

Traffic Signals

Description

In maintaining the transition plan for traffic signals, all signals where pedestrian facilities are provided have been identified. At these locations where pedestrian facilities exist or will be constructed, pedestrian signals will be provided along with push buttons and/or APS where appropriate. The pedestrian indications will be countdown style with audible signals. The city has been installing the countdown pedestrian indications as a standard for several years. In 2015 the City completed an upgrade project throughout the city with new LED Pedestrian indications and countdowns at 123 intersections for a total of 818 newly installed pedestrian indications. As new signals are constructed, upgraded or included with projects, pedestrian indications with push buttons and audible push buttons are being incorporated into the design. Traffic Engineering is working with Transportation Engineering on project design considerations for these upgrades, and is also working internally on making upgrades for pedestrian crosswalks.

Current Status

The City owns 299 traffic signals, and 2 pedestrian HAWK signals. The City also owns or maintains 21 intersection or crosswalk flashing warning indications which may be intended for traffic or pedestrian crossings. The City maintains 106 traffic signals or signal flashers located within Allen County for the Indiana Department of Transportation or Allen County Highway Department. The report will only address city owned signals and HAWK signals.

Since the Transition plan was in effect, the city has completed 17 intersections with new APS including push buttons, heads and ramp improvements. The city has also worked INDOT along state routes and have installed APS at 6 intersections with an additional 22 intersection crossings set to be completed in 2019. This would bring the total APS intersection crossings within the city limits to 45 since the ADA Transition Plan has been incorporated.

There are a total of 1150 street crossing locations at traffic signals where pedestrian signal indications could or should exist, for a total of 2300 pedestrian heads with counttowns/symbols or APS. Of these 2300, there is an existing total of 1412 pedestrian heads with countdowns/symbols or APS. Therefore, a total of 888 pedestrian signal heads should be added to the city's traffic signal system. Of the existing 1412 pedestrian signalized crossings, 98 include APS and 20 require countdowns and 48 require timers.

It should be noted that an inventory of sidewalk curb ramps was also noted for signalized intersections, and it was found that there are 1592 curb ramps of the 2300 required to be fully compliant. There is an existing 180 curb ramp/sidewalk locations where pedestrian signalization can be added.

(See Appendix I-A Spreadsheet for a breakdown of the inventory)

Timeframe

A self-evaluation of the signals has been performed to determine the following:

1. Signals that need pedestrian indications and push buttons
2. Signals that have pedestrian indication which require upgrades to APS
3. Signals that need sidewalk improvements for pedestrian movements

Signals needing pedestrian indications and push buttons will be upgraded by Traffic Operations. Signal upgrades including APS will be incorporated into projects under the Capital Improvement Program. It is anticipated that with an annual investment of \$50,000, all city owned signals could be brought to compliance in 25 years.

Specifications

All upgrades to traffic signals shall conform to Section 4.0 of the Manual on Uniform Traffic Control Devices (MUTCD) and PROWAG Section R209.

Priorities

In accordance with the provisions of the ADA Title II and the Department of Justice implementing regulations at 28 CFR Section 35.150 (D)(2), the City will upgrade signals at priority locations specified by the Act including State and Local government offices and facilities, transportation, places of public accommodation, and employers. The city will upgrade all signals in the Central Business District by first scheduling those adjacent to Government facilities with public programs and services, next scheduling those adjacent public and known private schools, and then considering those known impaired mobility residences along accessible bus routes. The city will continue to upgrade signals on street reconstruction projects.

Goals for 2019 and beyond

Identify signals that can handle APS upgrades

Identify Signals that will require new cabinets for APS upgrades

Work with Transportation Engineering on design and implementation of APS into sidewalk projects

Evaluate high priority corridors for APS needs

On Street Parking Spaces

Description

In developing a transition plan for On Street Parking, all marked spaces in the public right-of-way (metered and unmetered) will be considered. These on-street parking spaces are typically found in business districts and commercial areas. In residential areas on street parking is unmarked, and therefore not considered for ADA compliance. On these residential streets, the need for accessible parking is provided on an as-need basis. Residents that require accessible parking are required to contact the Traffic Engineering Department and upon submittal of proof of handicapped car tag from the Bureau of Motor Vehicles or medical evidence of a disability, a designated space will be created in front of the property owner's residence or as close to it as possible.

Current Status

There are currently 760 metered parking spaces in Fort Wayne, 745 are in the downtown area. 82 of these parking spaces are off-street. Out of the 760 metered parking spaces, 18 are designated as accessible parking spaces. The parking meter spaces in the downtown area are consistently being reviewed with Parking Control and new additions to Accessible spaces are being added annually. A map of the metered parking spaces is provided in Appendix 1-B

Time Frame

We are working with Parking control on identifying needs as requested by business owners and looking for deficient areas. New Parking Meters were purchased in 2017 which have blue posts and meter heads. Signage is also being placed for all on-street accessible parking spaces. Signs and markings are installed by city Traffic Operations, and meters are installed by Parking Control. It is anticipated that a full inventory and implementation of accessible on-street parking spaces will be completed by 2020.

Specifications

On street parking spaces shall be in accordance with Section 3B.19 of the Indiana Manual of Uniform Traffic Control Devices (MUTCD) and PROWAG Section R214.

Priorities

In accordance with the provisions of the ADA Title II and Department of Justice implementing regulations at 28 CFR Section 35.150(D)(2), the City will upgrade accessible parking and van accessible parking at priority locations specified by the Act including State and Local government offices and facilities, transportation, places of public accommodation, and employers. The City will prioritize such parking improvements by first scheduling those adjacent to Government facilities with public programs and services, next scheduling those adjacent public and known private schools. The City will also continue to upgrade accessible parking on all street reconstruction projects.

Goals:

Continue to work with Parking Control on identifying highest need areas

Establish new pavement markings with stencil logo or blue paint

Work with downtown developments on including accessible parking spaces

Inventory off-street or private paid parking accessible parking spaces.

Contact for Traffic Signals and On-Street Parking Spaces

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#					
			Current heads	Defficiency	Total Heads
1	Aboite Ctr.	Coventry	4	0	8
2	Aboite Ctr.	Dicke	4	0	8
3	Aboite Ctr.	Engle/Jefferson	2	2	4
4	Aboite Ctr.	Homestead	2	2	4
5	Aboite Ctr.	Westlakes	2	2	4
6	Airport Expressway	Ardmore	0	4	0
7	Airport Expressway	Bluffton	0	4	0
8	Airport Expressway	Fairfield/Paulding	1	3	2
9	Airport Expressway	Lower Huntington	4	0	8
10	Airport Expressway	Winchester	0	4	0
11	Anthony	Creighton	0	4	0
12	Anthony	Crescent	3	1	6
13	Anthony	Lake	4	0	8
14	Anthony	Maumee	4	0	8
15	Anthony	McKinnie	4	0	8
16	Anthony	Oxford	4	0	8
17	Anthony	Paulding	0	4	0
18	Anthony	Pettit	4	0	8
19	Anthony	Pontiac	4	0	8
20	Anthony	Rudisill	4	0	8
21	Anthony	St. Joe River Drive	4	0	8
22	Anthony	State	4	0	8
23	Anthony	Tillman	4	0	8
24	Anthony	Washington	4	0	8
25	Anthony	Wayne	4	0	8
26	Anthony	Wayne Trace	0	4	0
27	Appleglen	Jefferson	0	4	0
28	Ardmore	Covington	0	4	0
29	Ardmore	Engle	0	4	0
30	Ardmore	Jefferson / Hillegas	1	3	2
31	Ardmore	Lower Huntington	0	4	0
32	Ardmore	Taylor	3	1	6
33	Arlington Parkway South	Stellhorn	1	3	2
34	Arlington Parkway North	St. Joe Ctr.	1	3	2
35	Auburn	Dupont	4	0	8
36	Auburn	Dupont Circle	0	4	0
37	Auburn	N Clinton	2	2	4
38	Baker	Harrison	4	0	8
39	Barr	Berry	4	0	8
40	Barr	Jefferson	4	0	8
41	Barr	Washington	4	0	8
42	Barr	Wayne	4	0	8
43	Beacon	State	4	0	8
44	Berry	Broadway	3	0	6

45	Berry	Calhoun	4	0	8
46	Berry	Clay	4	0	8
47	Berry	Ewing	4	0	8
48	Berry	Fairfield	4	0	8
49	Berry	Harrison	4	0	8
50	Bethel Road	Kaylin Drive	0	4	0
51	Bluffton	Brooklyn	2	0	4
52	Bluffton	Engle	3	0	6
53	Bluffton	Ferguson	0	4	0
54	Bluffton	Lower Huntington	4	0	8
55	Bluffton	Old Trail	4	0	8
56	Bluffton	Sandpoint	0	3	0
57	Bluffton	Winchester	4	0	8
58	Brackenridge	Calhoun	4	0	8
59	Brackenridge	Harrison	4	0	8
60	Broadway	Creighton	3	0	6
61	Broadway	Jefferson	4	0	8
62	Broadway	Kinnaird / Thompson	4	0	8
63	Broadway	Main	3	0	6
64	Broadway	Oakdale / Bluffton	4	0	8
65	Broadway	Rudisill / Old Mill	2	1	4
66	Broadway	Taylor	4	0	8
67	Broadway	Washington	4	0	8
68	Broadway	Wayne	4	0	8
69	Brooklyn	Covington	1	2	2
70	Brooklyn	Hale	3	0	6
71	Brooklyn	Nuttman	2	1	4
72	Brooklyn	Taylor	0	4	0
73	Broyles	St. Joe	4	0	8
74	Buchanan	Hanna	4	0	8
75	Butler	Hillegas	0	4	0
76	Calhoun	Creighton	4	0	8
77	Calhoun	Douglas	4	0	8
78	Calhoun	Jefferson	4	0	8
79	Calhoun	Main	4	0	8
80	Calhoun	McKinnie / Marquette	3	0	6
81	Calhoun	Oakdale	4	0	8
82	Calhoun	Paulding	4	0	8
83	Calhoun	Pettit	4	0	8
84	Calhoun	Pontiac	4	0	8
85	Calhoun	Rudisill	4	0	8
86	Calhoun	Superior	4	0	8
87	Calhoun	Tillman	1	2	2
88	Calhoun	Washington	4	0	8
89	Calhoun	Wayne	4	0	8
90	Calhoun	Williams	4	0	8
91	Canterbury	St. Joe	1	2	2

92	Carew	State	4	0	8
93	Clay	Jefferson	4	0	8
94	Clay	Main	2	0	4
95	Clay	Washington	4	0	8
96	Clay	Wayne	4	0	8
97	Clinton	Coldwater	0	4	0
98	Clinton	Fairington	1	3	2
99	Clinton	Parnell	0	4	0
100	Clinton	St. Joe Ctr. / Washington Ctr.	0	4	0
101	Clinton	Wakefield / Medical Park	0	4	0
102	Cold Springs Blvd.	Cook	1	3	2
103	Coldwater	Coldwater Crossing	3	1	6
104	Coldwater	Collins	4	0	8
105	Coldwater	Cook	4	0	8
106	Coldwater	Dupont	1	3	2
107	Coldwater	Essex	4	0	8
108	Coldwater	Glenbrook	0	4	0
109	Coldwater	Mill Lake	0	4	0
110	Coldwater	Northwest Passage / Woodlan	2	2	4
111	Coldwater	Riley	0	4	0
112	Coldwater	Till	0	4	0
113	Coldwater	Union Chapel	0	4	0
114	Coldwater	Wallen	0	4	0
115	Coldwater	Washington Ctr.	3	1	6
116	Coldwater Crossing	Washington Ctr./ Stoneycreek	2	2	4
117	Coliseum	Hillegas / California	0	3	0
118	Coliseum	New Haven	0	4	0
119	College	Jefferson	4	0	8
120	College	Washington	3	1	6
121	Columbia	Tecumseh	4	0	8
122	Constitution	Getz	1	2	2
123	Cook Rd.	Auburn Rd	2	1	4
124	Cook	School Dr/Lincoln Shawnee	1	2	2
125	Cook Rd.	Huguenard Rd.	0	4	0
126	Coventry Lane	Falls Drive	2	2	4
127	Covington	Copper Hill Run / Bluewater Tr	4	0	8
128	Covington	Dicke	0	3	0
129	Covington	Getz	2	2	4
130	Covington	Hadley	1	2	2
131	Covington	Homestead	1	2	2
132	Covington	Jefferson	0	4	0
133	Covington	Scott	2	2	4
134	Covington Plaza	Jefferson	0	4	0
135	Creighton	Fairfield	4	0	8
136	Creighton	Hanna	4	0	8
137	Creighton	Harrison	4	0	8
138	Crescent	Hobson/Stellhorn	4	0	8

139	Crescent	Lake	0	4	0
140	Crescent	Lawshe/IPFW	0	4	0
141	Crescent	St. Joe River Dr/Springfield	4	0	8
142	Crescent	State	4	0	8
143	Dartmouth	Washington Ctr.	4	0	8
144	Decatur	Hanna/Paulding	0	4	0
145	Douglas	Harrison	4	0	8
146	Dupont	Dupont Crossing	4	0	8
147	Dupont	LaCabreah/Dawsons Creek	4	0	8
148	Dupont	Longwood	4	0	8
149	Dupont	Radbourne	4	0	8
150	Dupont	Woodland Plaza/Pine Mills	0	4	0
151	Edith	State	2	1	4
152	Edsall	New Haven	3	1	6
153	Engle	Indian Hills	3	1	6
154	Engle	Jefferson Park	1	3	2
155	Engle	Smith	0	4	0
156	Engle	Statesman	2	2	4
157	Evard	Maplecrest	2	2	4
158	Evard	St. Joe	0	3	0
159	Ewing	Jefferson	4	0	8
160	Ewing	Main	4	0	8
161	Ewing	Washington	4	0	8
162	Ewing	Wayne	4	0	8
163	Fairfield	Home	3	1	6
164	Fairfield	Jefferson	4	0	8
165	Fairfield	Main	4	0	8
166	Fairfield	Maxine	4	0	8
167	Fairfield	Pettit	4	0	8
168	Fairfield	Pontiac	4	0	8
169	Fairfield	Rudisill	4	0	8
170	Fairfield	Taylor	4	0	8
171	Fairfield	Washington	4	0	8
172	Fairfield	Wayne	4	0	8
173	Falls Drive	Liberty Mills	0	4	0
174	Fourth	Wells	4	0	8
175	Franke Park Dr.	Wells	1	2	2
176	Freeman	Jefferson/Lindenwood	2	2	4
177	Freeman	Taylor	0	4	0
178	Gary	Tillman	0	4	0
179	Gateway Crossing	Thomas	0	4	0
180	Gateway Plaza	Goshen	0	3	0
181	Georgetown	State	4	0	8
182	Getz	Illinois	0	4	0
183	Getz	Jefferson	0	4	0
184	Glasgow	Maumee	4	0	8
185	Glasgow	Washington	0	4	0

186	Goshen	Harris	0	3	0
187	Goshen	Hensch/State	4	0	8
188	Goshen	Independence	0	3	0
189	Goshen	Sherman	4	0	8
190	Hanna	Jefferson	0	4	0
191	Hanna	Lewis	0	4	0
192	Hanna	McKinnie	4	0	8
193	Hanna	Oxford	4	0	8
194	Hanna	Pettit	4	0	8
195	Hanna	Pontiac	4	0	8
196	Hanna	Rudisill	4	0	8
197	Hanna	Tillman	0	4	0
198	Hanna	Wallace	0	4	0
199	Hanna	Washington	0	4	0
200	Harmar	Washington	2	2	4
201	Harrison	Jefferson	3	0	6
202	Harrison	Main	4	0	8
203	Harrison	Pontiac	4	0	8
204	Harrison	Superior	4	0	8
205	Harrison	Washington	3	0	6
206	Harrison	Wayne	4	0	8
207	Harrison	Williams	4	0	8
208	Hessen Cassel	McKinnie	2	2	4
209	Hessen Cassel	Paulding	4	0	8
210	Hessen Cassel	Tillman	0	4	0
211	High	Sherman	4	0	8
212	Hillegas	Illinois	2	2	4
213	Hillegas	Independence	0	3	0
214	Hobson	Lake	2	2	4
215	Hobson	State	4	0	8
216	Hobson	Trier	0	4	0
217	Hobson	Vance	4	0	8
218	Homestead	Liberty Mills	2	2	4
219	Huguenard	Washington Ctr.	0	4	0
220	Illinois	Jefferson	0	4	0
221	Illinois	Magnavox Way	0	4	0
222	Illinois	Meijers's/Avenue of Autos	0	4	0
223	Illinois	Reckeweg	0	4	0
224	Illinois	So Illinois/Jefferson Pointe	0	4	0
225	Illinois	Thomas	0	4	0
226	Indiana	Rudisill	4	0	8
227	Jefferson	Jefferson Pointe/Apple Glen	0	4	0
228	Jefferson	Mallard Cove	2	2	4
229	Jefferson	Olde Canal Place	1	3	2
230	Jefferson	Time Corners	0	4	0
231	Jefferson	Van Buren	4	0	8
232	Jefferson	Village at Time Corners	0	4	0

233	Jefferson	Webster	3	0	6
234	Lahmeyer	St. Joe Ctr.	0	3	0
235	Lahmeyer	State	1	2	2
236	Lahmeyer	Stellhorn	0	4	0
237	Lake	Maplecrest	2	2	4
238	Lake	Randallia	4	0	8
239	Lake	Reed	0	4	0
240	Lake	St. Joseph Blvd.	0	3	0
241	Lake	Tecumseh	4	0	8
242	Leesburg	Spring	1	2	2
243	Lindenwood	Spring	2	2	4
244	Lower Huntington	Old Trail	4	0	8
245	Lower Huntington	Winchester	2	2	4
246	Lumbard	New Haven	4	0	8
247	Main	Osage	2	1	4
248	Main	Runnion	4	0	8
249	Main	Van Buren	4	0	8
250	Maplecrest	Monarch	4	0	8
251	Maplecrest	Northwood/Stellhorn Village	0	4	0
252	Maplecrest	Rothman	0	4	0
253	Maplecrest	St. Joe Ctr.	4	0	8
254	Maplecrest	State	4	0	8
255	Maplecrest	Stellhorn	0	4	0
256	Maplecrest	Trier	0	4	0
257	Maysville	Meijer's/Stellhorn	1	3	2
258	Maysville	State	1	2	2
259	Maysville	Stellhorn	2	2	4
260	Meyer	New Haven	0	4	0
261	Nettie	Parnell	4	0	8
262	New Haven	Phelps Dodge Entrance	1	3	2
263	Northwood Plaza	Stellhorn/Stellhorn Village	0	4	0
264	Oxford	Warsaw	4	0	8
265	Oxford	Wayne Trace/Hessen Cassel	3	1	6
266	Parnell	Coliseum Entrance	0	3	0
267	Parnell	Spy Run Extended	0	3	0
268	Parnell	St. Joe River Dr.	1	2	2
269	Parnell	State	4	0	8
270	Pontiac	Smith	4	0	8
271	Putnam	Wells	4	0	8
272	Randallia	State	3	0	6
273	Reed	St. Joe Ctr.	1	3	2
274	Reed	State	4	0	8
275	Reed	Stellhorn	0	4	0
276	Reed	Trier	4	0	8
277	Reed	Vance	4	0	8
278	River Run Trail	St. Joe Ctr.	0	4	0
279	Rudisill	South Wayne	4	0	8

280	Sherborne	State/Laverne	3	1	6
281	Sherman	Spring	4	0	8
282	Sherman	State	4	0	8
283	Spring	Tyler	4	0	8
284	Spring	Wells	2	1	4
285	St. Joe	St. Joe Ctr.	4	0	8
286	St. Joe Ctr.	St. Joe Village/Kroger	2	1	4
287	St. Joe Ctr.	Upper St. Joe Ctr.	3	1	6
288	St. Joe Ctr.	Wheelock	2	2	4
289	St. Joe Ctr.	Salge Dr. / YMCA	1	3	2
290	St. Jospeh Blvd.	Tennessee	4	0	8
291	St. Mary's	Spring	4	0	8
292	St. Mary's	State	4	0	8
293	State	Tyler	4	0	8
294	State	Wells	4	0	8
295	Stellhorn	Wheelock	0	4	0
296	Van Buren	Washington	4	0	8
297	Washington	Webster	3	0	6
298	Washington Ctr.	Cross Creek	0	4	0
299	Wasnington Ctr.	Schools Drive(BD)	3	1	6
			706	444	1412

1					
2					

Total for all signals					
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Sidewalk ramps	Sidewalks for Pedestrian Crossing						Pe	
	NONE	SB	NB	WB	EB	ALL	NONE	SB
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
4			Y		Y			
4		Y			Y			ST
4		Y			Y			ST
0	X						X	
0	X						X	
2					Y			
8		Y	Y	Y	Y	Y		ST
0	X						X	
8		Y	Y	Y	Y	Y	X	
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		S
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y	X	
8		Y	Y	Y	Y	Y	X	ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		S
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y	X	
0	X						X	
4			Y		Y		X	
0	X						X	
2		Y						ST
0	X						X	
6		Y		Y	Y			ST
4			Y	Y				ST
4			Y		Y			
8		Y	Y	Y	Y	Y		ST
0	X						X	
4		Y		Y				ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
6		N/A	Y	Y	Y			N/A

8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
0	X						X	
4			Y	N/A	Y			
6		Y	N/A	Y	Y			ST
0	X						X	
8		Y	Y	Y	Y	Y		ST
0	X						X	A
0	X				N/A		X	
4		Y			Y			A
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
6		N/A	Y	Y	Y			N/A
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
6		Y	Y	N/A	Y			ST
8		Y	Y	Y	Y	Y		A
4		Y	N/A	N/A	Y			ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
2				Y				ST
8		Y	Y	Y	Y	Y	X	
8		Y	Y	Y	Y	Y	X	ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y	X	
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y	X	ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
4		Y			Y			
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
4		Y		Y	N/A		X	ST

8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
4		Y	N/A	Y	N/A			ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y	X	
2			Y					
0	X						X	
4		Y		Y			X	
4			Y	Y			X	
6		Y	Y		Y			
6		Y		Y	Y			A
8		Y	Y	Y	Y	Y		A
8		Y	Y	Y	Y	Y		ST
2				Y				
8		Y	Y	Y	Y	Y		A
4				Y	Y		X	
0	X						X	
4			Y		Y			
0	X						X	
0	X						X	
0	X						X	
0	X						X	
8		Y	Y	Y	Y	Y	X	A
6		Y	Y	Y				ST
0	X						X	
2		Y					X	
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
4		Y		Y				ST
4		Y		Y				ST
4		Y	N/A	Y				ST
0	X						X	
4			Y		Y			
8		Y	Y	Y	Y	Y		ST
0	X						X	
4			Y	Y				
2				Y				
2			N/A		Y			
0	X						X	
6		NA	Y	Y	Y			N/A
0	X						X	
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST

8		Y	Y	Y	Y	Y	X	
0	X						X	
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y	X	
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		A
8		Y	Y	Y	Y	Y		A
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		A
4			Y		Y		X	
4		Y	N/A		Y			ST
8		Y	Y	Y	Y	Y		N/A
6		Y	Y	Y				ST
2			Y					
0	X						X	
4			Y		Y			
4		Y			Y			ST
0	X			N/A			X	
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
0	X						X	
8		Y	Y	Y	Y	Y		ST
2		Y						A
6		Y	Y		Y			
2			Y				X	
0	X						X	
0	X						X	
0	X						X	
8		Y	Y	Y	Y	Y		ST
0	X						X	
0	X						X	
8		Y	Y	Y	Y	Y	X	ST
8		Y	Y	Y	Y	Y	X	

0	X						X	
8		Y	Y	Y	Y	Y		ST
0	X						X	
8		Y	Y	Y	Y			ST
8		Y	Y	Y	Y	Y	X	
8		Y	Y	Y	Y	Y	X	
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		A
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
2		Y						
8		Y	Y	Y	Y	Y	X	
8		Y	Y	Y	Y	Y	X	
8		Y	Y	Y	Y	Y		
6		Y	N/A	Y	Y	Y		ST
8		Y	Y	Y	Y			ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
6		N/A	Y	Y	Y			N/A
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
4			Y	Y				
8		Y	Y	Y	Y	Y		ST
0	X						X	
8		Y	Y	Y	Y	Y		ST
4		Y			Y			ST
0	X	N/A					X	N/A
4		Y	Y					ST
8		Y	Y	Y	Y	Y		ST
6		Y		Y	Y		X	
8		Y	Y	Y	Y	Y		A
4		Y			Y			ST
0	X						X	
0	X						X	
0	X						X	
0	X						X	
0	X						X	
0	X						X	
0	X						X	
8		Y	Y	Y	Y	Y		ST
0	X						X	
2					Y			
2					Y			
0	X						X	
8		Y	Y	Y	Y	Y		ST
0	X						X	

6		N/A	Y	Y	Y	Y		N/A
0	X		N/A				X	
4		Y		Y				
0	X						X	
6			Y	Y	Y			
8		Y	Y	Y	Y	Y		ST
0	X						X	
0		N/A	N/A	N/A			X	
8		Y	Y	Y	Y	Y		ST
2			N/A		Y			
4		Y			Y			ST
8		Y	Y	Y	Y	Y		ST
4			Y	Y				
8		Y	Y	Y	Y	Y		ST
6		N/A	Y	Y	Y			N/A
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
2					Y		X	
0	X						X	
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8		Y	Y	Y	Y	Y		ST
0	X						X	
0	X						X	
2		Y						A
2		Y						ST
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8		Y	Y	Y	Y	Y		ST
2				Y			X	
0	X						X	
8		Y	Y	Y	Y	Y		ST
6			Y	Y	Y			
2				N/A	Y		X	
2				Y	N/A		X	
2			Y	N/A				
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
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8		Y	Y	Y	Y	Y		ST
0	X						X	
8		Y	Y	Y	Y	Y		ST

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8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
4			Y	Y	N/A			
8		Y	Y	Y	Y	Y		ST
4		Y			Y			ST
6		Y	Y		Y			ST
4		Y		Y				ST
2		Y						ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
8		Y	Y	Y	Y	Y		ST
2		Y					X	
8		Y	Y	Y	Y	Y		ST
6		Y	N/A	Y	Y			ST
0	X						X	
6		Y	Y	Y				ST
1592								

Pedestrian HAWK Signals

			Y					
				Y				



Legend	
S	Simple Walk/Don't Walk signal
T	Countdown timer
A	Audible Signal

destrian Crossing Signal				Deficiencies (Heads)		
NB	WB	EB	ALL	S	T	A
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST		ST		0	0	4
		ST		0	0	4
		ST		0	0	4
				0	0	0
				0	0	0
		ST		0	0	2
ST	ST	ST	ST	0	0	8
				0	0	0
				0	0	0
	ST	ST		0	0	6
S	S	S	S	0	8	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
				0	0	0
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
				0	0	0
				0	0	0
				0	0	0
				0	0	0
				0	0	2
				0	0	0
	ST	ST		0	0	6
				0	0	2
		ST		0	0	2
ST	ST	ST	ST	0	0	8
				0	0	0
	ST			0	0	4
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST		0	0	6

ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
				0	0	0
ST	N/A	ST		0	0	4
N/A	ST	ST		0	0	6
				0	0	0
ST	ST	ST	ST	0	0	8
A	A	A	A	0	0	0
				0	0	0
	A			0	0	0
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST		0	0	6
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	N/A	ST		0	0	6
A	A	A	A	0	0	0
		ST		0	0	4
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
	ST			0	0	2
ST	N/A	ST		0	0	6
	ST			0	0	4
				0	0	0
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
				0	0	0
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	N/A	ST	ST	0	0	6
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
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ST	ST	ST	ST	0	0	8
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ST	ST	ST	ST	0	0	8
		ST		0	0	2
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
		N/A		0	0	2

ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
N/A	ST	N/A		0	0	4
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
				0	0	0
A				0	0	0
				0	0	0
				0	0	0
				0	0	0
		ST		0	0	2
	A	A		0	0	0
A	A	A	A	0	0	0
ST	ST	ST	ST	0	0	8
	A			0	0	0
A	A	A	A	0	0	0
				4	4	4
				0	0	0
ST		ST		0	0	4
				0	0	0
				0	0	0
				0	0	0
				0	0	0
	A	A		0	0	0
	ST			0	0	4
				0	0	0
				0	0	0
ST	ST	ST	ST	0	0	8
ST	N/A	ST		0	0	6
ST	ST	ST	ST	0	0	8
				0	0	2
	ST			0	0	4
				0	0	2
				0	0	0
ST		ST		0	0	4
ST	ST	ST	ST	0	0	8
				0	0	0
ST	ST			0	0	4
	ST			0	0	2
		ST		0	0	2
				0	0	0
ST		ST		0	0	4
				0	0	0
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8

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				0	0	0
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ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
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A	A	A	A	0	0	0
A	A	A	A	0	0	0
ST	ST	ST	ST	0	0	8
A	A	A	A	0	0	0
				0	0	0
		ST		0	0	4
ST	ST	ST		0	0	6
ST	ST			0	0	6
ST				0	0	2
				0	0	0
ST		ST		0	0	4
		ST		0	0	4
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ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST			0	0	6
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ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
				0	0	0
ST	ST	ST	ST	0	0	8
				0	0	0
ST	ST			0	0	4
				0	0	0
				0	0	0
				0	0	0
				0	0	0
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				0	0	0

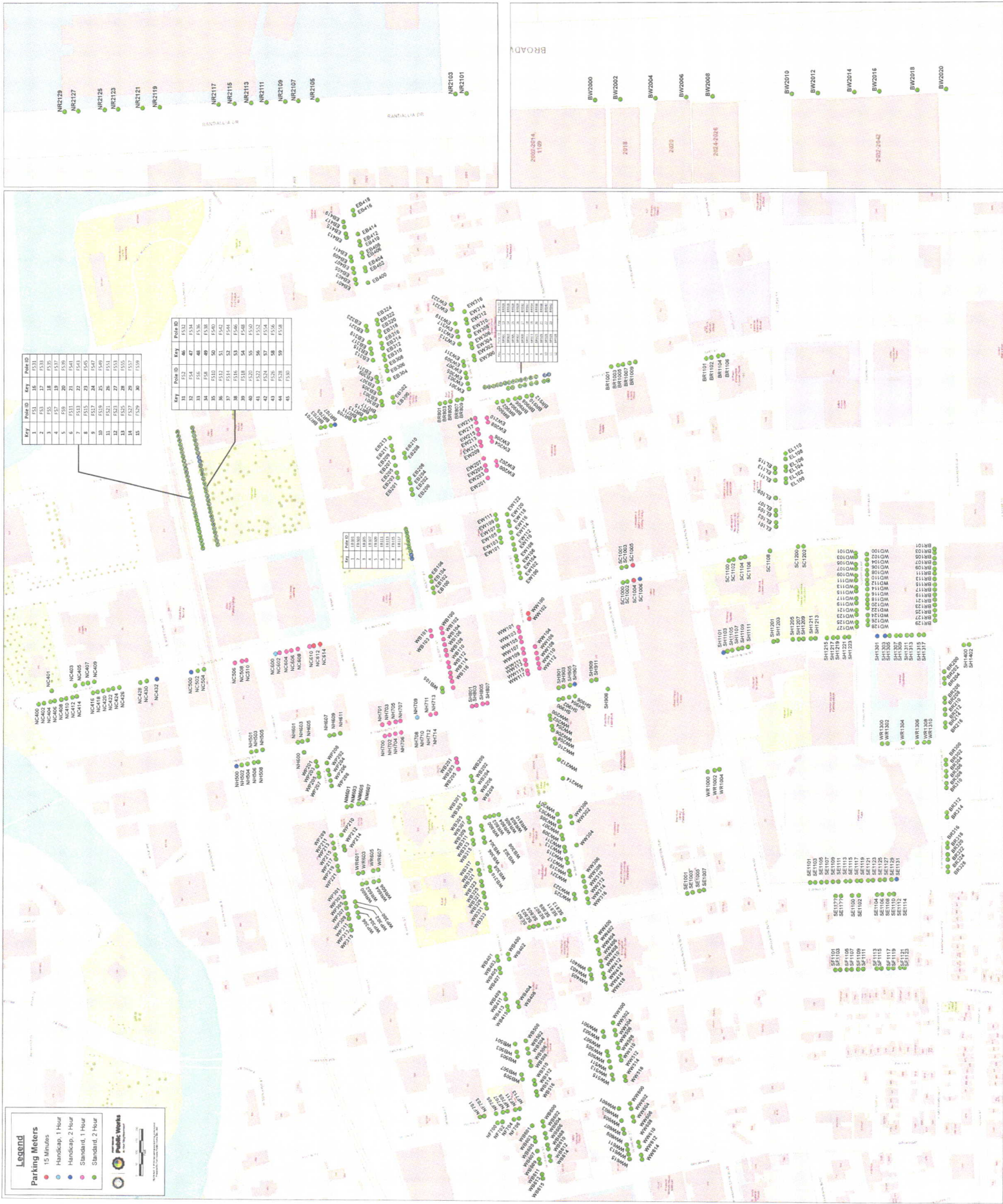
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A	A	A	A	0	0	0
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
ST	ST	ST	ST	0	0	8
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				0	0	0
				0	0	0
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ST	ST			0	4	0
ST	ST	ST	ST	0	0	8
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		ST		0	0	4
				0	0	0
ST				0	0	4
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		ST		0	0	2
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ST	ST	ST		0	0	6
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				0	0	0
ST	ST			0	0	4
ST	ST	ST	ST	0	0	8
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				0	0	0
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		ST		0	0	2
		ST		0	0	4
ST	ST	ST	ST	0	0	8
ST	ST			0	0	4
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ST	ST	ST	ST	0	0	8
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ST	ST	ST	ST	0	0	8
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ST	ST			0	0	6
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ST	ST	ST	ST	0	0	8
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ST	ST	ST	ST	0	0	8
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ST		ST		0	0	6
	ST			0	0	4
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Key	Pole ID	Key	Pole ID
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13	163	27	163
14	164	28	164
15	165	29	165
16	166	30	166

Key	Pole ID	Key	Pole ID
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14	164	28	164
15	165	29	165
16	166	30	166

Key	Pole ID	Key	Pole ID
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14	164	28	164
15	165	29	165
16	166	30	166

Key	Pole ID	Key	Pole ID
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14	164	28	164
15	165	29	165
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