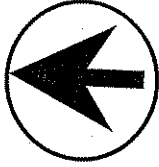


Date : 6/7/05

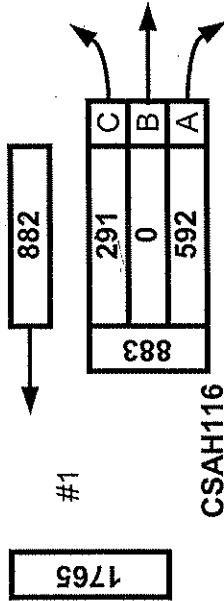
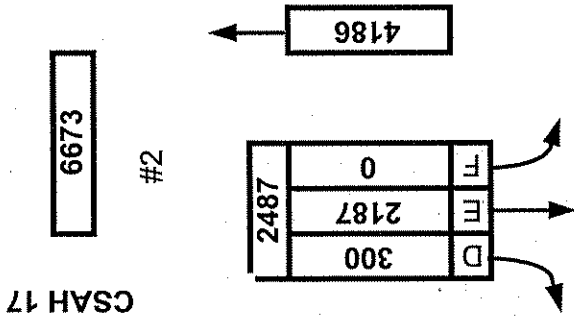
Count Number : TMC0511

Location : CSAH 17(Lexington Ave.)

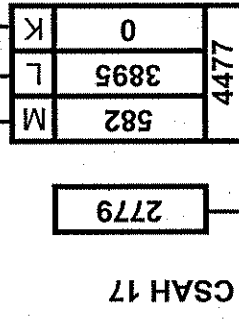
CSAH116 (Bunker Lk. Blvd.)



North



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



7256

Anoka County Highway Department

Traffic Volume and Turning

Movement Study

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

File Name : TMC0511  
 Site Code : 05110202  
 Start Date : 06/07/2005  
 Page No : 1

Weather: Rainy and Warm  
 Counter: TDC-8  
 Counted by: Danielle/Samantha

Groups Printed- 1 - 1 - Unshifted

Start Time	CSAH 17 Southbound					NO ROAD Westbound					CSAH 17 Northbound					CSAH 116 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			
06:00	0	35	23	7	58	0	0	0	0	0	5	27	0	8	32	2	0	49	1	51	16	141	157
06:15	0	28	3	5	31	0	0	0	0	0	3	18	0	6	21	3	0	5	2	8	13	60	73
06:30	0	34	14	12	48	0	0	0	0	0	4	16	0	10	20	2	0	31	1	33	23	101	124
06:45	0	32	0	6	32	0	0	0	0	0	4	21	0	5	25	2	0	14	2	16	13	73	86
Total	0	129	40	30	169	0	0	0	0	0	16	82	0	29	98	9	0	99	6	108	65	375	440
07:00	0	31	1	5	32	0	0	0	0	0	4	28	0	3	32	0	0	2	0	2	8	66	74
07:15	0	31	1	1	32	0	0	0	0	0	4	13	0	1	17	1	0	6	0	7	2	56	58
07:30	0	28	1	1	29	0	0	0	0	0	5	17	0	7	22	1	0	8	0	9	8	60	68
07:45	0	38	1	2	39	0	0	0	0	0	4	20	0	7	24	2	0	15	2	17	11	80	91
Total	0	128	4	9	132	0	0	0	0	0	17	78	0	18	95	4	0	31	2	35	29	262	291
08:00	0	29	5	0	34	0	0	0	0	0	3	18	0	4	21	2	0	9	2	11	6	66	72
08:15	0	30	2	4	32	0	0	0	0	0	0	14	0	5	14	3	0	7	4	10	13	56	69
08:30	0	27	5	4	32	0	0	0	0	0	4	27	0	7	31	13	0	14	6	27	17	90	107
08:45	0	40	2	1	42	0	0	0	0	0	6	17	0	4	23	3	0	8	1	11	6	76	82
Total	0	126	14	9	140	0	0	0	0	0	13	76	0	20	89	21	0	38	13	59	42	288	330
09:00	0	24	4	0	28	0	0	0	0	0	4	15	0	2	19	4	0	8	0	12	2	59	61
09:15	0	39	5	0	44	0	0	0	0	0	4	14	0	2	18	8	0	7	3	15	5	77	82
09:30	0	30	5	1	35	0	0	0	0	0	4	21	0	8	25	10	0	9	3	19	12	79	91
09:45	0	32	5	3	37	0	0	0	0	0	4	23	0	3	27	5	0	7	1	12	7	76	83
Total	0	125	19	4	144	0	0	0	0	0	16	73	0	15	89	27	0	31	7	58	26	291	317
10:00	0	46	6	6	52	0	0	0	0	0	4	19	0	4	23	6	0	8	0	14	10	89	99
10:15	0	36	6	2	42	0	0	0	0	0	3	20	0	0	23	5	0	16	2	21	4	86	90
10:30	0	39	6	4	45	0	0	0	0	0	0	10	0	0	10	8	0	11	3	19	7	74	81
10:45	0	38	7	3	45	0	0	0	0	0	0	18	0	0	18	6	0	9	3	15	6	78	84
Total	0	159	25	15	184	0	0	0	0	0	7	67	0	4	74	25	0	44	8	69	27	327	354
11:00	0	34	7	4	41	0	0	0	0	0	4	16	0	6	20	6	0	15	5	21	15	82	97
11:15	0	35	8	0	43	0	0	0	0	0	4	18	0	3	22	4	0	8	0	12	3	77	80
11:30	0	32	7	5	39	0	0	0	0	0	7	12	0	3	19	12	0	17	3	29	11	87	98
11:45	0	41	7	1	48	0	0	0	0	0	3	17	0	2	20	3	0	8	2	11	5	79	84
Total	0	142	29	10	171	0	0	0	0	0	18	63	0	14	81	25	0	48	10	73	34	325	359
12:00	0	25	4	1	29	0	0	0	0	0	4	19	0	1	23	4	0	9	1	13	3	65	68
12:15	0	38	5	3	43	0	0	0	0	0	6	23	0	1	29	6	0	7	0	13	4	85	89
12:30	0	34	3	3	37	0	0	0	0	0	3	27	0	4	30	5	0	11	2	16	9	83	92
12:45	0	45	6	3	51	0	0	0	0	0	8	29	0	3	37	12	0	12	5	24	11	112	123
Total	0	142	18	10	160	0	0	0	0	0	21	98	0	9	119	27	0	39	8	66	27	345	372
13:00	0	50	4	5	54	0	0	0	0	0	4	43	0	6	47	12	0	11	3	23	14	124	138
13:15	0	46	6	4	52	0	0	0	0	0	5	33	0	4	38	7	0	12	6	19	14	109	123
13:30	0	47	10	5	57	0	0	0	0	0	11	35	0	8	46	5	0	8	0	13	13	116	129
13:45	0	53	6	6	59	0	0	0	0	0	5	23	0	2	28	12	0	18	3	30	11	117	128
Total	0	196	26	20	222	0	0	0	0	0	25	134	0	20	159	36	0	49	12	85	52	466	518
14:00	0	31	2	1	33	0	0	0	0	0	9	37	0	2	46	3	0	8	0	11	3	90	93
14:15	0	35	1	2	36	0	0	0	0	0	11	42	0	1	53	0	0	8	0	8	3	97	100
14:30	0	35	1	0	36	0	0	0	0	0	7	69	0	1	76	1	0	5	0	6	1	118	119
14:45	0	45	2	1	47	0	0	0	0	0	16	89	0	2	105	2	0	9	0	11	3	163	166
Total	0	146	6	4	152	0	0	0	0	0	43	237	0	6	280	6	0	30	0	36	10	468	478
15:00	0	53	7	3	60	0	0	0	0	0	16	114	0	5	130	6	0	1	1	7	9	197	206
15:15	0	28	3	2	31	0	0	0	0	0	11	153	0	2	164	1	0	13	2	14	6	209	215
15:30	0	32	4	2	36	0	0	0	0	0	18	147	0	3	165	3	0	6	0	9	5	210	215
15:45	0	36	1	1	37	0	0	0	0	0	27	175	0	3	202	9	0	6	0	15	4	254	258
Total	0	149	15	8	164	0	0	0	0	0	72	589	0	13	661	19	0	26	3	45	24	870	894
16:00	0	30	6	1	36	0	0	0	0	0	22	184	0	11	206	9	0	8	3	17	15	259	274
16:15	0	43	6	2	49	0	0	0	0	0	31	204	0	4	235	6	0	6	0	12	6	296	302
16:30	0	41	3	1	44	0	0	0	0	0	24	208	0	1	232	3	0	5	0	8	2	284	286
16:45	0	49	6	0	55	0	0	0	0	0	23	179	0	1	202	3	0	6	0	9	1	266	267
Total	0	163	21	4	184	0	0	0	0	0	100	775	0	17	875	21	0	25	3	46	24	1105	1129
17:00	0	46	4	0	50	0	0	0	0	0	22	217	0	1	239	5	0	15	3	20	4	309	313
17:15	0	26	6	0	32	0	0	0	0	0	26	168	0	2	194	12	0	10	0	22	2	248	250
17:30	0	40	6	0	46	0	0	0	0	0	18	180	0	5	198	3	0	5	0	8	5	252	257
17:45	0	38	14	2	52	0	0	0	0	0	26	128	0	1	154	5	0	11	1	16	4	222	226
Total	0	150	30	2	180	0	0	0	0	0	92	693	0	9	785	25	0	41	4	66	15	1031	1046

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

File Name : TMC0511  
 Site Code : 05110202  
 Start Date : 06/07/2005  
 Page No : 2

Weather: Rainy and Warm  
 Counter: TDC-8  
 Counted by: Danielle/Samantha

Groups Printed- 1 - 1 - Unshifted

Start Time	CSAH 17 Southbound					NO ROAD Westbound					CSAH 17 Northbound					CSAH 116 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	33	4	1	37	0	0	0	0	0	20	160	0	2	180	2	0	7	1	9	4	226	230
18:15	0	28	4	5	32	0	0	0	0	0	18	125	0	3	143	4	0	1	0	5	8	180	188
18:30	0	64	5	1	69	0	0	0	0	0	14	56	0	0	70	10	0	18	0	28	1	167	168
18:45	0	32	9	1	41	0	0	0	0	0	6	59	0	0	65	5	0	3	0	8	1	114	115
Total	0	157	22	8	179	0	0	0	0	0	58	400	0	5	458	21	0	29	1	50	14	687	701
19:00	0	33	3	0	36	0	0	0	0	0	10	58	0	1	68	4	0	6	0	10	1	114	115
19:15	0	27	3	0	30	0	0	0	0	0	7	56	0	0	63	1	0	3	0	4	0	97	97
19:30	0	30	1	0	31	0	0	0	0	0	6	41	0	0	47	3	0	9	1	12	1	90	91
19:45	0	18	4	0	22	0	0	0	0	0	5	40	0	0	45	0	0	3	0	3	0	70	70
Total	0	108	11	0	119	0	0	0	0	0	28	195	0	1	223	8	0	21	1	29	2	371	373
20:00	0	32	0	2	32	0	0	0	0	0	11	44	0	0	55	2	0	5	0	7	2	94	96
20:15	0	15	1	0	16	0	0	0	0	0	10	46	0	0	56	2	0	3	0	5	0	77	77
20:30	0	18	6	0	24	0	0	0	0	0	8	55	0	0	63	1	0	8	0	9	0	96	96
20:45	0	25	3	0	28	0	0	0	0	0	12	47	0	0	59	4	0	8	0	12	0	99	99
Total	0	90	10	2	100	0	0	0	0	0	41	192	0	0	233	9	0	24	0	33	2	366	368
21:00	0	18	4	0	22	0	0	0	0	0	5	46	0	0	51	3	0	7	0	10	0	83	83
21:15	0	19	5	0	24	0	0	0	0	0	5	37	0	0	42	3	0	3	0	6	0	72	72
21:30	0	22	1	0	23	0	0	0	0	0	4	34	0	0	38	1	0	4	0	5	0	66	66
21:45	0	18	0	0	18	0	0	0	0	0	1	26	0	0	27	1	0	3	0	4	0	49	49
Total	0	77	10	0	87	0	0	0	0	0	15	143	0	0	158	8	0	17	0	25	0	270	270
Grand Total	0	2187	300	135	2487	0	0	0	0	0	582	3895	0	180	4477	291	0	592	78	883	393	7847	8240
Apprch %	0.0	87.9	12.1			0.0	0.0	0.0			13.0	87.0	0.0			33.0	0.0	67.0					
Total %	0.0	27.9	3.8		31.7	0.0	0.0	0.0		0.0	7.4	49.6	0.0		57.1	3.7	0.0	7.5		11.3	4.8	95.2	

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

Study Name : TMC0511  
Study Date : 06/10/05  
Page No. : 1

**Signal Warrants - Summary**

**Major Street Approaches**

**Northbound: CSAH 17**  
Number of Lanes: 1  
Approach Speed: 55  
Total Approach Volume: 4,477

**Southbound: CSAH 17**  
Number of Lanes: 1  
Approach Speed: 55  
Total Approach Volume: 2,487

**Minor Street Approaches**

**Eastbound: CSAH 116**  
Number of Lanes: 1  
Total Approach Volume: 883

**Westbound: NO ROAD**  
Number of Lanes: 1  
Total Approach Volume: 0

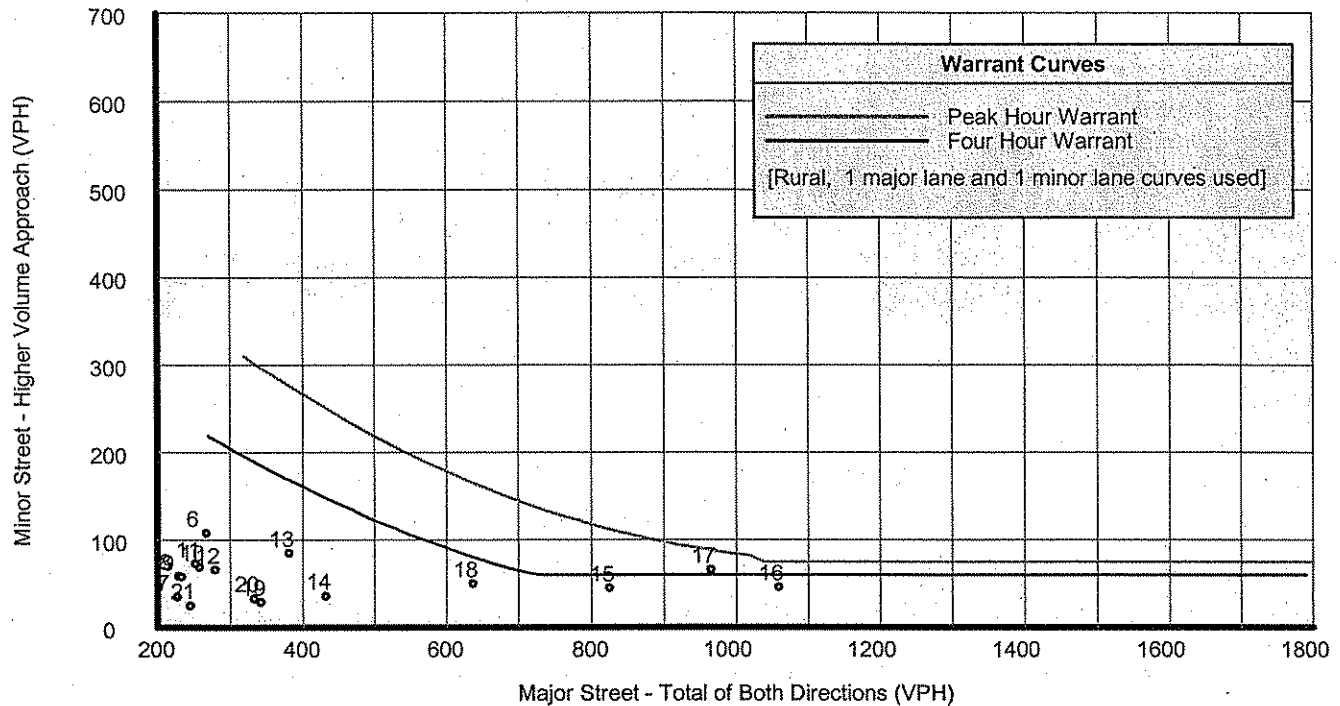
**Warrant Summary (Rural values apply.)**

<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 0 hours, 8 are needed	
<b>Warrant 1B - Interruption of Continuous Traffic</b> .....	<b>Not Satisfied</b>
Required volumes reached for 1 hours, 8 are needed	
<b>Warrant 1 A&amp;B - Combination of Warrants</b> .....	<b>Not Satisfied</b>
Required volumes reached for 0 hours, 8 are needed	
<b>Warrant 2 - Four Hour Volumes</b> .....	<b>Not Satisfied</b>
Number of hours (1) volumes exceed minimum < minimum required (4).	
<b>Warrant 3 - Peak Hour</b> .....	<b>Not Satisfied</b>
<b>Warrant 3A - Peak Hour Delay</b> .....	<b>Not Satisfied</b>
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.	
<b>Warrant 3B - Peak Hour Volumes</b> .....	<b>Not Satisfied</b>
Volumes do not exceed minimums for any 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 : TMC0511  
Study Date : 06/10/05  
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	EB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
01:00	0	0	EB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
02:00	0	0	EB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
03:00	0	0	EB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
04:00	0	0	EB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
05:00	0	0	EB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
06:00	267	108	EB	350-No	105-Yes	Minor	525-No	53-Yes	Minor	420-No	84-Yes	Minor
07:00	227	35	EB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
08:00	229	59	EB	350-No	105-No	---	525-No	53-Yes	Minor	420-No	84-No	---
09:00	233	58	EB	350-No	105-No	---	525-No	53-Yes	Minor	420-No	84-No	---
10:00	258	69	EB	350-No	105-No	---	525-No	53-Yes	Minor	420-No	84-No	---
11:00	252	73	EB	350-No	105-No	---	525-No	53-Yes	Minor	420-No	84-No	---
12:00	279	66	EB	350-No	105-No	---	525-No	53-Yes	Minor	420-No	84-No	---
13:00	381	85	EB	350-Yes	105-No	Major	525-No	53-Yes	Minor	420-No	84-Yes	Minor
14:00	432	36	EB	350-Yes	105-No	Major	525-No	53-No	---	420-Yes	84-No	Major
15:00	825	45	EB	350-Yes	105-No	Major	525-Yes	53-No	Major	420-Yes	84-No	Major
16:00	1,059	46	EB	350-Yes	105-No	Major	525-Yes	53-No	Major	420-Yes	84-No	Major
17:00	965	66	EB	350-Yes	105-No	Major	525-Yes	53-Yes	Both	420-Yes	84-No	Major
18:00	637	50	EB	350-Yes	105-No	Major	525-Yes	53-No	Major	420-Yes	84-No	Major
19:00	342	29	EB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
20:00	333	33	EB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
21:00	245	25	EB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
22:00	0	0	EB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
23:00	0	0	EB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---

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

Study Name : TMC0511  
Study Date : 06/10/05

**Multi-Way Stop Warrant Report**

**Major Street Approaches**

**Northbound: CSAH 17**  
Total Approach Volume: 4,477  
Approach Speed: 55

**Southbound: CSAH 17**  
Total Approach Volume: 2,487  
Approach Speed: 55

**Minor Street Approaches**

**Eastbound: CSAH 116**  
Total Approach Volume: 883

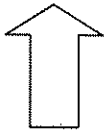
**Westbound: NO ROAD**  
Total Approach Volume: 0

**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 0 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	267	198	210-Yes	140-No	Major	240-Yes	160-No	Major
07:00 - 08:00	227	35	210-Yes	140-No	Major	240-No	160-No	No
08:00 - 09:00	229	59	210-Yes	140-No	Major	240-No	160-No	No
09:00 - 10:00	233	58	210-Yes	140-No	Major	240-No	160-No	No
10:00 - 11:00	258	69	210-Yes	140-No	Major	240-Yes	160-No	Major
11:00 - 12:00	252	73	210-Yes	140-No	Major	240-Yes	160-No	Major
12:00 - 13:00	279	66	210-Yes	140-No	Major	240-Yes	160-No	Major
13:00 - 14:00	381	85	210-Yes	140-No	Major	240-Yes	160-No	Major
14:00 - 15:00	432	36	210-Yes	140-No	Major	240-Yes	160-No	Major
15:00 - 16:00	825	45	210-Yes	140-No	Major	240-Yes	160-No	Major
16:00 - 17:00	1,059	46	210-Yes	140-No	Major	240-Yes	160-No	Major
17:00 - 18:00	965	66	210-Yes	140-No	Major	240-Yes	160-No	Major
18:00 - 19:00	637	50	210-Yes	140-No	Major	240-Yes	160-No	Major
19:00 - 20:00	342	29	210-Yes	140-No	Major	240-Yes	160-No	Major
20:00 - 21:00	333	33	210-Yes	140-No	Major	240-Yes	160-No	Major
21:00 - 22:00	245	25	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 17 (Lexington Ave.) @

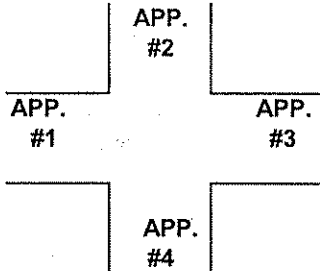
DATE:

06/07/2005

CSAH 116 (Bunker Lake Blvd.)

NORTH

APP. #1 = CSAH 116
APP. #2 = CSAH 17
APP. #3 = No Road
APP. #4 = CSAH 17



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		
6:15-6:30						9		
6:30-6:45						14		
6:45-7:00						8		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>44</b>
7:00-7:15						13		
7:15-7:30						5		
7:30-7:45						6		
7:45-8:00						5		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>29</b>
8:00-8:15						10		
8:15-8:30						3		
8:30-8:45						5		
8:45-9:00						10		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>28</b>
9:00-9:15						5		
9:15-9:30						2		
9:30-9:45						4		
9:45-10:00						5		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>16</b>
10:00-10:15						10		
10:15-10:30						7		
10:30-10:45						9		
10:45-11:00						11		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>37</b>
11:00-11:15						15		
11:15-11:30						11		
11:30-11:45						15		
11:45-12:00						12		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>53</b>
12:00-12:15						9		
12:15-12:30						4		
12:30-12:45						5		
12:45-1:00						8		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>26</b>
1:00-1:15						18		
1:15-1:30						15		
1:30-1:45						16		
1:45-2:00						11		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>60</b>
					<b>TOTAL</b>		<b>TOTAL</b>	<b>293</b>

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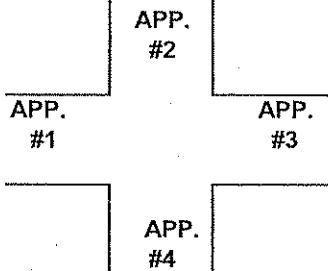
COUNT LOCATION:

CSAH 17 (Lexington Ave.) @  
CSAH 116 (Bunker Lake Blvd.)

DATE:

06/09/2005

APP. #1 = CSAH 116
APP. #2 = CSAH 17
APP. #3 = No Road
APP. #4 = CSAH 17



- 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				3	3	2		1
2:15-2:30						3		
2:30-2:45								1
2:45-3:00						1		1
<b>HOURLY TOTAL</b>					<b>3</b>	<b>HOURLY TOTAL</b>		<b>9</b>
3:00-3:15						8		2
3:15-3:30						2		4
3:30-3:45						4		
3:45-4:00						3		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>23</b>
4:00-4:15						12		3
4:15-4:30						5		1
4:30-4:45						2		
4:45-5:00						1		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>24</b>
5:00-5:15						4		
5:15-5:30						2		
5:30-5:45						6		
5:45-6:00						3		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>15</b>
6:00-6:15						4		
6:15-6:30						8		
6:30-6:45						1		
6:45-7:00						1		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>14</b>
7:00-7:15						1		
7:15-7:30								
7:30-7:45						1		
7:45-8:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>2</b>
8:00-8:15						2		
8:15-8:30								
8:30-8:45								
8:45-9:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>2</b>
9:00-9:15								
9:15-9:30								
9:30-9:45								
9:45-10:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>2</b>
				<b>TOTAL</b>	<b>3</b>		<b>TOTAL</b>	<b>382</b>

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