EA	(87)
4T	
6T	11
3A	(9)
Bus	11
3A	
4A	
5A	1111 (8)
6A+	

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

EA		EA		EA
4T		4T		4T
6T		6T		6T
3A		3A		3A
Bus		Bus		Bus
3A		3A		3A
4A		4A		4A
5A		5A		5A
6A+		6A+		6A+

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From EAST
 On US 6

From _____ On _____

From WEST
 On US 6

From SOUTH

On DAKOTA

Recorder _____

EA	
4T	(2)
6T	
3A	(2)
Bus	11
3A	
4A	
5A	
6A+	

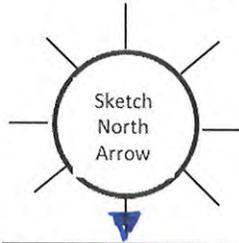
EA		EA		EA
4T	(39)	4T	(12)	
6T		6T		
3A	(1)	3A	(1)	
Bus	1	Bus	1	
3A		3A		
4A		4A		
5A		5A		
6A+		6A+		

EA	
4T	(10)
6T	1
3A	(1)
Bus	
3A	
4A	
5A	
6A+	

EA	
4T	(55)
6T	11
3A	1
Bus	1
3A	
4A	
5A	111
6A+	

Station:
 Intersection of
 Route US 6
 and DAKOTA
 Date 5/6/14
 Hour 7:45 To 8:00
 Remarks _____

 Weather: _____
 Road Conditions: _____



4T = Cars + 4T Tks.
 EA = Extra Axles

SINGLE UNIT
 6T = 6 Tire
 3A = 3 Axle
 Bus = Bus

MULTI UNIT
 3A = 3 Axle
 4A = 4 Axle
 5A = 5 Axle
 6A = 6 Axle +

EA	
4T	(80)
6T	11
3A	(4)
Bus	11
3A	
4A	
5A	1
6A+	

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From EAST
 On US 6

EA		EA		EA
4T		4T		4T
6T		6T		6T
3A		3A		3A
Bus		Bus		Bus
3A		3A		3A
4A		4A		4A
5A		5A		5A
6A+		6A+		6A+

From _____

On _____

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From WEST
 On US 6

From SOUTH On DAKOTA

Recorder _____

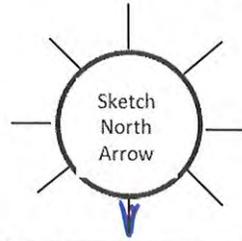
EA	(27)
4T	
6T	
3A	(1)
Bus	1
3A	
4A	
5A	
6A+	

EA	(32)	EA	(8)
4T		4T	
6T		6T	
3A		3A	
Bus		Bus	
3A		3A	
4A		4A	
5A		5A	
6A+		6A+	

EA	(6)
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

EA	(44)
4T	
6T	
3A	(11)
Bus	11
3A	
4A	
5A	(4)
6A+	

Station: Intersection of Route US 6 and DAKOTA
 Date 5/6/14
 Hour 8:00 To 8:15
 Remarks _____
 Weather: _____
 Road Conditions: _____



4T = Cars + 4T Tks.
 EA = Extra Axles

SINGLE UNIT
 6T = 6 Tire
 3A = 3 Axle
 Bus = Bus

MULTI UNIT
 3A = 3 Axle
 4A = 4 Axle
 5A = 5 Axle
 6A = 6 Axle +

EA	(50)
4T	
6T	
3A	(4)
Bus	1
3A	
4A	
5A	(3)
6A+	

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From EAST
 On US 6

EA		EA		EA
4T		4T		4T
6T		6T		6T
3A		3A		3A
Bus		Bus		Bus
3A		3A		3A
4A		4A		4A
5A		5A		5A
6A+		6A+		6A+

From _____ On _____

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From West
 On US 6

From SOUTH

On DAKOTA

Recorder _____

EA	EA
10	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

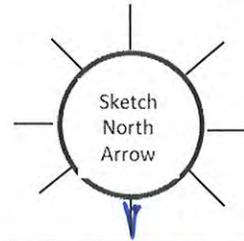
EA	EA	EA
19		2
4T	4T	4T
6T	6T	6T
3A	3A	3A 1
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

EA	EA
11	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

EA	EA
40	
6	
1	
2	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

Station:
 Intersection of
 Route US 6
 and DAKOTA
 Date 5/6/14
 Hour 8:15 To 8:30
 Remarks _____

 Weather: _____
 Road Conditions: _____



4T = Cars + 4T Tks.
 EA = Extra Axles

SINGLE UNIT
 6T = 6 Tire
 3A = 3 Axle
 Bus = Bus

MULTI UNIT
 3A = 3 Axle
 4A = 4 Axle
 5A = 5 Axle
 6A = 6 Axle +

EA	EA
68	
4	
1	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

EA	EA

EA	EA	EA
4T	4T	4T
6T	6T	6T
3A	3A	3A
Bus	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

EA	EA

From EAST
 On US 6

From _____

On _____

From WEST
 On US 6

From SOUTH

On DAKOTA

Recorder _____

EA	(20)
4T	
6T	
3A	(1)
Bus	
3A	
4A	
5A	
6A+	

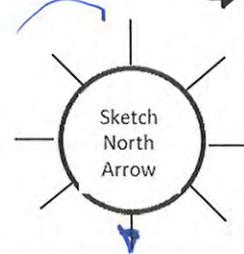
EA	(27)	EA	(12)
4T		4T	
6T		6T	
3A		3A	
Bus		Bus	
3A		3A	
4A		4A	
5A		5A	
6A+		6A+	

EA	(7)
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

EA	(71)
4T	
6T	
3A	(1)
Bus	
3A	
4A	
5A	
6A+	

Station:
 Intersection of
 Route US 6
 and DAKOTA
 Date 5/6/14
 Hour 2:30 To 2:45
 Remarks _____

 Weather: _____
 Road Conditions: _____



4T = Cars + 4T Tks.
 EA = Extra Axles

SINGLE UNIT
 6T = 6 Tire
 3A = 3 Axle
 Bus = Bus

MULTI UNIT
 3A = 3 Axle
 4A = 4 Axle
 5A = 5 Axle
 6A = 6 Axle +

EA	(82)
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From EAST
 On US 6

EA		EA		EA
4T		4T		4T
6T		6T		6T
3A		3A		3A
Bus		Bus		Bus
3A		3A		3A
4A		4A		4A
5A		5A		5A
6A+		6A+		6A+

From _____ On _____

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From WEST
 On US 6

From SOUTH On DAKOTA

Recorder _____

EA	(19)
4T	
6T	
3A	(1)
Bus	
3A	
4A	
5A	
6A+	

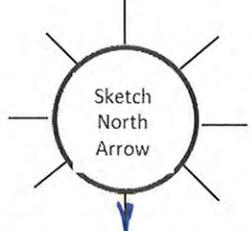
EA	(31)	EA	(13)
4T		4T	
6T		6T	
3A	(2)	3A	(1)
Bus		Bus	
3A		3A	
4A		4A	
5A		5A	
6A+		6A+	

EA	(16)
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

EA	(84)
4T	
6T	
3A	(3)
Bus	
3A	
4A	
5A	
6A+	

Station:
 Intersection of
 Route DS 6
 and DAKOTA
 Date 5/6/14
 Hour 2:45 To 3:00
 Remarks _____

 Weather: _____
 Road Conditions: _____



4T = Cars + 4T Tks.
 EA = Extra Axles

SINGLE UNIT
 6T = 6 Tire
 3A = 3 Axle
 Bus = Bus

MULTI UNIT
 3A = 3 Axle
 4A = 4 Axle
 5A = 5 Axle
 6A = 6 Axle +

EA	(63)
4T	
6T	
3A	(6)
Bus	
3A	
4A	(5)
5A	
6A+	

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

EA		EA		EA
4T		4T		4T
6T		6T		6T
3A		3A		3A
Bus		Bus		Bus
3A		3A		3A
4A		4A		4A
5A		5A		5A
6A+		6A+		6A+

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From EAST
 On DS 6

From _____ On _____

From WEST
 On DS 6

From SOUTH

On DAKOTA

Recorder _____

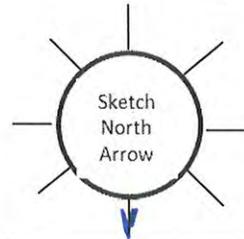
EA	
4T	(41)
6T	
3A	(1)
Bus	1
3A	
4A	
5A	
6A+	

EA	(40)	EA	(19)
4T		4T	
6T		6T	1
3A	(1)	3A	(2)
Bus	1	Bus	1
3A		3A	
4A		4A	
5A		5A	
6A+		6A+	

EA	(6)
4T	
6T	
3A	(1)
Bus	1
3A	
4A	
5A	
6A+	

EA	(68)
4T	
6T	1
3A	(2)
Bus	1
3A	
4A	(3)
5A	111
6A+	

Station:
Intersection of
Route US 6
and DAKOTA
Date 5/6/14
Hour 3:00 To 3:15
Remarks _____
Weather: _____
Road Conditions: _____



4T = Cars + 4T Tks.
EA = Extra Axles

SINGLE UNIT
6T = 6 Tire
3A = 3 Axle
Bus = Bus

MULTI UNIT
3A = 3 Axle
4A = 4 Axle
5A = 5 Axle
6A = 6 Axle +

EA	(88)
4T	
6T	1
3A	(3)
Bus	1
3A	
4A	
5A	111
6A+	

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From EAST
On US 6

EA		EA		EA	
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

From _____ On _____

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From WEST
On US 6

From SOUTH On DAKOTA

Recorder _____

EA	
4T	39
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

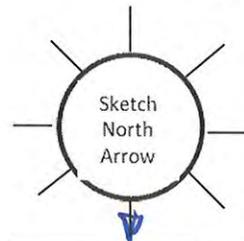
EA	36	EA	13
4T		4T	
6T		6T	
3A	1	3A	1
Bus		Bus	
3A		3A	
4A		4A	
5A		5A	
6A+		6A+	

EA	15
4T	
6T	
3A	1
Bus	
3A	
4A	
5A	
6A+	

EA	96
4T	
6T	
3A	6
Bus	
3A	
4A	
5A	5
6A+	

Station:
 Intersection of
 Route US 6
 and DAKOTA
 Date 5/6/14
 Hour 3:15 To 3:30
 Remarks _____

 Weather: _____
 Road Conditions: _____



4T = Cars + 4T Tks.
 EA = Extra Axles

SINGLE UNIT
 6T = 6 Tire
 3A = 3 Axle
 Bus = Bus

MULTI UNIT
 3A = 3 Axle
 4A = 4 Axle
 5A = 5 Axle
 6A = 6 Axle +

EA	69
4T	
6T	
3A	4
Bus	
3A	
4A	
5A	8
6A+	

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From EAST
 On US 6

EA		EA		EA
4T		4T		4T
6T		6T		6T
3A		3A		3A
Bus		Bus		Bus
3A		3A		3A
4A		4A		4A
5A		5A		5A
6A+		6A+		6A+

From _____ On _____

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From WEST
 On US 6

From SOUTH

On DAKOTA

Recorder _____

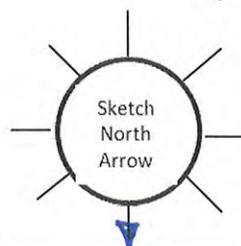
EA	(27)
4T	
6T	
3A	(1)
Bus	
3A	
4A	
5A	
6A+	

EA	(32)	EA	(12)
4T		4T	
6T		6T	
3A	(1)	3A	
Bus		Bus	
3A		3A	
4A		4A	
5A		5A	
6A+		6A+	

EA	(10)
4T	
6T	
3A	(2)
Bus	
3A	
4A	
5A	
6A+	

EA	(98)
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

Station: Intersection of Route US 6 and DAKOTA
 Date 5/6/14
 Hour 3:30 To 3:45
 Remarks _____
 Weather: _____
 Road Conditions: _____



4T = Cars + 4T Tks.
 EA = Extra Axles
 SINGLE UNIT
 6T = 6 Tire
 3A = 3 Axle
 Bus = Bus
 MULTI UNIT
 3A = 3 Axle
 4A = 4 Axle
 5A = 5 Axle
 6A = 6 Axle +

EA	(85)
4T	
6T	
3A	'
Bus	
3A	
4A	
5A	
6A+	

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From EAST
 On US 6

EA		EA		EA	
4T		4T		4T	
6T		6T		6T	
3A		3A		3A	
Bus		Bus		Bus	
3A		3A		3A	
4A		4A		4A	
5A		5A		5A	
6A+		6A+		6A+	

From _____ On _____

EA	
4T	
6T	
3A	
Bus	
3A	
4A	
5A	
6A+	

From WEST
 On US 6

From SOUTH On DAKOTA

Recorder _____

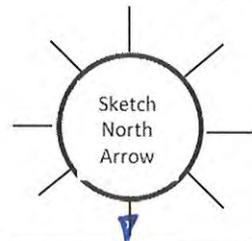
 EA	EA	 EA
4T (16)	4T	4T (14)
6T (1)	6T	6T
3A	3A	3A
Bus I	Bus	Bus
3A	3A	3A
4A	4A	4A
5A	5A	5A
6A+	6A+	6A+

 EA	EA
4T (32)	4T
6T (1)	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

 EA	EA
4T (10)	4T
6T	6T
3A (2)	3A
Bus II	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

 EA	EA
4T (100)	4T
6T II	6T
3A (3)	3A
Bus I	Bus
3A	3A
4A	4A
5A III	5A
6A+	6A+

Station: Intersection of Route US 6 and DAKOTA
 Date 5/6/14
 Hour 3:45 To 4:00
 Remarks _____
 Weather: _____
 Road Conditions: _____



4T = Cars + 4T Tks.
 EA = Extra Axles

SINGLE UNIT
 6T = 6 Tire
 3A = 3 Axle
 Bus = Bus

MULTI UNIT
 3A = 3 Axle
 4A = 4 Axle
 5A = 5 Axle
 6A = 6 Axle +

 EA	EA
4T (89)	4T
6T II	6T
3A (2)	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

	EA		EA		EA
4T	4T	4T	4T	4T	4T
6T	6T	6T	6T	6T	6T
3A	3A	3A	3A	3A	3A
Bus	Bus	Bus	Bus	Bus	Bus
3A	3A	3A	3A	3A	3A
4A	4A	4A	4A	4A	4A
5A	5A	5A	5A	5A	5A
6A+	6A+	6A+	6A+	6A+	6A+

	EA
4T	4T
6T	6T
3A	3A
Bus	Bus
3A	3A
4A	4A
5A	5A
6A+	6A+

From EAST
 On US 6

From _____ On _____

From WEST
 On US 6



CHAMLIN & ASSOCIATES, INC.

Morris Illinois Peru

SUBJECT

DATE

PREP. BY

CHKD. BY

PROJECT

SHEET

OF

CASEY'S GENERAL STORE → US 6 + STRONG AVENUE

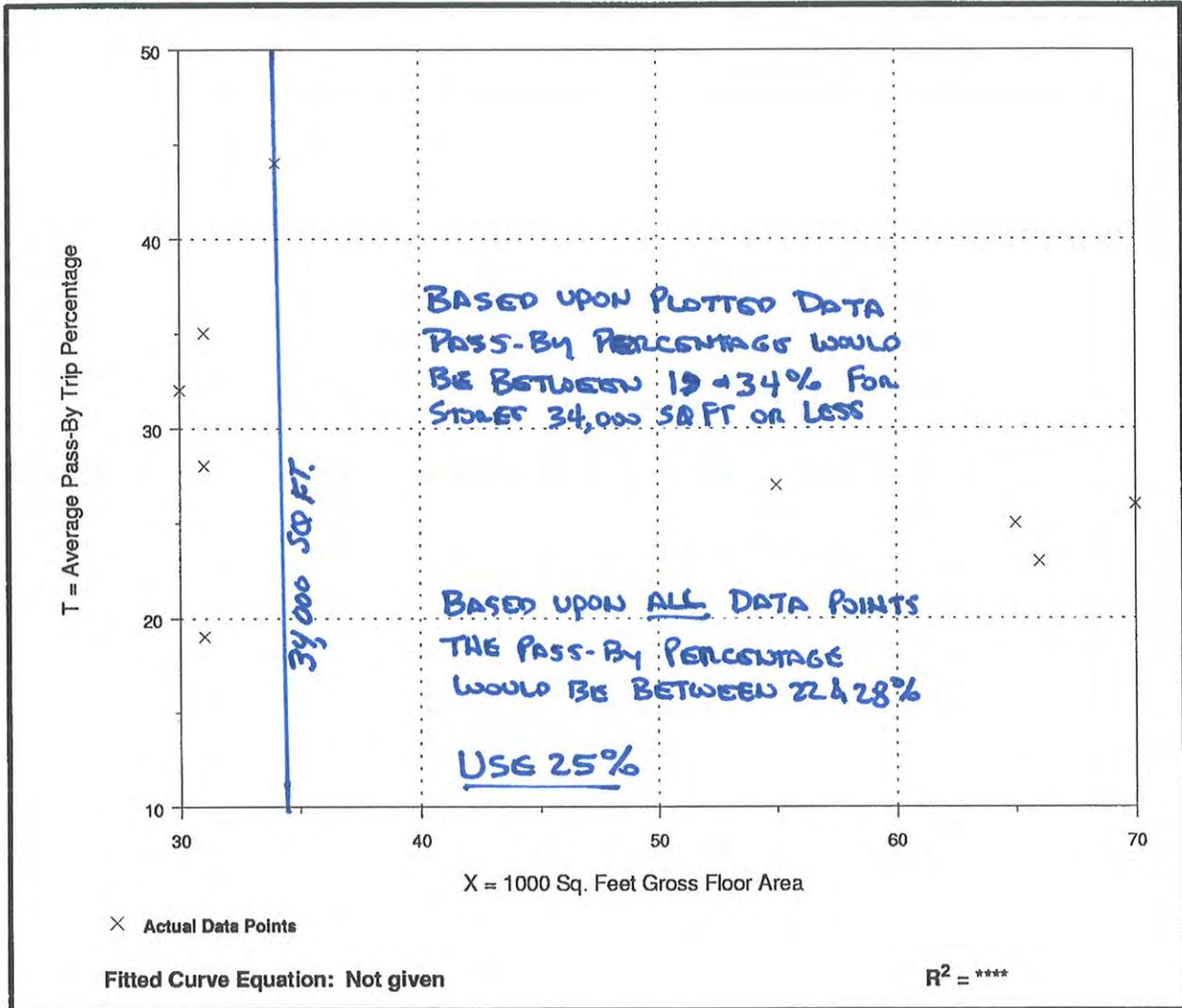
TIME	IN		OUT	
	FROM N	FROM S	TO N	TO S
MAY 6, 2014				
7:30 - 7:45 AM	 11 ⑦		 111 ⑧	11 ②
7:45 - 8:00 AM	 1111 ⑩		 111 ⑤	1111 ③
8:00 - 8:15 AM	 111 ⑤		 111 ⑧	11 ②
8:15 - 8:30 AM	 ④	1 ①	 ④	11 ②
2:30 - 2:45 PM	111 ③	111 ③	 111 ⑥	111 ③
2:45 - 3:00 PM	 111 ⑧	11 ②	1111 ④	111 ③
3:00 - 3:15 PM	 111 ⑤	1 ①	 111 ⑧	111 ③
3:15 - 3:30 PM	 111 ⑧	1 ①	1111 ④	 111 ⑤

**EXHIBIT H
SELECT PAGES FROM TRIP GENERATION
MANUAL**

Figure 5.8 Supermarket (850)

Average Pass-By Trip Percentage vs: 1,000 Sq. Feet Gross Floor Area
 On a: Weekday, p.m. Peak Period
 Number of Studies: 9
 Average 1,000 Sq. Feet GFA: 46

Data Plot



Land Use: 850 Supermarket

Description

Supermarkets are free-standing retail stores selling a complete assortment of food, food preparation and wrapping materials, and household cleaning items. Supermarkets may also contain the following products and services: ATMs, automobile supplies, bakeries, books and magazines, dry cleaning, floral arrangements, greeting cards, limited-service banks, photo centers, pharmacies and video rental areas. Some facilities may be open 24 hours a day. Discount supermarket (Land Use 854) is a related use.

Additional Data

Caution should be used when applying daily trip generation rates for supermarkets, as the database contains a mixture of facilities with varying hours of operation. Future data submissions should specify hours of operation of a site.

Specialized Land Use Data

One study provided data on a supermarket in Oregon that also carried clothing, footwear, bedding, furniture, jewelry, beauty products, electronics, toys, lumber and garden supplies. The secondary products offered at this supermarket varied from the other stores in this land use; therefore, the information collected for this facility is presented in the following table and was excluded from the data plots. The weekday morning and afternoon peak hours of the generator at this site were between 8:45 a.m. and 9:45 a.m. and between 4:45 p.m. and 5:45 p.m., respectively. The Saturday and Sunday peak hours of the generator were between 3:00 p.m. and 4:00 p.m. and between 12:45 p.m. and 1:45 p.m., respectively.

<u>Independent Variable</u>	<u>Trip Generation Rate</u>	<u>Size of Independent Variable</u>	<u>Number of Studies</u>	<u>Directional Distribution</u>
1,000 Square Feet Gross Floor Area				
Weekday A.M. Peak Hour of Generator	4.21	78	1	Not available
Weekday P.M. Peak Hour of Generator	10.13	78	1	Not available
Saturday Peak Hour of Generator	10.91	78	1	Not available
Sunday Peak Hour of Generator	9.83	78	1	Not available

Source: 746

The sites were surveyed between the 1960s and the 2000s throughout the United States.

Source Numbers

2, 4, 5, 72, 98, 203, 213, 251, 273, 305, 359, 365, 438, 442, 447, 448, 514, 520, 552, 577, 610, 716, 746

Supermarket (850)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

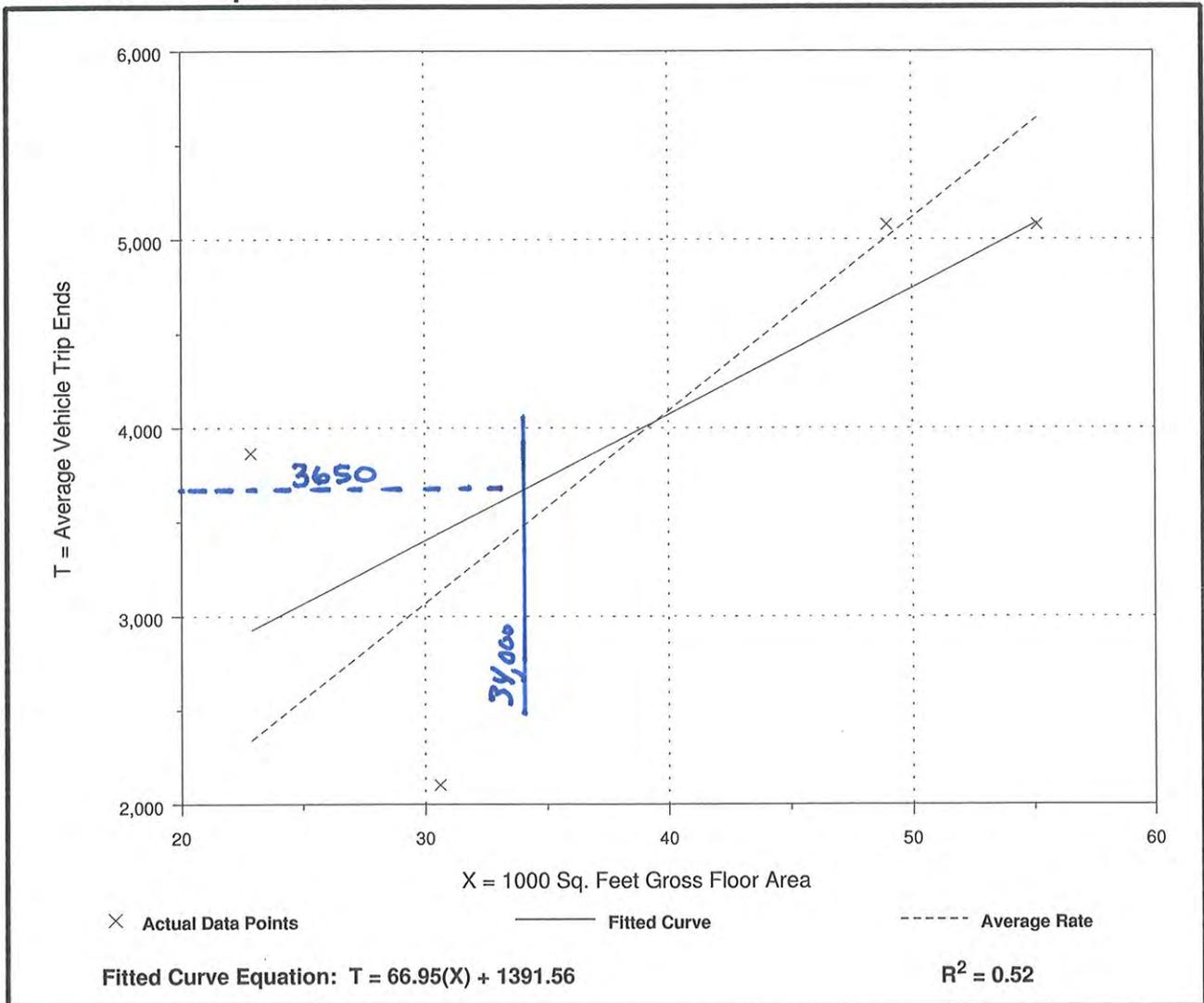
Number of Studies: 4
Average 1000 Sq. Feet GFA: 39
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
102.24	68.65 - 168.88	31.73

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Supermarket (850)

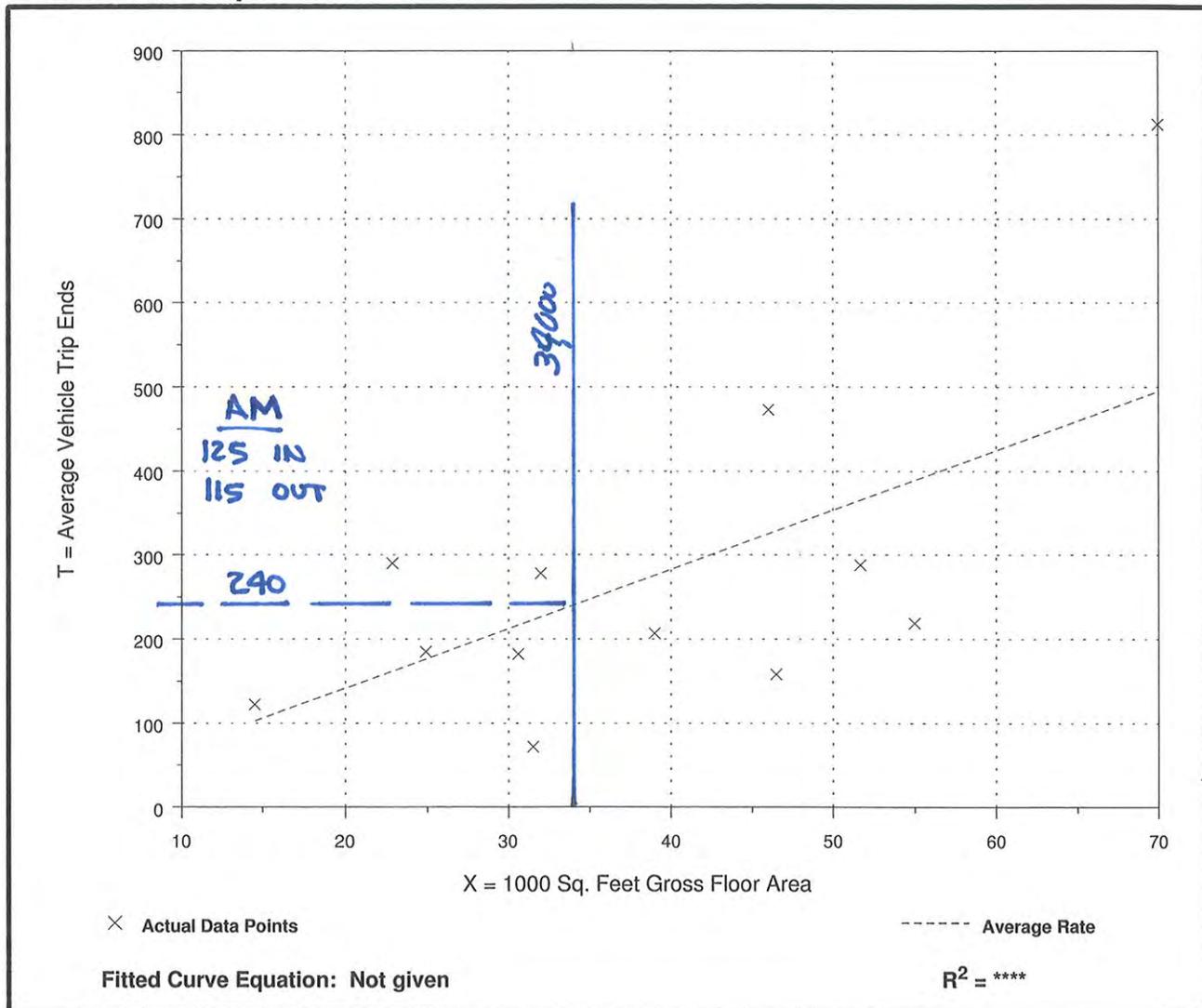
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
A.M. Peak Hour of Generator

Number of Studies: 12
Average 1000 Sq. Feet GFA: 39
Directional Distribution: 52% entering, 48% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
7.07	2.28 - 12.67	4.18

Data Plot and Equation



Supermarket (850)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
P.M. Peak Hour of Generator

Number of Studies: 13
Average 1000 Sq. Feet GFA: 45
Directional Distribution: 52% entering, 48% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
8.37	4.55 - 18.62	4.80

Data Plot and Equation

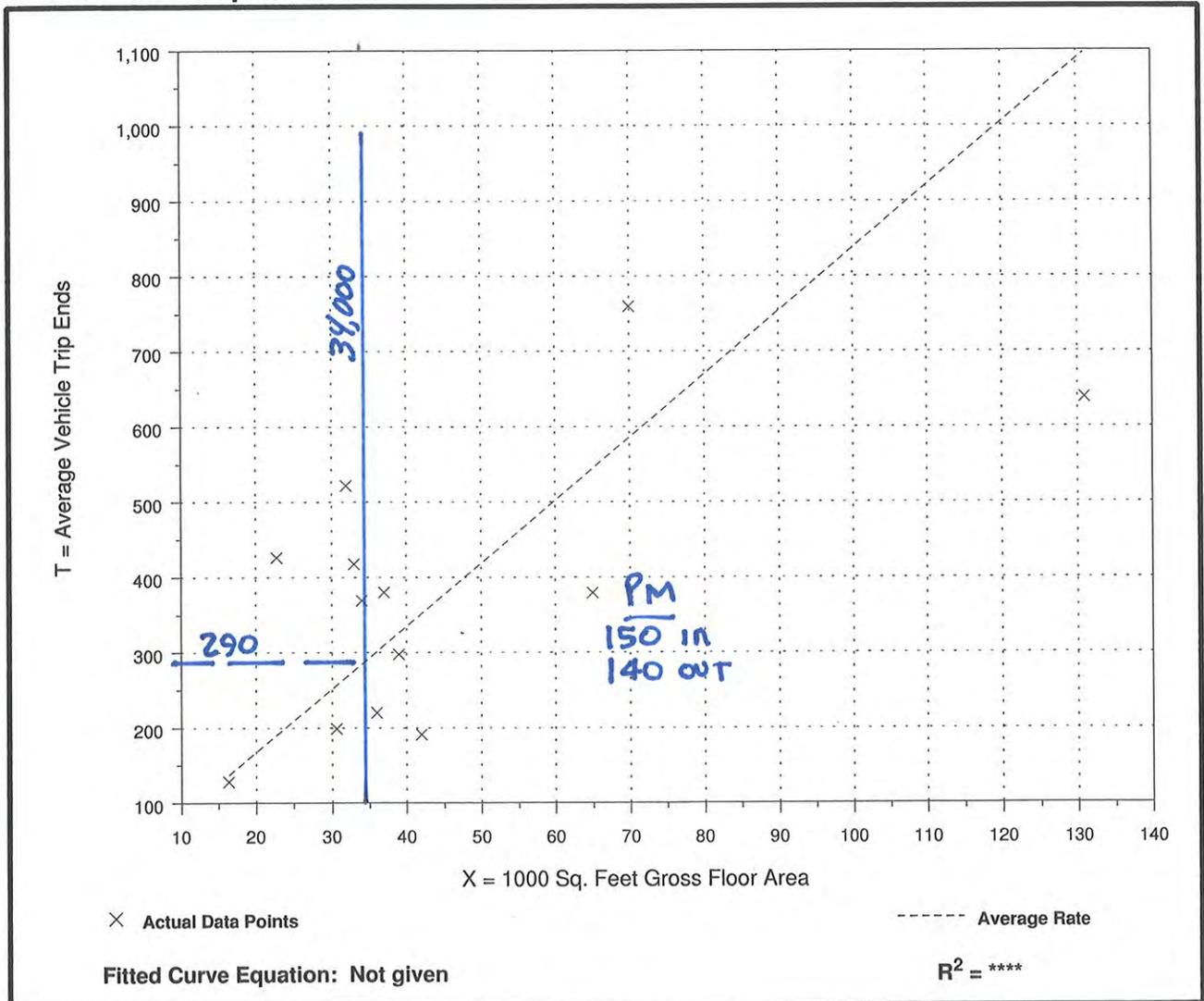


EXHIBIT I
NEW TRAFFIC COMPUTATIONS



CHAMLIN & ASSOCIATES, INC.

Morris Illinois Peru

SUBJECT LINCOLN SCHOOL TRAFFIC

DATE 5/2/14

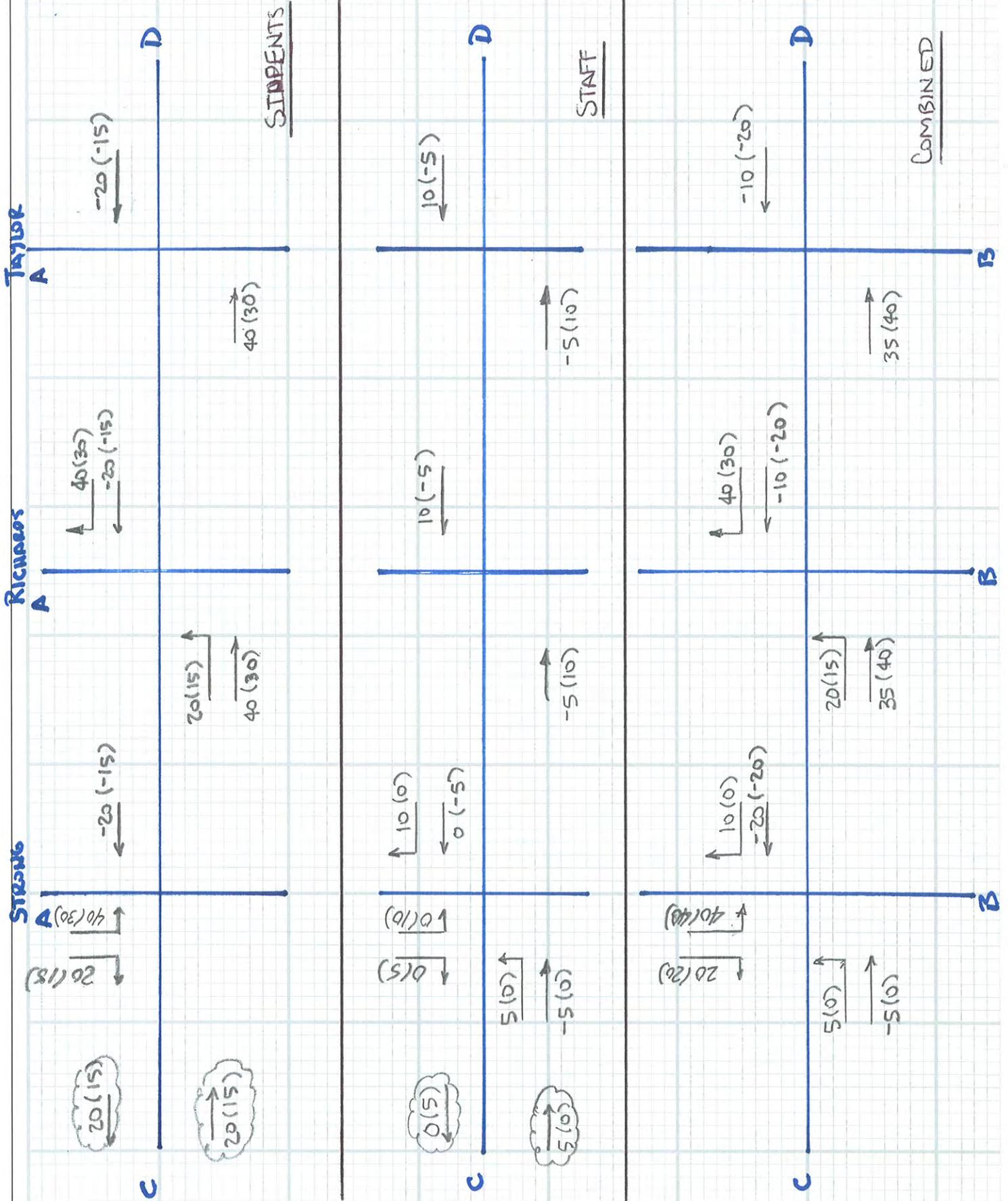
PREP. BY JKC

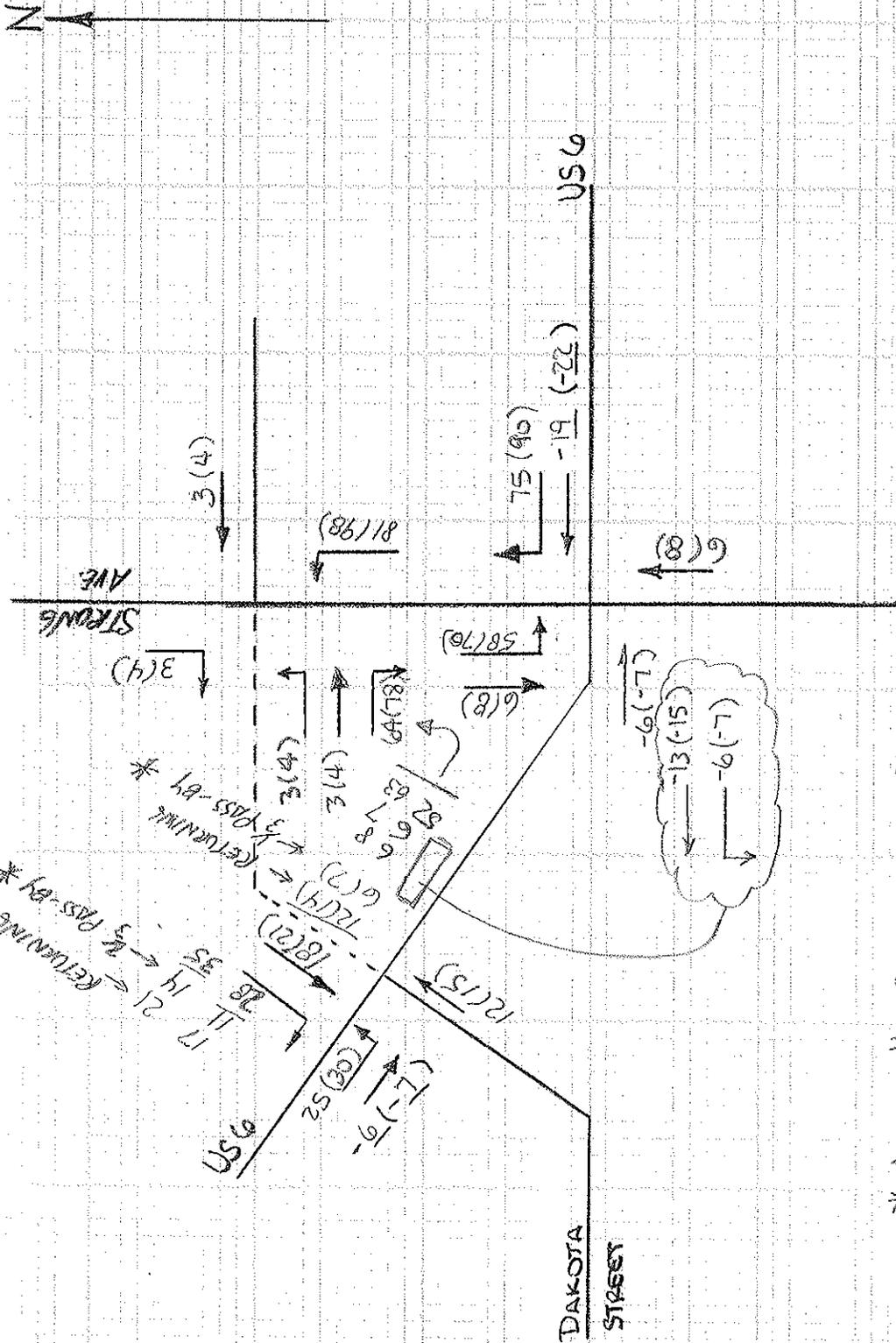
CHKD. BY

PROJECT

SHEET

OF





* ASSUME 1/3 OF THIS WESTBOUND PASS-BY TRAFFIC WOULD HAVE TURNED LEFT AT DAKOTA STREET AND THE REST WOULD HAVE CONTINUED WEST

ONLY APPLY 25% PASS-BY FACTOR TO TRAFFIC FROM US 6

SUBJECT MULLAN'S GROCERY STORE	PROJECT CHAMLIN & ASSOCIATES, INC. Morris Illinois Peru	CHKD. BY JKC	DATE 5/3/14
		PREP. BY JKC	
SHEET OF			



EXHIBIT J
SELECT PAGES FROM MANUAL ON UNIFORM
TRAFFIC CONTROL DEVICES

CHAPTER 4C. TRAFFIC CONTROL SIGNAL NEEDS STUDIES

Section 4C.01 Studies and Factors for Justifying Traffic Control Signals

Standard:

- 01 An engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location.
- 02 The investigation of the need for a traffic control signal shall include an analysis of factors related to the existing operation and safety at the study location and the potential to improve these conditions, and the applicable factors contained in the following traffic signal warrants:
- Warrant 1, Eight-Hour Vehicular Volume
 - Warrant 2, Four-Hour Vehicular Volume
 - Warrant 3, Peak Hour
 - Warrant 4, Pedestrian Volume
 - Warrant 5, School Crossing
 - Warrant 6, Coordinated Signal System
 - Warrant 7, Crash Experience
 - Warrant 8, Roadway Network
 - Warrant 9, Intersection Near a Grade Crossing
- 03 The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Support:

- 04 Sections 8C.09 and 8C.10 contain information regarding the use of traffic control signals instead of gates and/or flashing-light signals at highway-rail grade crossings and highway-light rail transit grade crossings, respectively.
- Guidance:*
- 05 A traffic control signal should not be installed unless one or more of the factors described in this Chapter are met.
- 06 A traffic control signal should not be installed unless an engineering study indicates that installing a traffic control signal will improve the overall safety and/or operation of the intersection.
- 07 A traffic control signal should not be installed if it will seriously disrupt progressive traffic flow.
- 08 The study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count when evaluating the count against the signal warrants listed in Paragraph 2.
- 09 Engineering judgment should also be used in applying various traffic signal warrants to cases where approaches consist of one lane plus one left-turn or right-turn lane. The site-specific traffic characteristics should dictate whether an approach is considered as one lane or two lanes. For example, for an approach with one lane for through and right-turning traffic plus a left-turn lane, if engineering judgment indicates that it should be considered a one-lane approach because the traffic using the left-turn lane is minor, the total traffic volume approaching the intersection should be applied against the signal warrants as a one-lane approach. The approach should be considered two lanes if approximately half of the traffic on the approach turns left and the left-turn lane is of sufficient length to accommodate all left-turn vehicles.
- 10 Similar engineering judgment and rationale should be applied to a street approach with one through/left-turn lane plus a right-turn lane. In this case, the degree of conflict of minor-street right-turn traffic with traffic on the major street should be considered. Thus, right-turn traffic should not be included in the minor-street volume if the movement enters the major street with minimal conflict. The approach should be evaluated as a one-lane approach with only the traffic volume in the through/left-turn lane considered.
- 11 At a location that is under development or construction and where it is not possible to obtain a traffic count that would represent future traffic conditions, hourly volumes should be estimated as part of an engineering study for comparison with traffic signal warrants. Except for locations where the engineering study uses the satisfaction of Warrant 8 to justify a signal, a traffic control signal installed under projected conditions should have an engineering study done within 1 year of putting the signal into stop-and-go operation to determine if the signal is justified. If not justified, the signal should be taken out of stop-and-go operation or removed.
- 12 For signal warrant analysis, a location with a wide median, even if the median width is greater than 30 feet, should be considered as one intersection.

Option:

- 13 At an intersection with a high volume of left-turn traffic from the major street, the signal warrant analysis may be performed in a manner that considers the higher of the major-street left-turn volumes as the “minor-street” volume and the corresponding single direction of opposing traffic on the major street as the “major-street” volume.
- 14 For signal warrants requiring conditions to be present for a certain number of hours in order to be satisfied, any four sequential 15-minute periods may be considered as 1 hour if the separate 1-hour periods used in the warrant analysis do not overlap each other and both the major-street volume and the minor-street volume are for the same specific one-hour periods.
- 15 For signal warrant analysis, bicyclists may be counted as either vehicles or pedestrians.

Support:

- 16 When performing a signal warrant analysis, bicyclists riding in the street with other vehicular traffic are usually counted as vehicles and bicyclists who are clearly using pedestrian facilities are usually counted as pedestrians.

Option:

- 17 Engineering study data may include the following:
- A. The number of vehicles entering the intersection in each hour from each approach during 12 hours of an average day. It is desirable that the hours selected contain the greatest percentage of the 24-hour traffic volume.
 - B. Vehicular volumes for each traffic movement from each approach, classified by vehicle type (heavy trucks, passenger cars and light trucks, public-transit vehicles, and, in some locations, bicycles), during each 15-minute period of the 2 hours in the morning and 2 hours in the afternoon during which total traffic entering the intersection is greatest.
 - C. Pedestrian volume counts on each crosswalk during the same periods as the vehicular counts in Item B and during hours of highest pedestrian volume. Where young, elderly, and/or persons with physical or visual disabilities need special consideration, the pedestrians and their crossing times may be classified by general observation.
 - D. Information about nearby facilities and activity centers that serve the young, elderly, and/or persons with disabilities, including requests from persons with disabilities for accessible crossing improvements at the location under study. These persons might not be adequately reflected in the pedestrian volume count if the absence of a signal restrains their mobility.
 - E. The posted or statutory speed limit or the 85th-percentile speed on the uncontrolled approaches to the location.
 - F. A condition diagram showing details of the physical layout, including such features as intersection geometrics, channelization, grades, sight-distance restrictions, transit stops and routes, parking conditions, pavement markings, roadway lighting, driveways, nearby railroad crossings, distance to nearest traffic control signals, utility poles and fixtures, and adjacent land use.
 - G. A collision diagram showing crash experience by type, location, direction of movement, severity, weather, time of day, date, and day of week for at least 1 year.
- 18 The following data, which are desirable for a more precise understanding of the operation of the intersection, may be obtained during the periods described in Item B of Paragraph 17:
- A. Vehicle-hours of stopped time delay determined separately for each approach.
 - B. The number and distribution of acceptable gaps in vehicular traffic on the major street for entrance from the minor street.
 - C. The posted or statutory speed limit or the 85th-percentile speed on controlled approaches at a point near to the intersection but unaffected by the control.
 - D. Pedestrian delay time for at least two 30-minute peak pedestrian delay periods of an average weekday or like periods of a Saturday or Sunday.
 - E. Queue length on stop-controlled approaches.

Section 4C.02 Warrant 1, Eight-Hour Vehicular Volume

Support:

- 01 The Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.
- 02 The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.
- 03 It is intended that Warrant 1 be treated as a single warrant. If Condition A is satisfied, then Warrant 1 is satisfied and analyses of Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then Warrant 1 is satisfied and an analysis of the combination of Conditions A and B is not needed.

Standard:

- 04 The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:
- A. The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection;
 - B. The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

In applying each condition the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.

Option:

- 05 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 70 percent columns in Table 4C-1 may be used in place of the 100 percent columns.

Guidance:

- 06 The combination of Conditions A and B is intended for application at locations where Condition A is not satisfied and Condition B is not satisfied and should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

Standard:

- 07 The need for a traffic control signal shall be considered if an engineering study finds that both of the following conditions exist for each of any 8 hours of an average day:
- A. The vehicles per hour given in both of the 80 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; and
 - B. The vehicles per hour given in both of the 80 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

These major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

^a Basic minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Option:

- 08 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

Section 4C.03 Warrant 2, Four-Hour Vehicular Volume

Support:

- 01 The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

Standard:

- 02 **The need for a traffic control signal shall be considered if an engineering study finds that, for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in Figure 4C-1 for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours.**

Option:

- 03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-2 may be used in place of Figure 4C-1.

Section 4C.04 Warrant 3, Peak Hour

Support:

- 01 The Peak Hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

Standard:

- 02 **This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.**
- 03 **The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:**
- A. **If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:**
 1. **The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach; and**
 2. **The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes; and**
 3. **The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.**
 - B. **The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.**

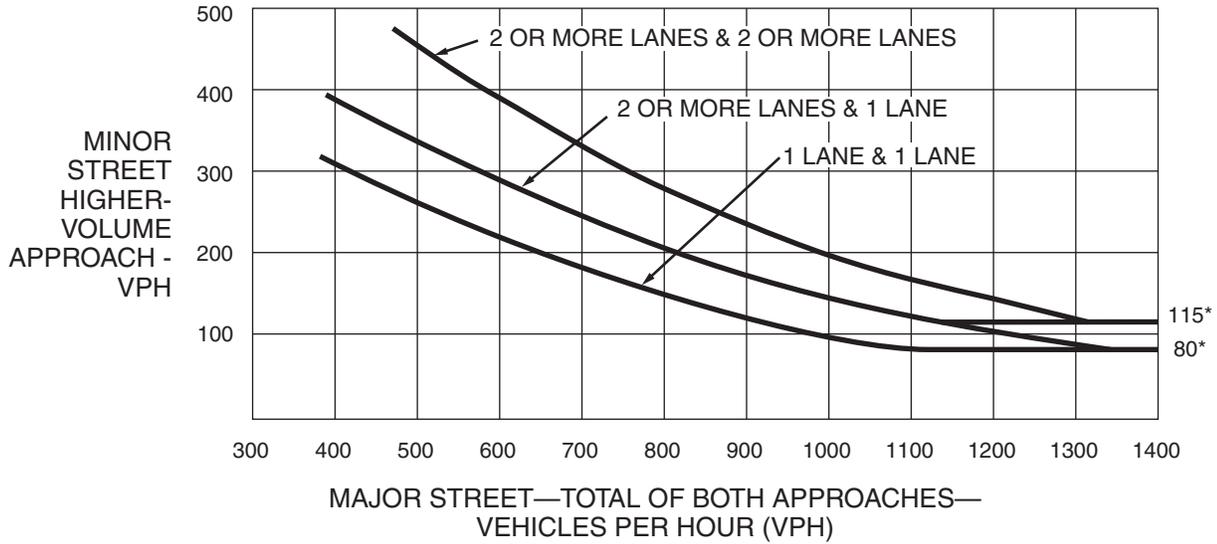
Option:

- 04 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-4 may be used in place of Figure 4C-3 to evaluate the criteria in the second category of the Standard.
- 05 If this warrant is the only warrant met and a traffic control signal is justified by an engineering study, the traffic control signal may be operated in the flashing mode during the hours that the volume criteria of this warrant are not met.

Guidance:

- 06 *If this warrant is the only warrant met and a traffic control signal is justified by an engineering study, the traffic control signal should be traffic-actuated.*

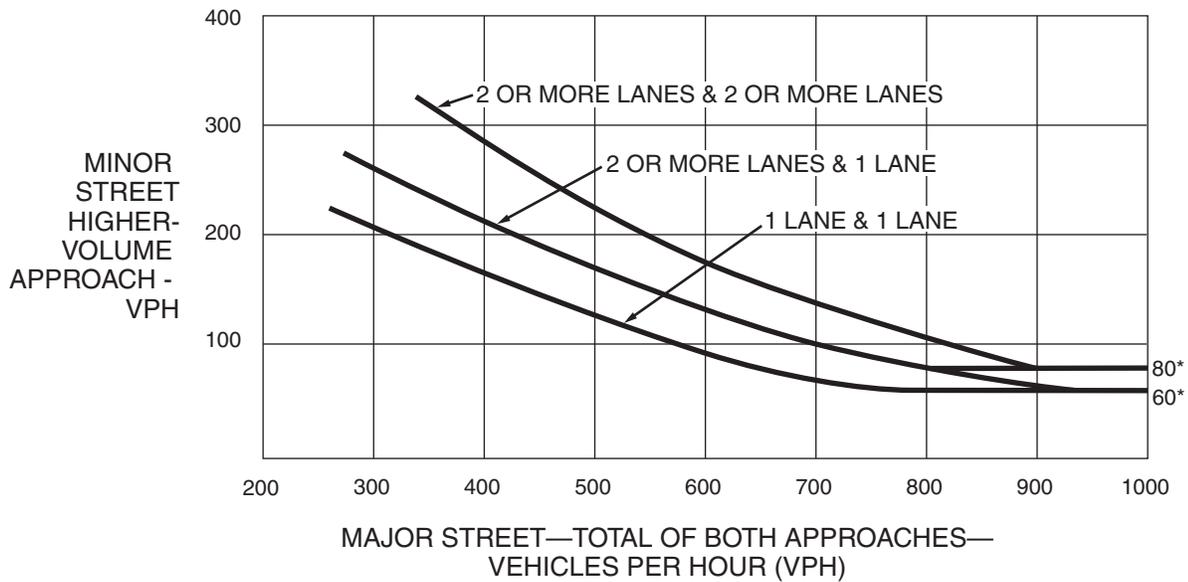
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

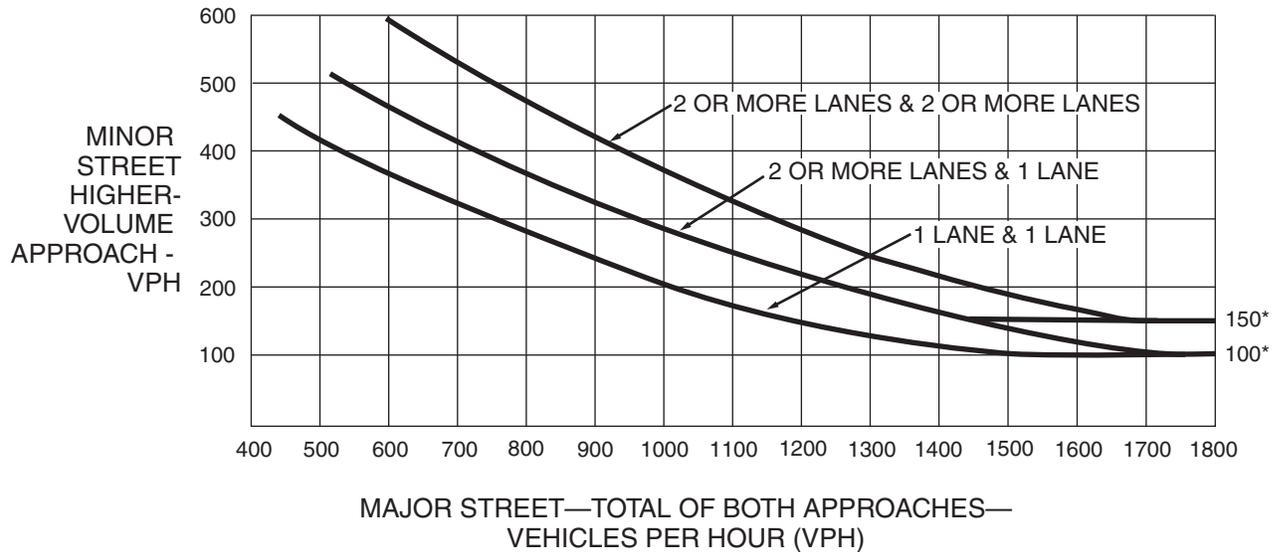
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

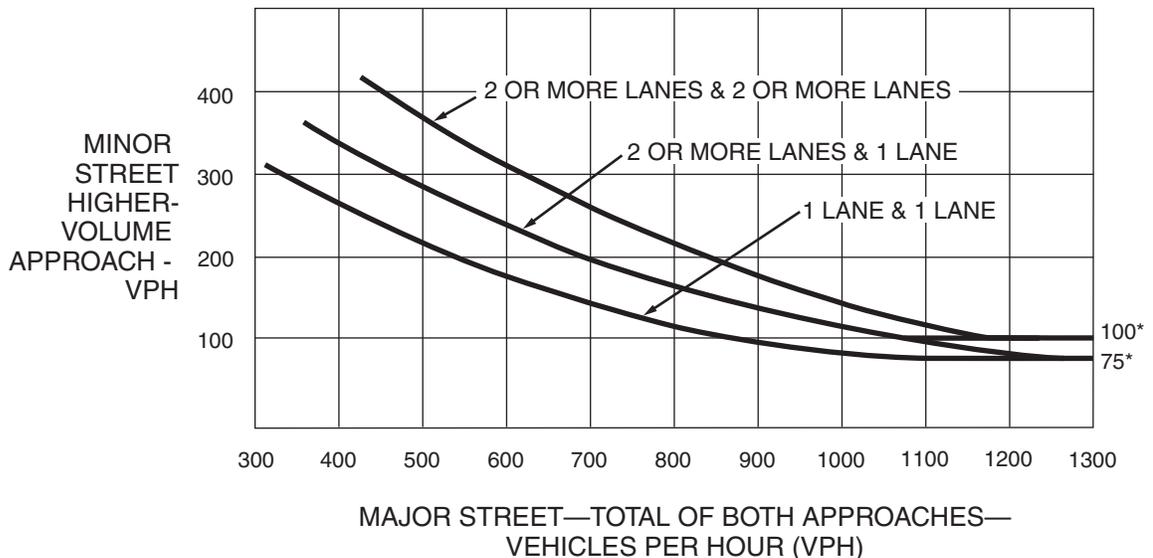
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Section 4C.05 Warrant 4, Pedestrian Volume

Support:

- 01 The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

Standard:

- 02 **The need for a traffic control signal at an intersection or midblock crossing shall be considered if an engineering study finds that one of the following criteria is met:**
- A. For each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) all fall above the curve in Figure 4C-5; or
 - B. For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) falls above the curve in Figure 4C-7.

Option:

- 03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 35 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, Figure 4C-6 may be used in place of Figure 4C-5 to evaluate Criterion A in Paragraph 2, and Figure 4C-8 may be used in place of Figure 4C-7 to evaluate Criterion B in Paragraph 2.

Standard:

- 04 **The Pedestrian Volume signal warrant shall not be applied at locations where the distance to the nearest traffic control signal or STOP sign controlling the street that pedestrians desire to cross is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.**
- 05 **If this warrant is met and a traffic control signal is justified by an engineering study, the traffic control signal shall be equipped with pedestrian signal heads complying with the provisions set forth in Chapter 4E.**

Guidance:

- 06 *If this warrant is met and a traffic control signal is justified by an engineering study, then:*
- A. *If it is installed at an intersection or major driveway location, the traffic control signal should also control the minor-street or driveway traffic, should be traffic-actuated, and should include pedestrian detection.*
 - B. *If it is installed at a non-intersection crossing, the traffic control signal should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs, and should be pedestrian-actuated. If the traffic control signal is installed at a non-intersection crossing, at least one of the signal faces should be over the traveled way for each approach, parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the crosswalk or site accommodations should be made through curb extensions or other techniques to provide adequate sight distance, and the installation should include suitable standard signs and pavement markings.*
 - C. *Furthermore, if it is installed within a signal system, the traffic control signal should be coordinated.*

Option:

- 07 The criterion for the pedestrian volume crossing the major street may be reduced as much as 50 percent if the 15th-percentile crossing speed of pedestrians is less than 3.5 feet per second.
- 08 A traffic control signal may not be needed at the study location if adjacent coordinated traffic control signals consistently provide gaps of adequate length for pedestrians to cross the street.

Section 4C.06 Warrant 5, School Crossing

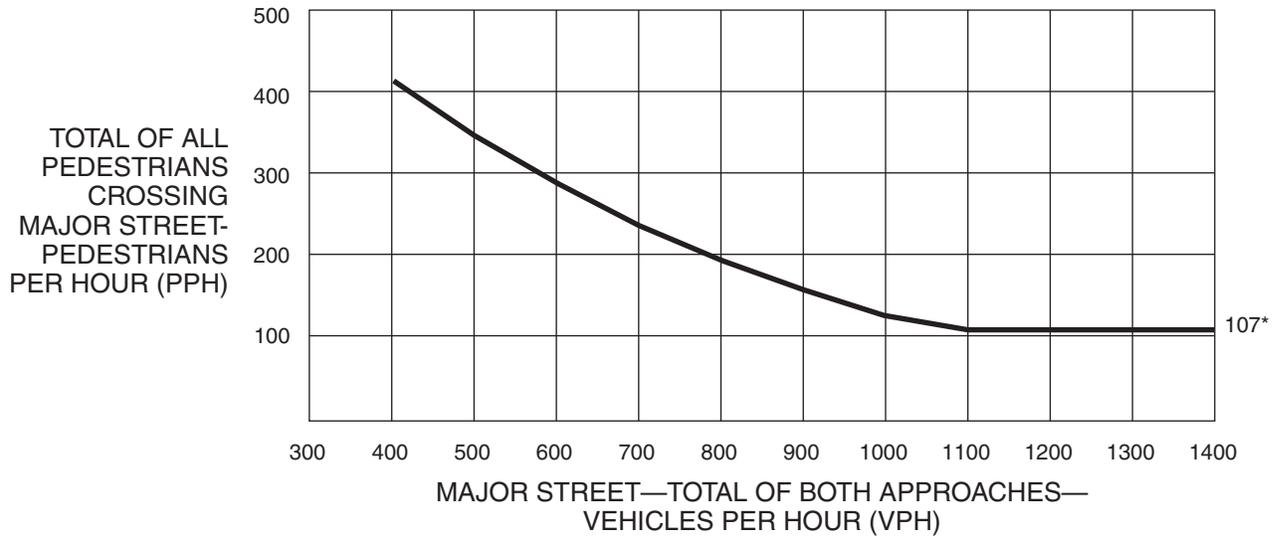
Support:

- 01 The School Crossing signal warrant is intended for application where the fact that schoolchildren cross the major street is the principal reason to consider installing a traffic control signal. For the purposes of this warrant, the word “schoolchildren” includes elementary through high school students.

Standard:

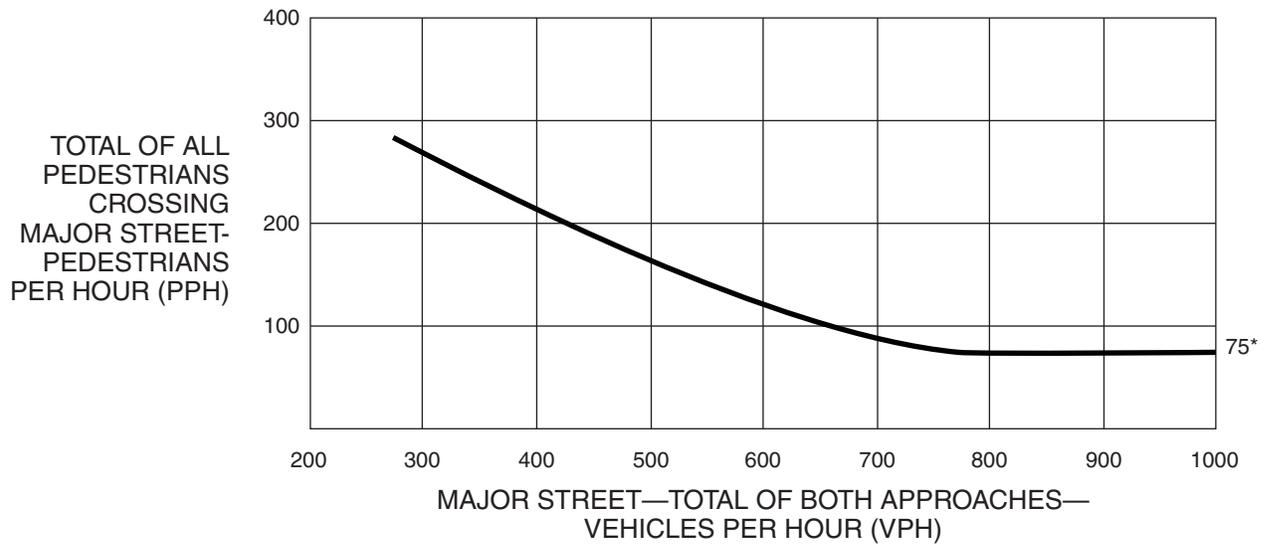
- 02 **The need for a traffic control signal shall be considered when an engineering study of the frequency and adequacy of gaps in the vehicular traffic stream as related to the number and size of groups of schoolchildren at an established school crossing across the major street shows that the number of adequate gaps in the traffic stream during the period when the schoolchildren are using the crossing is less than the number of minutes in the same period (see Section 7A.03) and there are a minimum of 20 schoolchildren during the highest crossing hour.**

Figure 4C-5. Warrant 4, Pedestrian Four-Hour Volume



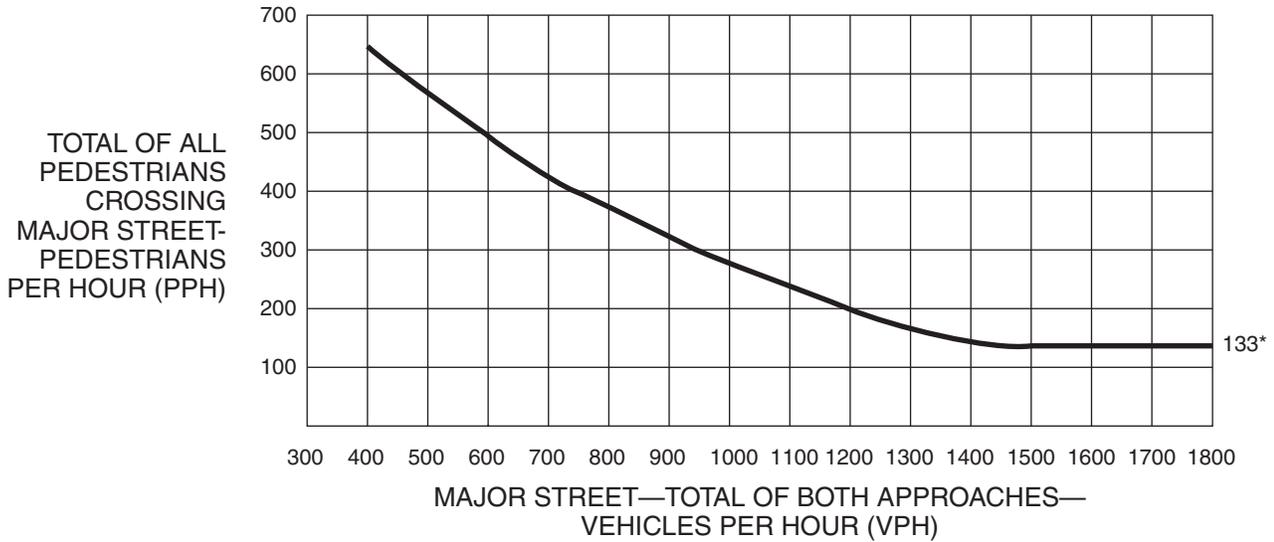
*Note: 107 pph applies as the lower threshold volume.

Figure 4C-6. Warrant 4, Pedestrian Four-Hour Volume (70% Factor)



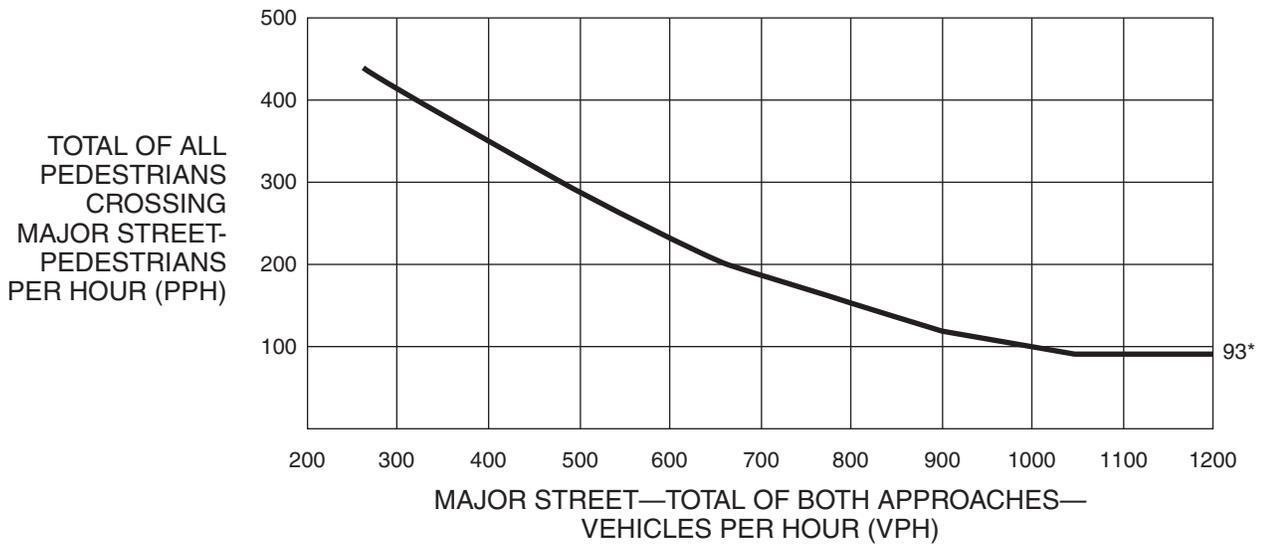
*Note: 75 pph applies as the lower threshold volume.

Figure 4C-7. Warrant 4, Pedestrian Peak Hour



*Note: 133 pph applies as the lower threshold volume.

Figure 4C-8. Warrant 4, Pedestrian Peak Hour (70% Factor)



*Note: 93 pph applies as the lower threshold volume.

- 03 **Before a decision is made to install a traffic control signal, consideration shall be given to the implementation of other remedial measures, such as warning signs and flashers, school speed zones, school crossing guards, or a grade-separated crossing.**
- 04 **The School Crossing signal warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 300 feet, unless the proposed traffic control signal will not restrict the progressive movement of traffic.**

Guidance:

- 05 *If this warrant is met and a traffic control signal is justified by an engineering study, then:*
- A. *If it is installed at an intersection or major driveway location, the traffic control signal should also control the minor-street or driveway traffic, should be traffic-actuated, and should include pedestrian detection.*
 - B. *If it is installed at a non-intersection crossing, the traffic control signal should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs, and should be pedestrian-actuated. If the traffic control signal is installed at a non-intersection crossing, at least one of the signal faces should be over the traveled way for each approach, parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the crosswalk or site accommodations should be made through curb extensions or other techniques to provide adequate sight distance, and the installation should include suitable standard signs and pavement markings.*
 - C. *Furthermore, if it is installed within a signal system, the traffic control signal should be coordinated.*

Section 4C.07 Warrant 6, Coordinated Signal System

Support:

- 01 Progressive movement in a coordinated signal system sometimes necessitates installing traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles.

Standard:

- 02 **The need for a traffic control signal shall be considered if an engineering study finds that one of the following criteria is met:**
- A. **On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.**
 - B. **On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.**

Guidance:

- 03 *The Coordinated Signal System signal warrant should not be applied where the resultant spacing of traffic control signals would be less than 1,000 feet.*

Section 4C.08 Warrant 7, Crash Experience

Support:

- 01 The Crash Experience signal warrant conditions are intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal.

Standard:

- 02 **The need for a traffic control signal shall be considered if an engineering study finds that all of the following criteria are met:**
- A. **Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and**
 - B. **Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and**
 - C. **For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.**

Option:

- 03 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 56 percent columns in Table 4C-1 may be used in place of the 80 percent columns.

Section 4C.09 Warrant 8, Roadway Network

Support:

- 01 Installing a traffic control signal at some intersections might be justified to encourage concentration and organization of traffic flow on a roadway network.

Standard:

- 02 **The need for a traffic control signal shall be considered if an engineering study finds that the common intersection of two or more major routes meets one or both of the following criteria:**
- A. **The intersection has a total existing, or immediately projected, entering volume of at least 1,000 vehicles per hour during the peak hour of a typical weekday and has 5-year projected traffic volumes, based on an engineering study, that meet one or more of Warrants 1, 2, and 3 during an average weekday; or**
 - B. **The intersection has a total existing or immediately projected entering volume of at least 1,000 vehicles per hour for each of any 5 hours of a non-normal business day (Saturday or Sunday).**
- 03 **A major route as used in this signal warrant shall have at least one of the following characteristics:**
- A. **It is part of the street or highway system that serves as the principal roadway network for through traffic flow.**
 - B. **It includes rural or suburban highways outside, entering, or traversing a city.**
 - C. **It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study.**

Section 4C.10 Warrant 9, Intersection Near a Grade Crossing

Support:

- 01 The Intersection Near a Grade Crossing signal warrant is intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met, but the proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic control signal.

Guidance:

- 02 *This signal warrant should be applied only after adequate consideration has been given to other alternatives or after a trial of an alternative has failed to alleviate the safety concerns associated with the grade crossing. Among the alternatives that should be considered or tried are:*
- A. *Providing additional pavement that would enable vehicles to clear the track or that would provide space for an evasive maneuver, or*
 - B. *Reassigning the stop controls at the intersection to make the approach across the track a non-stopping approach.*

Standard:

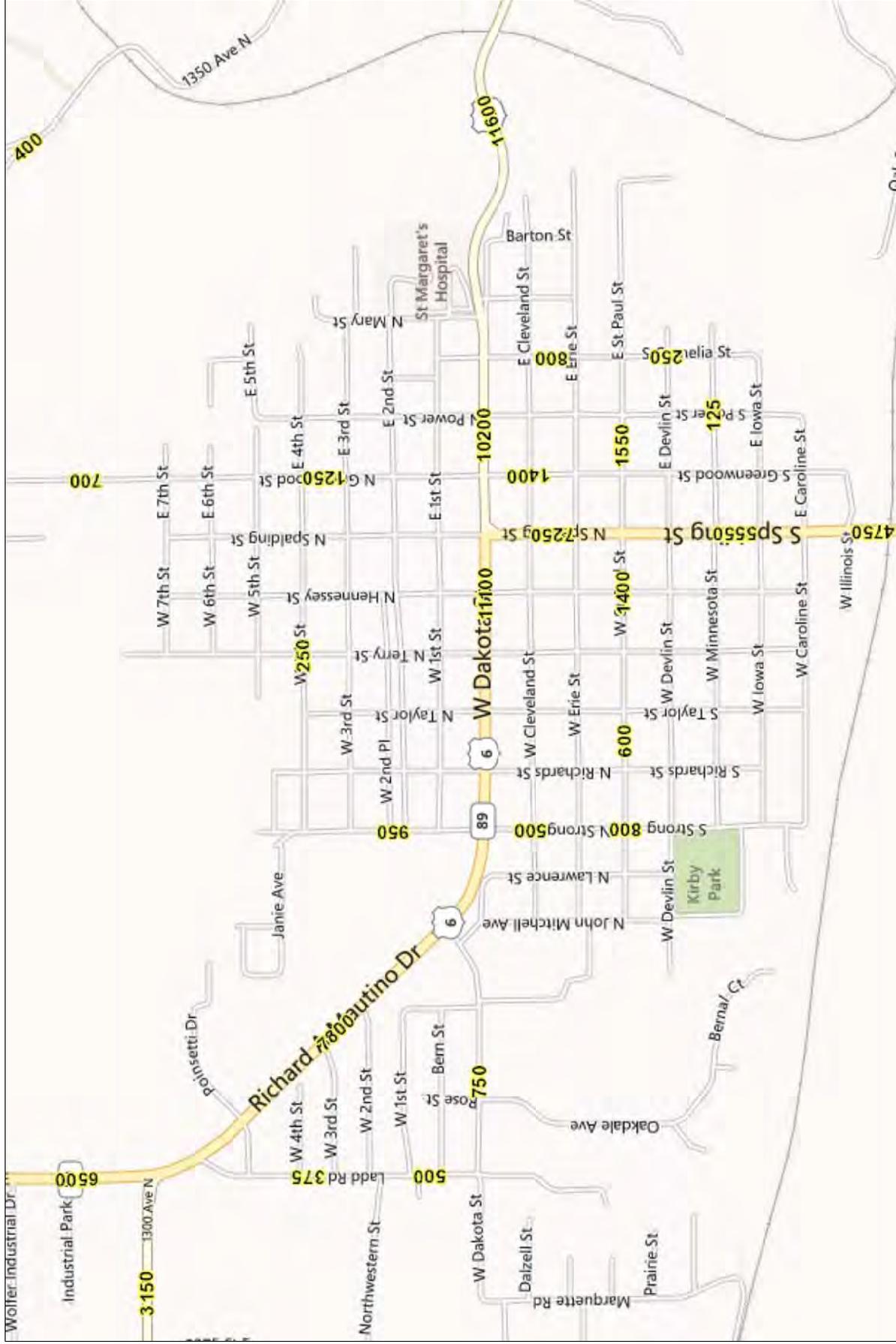
- 03 **The need for a traffic control signal shall be considered if an engineering study finds that both of the following criteria are met:**
- A. **A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach; and**
 - B. **During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the minor-street approach that crosses the track (one direction only, approaching the intersection) falls above the applicable curve in Figure 4C-9 or 4C-10 for the existing combination of approach lanes over the track and the distance D, which is the clear storage distance as defined in Section 1A.13.**

Guidance:

- 04 *The following considerations apply when plotting the traffic volume data on Figure 4C-9 or 4C-10:*
- A. *Figure 4C-9 should be used if there is only one lane approaching the intersection at the track crossing location and Figure 4C-10 should be used if there are two or more lanes approaching the intersection at the track crossing location.*

EXHIBIT K
ILLINOIS DEPARTMENT OF TRANSPORTATION
ADT MAP
(ADT – AVERAGE DAILY TRAFFIC)

Traffic Count



COUNTS ON STATE ROUTES
 WHERE DONE IN 2013. LOCAL
 STREET COUNTS WERE
 DONE IN 2012

Created by Illinois DOT, 5/4/2014