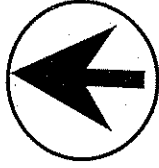


Date : 07/24/05

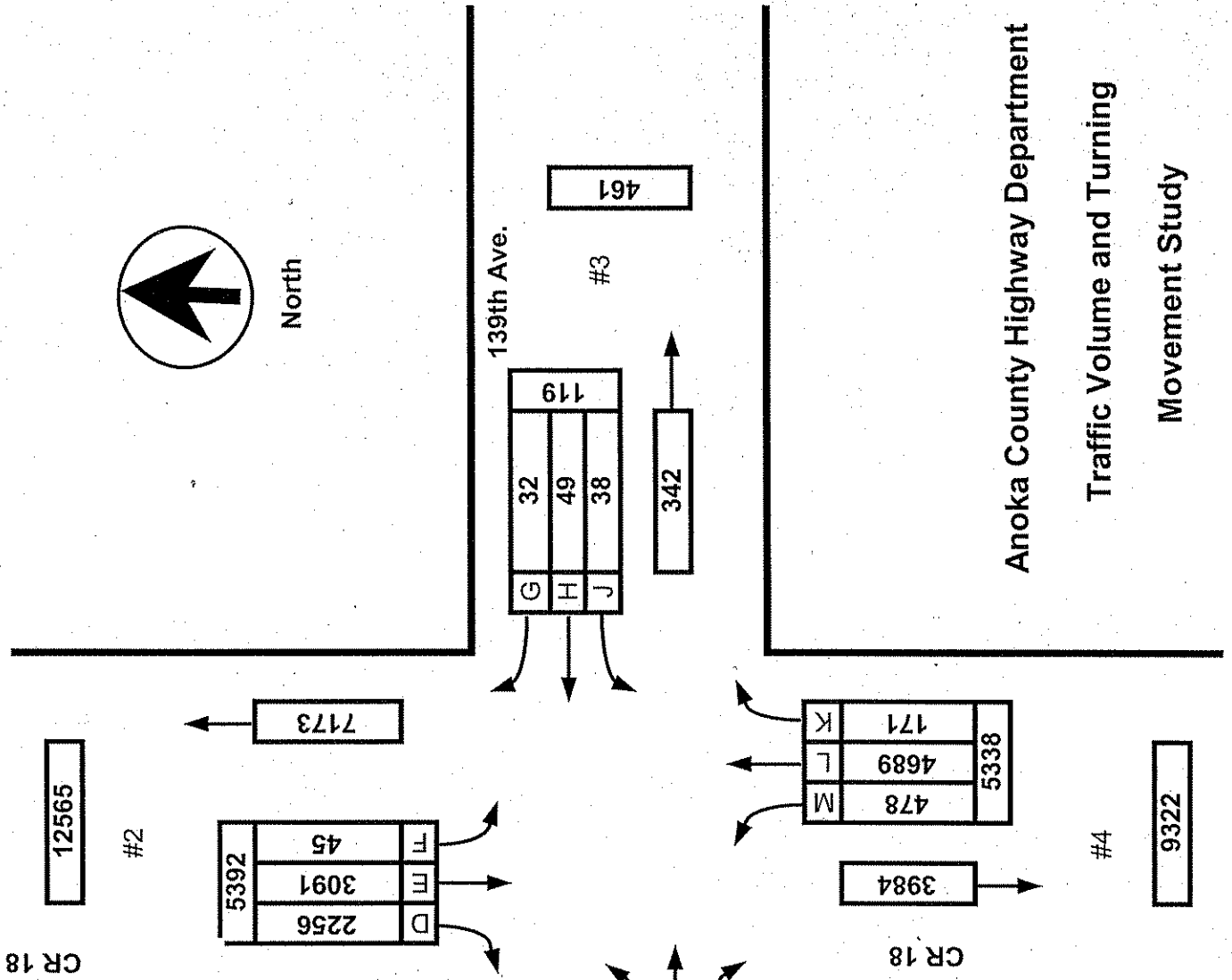
Count Number : TMC0524

Location : CR 18 (Crosstown Blvd.)

@ Crosstown Dr./139th Ave.



North



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

Anoka County Highway Department  
 Traffic Volume and Turning  
 Movement Study

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

File Name : TMC0524  
 Site Code : 05240201  
 Start Date : 07/25/2005  
 Page No : 1

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

Groups Printed- Unshifted

Start Time	CR 18 Southbound					139th Ave. Westbound					CR 18 Northbound					Crosstown Dr. 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				
06:00	0	28	41	1	69	2	1	1	0	4	1	22	2	0	25	15	2	16	0	33	1	131	132
06:15	1	32	44	2	77	1	1	0	0	2	4	32	4	0	40	16	8	14	0	38	2	157	159
06:30	0	41	38	4	79	2	3	0	0	5	5	39	2	1	46	19	1	16	1	36	6	166	172
06:45	0	35	41	3	76	0	1	0	0	1	10	42	1	3	53	25	1	10	0	36	6	166	172
Total	1	136	164	10	301	5	6	1	0	12	20	135	9	4	164	75	12	56	1	143	15	620	635
07:00	0	42	35	3	77	0	0	0	0	0	5	45	1	4	51	12	2	18	0	32	7	160	167
07:15	0	45	27	4	72	0	1	0	0	1	10	47	3	4	60	22	1	25	0	48	8	181	189
07:30	1	58	25	0	84	0	0	0	0	0	7	55	1	7	63	17	1	31	1	49	8	196	204
07:45	0	62	37	2	99	1	0	2	0	3	7	52	1	4	60	21	1	32	3	54	9	216	225
Total	1	207	124	9	332	1	1	2	0	4	29	199	6	19	234	72	5	106	4	183	32	753	785
08:00	0	73	48	3	121	0	1	1	0	2	8	60	1	2	69	12	1	23	1	36	6	228	234
08:15	2	87	37	2	126	0	1	0	0	1	6	43	1	2	50	14	1	27	0	42	4	219	223
08:30	0	85	31	2	116	0	0	1	0	1	2	46	1	0	49	18	1	22	0	41	2	207	209
08:45	1	84	27	2	112	0	0	1	0	1	3	67	1	0	71	28	1	20	0	49	2	233	235
Total	3	329	143	9	475	0	2	3	0	5	19	216	4	4	239	72	4	92	1	168	14	887	901
09:00	0	92	26	0	118	1	0	1	0	2	4	77	1	0	82	32	2	24	1	58	1	260	261
09:15	0	95	23	1	118	1	0	0	0	1	9	66	1	0	76	37	1	16	0	54	1	249	250
09:30	1	89	22	0	112	1	2	1	0	4	10	76	0	0	86	51	1	11	0	63	0	265	265
09:45	0	92	22	2	114	1	1	0	0	2	9	74	1	0	84	44	1	11	0	56	2	256	258
Total	1	368	93	3	462	4	3	2	0	9	32	293	3	0	328	164	5	62	1	231	4	1030	1034
10:00	0	94	24	2	118	0	0	1	0	1	14	77	3	1	94	47	0	9	0	56	3	269	272
10:15	0	87	35	1	122	0	1	0	0	1	8	82	1	0	91	47	2	17	0	66	1	280	281
10:30	1	76	31	1	108	1	1	0	0	2	16	79	3	0	98	37	4	11	0	52	1	260	261
10:45	0	75	30	2	105	0	2	1	0	3	13	81	2	0	96	42	0	23	0	65	2	269	271
Total	1	332	120	6	453	1	4	2	0	7	51	319	9	1	379	173	6	60	0	239	7	1078	1085
11:00	2	62	27	0	91	0	1	0	0	1	17	73	3	1	93	48	2	18	0	68	1	253	254
11:15	0	58	28	0	86	1	0	2	0	3	12	62	2	0	76	46	3	16	0	65	0	230	230
11:30	0	52	31	0	83	0	0	0	0	0	9	83	1	1	93	38	0	14	0	52	1	228	229
11:45	1	48	30	2	79	0	3	0	0	3	11	79	5	0	95	42	4	22	0	68	2	245	247
Total	3	220	116	2	339	1	4	2	0	7	49	297	11	2	357	174	9	70	0	253	4	956	960
12:00	0	46	26	1	72	0	0	1	0	1	13	68	4	0	85	56	2	26	0	84	1	242	243
12:15	0	48	31	0	79	1	1	0	0	2	8	83	1	2	92	49	3	18	0	70	2	243	245
12:30	2	52	24	1	78	0	1	0	0	1	6	85	2	0	93	41	0	21	0	62	1	234	235
12:45	1	36	28	2	65	0	0	1	0	1	8	79	4	0	91	38	0	17	0	55	2	212	214
Total	3	182	109	4	294	1	2	2	0	5	35	315	11	2	361	184	5	82	0	271	6	931	937
13:00	0	34	29	0	63	1	1	0	0	2	9	77	3	1	89	42	4	15	0	61	1	215	216
13:15	0	35	30	1	65	0	0	0	0	0	12	85	1	4	98	52	2	22	0	76	5	239	244
13:30	1	35	31	1	67	0	1	0	0	1	14	88	1	0	103	46	0	24	0	70	1	241	242
13:45	2	32	24	2	58	1	1	1	0	3	11	84	2	1	97	48	1	16	0	65	3	223	226
Total	3	136	114	4	253	2	3	1	0	6	46	334	7	6	387	188	7	77	0	272	10	918	928
14:00	1	45	40	3	86	1	0	0	0	1	13	139	6	3	158	77	7	27	0	111	6	356	362
14:15	0	30	34	0	64	1	0	0	0	1	4	29	6	0	39	39	1	3	1	43	1	147	148
14:30	1	44	42	1	87	0	2	2	0	4	4	68	1	0	73	24	3	9	0	36	1	200	201
14:45	0	39	30	1	69	1	2	0	1	3	6	64	3	2	73	28	1	8	0	37	4	182	186
Total	2	158	146	5	306	3	4	2	1	9	27	300	16	5	343	168	12	47	1	227	12	885	897
15:00	1	33	19	1	53	2	0	0	0	2	5	68	3	0	76	37	1	10	1	48	2	179	181
15:15	1	44	37	2	82	0	1	0	0	1	3	84	5	2	92	41	1	7	0	49	4	224	228
15:30	1	53	51	1	105	1	2	0	0	3	7	73	8	2	88	40	3	14	1	57	4	253	257
15:45	0	48	50	2	98	0	0	0	0	0	5	102	2	0	109	46	4	10	0	60	2	267	269
Total	3	178	157	6	338	3	3	0	0	6	20	327	18	4	365	164	9	41	2	214	12	923	935
16:00	1	50	47	2	98	0	0	1	0	1	8	62	6	0	76	44	2	7	0	53	2	228	230
16:15	3	45	62	0	110	0	1	2	0	3	3	110	6	0	119	53	3	11	0	67	0	299	299
16:30	2	47	43	0	92	0	0	3	0	3	13	119	4	0	136	51	7	10	0	68	0	299	299
16:45	0	53	49	0	102	2	1	0	0	3	9	129	0	0	138	67	4	11	0	82	0	325	325
Total	6	195	201	2	402	2	2	6	0	10	33	420	16	0	469	215	16	39	0	270	2	1151	1153
17:00	0	37	45	1	82	0	2	0	0	2	20	153	9	0	182	39	2	7	0	48	1	314	315
17:15	0	43	48	1	91	0	1	2	0	3	5	119	6	1	130	52	3	10	0	65	2	289	291
17:30	0	37	44	1	81	0	1	0	0	1	9	105	9	0	123	58	3	8	1	69	2	274	276
17:45	2	37	49	1	88	1	1	0	0	2	7	110	2	0	119	47	1	8	0	56	1	265	266
Total	2	154	186	4	342	1	5	2	0	8	41	487	26	1	554	196	9	33	1	238	6	1142	1148

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

File Name : TMC0524  
 Site Code : 05240201  
 Start Date : 07/25/2005  
 Page No : 2

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

Groups Printed- Unshifted

Start Time	CR 18 Southbound					139th Ave. Westbound					CR 18 Northbound					Crosstown Dr. 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	2	38	45	0	85	1	1	0	0	2	3	129	4	0	136	42	4	10	0	56	0	279	279
18:15	1	34	55	0	90	0	1	0	0	1	7	111	4	1	122	47	2	8	0	57	1	270	271
18:30	0	42	57	0	99	0	0	0	0	0	6	92	4	0	102	42	2	14	0	58	0	259	259
18:45	3	28	33	2	64	3	0	2	0	5	6	52	4	0	62	27	3	2	0	32	2	163	165
Total	6	142	190	2	338	4	2	2	0	8	22	384	16	1	422	158	11	34	0	203	3	971	974
19:00	0	52	48	0	100	3	1	0	0	4	2	49	1	0	52	37	1	6	0	44	0	200	200
19:15	0	34	34	1	68	0	1	0	0	1	6	72	3	0	81	39	2	11	0	52	1	202	203
19:30	1	33	27	0	61	0	0	0	0	0	5	68	2	0	75	41	1	6	0	48	0	184	184
19:45	1	21	35	0	57	1	1	2	0	4	6	53	2	0	61	32	1	5	0	38	0	160	160
Total	2	140	144	1	286	4	3	2	0	9	19	242	8	0	269	149	5	28	0	182	1	746	747
20:00	2	26	36	0	64	0	0	0	0	0	5	65	2	0	72	31	1	2	0	34	0	170	170
20:15	1	25	29	0	55	2	1	0	0	3	3	51	1	0	55	45	2	3	0	50	0	163	163
20:30	2	22	26	0	50	2	0	1	0	3	4	52	2	0	58	39	2	4	0	45	0	156	156
20:45	0	34	34	0	68	0	1	0	0	1	5	63	1	0	69	42	1	5	0	48	0	186	186
Total	5	107	125	0	237	4	2	1	0	7	17	231	6	0	254	157	6	14	0	177	0	675	675
21:00	0	26	36	0	62	1	1	2	0	4	6	56	2	0	64	45	1	4	0	50	0	180	180
21:15	1	32	28	0	61	0	0	0	0	0	5	48	1	0	54	38	1	3	0	42	0	157	157
21:30	2	24	26	0	52	1	1	0	0	2	4	47	1	0	52	32	2	5	0	39	0	145	145
21:45	0	25	34	0	59	0	1	0	0	1	3	39	1	0	43	28	1	2	0	31	0	134	134
Total	3	107	124	0	234	2	3	2	0	7	18	190	6	0	213	143	5	14	0	162	0	616	616
Grand Total	45	309	225	67	5392	38	49	32	1	119	478	468	171	49	5338	245	126	855	11	3433	128	14282	14410
Apprch %	0.8	57.3	41.8			31.9	41.2	26.9			9.0	87.8	3.2			71.4	3.7	24.9					
Total %	0.3	21.6	15.8		37.8	0.3	0.3	0.2		0.8	3.3	32.8	1.2		37.4	17.2	0.9	6.0		24.0	0.9	99.1	

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

Study Name : TMC0524  
Study Date : 09/13/05  
Page No. : 1

**Signal Warrants - Summary**

**Major Street Approaches**

**Northbound: CR 18**  
Number of Lanes: 2  
Approach Speed: 40  
Total Approach Volume: 5,338

**Southbound: CR 18**  
Number of Lanes: 2  
Approach Speed: 40  
Total Approach Volume: 5,392

**Minor Street Approaches**

**Eastbound: Crosstown Dr.**  
Number of Lanes: 2  
  
Total Approach Volume: 3,433

**Westbound: 139th Ave.**  
Number of Lanes: 2  
  
Total Approach Volume: 119

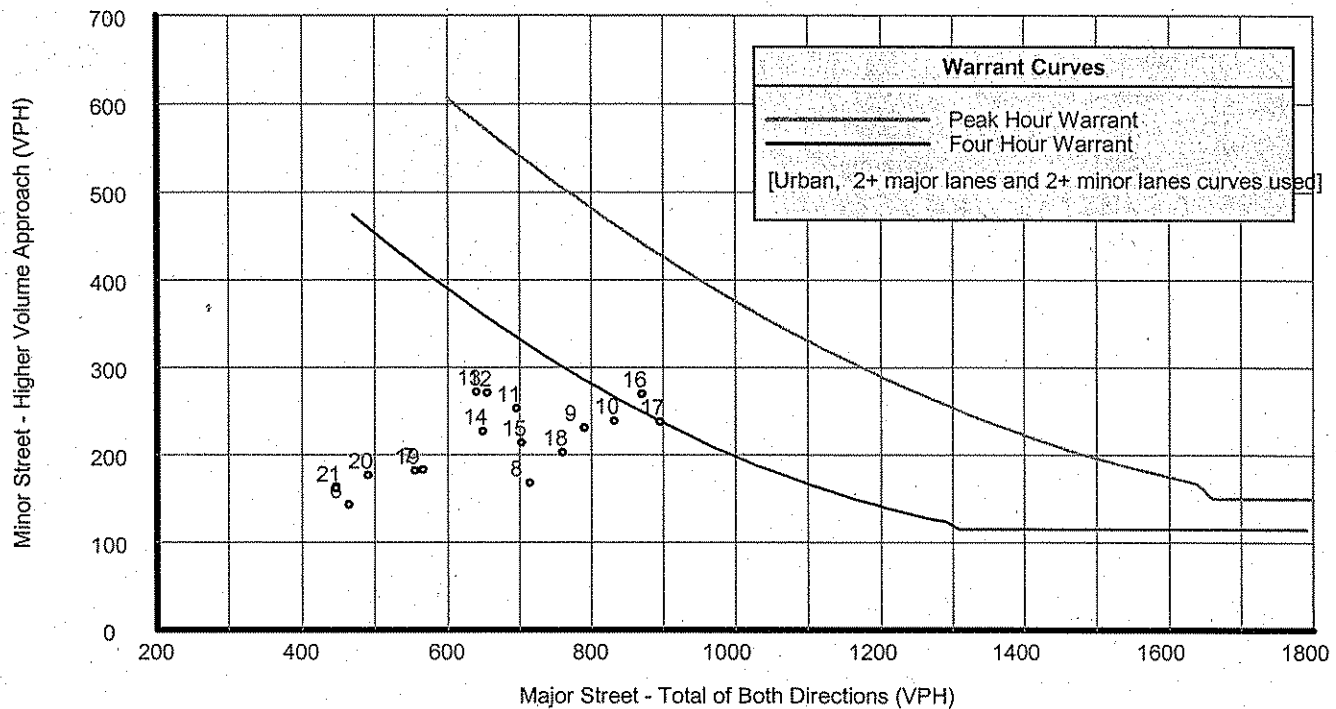
**Warrant Summary (Urban values apply.)**

<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>Not Satisfied</b>
Required volumes reached for 0 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 (2) 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 (44) volumes exceed minimum >= required (1). 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 : TMC0524  
Study Date : 09/13/05  
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	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
01:00	0	0	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
02:00	0	0	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
03:00	0	0	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
04:00	0	0	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
05:00	0	0	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
06:00	465	143	EB	600-No	200-No	---	900-No	100-Yes	Minor	720-No	160-No	---
07:00	566	183	EB	600-No	200-No	---	900-No	100-Yes	Minor	720-No	160-Yes	Minor
08:00	714	168	EB	600-Yes	200-No	Major	900-No	100-Yes	Minor	720-No	160-Yes	Minor
09:00	790	231	EB	600-Yes	200-Yes	Both	900-No	100-Yes	Minor	720-Yes	160-Yes	Both
10:00	832	239	EB	600-Yes	200-Yes	Both	900-No	100-Yes	Minor	720-Yes	160-Yes	Both
11:00	696	253	EB	600-Yes	200-Yes	Both	900-No	100-Yes	Minor	720-No	160-Yes	Minor
12:00	655	271	EB	600-Yes	200-Yes	Both	900-No	100-Yes	Minor	720-No	160-Yes	Minor
13:00	640	272	EB	600-Yes	200-Yes	Both	900-No	100-Yes	Minor	720-No	160-Yes	Minor
14:00	649	227	EB	600-Yes	200-Yes	Both	900-No	100-Yes	Minor	720-No	160-Yes	Minor
15:00	703	214	EB	600-Yes	200-Yes	Both	900-No	100-Yes	Minor	720-No	160-Yes	Minor
16:00	871	270	EB	600-Yes	200-Yes	Both	900-No	100-Yes	Minor	720-Yes	160-Yes	Both
17:00	896	238	EB	600-Yes	200-Yes	Both	900-No	100-Yes	Minor	720-Yes	160-Yes	Both
18:00	760	203	EB	600-Yes	200-Yes	Both	900-No	100-Yes	Minor	720-Yes	160-Yes	Both
19:00	555	182	EB	600-No	200-No	---	900-No	100-Yes	Minor	720-No	160-Yes	Minor
20:00	491	177	EB	600-No	200-No	---	900-No	100-Yes	Minor	720-No	160-Yes	Minor
21:00	447	162	EB	600-No	200-No	---	900-No	100-Yes	Minor	720-No	160-Yes	Minor
22:00	0	0	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
23:00	0	0	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---

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

Study Name : TMC0524  
Study Date : 09/13/05

**Multi-Way Stop Warrant Report**

**Major Street Approaches**

**Northbound: CR 18**  
Total Approach Volume: 5,338  
Approach Speed: 40

**Southbound: CR 18**  
Total Approach Volume: 5,392  
Approach Speed: 40

**Minor Street Approaches**

**Eastbound: Crosstown Dr.**  
Total Approach Volume: 3,433

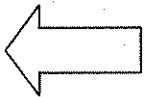
**Westbound: 139th Ave.**  
Total Approach Volume: 119

**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** ..... 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 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	300-No	200-No	No	240-No	160-No	No
01:00 - 02:00	0	0	300-No	200-No	No	240-No	160-No	No
02:00 - 03:00	0	0	300-No	200-No	No	240-No	160-No	No
03:00 - 04:00	0	0	300-No	200-No	No	240-No	160-No	No
04:00 - 05:00	0	0	300-No	200-No	No	240-No	160-No	No
05:00 - 06:00	0	0	300-No	200-No	No	240-No	160-No	No
06:00 - 07:00	465	155	300-Yes	200-No	Major	240-Yes	160-No	Major
07:00 - 08:00	566	187	300-Yes	200-No	Major	240-Yes	160-Yes	Both
08:00 - 09:00	714	173	300-Yes	200-No	Major	240-Yes	160-Yes	Both
09:00 - 10:00	790	240	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
10:00 - 11:00	832	246	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
11:00 - 12:00	696	260	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
12:00 - 13:00	655	276	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
13:00 - 14:00	640	278	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
14:00 - 15:00	649	236	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
15:00 - 16:00	703	220	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
16:00 - 17:00	871	280	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
17:00 - 18:00	896	246	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
18:00 - 19:00	760	211	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
19:00 - 20:00	555	191	300-Yes	200-No	Major	240-Yes	160-Yes	Both
20:00 - 21:00	491	184	300-Yes	200-No	Major	240-Yes	160-Yes	Both
21:00 - 22:00	447	169	300-Yes	200-No	Major	240-Yes	160-Yes	Both
22:00 - 23:00	0	0	300-No	200-No	No	240-No	160-No	No
23:00 - 00:00	0	0	300-No	200-No	No	240-No	160-No	No



COUNT LOCATION:

CR 18 (Crosstown Blvd.) @

DATE:

07/25/2005

Crosstown Dr./139th Ave.

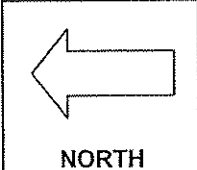
<b>NORTH</b>
APP.#1= CR 18
APP.#2= 139th Ave.
APP.#3= CR 18
APP.#4= Crosstown Dr.

APP. #2	APP. #3
APP. #1	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.

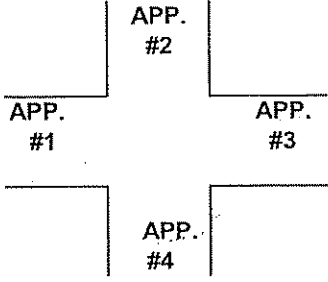
TIME	PEDESTRIANS					HEAVY VEHICLES		
	APP. #1	APP. #2	APP. #3	APP. #4	15 MIN TOT	TRUCKS	RV	BUS
6:00-6:15AM						1		
6:15-6:30						2		
6:30-6:45						7		
6:45-7:00						3		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>13</b>
7:00-7:15						7		
7:15-7:30						12		
7:30-7:45			1		1	7		
7:45-8:00						8		
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>34</b>
8:00-8:15						5		
8:15-8:30						4		
8:30-8:45						2		
8:45-9:00						2		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>13</b>
9:00-9:15								
9:15-9:30						1		
9:30-9:45								
9:45-10:00						3		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>4</b>
10:00-10:15						2		
10:15-10:30						1		
10:30-10:45						1		
10:45-11:00						3		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>7</b>
11:00-11:15								
11:15-11:30						1		
11:30-11:45								
11:45-12:00						2		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>3</b>
12:00-12:15						3		
12:15-12:30								
12:30-12:45						1		
12:45-1:00						3		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>7</b>
1:00-1:15						4		
1:15-1:30						1		
1:30-1:45						2		
1:45-2:00						5		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>12</b>
<b>TOTAL</b>					<b>1</b>	<b>TOTAL</b>		<b>93</b>

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COUNT LOCATION: CR 18 (Crosstown Blvd.) @ DATE: 07/24/2005  
Crosstown Dr./139th Ave.

- NORTH**
- APP.#1= CR 18
  - APP.#2= 139th Ave.
  - APP.#3= CR 18
  - APP.#4= Crosstown 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.
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- 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		
2:30-2:45						1		
2:45-3:00						4		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>12</b>
3:00-3:15						1		
3:15-3:30						4		
3:30-3:45						4		
3:45-4:00						2		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>11</b>
4:00-4:15						2		
4:15-4:30								
4:30-4:45								
4:45-5:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>2</b>
5:00-5:15						2		
5:15-5:30						2		
5:30-5:45						1		
5:45-6:00						1		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>6</b>
6:00-6:15						1		
6:15-6:30								
6:30-6:45								
6:45-7:00						2		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>3</b>
7:00-7:15								
7:15-7:30						1		
7:30-7:45								
7:45-8:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>1</b>
8:00-8:15								
8:15-8:30								
8:30-8:45								
8:45-9:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</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>TOTAL</b>	<b>1</b>	<b>TOTAL</b>	<b>128</b>

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