

Worksheet for Estimating Impacts of Signal Removal and Replacement by Two-Way Stop

INTERSECTION TYPE	4-Way	T-Intersection		IDLING DELAY (VEH. HRS.)	TOTAL DELAY (VEH. HRS.)	TOTAL STOPS (VEH. STOPS)	EXCESS FUEL CONSUMPTION (GAL.)
(1) Main Road	2 Lane	4 Lane					
Side Road	2 Lane	4 Lane					
AVERAGE OF THE 2 PEAK HOURS		(3) a. Signal Control	From Nomographs				
		b. 2 Way Stop Control					
(2) a. Total Main Road Vol. = _____ b. Side Road Vol./Approach = _____ c. Total Intersection Vol. = _____		c. DIFFERENCE					
(4) TOTAL OF THE TWO PEAK HOURS	a. $\frac{\quad \times 2}{=}$	b. $\frac{\quad \times 2}{=}$ DIFFERENCE		x 2 <input type="text"/>	x 2 <input type="text"/>	x 2 <input type="text"/>	x 2 <input type="text"/>
AVERAGE OF THE REMAINING 22 HOURS		(6) a. Signal Control	From Nomographs				
		b. 2 Way Stop Control					
(5) a. Total Main Road Vol. = _____ b. Side Road Vol./Approach = _____ c. Total Intersection Vol. = _____		c. DIFFERENCE					
(7) TOTAL OF THE REMAINING 22 HOURS	a. $\frac{\quad \times 22}{=}$	b. $\frac{\quad \times 22}{=}$ DIFFERENCE		x 22 <input type="text"/>	x 22 <input type="text"/>	x 22 <input type="text"/>	x 22 <input type="text"/>
(8) 24 HOUR TOTAL	a. $\frac{2 \text{ Hrs.} + 22 \text{ Hrs.}}{=}$	b. $\frac{2 \text{ Hrs.} + 22 \text{ Hrs.}}{=}$ DIFFERENCE		2 + 22 <input type="text"/>	2 + 22 <input type="text"/>	2 + 22 <input type="text"/>	2 + 22 <input type="text"/>
(9)	PER VEHICLE IMPACTS (Divide 24 Hour Differences By 24 Hour Volume)			sec./veh.	sec./veh.	stops/veh.	gal./veh.