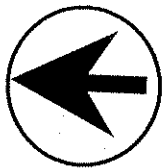


Date : 7/29/03

Count Number : TMC0338

Location : CSAH 14 (Main St.) @

I-35E West Ramps



North

I-35E Ramp

1337

#2

1337	661	68	608
T	F	D	

0

CSAH 14

0	5796
H	3933
J	1863

#3

9760

3964

4541

#1

9404

4863	0	3303	1560
C	B	A	

CSAH 14

I-35E Ramp

3491

#4

0	0	0
K	L	M

3491

	LANES OF APPROACH			TOTAL
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	
#1	1	0	1	2
#2	1	1	1	3
#3	1	1	1	3
#4	0	0	1	1

Anoka County Highway Department

Traffic Volume and Turning

Movement Study

Anoka County Highway Department  
Traffic Engineering  
Traffic Volume and Turning Movement Stud

Weather: Sunny & Hot  
Counter TDC-8  
Counted by: Krystal/Shari

File Name : TMC0338  
Site Code : 03380201  
Start Date : 07/29/2003  
Page No : 1

Groups Printed- 1 - Unshifted

Start Time	I-35E Ramp Southbound					CSAH 14 Westbound					I-35E Ramp Northbound					CSAH 14 Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Heavy	App. Total	Left	Thru	Right	Heavy	App. Total	Left	Thru	Right	Heavy	App. Total	Left	Thru	Right	Heavy	App. Total			
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
06:00	0	0	0	0	0	0	83	0	4	83	0	0	0	0	0	0	78	0	3	78	7	161	168
06:15	1	0	3	1	4	99	107	0	20	206	0	0	0	0	0	0	103	92	16	195	37	405	442
06:30	2	0	5	0	7	127	25	0	16	152	0	0	0	0	0	0	27	111	13	138	29	297	326
06:45	2	0	5	0	7	101	53	0	14	154	0	0	0	0	0	0	45	115	17	160	31	321	352
Total	5	0	13	1	18	327	268	0	54	595	0	0	0	0	0	0	253	318	49	571	104	1184	1288
07:00	5	7	15	10	27	55	31	0	4	86	0	0	0	0	0	0	52	45	9	97	23	210	233
07:15	14	4	3	4	21	101	35	0	10	136	0	0	0	0	0	0	59	82	11	141	25	298	323
07:30	10	2	6	3	18	99	55	0	8	154	0	0	0	0	0	0	62	89	9	151	20	323	343
07:45	15	0	14	2	29	83	71	0	6	154	0	0	0	0	0	0	57	53	7	110	15	293	308
Total	44	13	38	19	95	338	192	0	28	530	0	0	0	0	0	0	230	269	36	499	83	1124	1207
08:00	12	0	14	7	26	61	41	0	7	102	0	0	0	0	0	0	46	50	9	96	23	224	247
08:15	7	0	7	0	14	30	58	0	5	88	0	0	0	0	0	0	57	31	11	88	16	190	206
08:30	8	0	7	1	15	27	40	0	11	67	0	0	0	0	0	0	41	16	9	57	21	139	160
08:45	11	0	13	3	24	28	60	0	7	88	0	0	0	0	0	0	71	18	6	89	16	201	217
Total	38	0	41	11	79	146	199	0	30	345	0	0	0	0	0	0	215	115	35	330	76	754	830
09:00	10	0	8	5	18	30	29	0	5	59	0	0	0	0	0	0	20	8	2	28	12	105	117
09:15	12	0	12	2	24	14	36	0	5	50	0	0	0	0	0	0	38	14	2	52	9	126	135
09:30	7	0	6	6	13	14	39	0	7	53	0	0	0	0	0	0	55	13	8	68	21	134	155
09:45	6	0	7	5	13	10	25	0	3	35	0	0	0	0	0	0	37	6	6	43	14	91	105
Total	35	0	33	18	68	68	129	0	20	197	0	0	0	0	0	0	150	41	18	191	56	456	512
10:00	8	0	8	4	16	5	38	0	8	43	0	0	0	0	0	0	47	10	6	57	18	116	134
10:15	34	5	35	5	74	9	31	0	5	40	0	0	0	0	0	0	36	12	5	48	15	162	177
10:30	10	4	3	7	17	14	32	0	6	46	0	0	0	0	0	0	28	7	7	35	20	98	118
10:45	19	0	15	2	34	11	53	0	13	64	0	0	0	0	0	0	37	12	5	49	20	147	167
Total	71	9	61	18	141	39	154	0	32	193	0	0	0	0	0	0	148	41	23	189	73	523	596
11:00	5	0	6	4	11	19	33	0	1	52	0	0	0	0	0	0	29	18	11	47	16	110	126
11:15	10	4	9	4	23	11	42	0	3	53	0	0	0	0	0	0	42	20	3	62	10	138	148
11:30	10	3	6	0	19	37	67	0	0	104	0	0	0	0	0	0	40	20	0	60	0	183	183
11:45	4	2	3	0	9	11	27	0	1	38	0	0	0	0	0	0	21	22	2	43	3	90	93
Total	29	9	24	8	62	78	169	0	5	247	0	0	0	0	0	0	132	80	16	212	29	521	550
12:00	8	2	13	2	23	30	46	0	4	76	0	0	0	0	0	0	41	29	7	70	13	169	182
12:15	8	0	11	4	19	24	71	0	9	95	0	0	0	0	0	0	63	18	7	81	20	195	215
12:30	6	0	7	2	13	16	49	0	19	65	0	0	0	0	0	0	60	23	6	83	27	161	188
12:45	6	0	16	5	22	32	59	0	10	91	0	0	0	0	0	0	37	21	11	58	26	171	197
Total	28	2	47	13	77	102	225	0	42	327	0	0	0	0	0	0	201	91	31	292	86	696	782
13:00	12	0	13	2	25	11	44	0	11	55	0	0	0	0	0	0	38	14	12	52	25	132	157
13:15	8	0	8	1	16	17	38	0	9	55	0	0	0	0	0	0	31	21	8	52	18	123	141
13:30	16	0	13	4	29	22	40	0	9	62	0	0	0	0	0	0	29	12	10	41	23	132	155
13:45	8	0	8	3	16	15	27	0	10	42	0	0	0	0	0	0	18	13	6	31	19	89	108
Total	44	0	42	10	86	65	149	0	39	214	0	0	0	0	0	0	116	60	36	176	85	476	561
14:00	11	13	15	3	39	4	44	0	10	48	0	0	0	0	0	0	26	3	4	29	17	116	133
14:15	5	0	4	0	9	19	39	0	11	58	0	0	0	0	0	0	36	14	8	50	19	117	136
14:30	5	1	7	3	13	13	33	0	10	46	0	0	0	0	0	0	36	13	8	49	21	108	129
14:45	7	0	12	3	19	6	59	0	8	65	0	0	0	0	0	0	96	12	11	108	22	192	214
Total	28	14	38	9	80	42	175	0	39	217	0	0	0	0	0	0	194	42	31	236	79	533	612
15:00	12	0	7	3	19	4	49	0	9	53	0	0	0	0	0	0	56	11	7	67	19	139	158
15:15	9	0	13	3	22	6	54	0	11	60	0	0	0	0	0	0	54	8	8	62	22	144	166
15:30	25	1	15	5	41	45	144	0	11	189	0	0	0	0	0	0	82	18	5	100	21	330	351
15:45	33	0	25	3	58	58	227	0	4	285	0	0	0	0	0	0	110	21	5	131	12	474	486
Total	79	1	60	14	140	113	474	0	35	587	0	0	0	0	0	0	302	58	25	360	74	1087	1161
16:00	26	6	22	3	54	23	91	0	13	114	0	0	0	0	0	0	125	25	9	150	25	318	343
16:15	21	0	12	0	33	24	38	0	9	62	0	0	0	0	0	0	39	11	16	50	25	145	170
16:30	21	2	23	3	46	46	101	0	2	147	0	0	0	0	0	0	83	21	1	104	6	297	303
16:45	9	6	7	1	22	20	53	0	11	73	0	0	0	0	0	0	52	35	19	87	31	182	213
Total	77	14	64	7	155	113	283	0	35	396	0	0	0	0	0	0	299	92	45	391	87	942	1029
17:00	26	0	6	3	32	25	115	0	9	140	0	0	0	0	0	0	80	28	7	108	19	280	299
17:15	8	0	2	0	10	30	136	0	7	166	0	0	0	0	0	0	74	28	10	102	17	278	295
17:30	13	0	4	1	17	19	103	0	6	122	0	0	0	0	0	0	70	25	8	95	15	234	249
17:45	11	1	6	1	18	18	132	0	8	150	0	0	0	0	0	0	88	34	8	122	17	290	307
Total	58	1	18	5	77	92	486	0	30	578	0	0	0	0	0	0	312	115	33	427	68	1082	1150

Anoka County Highway Department  
 Traffic Engineering  
 Traffic Volume and Turning Movement Stud

Weather: Sunny & Hot  
 Counter TDC-8  
 Counted by: Krystal/Shari

File Name : TMC0338  
 Site Code : 03380201  
 Start Date : 07/29/2003  
 Page No : 2

Groups Printed- 1 - Unshifted

Start Time	I-35E Ramp Southbound					CSAH 14 Westbound					I-35E Ramp Northbound					CSAH 14 Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Heavy	App. Total	Left	Thru	Right	Heavy	App. Total	Left	Thru	Right	Heavy	App. Total	Left	Thru	Right	Heavy	App. Total			
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
18:00	15	0	11	2	26	34	142	0	7	176	0	0	0	0	0	0	103	18	10	121	19	323	342
18:15	13	1	12	2	26	41	111	0	10	152	0	0	0	0	0	0	92	17	6	109	18	287	305
18:30	10	0	4	1	14	39	123	0	7	162	0	0	0	0	0	0	92	15	1	107	9	283	292
18:45	8	0	8	0	16	30	65	0	4	95	0	0	0	0	0	0	61	20	2	81	6	192	198
Total	46	1	35	5	82	144	441	0	28	585	0	0	0	0	0	0	348	70	19	418	52	1085	1137
19:00	4	0	5	1	9	17	57	0	2	74	0	0	0	0	0	0	42	17	4	59	7	142	149
19:15	5	0	7	1	12	15	48	0	2	63	0	0	0	0	0	0	42	13	6	55	9	130	139
19:30	5	0	5	1	10	11	32	0	6	43	0	0	0	0	0	0	22	15	2	37	9	90	99
19:45	0	0	2	1	2	9	41	0	1	50	0	0	0	0	0	0	21	6	1	27	3	79	82
Total	14	0	19	4	33	52	178	0	11	230	0	0	0	0	0	0	127	51	13	178	28	441	469
20:00	5	0	3	1	8	6	30	0	6	36	0	0	0	0	0	0	32	14	6	46	13	90	103
20:15	16	1	21	1	38	14	68	0	1	82	0	0	0	0	0	0	41	15	3	56	5	176	181
20:30	8	2	13	1	23	21	56	0	1	77	0	0	0	0	0	0	49	16	0	65	2	165	167
20:45	9	1	12	0	22	34	98	0	0	132	0	0	0	0	0	0	71	17	3	88	3	242	245
Total	38	4	49	3	91	75	252	0	8	327	0	0	0	0	0	0	193	62	12	255	23	673	696
21:00	6	0	6	0	12	25	45	0	4	70	0	0	0	0	0	0	26	22	3	48	7	130	137
21:15	4	0	3	0	7	19	33	0	3	52	0	0	0	0	0	0	18	16	2	34	5	93	98
21:30	7	0	11	2	18	14	55	0	3	69	0	0	0	0	0	0	26	16	2	42	7	129	136
21:45	10	0	6	2	16	11	26	0	3	37	0	0	0	0	0	0	13	1	2	14	7	67	74
Total	27	0	26	4	53	69	159	0	13	228	0	0	0	0	0	0	83	55	9	138	26	419	445
Grand Total	661	68	608	149	1337	186	393	0	449	5796	0	0	0	0	0	0	330	156	431	4863	1029	11996	13025
Apprch %	49.4	5.1	45.5			32.1	67.9	0.0			0.0	0.0	0.0			0.0	67.9	32.1					
Total %	5.5	0.6	5.1		11.1	15.5	32.8	0.0		48.3	0.0	0.0	0.0			0.0	27.5	13.0		40.5	7.9	92.1	

# ANOKA COUNTY HIGHWAY DEPARTMENT

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC0338

Study Date : 08/14/03

Page No. : 1

## Signal Warrants - Summary

### Major Street Approaches

**Eastbound: CSAH 14**

Number of Lanes: 2

Approach Speed: 50

Total Approach Volume: 4,898

**Westbound: CSAH 14**

Number of Lanes: 2

Approach Speed: 50

Total Approach Volume: 5,860

### Minor Street Approaches

**Northbound: I-35E Ramp**

Number of Lanes: 2

Total Approach Volume: 36

**Southbound: I-35E Ramp**

Number of Lanes: 2

Total Approach Volume: 1,337

## Warrant Summary (Rural values apply.)

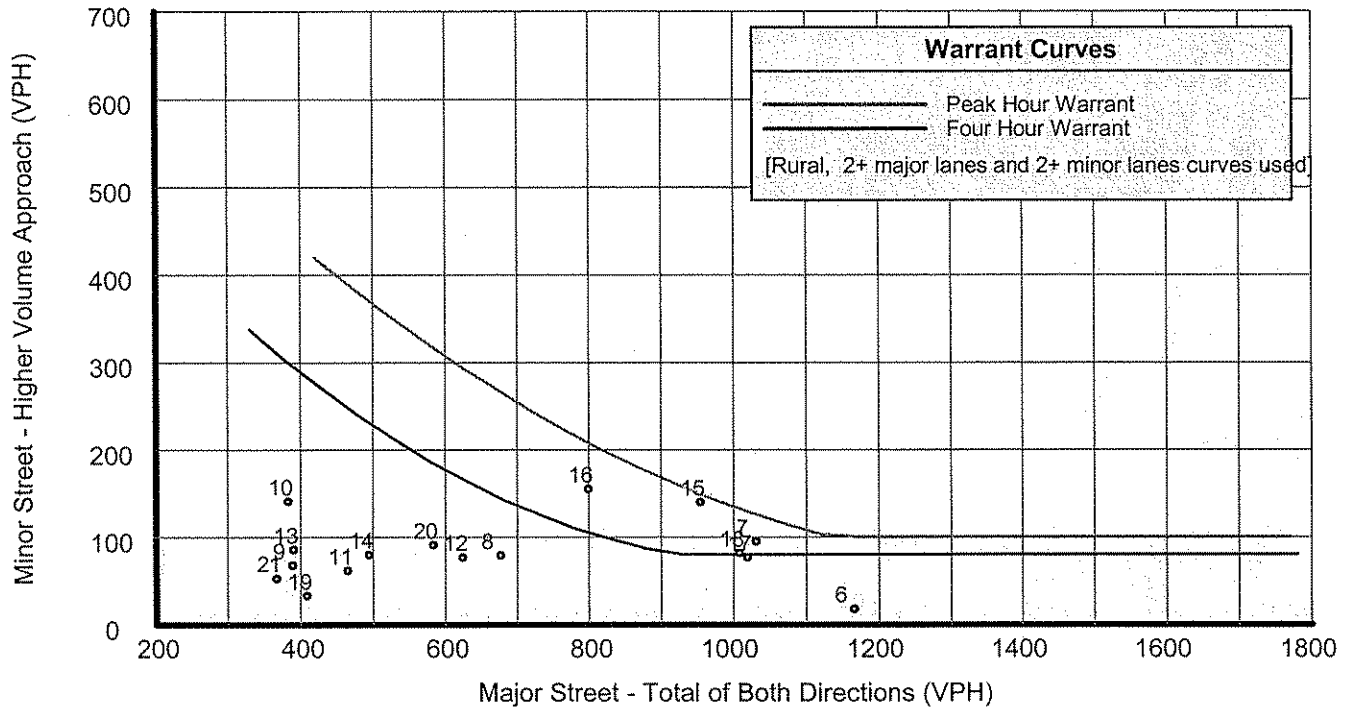
<b>Warrant 1 - Eight Hour Vehicular Volumes</b> .....	<b>Not Satisfied</b>
<b>Warrant 1A - Minimum Vehicular Volume</b> .....	<b>Not Satisfied</b>
Required volumes reached for 2 hours, 8 are needed	
<b>Warrant 1B - Interruption of Continuous Traffic</b> .....	<b>Not Satisfied</b>
Required volumes reached for 6 hours, 8 are needed	
<b>Warrant 1 A&amp;B - Combination of Warrants</b> .....	<b>Not Satisfied</b>
Required volumes reached for 2 hours, 8 are needed	
<b>Warrant 2 - Four Hour Volumes</b> .....	<b>Satisfied</b>
Number of hours (4) volumes exceed minimum $\geq$ minimum required (4).	
<b>Warrant 3 - Peak Hour</b> .....	<b>Satisfied</b>
<b>Warrant 3A - Peak Hour Volumes</b> .....	<b>Satisfied</b>
Volumes exceed minimums for at least one hour.	
<b>Warrant 3B - Peak Hour Delay</b> .....	<b>Satisfied</b>
Number of hours (4) volumes exceed minimum $\geq$ required (1). Delay data not evaluated.	
<b>Warrant 4 - Pedestrian Volumes</b> .....	<b>Not Evaluated</b>
<b>Warrant 5 - School Crossing</b> .....	<b>Not Evaluated</b>
<b>Warrant 6 - Coordinated Signal System</b> .....	<b>Not Evaluated</b>
<b>Warrant 7 - Crash Experience</b> .....	<b>Not Evaluated</b>
<b>Warrant 8 - Roadway Network</b> .....	<b>Not Evaluated</b>

# ANOKA COUNTY HIGHWAY DEPARTMENT

## PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC0338  
Study Date : 08/14/03  
Page No. : 2

### Signal Warrants - Summary



### Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
01:00	0	0	NB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
02:00	0	0	NB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
03:00	0	0	NB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
04:00	0	0	NB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
05:00	0	0	NB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
06:00	1,166	18	SB	420-Yes	140-No	Major	630-Yes	70-No	Major	504-Yes	112-No	Major
07:00	1,031	95	SB	420-Yes	140-No	Major	630-Yes	70-Yes	Both	504-Yes	112-No	Major
08:00	677	79	SB	420-Yes	140-No	Major	630-Yes	70-Yes	Both	504-Yes	112-No	Major
09:00	389	68	SB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
10:00	383	141	SB	420-No	140-Yes	Minor	630-No	70-Yes	Minor	504-No	112-Yes	Minor
11:00	465	62	SB	420-Yes	140-No	Major	630-No	70-No	---	504-No	112-No	---
12:00	624	77	SB	420-Yes	140-No	Major	630-No	70-Yes	Minor	504-Yes	112-No	Major
13:00	390	86	SB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-No	---
14:00	494	80	SB	420-Yes	140-No	Major	630-No	70-Yes	Minor	504-No	112-No	---
15:00	954	140	SB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
16:00	799	155	SB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
17:00	1,019	77	SB	420-Yes	140-No	Major	630-Yes	70-Yes	Both	504-Yes	112-No	Major
18:00	1,008	82	SB	420-Yes	140-No	Major	630-Yes	70-Yes	Both	504-Yes	112-No	Major
19:00	409	33	SB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
20:00	583	91	SB	420-Yes	140-No	Major	630-No	70-Yes	Minor	504-Yes	112-No	Major
21:00	367	53	SB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
22:00	0	0	NB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
23:00	0	0	NB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---

# ANOKA COUNTY HIGHWAY DEPARTMENT

## PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC0338  
Study Date : 08/14/03

### Multi-Way Stop Warrant Report

#### Major Street Approaches

**Eastbound: CSAH 14**

Total Approach Volume: 4,898  
Approach Speed: 50

**Westbound: CSAH 14**

Total Approach Volume: 5,860  
Approach Speed: 50

#### Minor Street Approaches

**Northbound: I-35E Ramp**

Total Approach Volume: 36

**Southbound: I-35E Ramp**

Total Approach Volume: 1,337

#### Warrant Summary

**Criteria A - Interim Measure** ..... Not Evaluated  
If traffic signals are justified, stop signs can be installed as an interim measure.

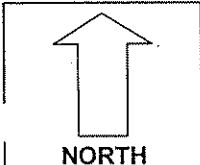
**Criteria B - Crash Experience** ..... Not Evaluated  
Number of crashes (0) is less than the minimum required (5).

**Criteria C - Minimum Volumes and Delays** ..... Not Satisfied  
Delay data not evaluated  
Required volumes reached for 3 hours, 8 are needed

**Criteria D - 80% of Volumes, Delays, and Crashes** ..... Not Evaluated  
Delay data not evaluated  
Required volumes reached for 14 hours, 8 are needed

#### Analysis of 8-Hour Volume Warrants:

Time	Major Crit		Crit C			Crit D		
	Total	Minor Total	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00 - 01:00	0	0	210-No	140-No	No	240-No	160-No	No
01:00 - 02:00	0	0	210-No	140-No	No	240-No	160-No	No
02:00 - 03:00	0	0	210-No	140-No	No	240-No	160-No	No
03:00 - 04:00	0	0	210-No	140-No	No	240-No	160-No	No
04:00 - 05:00	0	0	210-No	140-No	No	240-No	160-No	No
05:00 - 06:00	0	0	210-No	140-No	No	240-No	160-No	No
06:00 - 07:00	1,166	18	210-Yes	140-No	Major	240-Yes	160-No	Major
07:00 - 08:00	1,031	95	210-Yes	140-No	Major	240-Yes	160-No	Major
08:00 - 09:00	677	79	210-Yes	140-No	Major	240-Yes	160-No	Major
09:00 - 10:00	389	68	210-Yes	140-No	Major	240-Yes	160-No	Major
10:00 - 11:00	383	142	210-Yes	140-Yes	Both	240-Yes	160-No	Major
11:00 - 12:00	465	62	210-Yes	140-No	Major	240-Yes	160-No	Major
12:00 - 13:00	624	79	210-Yes	140-No	Major	240-Yes	160-No	Major
13:00 - 14:00	390	86	210-Yes	140-No	Major	240-Yes	160-No	Major
14:00 - 15:00	494	99	210-Yes	140-No	Major	240-Yes	160-No	Major
15:00 - 16:00	954	140	210-Yes	140-Yes	Both	240-Yes	160-No	Major
16:00 - 17:00	799	162	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
17:00 - 18:00	1,019	77	210-Yes	140-No	Major	240-Yes	160-No	Major
18:00 - 19:00	1,008	82	210-Yes	140-No	Major	240-Yes	160-No	Major
19:00 - 20:00	409	33	210-Yes	140-No	Major	240-Yes	160-No	Major
20:00 - 21:00	583	98	210-Yes	140-No	Major	240-Yes	160-No	Major
21:00 - 22:00	367	53	210-Yes	140-No	Major	240-Yes	160-No	Major
22:00 - 23:00	0	0	210-No	140-No	No	240-No	160-No	No
23:00 - 00:00	0	0	210-No	140-No	No	240-No	160-No	No



COUNT LOCATION:

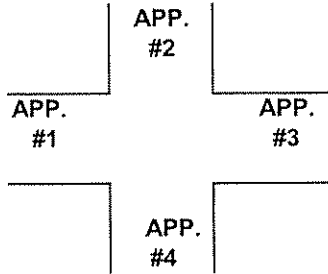
CSAH 14 (Main St.) @

DATE:

8/11/03

I 35E S-Ramp

APP. #1 = CSAH 14
APP. #2 = I 35E S-Ramp
APP. #3 = CSAH 14
APP. #4 = I 35E S-Ramp



HEAVY VEHICLE- ANY VEHICLE HAVING MORE THAN FOUR TIRES TOUCHING THE PAVEMENT

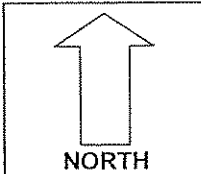
A. TRUCKS- A HEAVY VEHICLE INVOLVED PRIMARILY IN THE TRANSPORT OF GOODS OR IN THE DELIVERY OF A SERVICE.

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						7		
6:15-6:30						37		
6:30-6:45						29		
6:45-7:00						31		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>104</b>
7:00-7:15						23		
7:15-7:30						14		
7:30-7:45						18	2	
7:45-8:00						10	4	
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>71</b>
8:00-8:15						20	2	
8:15-8:30						16		
8:30-8:45						11	1	
8:45-9:00						11		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>61</b>
9:00-9:15						7		
9:15-9:30						5		
9:30-9:45						15		
9:45-10:00						7		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>34</b>
10:00-10:15						14		2
10:15-10:30						13		
10:30-10:45						12		
10:45-11:00						21	2	
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>64</b>
11:00-11:15						16		
11:15-11:30						17	1	
11:30-11:45						20	2	
11:45-12:00						16		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>72</b>
12:00-12:15						18	3	1
12:15-12:30						30		
12:30-12:45						21		
12:45-1:00						22		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>95</b>
1:00-1:15						24	1	
1:15-1:30				1	1	13	3	
1:30-1:45						20		
1:45-2:00						17		
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>78</b>
					<b>TOTAL</b>		<b>TOTAL</b>	

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COUNT LOCATION:

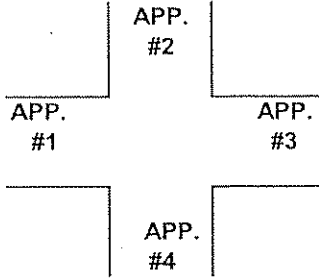
CSAH 14 (Main St.) @

DATE:

8/11/03

I 35E S-Ramp

APP. #1 = CSAH 14
APP. #2 = I 35E S-Ramp
APP. #3 = CSAH 14
APP. #4 = I 35E S-Ramp



- 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						14	1	1
2:15-2:30						17	2	
2:30-2:45						24	2	
2:45-3:00						18	3	
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>82</b>
3:00-3:15						17	1	
3:15-3:30				1	1	14	4	
3:30-3:45						19	2	
3:45-4:00						5	2	
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>64</b>
4:00-4:15						25		
4:15-4:30						25		
4:30-4:45						6		1
4:45-5:00						27		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>84</b>
5:00-5:15						19	1	
5:15-5:30						16	2	
5:30-5:45						20		
5:45-6:00						21	3	
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>82</b>
6:00-6:15						11	3	
6:15-6:30						20	1	
6:30-6:45		3	3		6	11	1	
6:45-7:00						6		
<b>HOURLY TOTAL</b>					<b>6</b>	<b>HOURLY TOTAL</b>		<b>53</b>
7:00-7:15				3	3	5	2	
7:15-7:30						5	3	
7:30-7:45						7	2	
7:45-8:00						3	1	
<b>HOURLY TOTAL</b>					<b>3</b>	<b>HOURLY TOTAL</b>		<b>28</b>
8:00-8:15						11	3	
8:15-8:30						4	1	1
8:30-8:45						2		
8:45-9:00		3			3	2	1	
<b>HOURLY TOTAL</b>					<b>3</b>	<b>HOURLY TOTAL</b>		<b>25</b>
9:00-9:15						3	2	
9:15-9:30						2	1	
9:30-9:45						7	1	
9:45-10:00						5	1	
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>22</b>
					<b>TOTAL</b>		<b>TOTAL</b>	

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