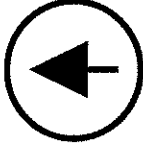


Date : 7/18/98AM 7/17/98PM

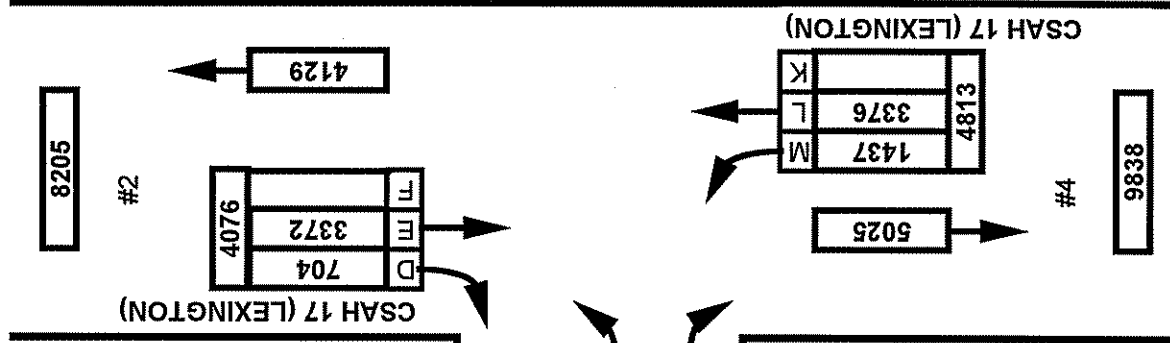
Count Number : TMC9826

Location CSAH 17 (LEXINGTON) @

CSAH 52 (LOVELL ROAD)



North



| | LANES OF APPROACH | | | TOTAL |
|----|-------------------|----------------|------------|-------|
| | RIGHT TURN LANE | LEFT TURN LANE | THRU LANES | |
| #1 | 0 | 0 | 1 | 1 |
| #2 | 0 | 0 | 1 | 1 |
| #4 | 0 | 0 | 1 | 1 |

AnokaCountyHighwayDepartment
 Traffic Volume and Turning
 Movement Study

PETRA Software

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Jamar Technologies, Inc.

Horsham, PA.

Weather :
 Counted by: Sarah and Vallie
 Board # :
 cher :

Study Name: TMC9826
 Site Code : 98260202
 Start Date: 07/08/98
 Page : 1

Vehicle group 1

| Start Time | CSAH 17 (LEXINGTON AVE Southbound) | | | CSAH 17 (LEXINGTON AVE Northbound) | | | CSAH 52 (LOVELL RD) Eastbound | | | Intrvl. Total | Exclude Total | Include Total |
|------------|------------------------------------|-------|-------|------------------------------------|------|-------|-------------------------------|-------|-------|---------------|---------------|---------------|
| | Thru | Right | Other | Left | Thru | Other | Left | Right | Other | | | |
| 07/08/98 | | | | | | | | | | | | |
| 06:00 | 58 | 9 | 2 | 5 | 11 | 1 | 0 | 6 | 2 | 94 | 5 | 89 |
| 06:15 | 81 | 14 | 2 | 10 | 10 | 1 | 4 | 6 | 0 | 128 | 3 | 125 |
| 06:30 | 113 | 14 | 1 | 17 | 17 | 1 | 4 | 17 | 1 | 185 | 3 | 182 |
| 06:45 | 102 | 15 | 5 | 16 | 19 | 0 | 4 | 7 | 3 | 171 | 8 | 163 |
| Hour | 354 | 52 | 10 | 48 | 57 | 3 | 12 | 36 | 6 | 578 | 19 | 559 |
| 07:00 | 99 | 13 | 2 | 15 | 17 | 0 | 6 | 15 | 0 | 167 | 2 | 165 |
| 07:15 | 90 | 20 | 3 | 30 | 18 | 1 | 5 | 13 | 0 | 180 | 4 | 176 |
| 07:30 | 101 | 16 | 6 | 24 | 20 | 4 | 11 | 24 | 1 | 207 | 11 | 196 |
| 07:45 | 74 | 11 | 2 | 13 | 26 | 3 | 3 | 20 | 0 | 152 | 5 | 147 |
| Hour | 364 | 60 | 13 | 82 | 81 | 8 | 25 | 72 | 1 | 706 | 22 | 684 |
| 08:00 | 62 | 8 | 4 | 12 | 26 | 4 | 3 | 20 | 3 | 142 | 11 | 131 |
| 08:15 | 58 | 7 | 7 | 12 | 28 | 5 | 2 | 20 | 2 | 141 | 14 | 127 |
| 08:30 | 51 | 10 | 1 | 12 | 34 | 4 | 3 | 21 | 3 | 139 | 8 | 131 |
| 08:45 | 49 | 5 | 3 | 19 | 22 | 3 | 6 | 22 | 0 | 129 | 6 | 123 |
| Hour | 220 | 30 | 15 | 55 | 110 | 16 | 14 | 83 | 8 | 551 | 39 | 512 |
| 09:00 | 37 | 0 | 4 | 11 | 28 | 4 | 2 | 15 | 0 | 101 | 8 | 93 |
| 09:15 | 29 | 7 | 2 | 10 | 20 | 0 | 5 | 7 | 1 | 81 | 3 | 78 |
| 09:30 | 48 | 4 | 1 | 15 | 30 | 4 | 7 | 13 | 3 | 125 | 8 | 117 |
| 09:45 | 35 | 6 | 3 | 15 | 25 | 3 | 3 | 15 | 1 | 106 | 7 | 99 |
| Hour | 149 | 17 | 10 | 51 | 103 | 11 | 17 | 50 | 5 | 413 | 26 | 387 |
| 10:00 | 36 | 4 | 0 | 22 | 26 | 2 | 2 | 21 | 7 | 120 | 9 | 111 |
| 10:15 | 13 | 2 | 5 | 14 | 18 | 5 | 0 | 7 | 0 | 64 | 10 | 54 |
| 10:30 | 38 | 3 | 4 | 19 | 20 | 4 | 4 | 15 | 5 | 112 | 13 | 99 |
| 10:45 | 36 | 10 | 3 | 17 | 28 | 5 | 6 | 16 | 2 | 123 | 10 | 113 |
| Hour | 123 | 19 | 12 | 72 | 92 | 16 | 12 | 59 | 14 | 419 | 42 | 377 |
| 11:00 | 43 | 7 | 2 | 14 | 38 | 5 | 8 | 27 | 4 | 148 | 11 | 137 |
| 11:15 | 58 | 9 | 6 | 26 | 30 | 5 | 8 | 29 | 1 | 172 | 12 | 160 |
| 11:30 | 50 | 11 | 7 | 30 | 44 | 3 | 9 | 28 | 5 | 187 | 15 | 172 |
| 11:45 | 34 | 15 | 0 | 36 | 41 | 9 | 17 | 31 | 0 | 183 | 9 | 174 |
| Hour | 185 | 42 | 15 | 106 | 153 | 22 | 42 | 115 | 10 | 690 | 47 | 643 |
| 12:00 | 57 | 20 | 3 | 20 | 44 | 4 | 19 | 44 | 7 | 218 | 14 | 204 |
| 12:15 | 43 | 9 | 1 | 36 | 48 | 8 | 18 | 42 | 6 | 211 | 15 | 196 |
| 12:30 | 68 | 16 | 8 | 28 | 63 | 2 | 20 | 48 | 5 | 258 | 15 | 243 |
| 12:45 | 44 | 12 | 4 | 30 | 43 | 2 | 7 | 36 | 0 | 178 | 6 | 172 |
| Hour | 212 | 57 | 16 | 114 | 198 | 16 | 64 | 170 | 18 | 865 | 50 | 815 |

Weather :
 Counted by: Sarah and Vallie
 Board # :
 Lasher :

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 Horsham, PA.

Study Name: TMC9826
 Site Code : 98260202
 Start Date: 07/08/98
 Page : 2

Vehicle group 1

| Start Time | CSAH 17 (LEXINGTON AVE Southbound) | | | CSAH 17 (LEXINGTON AVE Northbound) | | | CSAH 52 (LOVELL RD) Eastbound | | | Intrvl. Total | Exclude Total | Include Total |
|------------|------------------------------------|-------|-------|------------------------------------|------|-------|-------------------------------|-------|-------|---------------|---------------|---------------|
| | Thru | Right | Other | Left | Thru | Other | Left | Right | Other | | | |
| 13:00 | 49 | 12 | 3 | 29 | 39 | 7 | 11 | 30 | 1 | 181 | 11 | 170 |
| 13:15 | 36 | 9 | 4 | 17 | 50 | 1 | 7 | 27 | 2 | 153 | 7 | 146 |
| 13:30 | 54 | 7 | 4 | 20 | 51 | 4 | 9 | 23 | 1 | 173 | 9 | 164 |
| 13:45 | 38 | 8 | 4 | 21 | 44 | 4 | 13 | 22 | 6 | 160 | 14 | 146 |
| Hour | 177 | 36 | 15 | 87 | 184 | 16 | 40 | 102 | 10 | 667 | 41 | 626 |
| 14:00 | 21 | 8 | 2 | 8 | 48 | 2 | 5 | 14 | 2 | 110 | 6 | 104 |
| 14:15 | 39 | 8 | 4 | 24 | 55 | 7 | 10 | 16 | 0 | 163 | 11 | 152 |
| 14:30 | 38 | 11 | 1 | 28 | 60 | 4 | 12 | 17 | 0 | 171 | 5 | 166 |
| 14:45 | 44 | 16 | 3 | 25 | 51 | 0 | 14 | 25 | 1 | 179 | 4 | 175 |
| Hour | 142 | 43 | 10 | 85 | 214 | 13 | 41 | 72 | 3 | 623 | 26 | 597 |
| 15:00 | 43 | 8 | 3 | 24 | 66 | 4 | 11 | 27 | 2 | 188 | 9 | 179 |
| 15:15 | 50 | 12 | 2 | 19 | 56 | 2 | 14 | 27 | 3 | 185 | 7 | 178 |
| 15:30 | 46 | 7 | 2 | 35 | 115 | 2 | 19 | 24 | 5 | 255 | 9 | 246 |
| 15:45 | 51 | 6 | 2 | 28 | 81 | 1 | 22 | 31 | 1 | 223 | 4 | 219 |
| Hour | 190 | 33 | 9 | 106 | 318 | 9 | 66 | 109 | 11 | 851 | 29 | 822 |
| 16:00 | 53 | 9 | 1 | 32 | 116 | 1 | 14 | 33 | 1 | 260 | 3 | 257 |
| 16:15 | 51 | 6 | 2 | 28 | 122 | 2 | 18 | 47 | 2 | 278 | 6 | 272 |
| 16:30 | 74 | 15 | 4 | 40 | 131 | 3 | 22 | 38 | 4 | 331 | 11 | 320 |
| 16:45 | 43 | 16 | 1 | 32 | 103 | 2 | 25 | 45 | 2 | 269 | 5 | 264 |
| Hour | 221 | 46 | 8 | 132 | 472 | 8 | 79 | 163 | 9 | 1138 | 25 | 1113 |
| 17:00 | 52 | 20 | 1 | 36 | 114 | 1 | 20 | 46 | 1 | 291 | 3 | 288 |
| 17:15 | 68 | 22 | 0 | 40 | 121 | 2 | 25 | 59 | 3 | 340 | 5 | 335 |
| 17:30 | 61 | 19 | 1 | 50 | 126 | 2 | 15 | 31 | 1 | 306 | 4 | 302 |
| 17:45 | 84 | 19 | 0 | 36 | 92 | 5 | 19 | 48 | 2 | 305 | 7 | 298 |
| Hour | 265 | 80 | 2 | 162 | 453 | 10 | 79 | 184 | 7 | 1242 | 19 | 1223 |
| 18:00 | 44 | 7 | 2 | 31 | 86 | 4 | 26 | 55 | 1 | 256 | 7 | 249 |
| 18:15 | 70 | 20 | 3 | 24 | 69 | 2 | 25 | 26 | 1 | 240 | 6 | 234 |
| 18:30 | 57 | 17 | 1 | 28 | 81 | 1 | 18 | 34 | 3 | 240 | 5 | 235 |
| 18:45 | 57 | 12 | 0 | 26 | 60 | 2 | 17 | 21 | 0 | 195 | 2 | 193 |
| Hour | 228 | 56 | 6 | 109 | 296 | 9 | 86 | 136 | 5 | 931 | 20 | 911 |
| 19:00 | 42 | 11 | 0 | 18 | 68 | 3 | 43 | 38 | 0 | 223 | 3 | 220 |
| 19:15 | 61 | 7 | 1 | 28 | 65 | 2 | 17 | 43 | 0 | 224 | 3 | 221 |
| 19:30 | 36 | 9 | 3 | 20 | 52 | 2 | 18 | 23 | 3 | 166 | 8 | 158 |
| 19:45 | 38 | 11 | 1 | 18 | 67 | 4 | 17 | 30 | 0 | 186 | 5 | 181 |
| Hour | 177 | 38 | 5 | 84 | 252 | 11 | 95 | 134 | 3 | 799 | 19 | 780 |

Weather :
 Counted by: Sarah and Vallie
 Board # :
 cher :

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 Horsham, PA.

Study Name: TMC9826
 Site Code : 98260202
 Start Date: 07/08/98
 Page : 3

Vehicle group 1

| Start Time | CSAH 17 (LEXINGTON AVE Southbound) | | | CSAH 17 (LEXINGTON AVE Northbound) | | | CSAH 52 (LOVELL RD Eastbound) | | | Intrvl. Total | Exclude Total | Include Total |
|------------|------------------------------------|-------|-------|------------------------------------|------|-------|-------------------------------|-------|-------|---------------|---------------|---------------|
| | Thru | Right | Other | Left | Thru | Other | Left | Right | Other | | | |
| 20:00 | 46 | 13 | 0 | 18 | 62 | 0 | 8 | 19 | 0 | 166 | 0 | 166 |
| 20:15 | 66 | 28 | 0 | 21 | 49 | 0 | 10 | 28 | 0 | 202 | 0 | 202 |
| 20:30 | 57 | 8 | 0 | 22 | 35 | 1 | 6 | 27 | 0 | 156 | 1 | 155 |
| 20:45 | 53 | 15 | 1 | 19 | 65 | 1 | 9 | 15 | 0 | 178 | 2 | 176 |
| Hour | 222 | 64 | 1 | 80 | 211 | 2 | 33 | 89 | 0 | 702 | 3 | 699 |
| 21:00 | 41 | 11 | 0 | 19 | 45 | 4 | 12 | 27 | 0 | 159 | 4 | 155 |
| 21:15 | 40 | 9 | 0 | 24 | 49 | 1 | 13 | 19 | 0 | 155 | 1 | 154 |
| 21:30 | 34 | 5 | 0 | 12 | 46 | 2 | 9 | 23 | 1 | 132 | 3 | 129 |
| 21:45 | 28 | 6 | 0 | 9 | 42 | 0 | 14 | 10 | 1 | 110 | 1 | 109 |
| Hour | 143 | 31 | 0 | 64 | 182 | 7 | 48 | 79 | 2 | 556 | 9 | 547 |
| Total | 3372 | 704 | 147 | 1437 | 3376 | 177 | 753 | 1653 | 112 | 11731 | 436 | 11295 |
| % Apr. | 79.8 | 16.6 | 3.4 | 28.7 | 67.6 | 3.5 | 29.9 | 65.6 | 4.4 | - | - | - |
| % Int. | 28.7 | 6.0 | 1.2 | 12.2 | 28.7 | 1.5 | 6.4 | 14.0 | 0.9 | - | - | - |

or Street Approaches:

Northbound:

CSAH 17 (LEXINGTON AVE)

Data File: C:\APPS\PETRA2\DATAFILE\TMC9826.PDF
 Count Type: IMC. Channel: 0. Count Date: 7/ 8/98
 Number of Lanes: 1
 Approach Speed: 35
 Total Approach Traffic: 4813

Southbound:

CSAH 17 (LEXINGTON AVE)

Data File: C:\APPS\PETRA2\DATAFILE\TMC9826.PDF
 Count Type: IMC. Channel: 0. Count Date: 7/ 8/98
 Number of Lanes: 1
 Approach Speed: 35
 Total Approach Traffic: 4076

Minor Street Approaches:

Eastbound:

CSAH 52 (LOVELL RD)

Data File: C:\APPS\PETRA2\DATAFILE\TMC9826.PDF
 Count Type: IMC. Channel: 0. Count Date: 7/ 8/98
 Number of Lanes: 1
 Approach Speed: 35
 Total Approach Traffic: 2406

Westbound:

Data File: C:\APPS\PETRA2\DATAFILE\TMC9826.PDF
 Count Type: IMC. Channel: 0. Count Date: 7/ 8/98
 Number of Lanes: 1
 Approach Speed: 35
 Total Approach Traffic: 0

Analysis of 8-Hour Volume Warrants (Criteria refers to high volume side street for that hour):

| Hour | Main | Side | | | Warrant 1 | | Warrant 2 | | Warrant 3 | |
|-------|---------|------|------|------|-----------|----------|-----------|----------|-----------|----------|
| Begin | (Total) | Vol. | Dir. | Rank | Meets? | Criteria | Meets? | Criteria | Meets? | Criteria |
| 0 | 0 | 0 | E | 17 | | 150 | | 75 | | 120 |
| 1 | 0 | 0 | E | 18 | | 150 | | 75 | | 120 |
| 2 | 0 | 0 | E | 19 | | 150 | | 75 | | 120 |
| 3 | 0 | 0 | E | 20 | | 150 | | 75 | | 120 |
| 4 | 0 | 0 | E | 21 | | 150 | | 75 | | 120 |
| 5 | 0 | 0 | E | 22 | | 150 | | 75 | | 120 |
| 6 | 511 | 48 | E | 16 | MAIN | 150 | | 75 | | 120 |
| 7 | 587 | 97 | E | 12 | MAIN | 150 | SIDE | 75 | | 120 |
| 8 | 415 | 97 | E | 13 | | 150 | SIDE | 75 | | 120 |
| 9 | 320 | 67 | E | 15 | | 150 | | 75 | | 120 |
| 10 | 306 | 71 | E | 14 | | 150 | | 75 | | 120 |
| 11 | 486 | 157 | E | 7 | SIDE | 150 | SIDE | 75 | SIDE | 120 |
| 12 | 581 | 234 | E | 3 | --BOTH-- | 150 | SIDE | 75 | SIDE | 120 |
| 13 | 484 | 142 | E | 8 | | 150 | SIDE | 75 | SIDE | 120 |
| 14 | 484 | 113 | E | 11 | | 150 | SIDE | 75 | | 120 |
| 15 | 647 | 175 | E | 6 | --BOTH-- | 150 | SIDE | 75 | --BOTH-- | 120 |
| 16 | 871 | 242 | E | 2 | --BOTH-- | 150 | --BOTH-- | 75 | --BOTH-- | 120 |
| 17 | 960 | 263 | E | 1 | --BOTH-- | 150 | --BOTH-- | 75 | --BOTH-- | 120 |
| 18 | 689 | 222 | E | 5 | --BOTH-- | 150 | SIDE | 75 | --BOTH-- | 120 |
| 19 | 551 | 229 | E | 4 | --BOTH-- | 150 | SIDE | 75 | SIDE | 120 |
| 20 | 577 | 122 | E | 10 | MAIN | 150 | SIDE | 75 | SIDE | 120 |
| 21 | 420 | 127 | E | 9 | | 150 | SIDE | 75 | SIDE | 120 |
| 22 | 0 | 0 | E | 23 | | 150 | | 75 | | 120 |
| 23 | 0 | 0 | E | 24 | | 150 | | 75 | | 120 |

Warrant Summary:

Urban values apply.

Warrant 1 - Minimum Vehicular Volumes

NOT SATISFIED. Required values reached for 6 hours. Criteria--Main St.: 500; Side St.: See Volume Summary.

Warrant 2 - Interruption of Continuous Traffic

NOT SATISFIED. Required values reached for 2 hours. Criteria--Main St.: 750; Side St.: See Volume Summary.

Warrant 3 - Minimum Pedestrian Volumes

NOT SATISFIED. Ped volumes too low. Criteria--190 Peds in peak hour, 100 peds in 4th high hour.

Warrant 4 - School Crossing

NOT APPLICABLE. Gap data has not been defined.

Warrant 5 - Progressive Movement

NOT SATISFIED. Adjacent signals closer than 1000 feet and/or not part of coordinated system.

Warrant 6 - Accident Experience

NOT SATISFIED. 0 correctable accidents is fewer than required 5.

Correctable Accidents: 0; Right Angle Accidents: 0; Left Turn Accidents: 0; Other Accidents: 0.

Warrant 7 - Systems Warrant

NOT SATISFIED. At least one street has no major approaches. Peak hour total entering volume: 1223.

- Approaches which are part of the principal through traffic roadway network.
- Approaches which include rural or suburban highways outside, entering or traversing a city.
- Approaches which appear as a major route in an official transportation plan.

Warrant 8 - Combination of Warrants

NOT SATISFIED. Required values reached for 4 hours. Criteria--Main: 600; Side: See Volume Summary.

Warrant 9 - Four Hour Volumes

SATISFIED for 4 hours.

Warrant 10 - Peak Hour Delay

NOT APPLICABLE. Volume requirements satisfied, but side street peak hour delay not defined.

Criteria--Main St.: 800 (4 approaches), 650 (3 approaches); Side St.: 100.

Warrant 11 - Peak Hour Volume

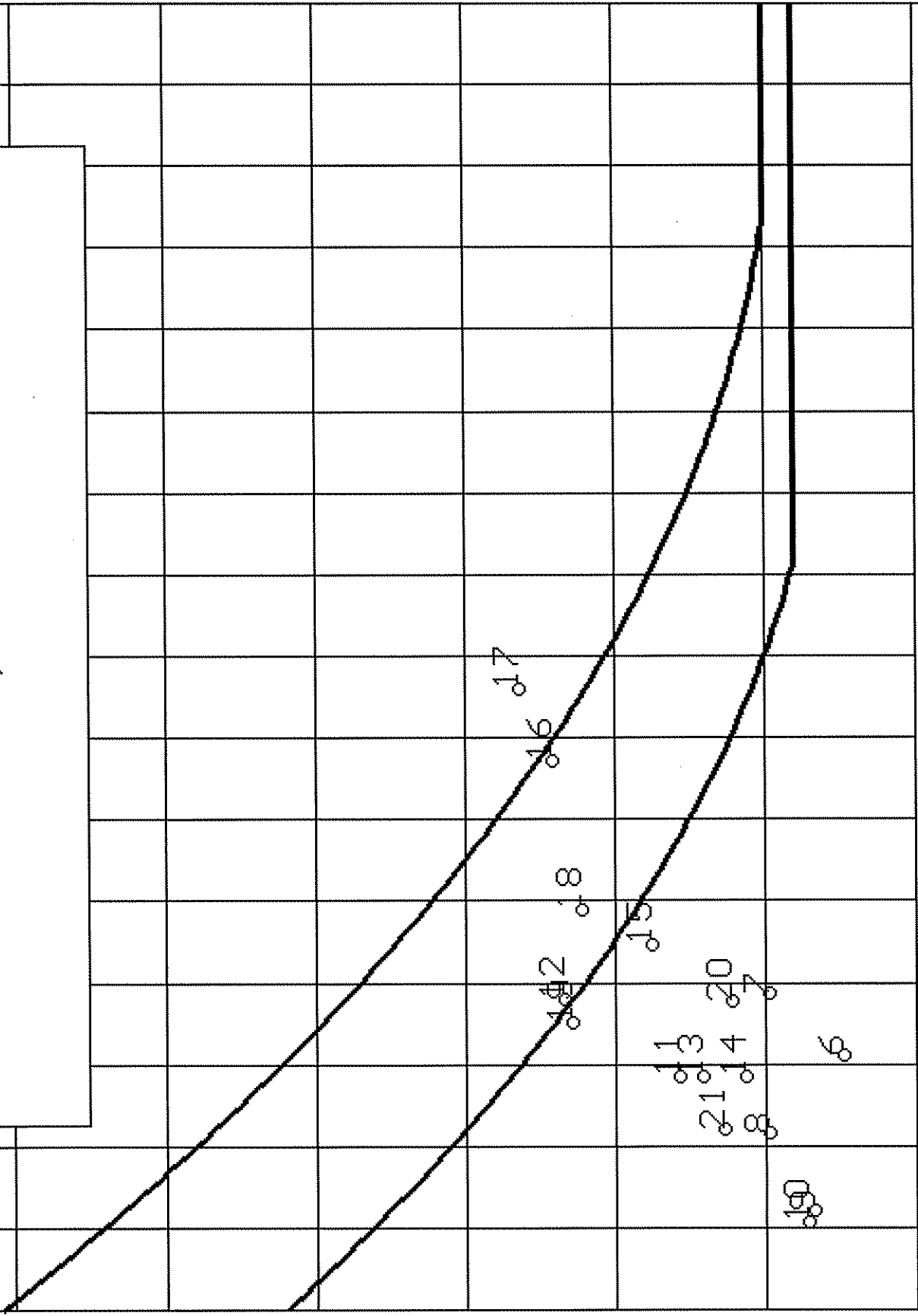
SATISFIED for 1 hours.

Minor St. High Vol. Approach (VPH)

Warrant 9, Four-Hour Volumes
Warrant 11, Peak-Hour Volumes

200 400 600 800 1000 1200 1400 1600

Major St. Total of Both Approaches (VPH)





NORTH

COUNT LOCATION:

CSAH 17 (LEXINGTON) @

DATE:

7/8/98

CSAH 52 (LOVELL ROAD)

APP. #1= NB CSAH 17
(LEXINGTON)

APP. #2 = EB CSAH 52
(LOVELL ROAD)

APP. #3= SB CSAH 17
(LEXINGTON)

APP. #4= WB
PARKING LOT

APP.
#2

APP.
#1

APP.
#3

APP.
#4

- HEAVY VEHICLE- ANY VEHICLE HAVING MORE THAN FOUR TIRES TOUCHING THE PAVEMENT
- A. TRUCKS- A HEAVY VEHICLE INVOLVED PRIMARILY IN THE TRANSPORT OF GOODS OR IN THE DELIVERY OF A SERVICE.
 - B. RV- A HEAVY VEHICLE OPERATED BY A PRIVATE MOTORIST AND INVOLVED IN THE TRANSPORT OF RECREATIONAL EQUIPMENT OR FACILITIES.
 - C. BUSES- A HEAVY VEHICLE INVOLVED IN THE TRANSPORTATION OF GROUPS OF PEOPLE.

| TIME | PEDESTRIANS | | | | | HEAVY VEHICLES | | |
|---------------------|-------------|---------|---------|---------|------------|---------------------|----|-----------|
| | APP. #1 | APP. #2 | APP. #3 | APP. #4 | 15 MIN TOT | TRUCKS | RV | BUS |
| 6:00-6:15AM | | | | | | 4 | | 2 |
| 6:15-6:30 | | | | | | | 1 | 1 |
| 6:30-6:45 | | | | | | 1 | | 2 |
| 6:45-7:00 | | | | | | 4 | | 1 |
| HOURLY TOTAL | | | | | | HOURLY TOTAL | | 16 |
| 7:00-7:15 | | 1 | | | 1 | 1 | | 1 |
| 7:15-7:30 | | | | | | 4 | | |
| 7:30-7:45 | | 1 | | | 1 | 9 | 1 | 1 |
| 7:45-8:00 | 1 | 1 | 1 | | 3 | 4 | | 1 |
| HOURLY TOTAL | | | | | 5 | HOURLY TOTAL | | 22 |
| 8:00-8:15 | | | | | | 4 | 3 | 4 |
| 8:15-8:30 | 1 | 1 | 1 | | 3 | 8 | 1 | 4 |
| 8:30-8:45 | | 1 | 1 | | 2 | 5 | 1 | 2 |
| 8:45-9:00 | | | | | | 4 | 2 | |
| HOURLY TOTAL | | | | | 5 | HOURLY TOTAL | | 38 |
| 9:00-9:15 | | | | | | 3 | 3 | 3 |
| 9:15-9:30 | 1 | | | | 1 | 3 | | |
| 9:30-9:45 | | | | | | 6 | 2 | |
| 9:45-10:00 | 1 | | | | 1 | 7 | 1 | |
| HOURLY TOTAL | | | | | 2 | HOURLY TOTAL | | 28 |
| 10:00-10:15 | | 1 | | | 1 | 9 | 2 | |
| 10:15-10:30 | | | | | | 8 | | 1 |
| 10:30-10:45 | | 1 | | | 1 | 11 | 2 | |
| 10:45-11:00 | | | 1 | | 1 | 9 | 1 | |
| HOURLY TOTAL | | | | | 3 | HOURLY TOTAL | | 43 |
| 11:00-11:15 | | | 2 | | 2 | 9 | | 1 |
| 11:15-11:30 | | | | | | 8 | 1 | 3 |
| 11:30-11:45 | | | | | | 7 | 4 | 4 |
| 11:45-12:00 | | | 2 | | 2 | 7 | 2 | |
| HOURLY TOTAL | | | | | 4 | HOURLY TOTAL | | 46 |
| 12:00-12:15 | | 1 | | | 1 | 12 | | 1 |
| 12:15-12:30 | | | 1 | | 1 | 12 | 1 | |
| 12:30-12:45 | | 34 | | | 34 | 14 | 4 | 1 |
| 12:45-1:00 | 9 | 3 | 1 | | 13 | 3 | 1 | |
| HOURLY TOTAL | | | | | 49 | HOURLY TOTAL | | 49 |
| 1:00-1:15 | | 1 | | | 1 | 8 | 2 | 1 |
| 1:15-1:30 | | | 2 | 3 | 5 | 7 | | |
| 1:30-1:45 | 2 | 1 | | | 3 | 5 | 3 | 1 |
| 1:45-2:00 | | 2 | | | 2 | 11 | 3 | |
| HOURLY TOTAL | | | | | 11 | HOURLY TOTAL | | 41 |



NORTH

COUNT LOCATION:

CSAH 17 (LEXINGTON) @

DATE:

7/7/98

CSAH 52 (LOVELL ROAD)

APP. #1= NB CSAH 17
(LEXINGTON)
APP. #2 = EB CSAH 52
(LOVELL ROAD)
APP. #3= SB CSAH 17
(LEXINGTON)
APP. #4= WB
PARKING LOT

APP.
#1

APP.
#2

APP.
#3

APP.
#4

HEAVY VEHICLE- ANY VEHICLE HAVING MORE THAN FOUR TIRES TOUCHING THE PAVEMENT
A. TRUCKS- A HEAVY VEHICLE INVOLVED PRIMARILY IN THE TRANSPORT OF GOODS OR IN THE DELIVERY OF A SERVICE.
B. RV- A HEAVY VEHICLE OPERATED BY A PRIVATE MOTORIST AND INVOLVED IN THE TRANSPORT OF RECREATIONAL EQUIPMENT OR FACILITIES.
C. BUSES- A HEAVY VEHICLE INVOLVED IN THE TRANSPORTATION OF GROUPS OF PEOPLE.

| TIME | PEDESTRIANS | | | | | HEAVY VEHICLES | | |
|---------------------|-------------|---------|---------|---------|------------|---------------------|----|-----------|
| | APP. #1 | APP. #2 | APP. #3 | APP. #4 | 15 MIN TOT | TRUCKS | RV | BUS |
| 2:00-2:15PM | | | | | | 6 | | |
| 2:15-2:30 | | | | 1 | 1 | 11 | | |
| 2:30-2:45 | | | | | | 4 | 1 | |
| 2:45-3:00 | | | | | | 3 | | 1 |
| HOURLY TOTAL | | | | | 1 | HOURLY TOTAL | | 26 |
| 3:00-3:15 | | | | | | 6 | 3 | |
| 3:15-3:30 | | | | 1 | 1 | 7 | | |
| 3:30-3:45 | | 1 | | | 1 | 7 | 1 | 1 |
| 3:45-4:00 | | | 1 | 2 | 3 | 3 | 1 | |
| HOURLY TOTAL | | | | | 5 | HOURLY TOTAL | | 29 |
| 4:00-4:15 | | | 4 | 1 | 5 | 2 | | |
| 4:15-4:30 | | | | | | 5 | 1 | 1 |
| 4:30-4:45 | | 6 | 2 | | 8 | 9 | 1 | 1 |
| 4:45-5:00 | | | | | | 3 | | 1 |
| HOURLY TOTAL | | | | | 13 | HOURLY TOTAL | | 24 |
| 5:00-5:15 | | | 3 | | 3 | 2 | 1 | 2 |
| 5:15-5:30 | | | | | | 2 | 1 | 1 |
| 5:30-5:45 | | | 1 | | 1 | 1 | 2 | |
| 5:45-6:00 | | | | | | 4 | 3 | |
| HOURLY TOTAL | | | | | 4 | HOURLY TOTAL | | 19 |
| 6:00-6:15 | | | 2 | | 2 | 4 | 2 | 1 |
| 6:15-6:30 | 1 | | | | 1 | 4 | 1 | 1 |
| 6:30-6:45 | 2 | 4 | 5 | | 11 | 3 | 1 | 1 |
| 6:45-7:00 | 2 | | | | 2 | | 2 | |
| HOURLY TOTAL | | | | | 16 | HOURLY TOTAL | | 20 |
| 7:00-7:15 | | | | | | 2 | 1 | |
| 7:15-7:30 | | | | | | 1 | 4 | |
| 7:30-7:45 | | | 1 | 1 | 2 | 4 | 2 | |
| 7:45-8:00 | | | 2 | | 2 | 2 | 3 | |
| HOURLY TOTAL | | | | | 4 | HOURLY TOTAL | | 19 |
| 8:00-8:15 | | | | | | | | |
| 8:15-8:30 | | 2 | 2 | | 4 | | | |
| 8:30-8:45 | | 1 | 1 | | 2 | | 1 | |
| 8:45-9:00 | | 1 | 1 | | 2 | 1 | | |
| HOURLY TOTAL | | | | | 8 | HOURLY TOTAL | | 2 |
| 9:00-9:15 | | | | | | 4 | | |
| 9:15-9:30 | | | | | | 1 | | |
| 9:30-9:45 | | | | | | 2 | 1 | |
| 9:45-10:00 | | | | | | | 1 | |
| HOURLY TOTAL | | | | | | HOURLY TOTAL | | 9 |