

Date : 5/24/05

Count Number : TMC0507

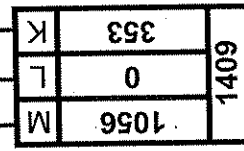
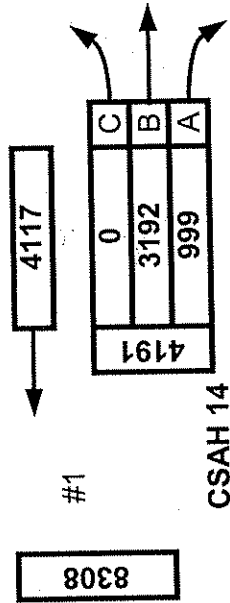
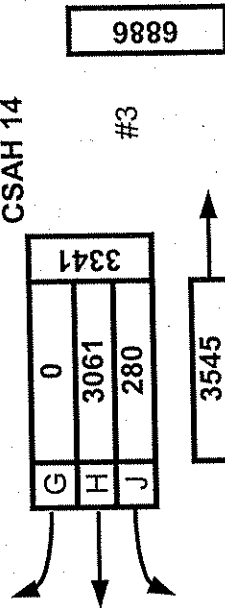
Location : CSAH 14 (Main St.)

@ CR 53 (Sunset Ave.)



North

CSAH 14



#4

2688

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

Anoka County Highway Department  
 Traffic Volume and Turning  
 Movement Study

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

File Name : TMC0507  
Site Code : 05070101  
Start Date : 05/24/2005  
Page No : 1

Weather: Cloudy and Mild  
Counter: TDC-8  
Counted by: Ashley/Jena

Groups Printed- Unshifted

Start Time	NONE Southbound					CSAH 14 Westbound					CR 53 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	41	0	2	41	5	0	1	0	6	0	49	14	3	63	5	110	115
06:15	0	0	0	0	0	1	54	0	8	55	13	0	2	1	15	0	78	19	2	97	11	167	178
06:30	0	0	0	0	0	5	60	0	4	65	16	0	4	2	20	0	73	35	3	108	9	193	202
06:45	0	0	0	0	0	7	52	0	5	59	23	0	2	0	25	0	75	31	5	106	10	190	200
Total	0	0	0	0	0	13	207	0	19	220	57	0	9	3	66	0	275	99	13	374	35	660	695
07:00	0	0	0	0	0	3	38	0	3	41	5	0	2	1	7	0	64	35	15	99	19	147	166
07:15	0	0	0	0	0	9	66	0	4	75	9	0	2	1	11	0	83	34	9	117	14	203	217
07:30	0	0	0	0	0	4	45	0	2	49	26	0	2	10	28	0	74	29	10	103	22	180	202
07:45	0	0	0	0	0	7	41	0	9	48	13	0	3	6	16	0	78	39	16	117	31	181	212
Total	0	0	0	0	0	23	190	0	18	213	53	0	9	18	62	0	299	137	50	436	86	711	797
08:00	0	0	0	0	0	4	37	0	2	41	11	0	3	5	14	0	63	18	9	81	16	136	152
08:15	0	0	0	0	0	9	46	0	9	55	20	0	4	13	24	0	65	17	20	82	42	161	203
08:30	0	0	0	0	0	2	30	0	2	32	8	0	3	6	11	0	47	13	16	60	24	103	127
08:45	0	0	0	0	0	4	36	0	4	40	17	0	3	5	20	0	42	16	13	58	22	118	140
Total	0	0	0	0	0	19	149	0	17	168	56	0	13	29	69	0	217	64	58	281	104	518	622
09:00	0	0	0	0	0	4	30	0	4	34	17	0	2	10	19	0	54	13	14	67	28	120	148
09:15	0	0	0	0	0	2	27	0	8	29	12	0	5	6	17	0	47	13	11	60	25	106	131
09:30	0	0	0	0	0	1	35	0	8	36	12	0	4	9	16	0	40	14	9	54	26	106	132
09:45	0	0	0	0	0	2	24	0	7	26	11	0	4	5	15	0	44	8	9	52	21	93	114
Total	0	0	0	0	0	9	116	0	27	125	52	0	15	30	67	0	185	48	43	233	100	425	525
10:00	0	0	0	0	0	2	37	0	3	39	11	0	9	6	20	0	41	17	13	58	22	117	139
10:15	0	0	0	0	0	4	33	0	8	37	9	0	2	6	11	0	33	16	12	49	26	97	123
10:30	0	0	0	0	0	1	37	0	6	38	10	0	5	7	15	0	37	18	13	55	26	108	134
10:45	0	0	0	0	0	0	20	0	0	20	14	0	5	7	19	0	33	9	10	42	17	81	98
Total	0	0	0	0	0	7	127	0	17	134	44	0	21	26	65	0	144	60	48	204	91	403	494
11:00	0	0	0	0	0	5	39	0	4	44	23	0	7	10	30	0	37	22	10	59	24	133	157
11:15	0	0	0	0	0	1	41	0	4	42	13	0	2	4	15	0	26	12	10	38	18	95	113
11:30	0	0	0	0	0	9	42	0	5	51	18	0	4	9	22	0	35	6	10	41	24	114	138
11:45	0	0	0	0	0	2	34	0	7	36	15	0	4	8	19	0	30	11	15	41	30	96	126
Total	0	0	0	0	0	17	156	0	20	173	69	0	17	31	86	0	128	51	45	179	96	438	534
12:00	0	0	0	0	0	6	31	0	4	37	21	0	1	7	22	0	31	11	7	42	18	101	119
12:15	0	0	0	0	0	0	33	0	5	33	15	0	4	10	19	0	31	15	9	46	24	98	122
12:30	0	0	0	0	0	4	41	0	3	45	14	0	4	5	18	0	43	17	14	60	22	123	145
12:45	0	0	0	0	0	2	48	0	8	50	12	0	4	7	16	0	47	15	8	62	23	128	151
Total	0	0	0	0	0	12	153	0	20	165	62	0	13	29	75	0	152	58	38	210	87	450	537
13:00	0	0	0	0	0	5	39	0	6	44	16	0	6	10	22	0	39	11	8	50	24	116	140
13:15	0	0	0	0	0	4	31	0	4	35	11	0	5	5	16	0	35	13	11	48	20	99	119
13:30	0	0	0	0	0	4	46	0	6	50	14	0	5	8	19	0	27	10	9	37	23	106	129
13:45	0	0	0	0	0	7	46	0	6	53	13	0	5	4	18	0	37	17	17	54	27	125	152
Total	0	0	0	0	0	20	162	0	22	182	54	0	21	27	75	0	138	51	45	189	94	446	540
14:00	0	0	0	0	0	0	41	0	4	41	16	0	4	9	20	0	39	13	11	52	24	113	137
14:15	0	0	0	0	0	7	45	0	5	52	21	0	5	7	26	0	52	18	14	70	26	148	174
14:30	0	0	0	0	0	2	73	0	7	75	23	0	4	9	27	0	43	20	13	63	29	165	194
14:45	0	0	0	0	0	4	56	0	3	60	25	0	3	6	28	0	38	11	8	49	17	137	154
Total	0	0	0	0	0	13	215	0	19	228	85	0	16	31	101	0	172	62	46	234	96	563	659
15:00	0	0	0	0	0	1	71	0	3	72	41	0	14	8	55	0	71	19	8	90	19	217	236
15:15	0	0	0	0	0	5	72	0	6	77	29	0	10	10	39	0	75	19	14	94	30	210	240
15:30	0	0	0	0	0	6	86	0	2	92	22	0	12	5	34	0	63	18	14	81	21	207	228
15:45	0	0	0	0	0	5	68	0	3	73	41	0	8	5	49	0	63	16	11	79	19	201	220
Total	0	0	0	0	0	17	297	0	14	314	133	0	44	28	177	0	272	72	47	344	89	835	924
16:00	0	0	0	0	0	5	84	0	5	89	25	0	10	8	35	0	64	18	10	82	23	206	229
16:15	0	0	0	0	0	2	88	0	2	90	17	0	7	3	24	0	74	19	12	93	17	207	224
16:30	0	0	0	0	0	4	84	0	3	88	29	0	11	2	40	0	76	19	2	95	7	223	230
16:45	0	0	0	0	0	7	99	0	4	106	26	0	11	1	37	0	67	18	3	85	8	228	236
Total	0	0	0	0	0	18	355	0	14	373	97	0	39	14	136	0	281	74	27	355	55	864	919
17:00	0	0	0	0	0	6	89	0	8	95	36	0	5	5	41	0	81	21	1	102	14	238	252
17:15	0	0	0	0	0	8	70	0	0	78	39	0	17	1	56	0	64	13	2	77	3	211	214
17:30	0	0	0	0	0	9	73	0	0	82	21	0	16	0	37	0	93	13	5	106	5	225	230
17:45	0	0	0	0	0	5	75	0	2	80	20	0	9	1	29	0	71	18	2	89	5	198	203
Total	0	0	0	0	0	28	307	0	10	335	116	0	47	7	163	0	309	65	10	374	27	872	899

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

File Name : TMC0507  
 Site Code : 05070101  
 Start Date : 05/24/2005  
 Page No : 2

Weather: Cloudy and Mild  
 Counter: TDC-8  
 Counted by: Ashley/Jena

Groups Printed- Unshifted

Start Time	NONE Southbound					CSAH 14 Westbound					CR 53 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	0	0	0	0	0	10	67	0	4	77	25	0	12	2	37	0	68	18	1	86	7	200	207
18:15	0	0	0	0	0	12	53	0	0	65	13	0	6	0	19	0	53	17	2	70	2	154	156
18:30	0	0	0	0	0	4	37	0	3	41	12	0	8	0	20	0	51	3	2	54	5	115	120
18:45	0	0	0	0	0	3	46	0	0	49	12	0	12	0	24	0	52	10	2	62	2	135	137
Total	0	0	0	0	0	29	203	0	7	232	62	0	38	2	100	0	224	48	7	272	16	604	620
19:00	0	0	0	0	0	6	59	0	0	65	12	0	1	1	13	0	39	12	1	51	2	129	131
19:15	0	0	0	0	0	6	36	0	3	42	7	0	3	0	10	0	50	12	0	62	3	114	117
19:30	0	0	0	0	0	5	33	0	1	38	7	0	8	1	15	0	41	6	1	47	3	100	103
19:45	0	0	0	0	0	5	36	0	2	41	13	0	10	0	23	0	26	11	0	37	2	101	103
Total	0	0	0	0	0	22	164	0	6	186	39	0	22	2	61	0	156	41	2	197	10	444	454
20:00	0	0	0	0	0	9	47	0	1	56	21	0	5	0	26	0	32	12	1	44	2	126	128
20:15	0	0	0	0	0	6	50	0	0	56	16	0	6	0	22	0	42	10	0	52	0	130	130
20:30	0	0	0	0	0	5	41	0	0	46	4	0	3	0	7	0	19	12	2	31	2	84	86
20:45	0	0	0	0	0	2	20	0	0	22	11	0	3	1	14	0	41	6	1	47	2	83	85
Total	0	0	0	0	0	22	158	0	1	180	52	0	17	1	69	0	134	40	4	174	6	423	429
21:00	0	0	0	0	0	3	27	0	0	30	9	0	5	0	14	0	25	7	0	32	0	76	76
21:15	0	0	0	0	0	1	33	0	1	34	9	0	2	0	11	0	28	11	2	39	3	84	87
21:30	0	0	0	0	0	6	27	0	0	33	4	0	3	0	7	0	22	9	0	31	0	71	71
21:45	0	0	0	0	0	1	15	0	0	16	3	0	2	0	5	0	31	2	4	33	4	54	58
Total	0	0	0	0	0	11	102	0	1	113	25	0	12	0	37	0	106	29	6	135	7	285	292
Grand Total	0	0	0	0	0	280	306	0	232	3341	105	0	353	278	1409	0	319	999	489	4191	999	8941	9940
Approch %	0.0	0.0	0.0			8.4	91.6	0.0			74.9	0.0	25.1			0.0	76.2	23.8			46.9	10.1	89.9
Total %	0.0	0.0	0.0		0.0	3.1	34.2	0.0		37.4	11.8	0.0	3.9		15.8	0.0	35.7	11.2					

**ANOKA COUNTY HIGHWAY  
PC-WARRANTS  
TRAFFIC SIGNAL WARRANT ANALYSIS**

Study Name : TMC0507  
Study Date : 06/30/05  
Page No. : 1

**Signal Warrants - Summary**

**Major Street Approaches**

**Eastbound: CSAH 14**  
Number of Lanes: 2  
Approach Speed: 55  
Total Approach Volume: 4,191

**Westbound: CSAH 14**  
Number of Lanes: 1  
Approach Speed: 55  
Total Approach Volume: 3,341

**Minor Street Approaches**

**Northbound: CR 53**  
Number of Lanes: 1  
  
Total Approach Volume: 1,409

**Southbound: NONE**  
Number of Lanes: 1  
  
Total Approach Volume: 0

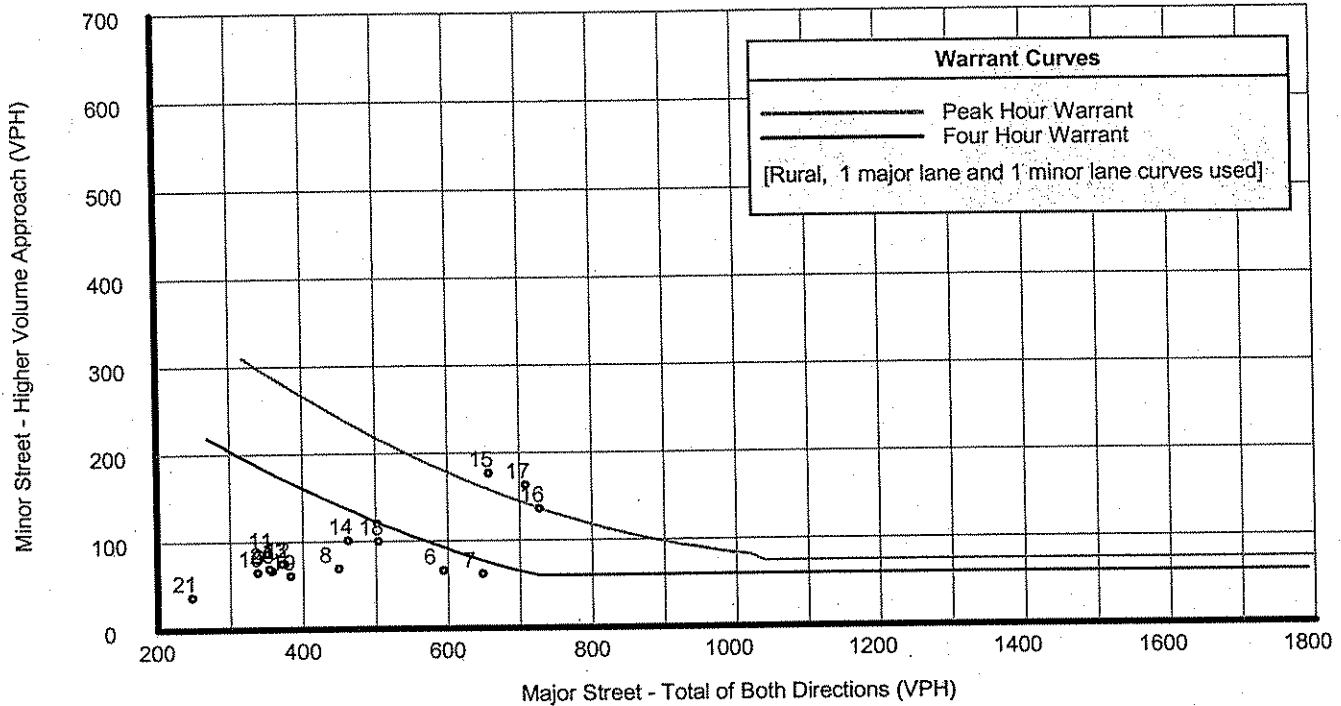
**Warrant Summary** (Rural values apply.)

<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 3 hours, 8 are needed	
<b>Warrant 1B - Interruption of Continuous Traffic</b> .....	<b>Not Satisfied</b>
Required volumes reached for 5 hours, 8 are needed	
<b>Warrant 1 A&amp;B - Combination of Warrants</b> .....	<b>Not Satisfied</b>
Required volumes reached for 5 hours, 8 are needed	
<b>Warrant 2 - Four Hour Volumes</b> .....	<b>Not Satisfied</b>
Number of hours (3) volumes exceed minimum < minimum required (4).	
<b>Warrant 3 - Peak Hour</b> .....	<b>Satisfied</b>
<b>Warrant 3A - Peak Hour Delay</b> .....	<b>Satisfied</b>
Number of hours (10) volumes exceed minimum >= required (1). Delay data not evaluated.	
<b>Warrant 3B - Peak Hour Volumes</b> .....	<b>Satisfied</b>
Volumes exceed minimums for at least one hour.	
<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 PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC0507  
Study Date : 06/30/05  
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	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
01:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
02:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
03:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
04:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
05:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
06:00	594	66	NB	350-Yes	105-No	Major	525-Yes	53-Yes	Both	420-Yes	84-No	Major
07:00	649	62	NB	350-Yes	105-No	Major	525-Yes	53-Yes	Both	420-Yes	84-No	Major
08:00	449	69	NB	350-Yes	105-No	Major	525-No	53-Yes	Minor	420-Yes	84-No	Major
09:00	358	67	NB	350-Yes	105-No	Major	525-No	53-Yes	Minor	420-No	84-No	---
10:00	338	65	NB	350-No	105-No	---	525-No	53-Yes	Minor	420-No	84-No	---
11:00	352	86	NB	350-Yes	105-No	Major	525-No	53-Yes	Minor	420-No	84-Yes	Minor
12:00	375	75	NB	350-Yes	105-No	Major	525-No	53-Yes	Minor	420-No	84-No	---
13:00	371	75	NB	350-Yes	105-No	Major	525-No	53-Yes	Minor	420-No	84-No	---
14:00	462	101	NB	350-Yes	105-No	Major	525-No	53-Yes	Minor	420-Yes	84-Yes	Both
15:00	658	177	NB	350-Yes	105-Yes	Both	525-Yes	53-Yes	Both	420-Yes	84-Yes	Both
16:00	728	136	NB	350-Yes	105-Yes	Both	525-Yes	53-Yes	Both	420-Yes	84-Yes	Both
17:00	709	163	NB	350-Yes	105-Yes	Both	525-Yes	53-Yes	Both	420-Yes	84-Yes	Both
18:00	504	100	NB	350-Yes	105-No	Major	525-No	53-Yes	Minor	420-Yes	84-Yes	Both
19:00	383	61	NB	350-Yes	105-No	Major	525-No	53-Yes	Minor	420-No	84-No	---
20:00	354	69	NB	350-Yes	105-No	Major	525-No	53-Yes	Minor	420-No	84-No	---
21:00	248	37	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
22:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
23:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---

# ANOKA COUNTY HIGHWAY PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC0507  
Study Date : 06/30/05

## Multi-Way Stop Warrant Report

### Major Street Approaches

**Eastbound: CSAH 14**  
Total Approach Volume: 4,191  
Approach Speed: 55

**Westbound: CSAH 14**  
Total Approach Volume: 3,341  
Approach Speed: 55

### Minor Street Approaches

**Northbound: CR 53**  
Total Approach Volume: 1,409

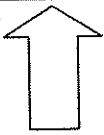
**Southbound: NONE**  
Total Approach Volume: 0

### 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
- Criteria C - Minimum Volumes and Delays** ..... Not Satisfied  
Delay data not evaluated  
Required volumes reached for 2 hours, 8 are needed
- Criteria D - 80% of Volumes, Delays, and Crashes** ..... Not Evaluated  
Delay data not evaluated  
Required volumes reached for 0 hours, 8 are needed

### Analysis of 8-Hour Volume Warrants:

Time	Major Total	Minor Total	Crit C			Crit D		
			Major	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	594	66	210-Yes	140-No	Major	240-Yes	160-No	Major
07:00 - 08:00	649	62	210-Yes	140-No	Major	240-Yes	160-No	Major
08:00 - 09:00	449	69	210-Yes	140-No	Major	240-Yes	160-No	Major
09:00 - 10:00	358	67	210-Yes	140-No	Major	240-Yes	160-No	Major
10:00 - 11:00	338	65	210-Yes	140-No	Major	240-Yes	160-No	Major
11:00 - 12:00	352	86	210-Yes	140-No	Major	240-Yes	160-No	Major
12:00 - 13:00	375	75	210-Yes	140-No	Major	240-Yes	160-No	Major
13:00 - 14:00	371	75	210-Yes	140-No	Major	240-Yes	160-No	Major
14:00 - 15:00	462	101	210-Yes	140-No	Major	240-Yes	160-No	Major
15:00 - 16:00	658	177	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
16:00 - 17:00	728	136	210-Yes	140-No	Major	240-Yes	160-No	Major
17:00 - 18:00	709	163	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
18:00 - 19:00	504	100	210-Yes	140-No	Major	240-Yes	160-No	Major
19:00 - 20:00	383	61	210-Yes	140-No	Major	240-Yes	160-No	Major
20:00 - 21:00	354	69	210-Yes	140-No	Major	240-Yes	160-No	Major
21:00 - 22:00	248	37	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



**NORTH**

APP. #1 = CSAH 14
APP. #2 = NONE
APP. #3 = CSAH 14
APP. #4 = CR 53

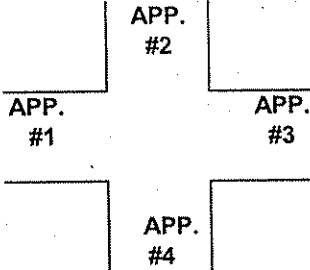
**COUNT LOCATION:**

CSAH 14 (Main St.) @

**DATE:**

05/24/2005

CR 53 (Sunset Ave.)



- 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						5		
6:15-6:30						10		
6:30-6:45						9		
6:45-7:00						10		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>34</b>
7:00-7:15						15		2
7:15-7:30						16		
7:30-7:45						20		
7:45-8:00						28		3
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>84</b>
8:00-8:15						15		
8:15-8:30						42		
8:30-8:45						22	1	1
8:45-9:00						21		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>103</b>
9:00-9:15						28		
9:15-9:30						25		
9:30-9:45						22		2
9:45-10:00						23		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>100</b>
10:00-10:15						20		
10:15-10:30						22		3
10:30-10:45				1	1	20		2
10:45-11:00						21		
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>88</b>
11:00-11:15						25		
11:15-11:30						18		1
11:30-11:45						21	1	
11:45-12:00						27		2
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>95</b>
12:00-12:15						19		
12:15-12:30						23	1	
12:30-12:45						19		3
12:45-1:00				2	2	22		2
<b>HOURLY TOTAL</b>					<b>2</b>	<b>HOURLY TOTAL</b>		<b>89</b>
1:00-1:15						24		
1:15-1:30						18		3
1:30-1:45						22		
1:45-2:00						26		2
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>95</b>
<b>TOTAL</b>					<b>3</b>	<b>TOTAL</b>		<b>688</b>

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NORTH

APP. #1 = CSAH 14
APP. #2 = NONE
APP. #3 = CSAH 14
APP. #4 = CR 53

COUNT LOCATION:

CSAH 14 (Main St.) @  
CR 53 (Sunset Ave.)

DATE: 05/26/2005

APP. #1	APP. #2	APP. #3	APP. #4
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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						22		2
2:15-2:30						26		
2:30-2:45						29		1
2:45-3:00						18		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>98</b>
3:00-3:15						22		2
3:15-3:30						20	2	2
3:30-3:45						19	1	
3:45-4:00						19		2
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>89</b>
4:00-4:15						23	1	1
4:15-4:30						15		
4:30-4:45						7		
4:45-5:00						8		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>55</b>
5:00-5:15						15		
5:15-5:30				1	1	4		
5:30-5:45						4	1	
5:45-6:00						4		
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>28</b>
6:00-6:15						6		
6:15-6:30						2		
6:30-6:45						4	1	
6:45-7:00						2		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>15</b>
7:00-7:15						2		
7:15-7:30						3		
7:30-7:45						4		
7:45-8:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>9</b>
8:00-8:15						2		
8:15-8:30								
8:30-8:45						2		
8:45-9:00						2		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>6</b>
9:00-9:15								
9:15-9:30						3		
9:30-9:45								
9:45-10:00						4		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>7</b>
<b>HOURLY TOTAL</b>					<b>TOTAL</b>		<b>TOTAL</b>	<b>995</b>
					<b>4</b>			

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