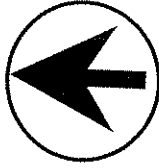


Date : 8/27/03

Count Number : TMC0343

Location : CSAH 17 (Lexington Ave.) @

Pheasant Ridge Dr.



North

CSAH 17

11369

#2

5841			
209	D	5119	F
513	T	513	T

5528

Pheasant Ridge Dr.

543	G	3914
108	H	
3263	J	

#3

8629

4715

952

#1

1931

979			
623	A	623	A
141	B	141	B
215	C	215	C

Pheasant Ridge Dr.

CSAH 17

4061	K	9466
4770	L	
635	M	

9005

#4

18471

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

Anoka County Highway Department

Traffic Volume and Turning

Movement Study

# Anoka County Highway Department Traffic Engineering

Weather: Clear and Warm  
Counter: TDC-8  
Printed By: Josie/Sean

## Traffic Volume and Turning Movement Stud

File Name : TMC0343  
Site Code : 03430102  
Start Date : 08/27/2003  
Page No : 1

Groups Printed- 1 - Unshifted

Start Time	CSAH 17 Southbound					PHEASANT RIDGE Westbound					CSAH 17 Northbound					PHEASANT RIDGE Eastbound					Exclu. Total	Inclu. Total	Int. Total	
	Factor	Left	Thru	Right	Heavy	App. Total	Left	Thru	Right	Heavy	App. Total	Left	Thru	Right	Heavy	App. Total	Left	Thru	Right	Heavy				App. Total
06:00	1.0	179	0	8	187	1.0	0	0	0	8	1.0	36	13	5	58	1.0	0	1	0	1	13	254	267	
06:15	1.0	213	5	6	227	1.0	0	0	1	22	1.0	43	19	3	71	1.0	0	1	1	2	11	322	333	
06:30	1.0	202	12	4	216	1.0	0	3	1	24	1.0	44	25	2	91	1.0	0	2	1	3	8	334	342	
06:45	1.0	216	21	6	245	1.0	0	0	1	24	1.0	61	42	7	149	1.0	0	0	0	0	14	418	432	
<b>Total</b>	<b>27</b>	<b>810</b>	<b>38</b>	<b>24</b>	<b>875</b>	<b>75</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>78</b>	<b>86</b>	<b>184</b>	<b>99</b>	<b>17</b>	<b>369</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>46</b>	<b>1328</b>	<b>1374</b>	
07:00	1.0	226	12	9	249	1.0	2	0	4	23	1.0	52	32	8	101	1.0	0	2	1	3	22	376	398	
07:15	1.0	231	12	8	249	1.0	1	2	4	27	1.0	67	25	20	125	1.0	1	5	1	6	33	407	440	
07:30	1.0	214	12	7	231	1.0	0	4	3	30	1.0	52	32	3	113	1.0	0	5	2	7	15	381	396	
07:45	1.0	211	18	14	235	1.0	2	4	2	33	1.0	56	40	10	136	1.0	1	4	1	7	27	411	438	
<b>Total</b>	<b>28</b>	<b>882</b>	<b>54</b>	<b>36</b>	<b>964</b>	<b>98</b>	<b>5</b>	<b>10</b>	<b>13</b>	<b>113</b>	<b>119</b>	<b>227</b>	<b>129</b>	<b>41</b>	<b>475</b>	<b>5</b>	<b>2</b>	<b>16</b>	<b>5</b>	<b>23</b>	<b>97</b>	<b>1575</b>	<b>1672</b>	
08:00	1.0	188	17	6	216	1.0	1	6	5	45	1.0	47	36	10	119	1.0	1	2	0	4	21	384	405	
08:15	1.0	156	10	9	176	1.0	0	3	4	43	1.0	40	31	11	108	1.0	0	2	2	6	26	333	359	
08:30	1.0	111	13	7	134	1.0	2	4	3	48	1.0	43	48	17	123	1.0	1	2	2	5	29	310	339	
08:45	1.0	135	4	10	146	1.0	1	2	2	28	1.0	54	47	7	127	1.0	0	3	1	5	20	306	326	
<b>Total</b>	<b>38</b>	<b>590</b>	<b>44</b>	<b>32</b>	<b>672</b>	<b>145</b>	<b>4</b>	<b>15</b>	<b>14</b>	<b>164</b>	<b>131</b>	<b>184</b>	<b>162</b>	<b>45</b>	<b>477</b>	<b>9</b>	<b>2</b>	<b>9</b>	<b>5</b>	<b>20</b>	<b>96</b>	<b>1333</b>	<b>1429</b>	
09:00	1.0	103	3	12	117	1.0	3	3	2	43	1.0	53	49	12	117	1.0	0	3	1	3	27	280	307	
09:15	1.0	108	2	4	118	1.0	0	1	4	45	1.0	52	55	19	115	1.0	2	0	4	2	29	284	313	
09:30	1.0	90	0	8	103	1.0	3	2	1	44	1.0	49	67	10	126	1.0	2	2	6	4	23	283	306	
09:45	1.0	105	5	14	120	1.0	2	8	1	51	1.0	41	65	6	119	1.0	3	7	1	11	22	301	323	
<b>Total</b>	<b>42</b>	<b>406</b>	<b>10</b>	<b>38</b>	<b>458</b>	<b>161</b>	<b>8</b>	<b>14</b>	<b>8</b>	<b>183</b>	<b>46</b>	<b>195</b>	<b>236</b>	<b>47</b>	<b>477</b>	<b>5</b>	<b>5</b>	<b>20</b>	<b>8</b>	<b>30</b>	<b>101</b>	<b>1148</b>	<b>1249</b>	
10:00	1.0	95	2	14	105	1.0	1	5	1	47	1.0	45	55	12	104	1.0	3	1	4	3	30	264	294	
10:15	1.0	67	2	9	75	1.0	0	9	4	48	1.0	56	84	7	144	1.0	1	0	6	3	23	274	297	
10:30	1.0	92	0	16	105	1.0	3	1	9	73	1.0	45	74	10	126	1.0	2	1	5	1	8	28	312	340
10:45	1.0	59	0	5	66	1.0	3	10	4	72	1.0	70	84	12	158	1.0	4	0	13	3	24	313	337	
<b>Total</b>	<b>34</b>	<b>313</b>	<b>4</b>	<b>44</b>	<b>351</b>	<b>202</b>	<b>5</b>	<b>33</b>	<b>10</b>	<b>240</b>	<b>19</b>	<b>216</b>	<b>297</b>	<b>41</b>	<b>532</b>	<b>10</b>	<b>2</b>	<b>28</b>	<b>10</b>	<b>40</b>	<b>105</b>	<b>1163</b>	<b>1268</b>	
11:00	1.0	78	1	10	95	1.0	0	6	2	78	1.0	60	90	8	156	1.0	1	2	5	0	20	337	357	
11:15	1.0	63	0	8	78	1.0	2	5	4	73	1.0	45	94	10	143	1.0	2	8	7	0	22	311	333	
11:30	1.0	77	2	8	97	1.0	1	11	2	81	1.0	53	111	8	173	1.0	2	2	14	0	18	369	387	
11:45	1.0	70	2	6	83	1.0	4	22	3	115	1.0	77	118	8	207	1.0	6	5	13	1	18	429	447	
<b>Total</b>	<b>60</b>	<b>288</b>	<b>5</b>	<b>32</b>	<b>353</b>	<b>296</b>	<b>7</b>	<b>44</b>	<b>11</b>	<b>347</b>	<b>31</b>	<b>235</b>	<b>413</b>	<b>34</b>	<b>679</b>	<b>11</b>	<b>17</b>	<b>39</b>	<b>1</b>	<b>67</b>	<b>78</b>	<b>1446</b>	<b>1524</b>	
12:00	1.0	80	2	9	104	1.0	11	16	4	118	1.0	67	129	8	208	1.0	7	24	27	1	22	488	510	
12:15	1.0	78	2	8	94	1.0	7	11	7	136	1.0	50	89	8	155	1.0	3	9	13	1	25	24	410	434
12:30	1.0	70	5	6	81	1.0	11	6	11	2	133	1.0	57	98	14	166	1.0	1	3	27	1	23	411	434
12:45	1.0	87	9	6	113	1.0	6	10	5	129	1.0	55	97	11	167	1.0	3	4	8	1	23	424	447	
<b>Total</b>	<b>59</b>	<b>315</b>	<b>18</b>	<b>29</b>	<b>392</b>	<b>438</b>	<b>30</b>	<b>48</b>	<b>18</b>	<b>516</b>	<b>54</b>	<b>229</b>	<b>413</b>	<b>41</b>	<b>696</b>	<b>14</b>	<b>40</b>	<b>75</b>	<b>4</b>	<b>129</b>	<b>92</b>	<b>1733</b>	<b>1825</b>	
13:00	1.0	69	1	5	82	1.0	3	8	0	126	1.0	77	99	15	196	1.0	6	3	19	3	23	432	455	
13:15	1.0	78	3	6	90	1.0	5	15	4	114	1.0	56	81	12	154	1.0	6	1	7	0	22	372	394	
13:30	1.0	65	2	7	74	1.0	8	5	16	4	101	1.0	70	78	13	153	1.0	3	1	12	0	24	344	368
13:45	1.0	66	2	7	76	1.0	3	7	4	88	1.0	75	95	16	185	1.0	5	3	4	0	27	361	388	
<b>Total</b>	<b>36</b>	<b>278</b>	<b>8</b>	<b>25</b>	<b>322</b>	<b>367</b>	<b>16</b>	<b>46</b>	<b>12</b>	<b>429</b>	<b>57</b>	<b>278</b>	<b>353</b>	<b>56</b>	<b>688</b>	<b>20</b>	<b>8</b>	<b>42</b>	<b>3</b>	<b>70</b>	<b>96</b>	<b>1509</b>	<b>1605</b>	
14:00	1.0	72	0	5	86	1.0	5	14	2	98	1.0	87	76	17	167	1.0	3	5	9	2	26	368	394	
14:15	1.0	86	2	7	96	1.0	4	6	4	91	1.0	83	96	11	189	1.0	4	0	15	2	24	395	419	
14:30	1.0	79	5	8	101	1.0	1	19	4	106	1.0	110	87	5	205	1.0	5	2	9	0	17	428	445	
14:45	1.0	85	3	10	94	1.0	7	14	7	123	1.0	129	83	11	228	1.0	2	1	11	0	28	459	487	
<b>Total</b>	<b>45</b>	<b>322</b>	<b>10</b>	<b>30</b>	<b>377</b>	<b>353</b>	<b>12</b>	<b>53</b>	<b>17</b>	<b>418</b>	<b>38</b>	<b>409</b>	<b>342</b>	<b>44</b>	<b>789</b>	<b>14</b>	<b>8</b>	<b>44</b>	<b>4</b>	<b>66</b>	<b>95</b>	<b>1650</b>	<b>1745</b>	
15:00	1.0	61	4	4	74	1.0	2	19	3	105	1.0	188	113	11	310	1.0	2	1	5	0	18	497	515	
15:15	1.0	72	1	3	82	1.0	8	12	1	100	1.0	158	118	10	282	1.0	7	2	22	0	14	495	509	
15:30	1.0	79	3	8	95	1.0	2	11	2	75	1.0	189	101	11	295	1.0	25	9	46	1	22	545	567	
15:45	1.0	70	3	10	89	1.0	2	31	2	116	1.0	189	152	10	345	1.0	9	5	22	2	24	586	610	
<b>Total</b>	<b>47</b>	<b>282</b>	<b>11</b>	<b>25</b>	<b>340</b>	<b>315</b>	<b>8</b>	<b>73</b>	<b>8</b>	<b>396</b>	<b>24</b>	<b>724</b>	<b>484</b>	<b>42</b>	<b>1232</b>	<b>43</b>	<b>17</b>	<b>95</b>	<b>3</b>	<b>155</b>	<b>78</b>	<b>2123</b>	<b>2201</b>	
16:00	1.0	84	2	5	94	1.0	0	27	4	121	1.0	267	139	10	410	1.0	14	8	31	0	19	678	697	
16:15	1.0	69	0	4	79	1.0	2	26	3	135	1.0	224	148	9	377	1.0	10	3	24	0	16	628	644	
16:30	1.0	93	2	2	106	1.0	1	23	2	115	1.0	256	142	6	402	1.0	9	1	24	0	10	657	667	
16:45	1.0	68	0	2	84	1.0	8	16	1	107	1.0	248	148	11	399	1.0	10	5	22	1	15	627	642	
<b>Total</b>	<b>45</b>	<b>314</b>	<b>4</b>	<b>13</b>	<b>363</b>	<b>381</b>	<b>5</b>	<b>92</b>	<b>10</b>	<b>478</b>	<b>16</b>	<b>995</b>	<b>577</b>	<b>36</b>	<b>1588</b>	<b>43</b>	<b>17</b>	<b>101</b>	<b>1</b>	<b>161</b>	<b>60</b>	<b>2590</b>	<b>2650</b>	
17:00	1.0	82	2	1	95	1.0	4	32	1	140	1.0	230	151	2	386	1.0	17	11	79	0	4	728	732	
17:15	1.0	88	0	4	98	1.0	4	29	1	148	1.0	244	124	3	372	1.0	8	5	34	1	9	665	674	
17:30	1.0	76	1	3	96	1.0	0	33	1	144	1.0	196	134	4	334	1.0	7	1	21	1	9	603	612	
17:45	1.0	73	0	4	85	1.0	0	18	0	120	1.0	224	147	1	372									

# ANOKA COUNTY HIGHWAY DEPARTMENT

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC0343

Study Date : 09/04/03

Page No. : 1

## Signal Warrants - Summary

### Major Street Approaches

#### Northbound: CSAH 17

Number of Lanes: 2

Approach Speed: 45

Total Approach Volume: 9,466

#### Southbound: CSAH 17

Number of Lanes: 2

Approach Speed: 45

Total Approach Volume: 5,841

### Minor Street Approaches

#### Eastbound: PHEASANT RIDGE

Number of Lanes: 2

Total Approach Volume: 979

#### Westbound: PHEASANT RIDGE

Number of Lanes: 2

Total Approach Volume: 3,914

## Warrant Summary (Rural values apply.)

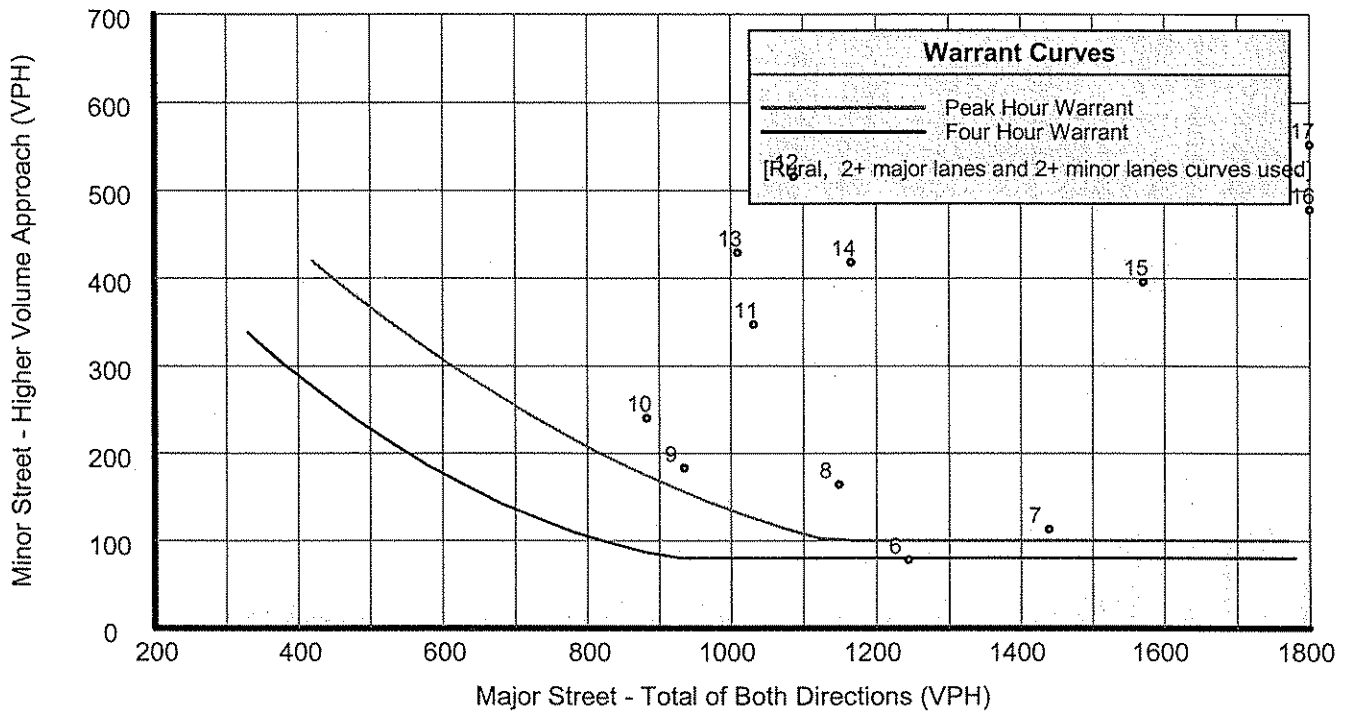
<b>Warrant 1 - Eight Hour Vehicular Volumes</b> .....	<b>Satisfied</b>
<b>Warrant 1A - Minimum Vehicular Volume</b> .....	<b>Satisfied</b>
Required volumes reached for 10 hours, 8 are needed	
<b>Warrant 1B - Interruption of Continuous Traffic</b> .....	<b>Satisfied</b>
Required volumes reached for 12 hours, 8 are needed	
<b>Warrant 1 A&amp;B - Combination of Warrants</b> .....	<b>Satisfied</b>
Required volumes reached for 11 hours, 8 are needed	
<b>Warrant 2 - Four Hour Volumes</b> .....	<b>Satisfied</b>
Number of hours (11) volumes exceed minimum >= 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 (41) volumes exceed minimum >= 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 : TMC0343  
Study Date : 09/04/03  
Page No. : 2

### Signal Warrants - Summary



### Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor Vol	Dir	War-1A			War-1B			War-1A&B		
				Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
01:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
02:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
03:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
04:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
05:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
06:00	1,244	78	WB	420-Yes	140-No	Major	630-Yes	70-Yes	Both	504-Yes	112-No	Major
07:00	1,439	113	WB	420-Yes	140-No	Major	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
08:00	1,149	164	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
09:00	935	183	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
10:00	883	240	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
11:00	1,032	347	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
12:00	1,088	516	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
13:00	1,010	429	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
14:00	1,166	418	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
15:00	1,572	396	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
16:00	1,951	478	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
17:00	1,838	552	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
18:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
19:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
20:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
21:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
22:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
23:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---

# ANOKA COUNTY HIGHWAY DEPARTMENT

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC0343

Study Date : 09/08/03

## Multi-Way Stop Warrant Report

### Major Street Approaches

**Northbound: CSAH 17**

Total Approach Volume: 9,466

Approach Speed: 45

**Southbound: CSAH 17**

Total Approach Volume: 5,841

Approach Speed: 45

### Minor Street Approaches

**Eastbound: PHEASANT RIDGE**

Total Approach Volume: 979

**Westbound: PHEASANT RIDGE**

Total Approach Volume: 3,914

### 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** ..... Satisfied

Delay data not evaluated

Required volumes reached for 10 hours, 8 are needed

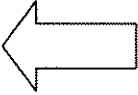
**Criteria D - 80% of Volumes, Delays, and Crashes** ..... Not Evaluated

Delay data not evaluated

Required volumes reached for 10 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	1,244	84	210-Yes	140-No	Major	240-Yes	160-No	Major
07:00 - 08:00	1,439	136	210-Yes	140-No	Major	240-Yes	160-No	Major
08:00 - 09:00	1,149	184	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
09:00 - 10:00	935	213	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
10:00 - 11:00	883	280	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
11:00 - 12:00	1,032	414	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
12:00 - 13:00	1,088	645	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
13:00 - 14:00	1,010	499	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
14:00 - 15:00	1,166	484	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
15:00 - 16:00	1,572	551	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
16:00 - 17:00	1,951	639	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
17:00 - 18:00	1,838	764	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
18:00 - 19:00	0	0	210-No	140-No	No	240-No	160-No	No
19:00 - 20:00	0	0	210-No	140-No	No	240-No	160-No	No
20:00 - 21:00	0	0	210-No	140-No	No	240-No	160-No	No
21:00 - 22:00	0	0	210-No	140-No	No	240-No	160-No	No
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



**NORTH**

APP. #1 = CSAH 17

APP. #2 = Pheasant Ridge

APP. #3 = CSAH 17

APP. #4 = Pheasant Ridge

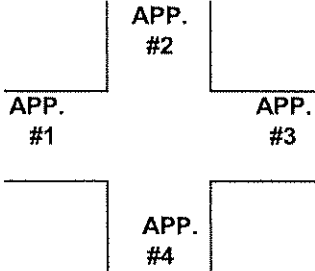
**COUNT LOCATION:**

CSAH 17 (Lexington Ave.) @

**DATE:**

8/27/03

Pheasant Ridge Dr.



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						13		1
6:15-6:30						11		
6:30-6:45						8		
6:45-7:00						15		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>48</b>
7:00-7:15						23		
7:15-7:30						33		
7:30-7:45						15		
7:45-8:00						25		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>96</b>
8:00-8:15						20		
8:15-8:30						26		
8:30-8:45						29		
8:45-9:00						20		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>95</b>
9:00-9:15						28		
9:15-9:30	1			1	2	29		
9:30-9:45			1		1	21		1
9:45-10:00						24		
<b>HOURLY TOTAL</b>					<b>3</b>	<b>HOURLY TOTAL</b>		<b>103</b>
10:00-10:15						30		
10:15-10:30				3	3	22		1
10:30-10:45	5			7	12	28		
10:45-11:00	12			12	24	25		
<b>HOURLY TOTAL</b>					<b>39</b>	<b>HOURLY TOTAL</b>		<b>106</b>
11:00-11:15						19		
11:15-11:30	10	2		10	22	22		
11:30-11:45	5		6	1	12	19		
11:45-12:00	6			6	12	17		
<b>HOURLY TOTAL</b>					<b>46</b>	<b>HOURLY TOTAL</b>		<b>77</b>
12:00-12:15				2	2	23		
12:15-12:30	6			7	13	23		
12:30-12:45	1		1	1	3	23		
12:45-1:00	3		3		6	23		
<b>HOURLY TOTAL</b>					<b>24</b>	<b>HOURLY TOTAL</b>		<b>92</b>
1:00-1:15	6		4	2	12	23		
1:15-1:30	1			1	2	23		
1:30-1:45	2		3		5	25		
1:45-2:00	1			1	2	26		
<b>HOURLY TOTAL</b>					<b>21</b>	<b>HOURLY TOTAL</b>		<b>97</b>
<b>TOTAL</b>					<b>133</b>	<b>TOTAL</b>		<b>714</b>

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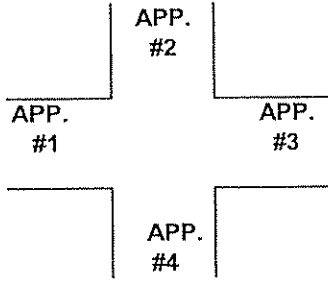


**NORTH**

**COUNT LOCATION:** CSAH 17 (Lexington Ave.) @ Pheasant Ridge Dr.

**DATE:** 9/3/03

APP. #1 = CSAH 17
APP. #2 = Pheasant Ridge
APP. #3 = CSAH 17
APP. #4 = Pheasant Ridge



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						25	1	
2:15-2:30						25		1
2:30-2:45						16		1
2:45-3:00						29		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>	<b>98</b>	
3:00-3:15	1			1	2	18		
3:15-3:30			2		2	14		
3:30-3:45						19		1
3:45-4:00	1			1	2	24		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>	<b>76</b>	
4:00-4:15	1			1	2	17		2
4:15-4:30	4			4	8	14		2
4:30-4:45	2			2	4	9		1
4:45-5:00						14		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>	<b>60</b>	
5:00-5:15						3		1
5:15-5:30						8	1	
5:30-5:45	4			4	8	7	1	2
5:45-6:00						4		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>	<b>28</b>	
					<b>TOTAL</b>	<b>161</b>	<b>TOTAL</b>	<b>976</b>

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