



Traffic Control Signal for Front St and Hall St
City Engineering Department
May 2016

Referenced Reports and Memorandums

1. October 21, 1993 Memorandum Kurt L. Kunde to Bruce Conradson
2. July 9, 2003 Memorandum Timothy J. Lodge to Richard Lewis
3. 2009 Edition Chapter 4C. Traffic Control Signal Needs Studies

Warrant for Traffic Signal Installation

Warrant 1: 8-hour Vehicular Volume

This warrant is **satisfied** because the traffic volume on Front Street exceeds 750 vehicles per hour for any eight hours of an average day and the traffic volume for Hall Street exceeds 75 vehicles per hour for any eight hours of an average day.

Warrant 2: 4-hour Vehicular Volume

This warrant is **satisfied** because the volumes per hour for Hall Street and Front Street fall above the appropriate curve in Figure 4C-1 for each of any four hours of an average day.

Warrant 3: Peak Hour

This warrant is **not applicable** because the proposed signal placement would not be for the control of traffic exiting or entering a facility that attracts or discharges large numbers of vehicles over a short time.

Warrant 4: Pedestrian Volume

This warrant is **not satisfied** because the pedestrian volume crossing Front Street is falls below the appropriate curve in Figure 4C-5 for each of any four hours of an average day as well as the appropriate curve in Figure 4C-7 for the peak pedestrian hour. However, it should be noted that there are less than 60 gaps per hour during the peak travel hour.

Warrant 5: School Crossing

This warrant is **not applicable** to this intersection because this intersection is not within a school zone.

Warrant 6: Coordinated Signal System

This warrant is **not satisfied** because a Traffic Control Signal is not needed to maintain proper platooning of vehicles.

Warrant 7: Crash Experience

This warrant is **not satisfied** because there have been less than five accidents at this intersection in the past 12 months that could have been prevented by the installation of a Traffic Signal.

Warrant 8: Roadway Network

This warrant is **not satisfied** because the intersection of Front St and Hall St is not the intersection of two major roads

Warrant 9: Intersection Near a Grade Crossing

This warrant is **not satisfied** because the intersection of Front St and Hall St is not near a railroad crossing.

Additional Notes

There are local ordinance "Stop for Pedestrian" crosswalks across W Front St on both sides of Hall St/Wadsworth St, these signs have been installed since the last signal warrant for this intersection (October 2014). Bata Hall Street Transportation Station is on the same block.

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