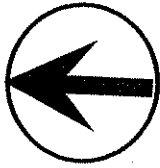


Date : 05/19/08

Count Number : TMC0806

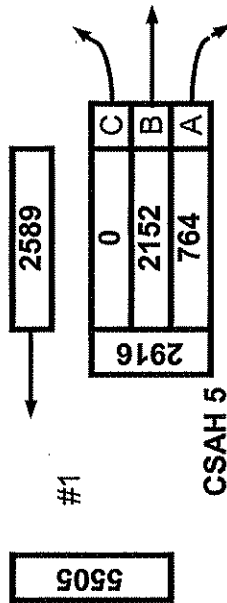
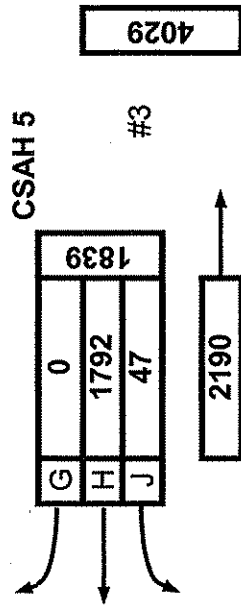
Location : CSAH 5 (Nowthen Blvd.)

@ CSAH 57 (Sunfish Lk. Blvd.)



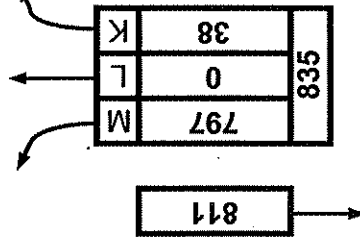
North

CSAH 5



	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	1	1	0	2

CSAH 57



1646

Anoka County Highway Department  
 Traffic Volume and Turning  
 Movement Study

# Anoka County Highway Department

## Traffic Engineering Section Traffic Volume and Turning Movement Study

File Name : TMC0806  
Site Code : 08060102  
Start Date : 05/19/2008  
Page No : 1

Weather: Rainy and Warm  
Inter: DB-400  
Counted by: Jake/Mike

Groups Printed- Unshifted - Bank 1

Start Time	None Southbound					CSAH 5 Westbound					CSAH 57 Northbound					CSAH 5 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	0	0	0	0	0	13	0	1	13	5	0	1	0	6	0	64	11	3	75	4	94	98
06:15	0	0	0	0	0	0	14	0	2	14	1	0	1	0	2	0	71	29	3	100	5	116	121
06:30	0	0	0	0	0	0	18	0	2	18	4	0	0	1	4	0	92	29	0	121	3	143	146
06:45	0	0	0	0	0	1	11	0	2	12	4	0	0	0	4	0	104	34	3	138	5	154	159
Total	0	0	0	0	0	1	56	0	7	57	14	0	2	1	18	0	331	103	9	434	17	507	524
07:00	0	0	0	0	0	0	13	0	0	13	8	0	2	1	10	0	109	37	3	146	4	169	173
07:15	0	0	0	0	0	0	17	0	1	17	16	0	0	1	16	0	132	47	8	179	10	212	222
07:30	0	0	0	0	0	1	18	0	2	19	5	0	0	1	5	0	83	29	4	112	7	136	143
07:45	0	0	0	0	0	0	17	0	2	17	8	0	0	1	8	0	79	31	3	110	6	135	141
Total	0	0	0	0	0	1	65	0	5	66	37	0	2	4	39	0	403	144	18	547	27	652	679
08:00	0	0	0	0	0	0	8	0	1	8	4	0	0	0	4	0	49	11	0	60	1	72	73
08:15	0	0	0	0	0	0	15	0	2	15	6	0	0	2	6	0	46	15	2	61	6	82	88
08:30	0	0	0	0	0	1	8	0	1	9	9	0	0	1	9	0	49	9	1	58	3	76	79
08:45	0	0	0	0	0	0	6	0	1	6	1	0	0	0	1	0	37	9	4	46	5	53	58
Total	0	0	0	0	0	1	37	0	5	38	20	0	0	3	20	0	181	44	7	225	15	283	298
09:00	0	0	0	0	0	0	10	0	0	10	7	0	1	1	8	0	49	15	7	64	8	82	90
09:15	0	0	0	0	0	0	10	0	1	10	11	0	1	7	12	0	31	13	2	44	10	66	76
09:30	0	0	0	0	0	4	13	0	2	17	6	0	0	2	6	0	32	18	2	50	6	73	79
09:45	0	0	0	0	0	0	20	0	1	20	9	0	0	1	9	0	19	11	3	30	5	59	64
Total	0	0	0	0	0	4	53	0	4	57	33	0	2	11	35	0	131	57	14	188	29	280	309
10:00	0	0	0	0	0	0	5	0	0	5	10	0	0	2	10	0	18	6	1	24	3	39	42
10:15	0	0	0	0	0	1	3	0	0	4	6	0	0	0	6	0	16	11	1	27	1	37	38
10:30	0	0	0	0	0	0	11	0	0	11	6	0	0	2	6	0	7	5	0	12	2	29	31
10:45	0	0	0	0	0	0	15	0	1	15	8	0	2	1	10	0	22	10	4	32	6	57	63
Total	0	0	0	0	0	1	34	0	1	35	30	0	2	5	32	0	63	32	6	95	12	162	174
11:00	0	0	0	0	0	0	14	0	0	14	4	0	0	1	4	0	22	3	0	25	1	43	44
11:15	0	0	0	0	0	0	10	0	0	10	9	0	0	0	9	0	27	6	2	33	2	52	54
11:30	0	0	0	0	0	0	20	0	0	20	12	0	1	2	13	0	21	7	4	28	6	61	67
11:45	0	0	0	0	0	1	16	0	1	17	1	0	1	0	2	0	26	8	3	34	4	53	57
Total	0	0	0	0	0	1	60	0	1	61	26	0	2	3	28	0	96	24	9	120	13	209	222
12:00	0	0	0	0	0	1	15	0	0	16	13	0	0	1	13	0	28	2	1	30	2	59	61
12:15	0	0	0	0	0	0	20	0	2	20	8	0	0	2	8	0	20	10	4	30	8	58	66
12:30	0	0	0	0	0	0	9	0	1	9	7	0	1	2	8	0	15	5	2	20	5	37	42
12:45	0	0	0	0	0	1	12	0	0	13	9	0	0	3	9	0	28	8	5	36	8	58	66
Total	0	0	0	0	0	2	56	0	3	58	37	0	1	8	38	0	91	25	12	116	23	212	235
13:00	0	0	0	0	0	2	14	0	1	16	8	0	0	2	8	0	14	13	1	27	4	51	55
13:15	0	0	0	0	0	3	20	0	0	23	9	0	0	0	9	0	16	13	2	29	2	61	63
13:30	0	0	0	0	0	1	9	0	0	10	10	0	1	0	11	0	31	15	1	46	1	67	68
13:45	0	0	0	0	0	1	30	0	5	31	12	0	0	2	12	0	24	9	2	33	9	76	85
Total	0	0	0	0	0	7	73	0	6	80	39	0	1	4	40	0	85	50	6	135	16	255	271
14:00	0	0	0	0	0	0	23	0	3	23	13	0	0	0	13	0	26	6	1	32	4	68	72
14:15	0	0	0	0	0	3	28	0	2	31	12	0	1	1	13	0	34	7	5	41	8	85	93
14:30	0	0	0	0	0	0	36	0	2	36	10	0	1	0	11	0	26	7	1	33	3	80	83
14:45	0	0	0	0	0	1	47	0	0	48	10	0	0	2	10	0	33	12	1	45	3	103	106
Total	0	0	0	0	0	4	134	0	7	138	45	0	2	3	47	0	119	32	8	151	18	336	354
15:00	0	0	0	0	0	1	62	0	2	63	31	0	1	0	32	0	31	4	6	35	8	130	138
15:15	0	0	0	0	0	1	65	0	3	66	23	0	1	3	24	0	22	9	3	31	9	121	130
15:30	0	0	0	0	0	2	61	0	1	63	24	0	2	1	26	0	35	13	6	48	8	137	145
15:45	0	0	0	0	0	2	41	0	4	43	17	0	0	0	17	0	21	11	2	32	6	92	98
Total	0	0	0	0	0	6	229	0	10	235	95	0	4	4	99	0	109	37	17	146	31	480	511
16:00	0	0	0	0	0	1	74	0	2	75	24	0	2	1	26	0	31	14	5	45	8	146	154
16:15	0	0	0	0	0	1	60	0	2	61	23	0	1	0	24	0	21	13	2	34	4	119	123
16:30	0	0	0	0	0	1	73	0	0	74	35	0	0	1	35	0	34	10	1	44	2	153	155
16:45	0	0	0	0	0	0	65	0	1	65	25	0	0	1	25	0	35	7	3	42	5	132	137
Total	0	0	0	0	0	3	272	0	5	275	107	0	3	3	110	0	121	44	11	165	19	550	569
17:00	0	0	0	0	0	0	71	0	0	71	41	0	2	1	43	0	26	16	1	42	2	156	158
17:15	0	0	0	0	0	1	52	0	1	53	21	0	1	0	22	0	38	20	0	58	1	133	134
17:30	0	0	0	0	0	0	50	0	3	50	27	0	1	1	28	0	32	20	1	52	5	130	135
17:45	0	0	0	0	0	1	71	0	2	72	27	0	0	1	27	0	30	13	1	43	4	142	146
Total	0	0	0	0	0	2	244	0	6	246	116	0	4	3	120	0	126	69	3	195	12	561	573
18:00	0	0	0	0	0	2	60	0	0	62	16	0	2	0	18	0	22	13	0	35	0	115	115
18:15	0	0	0	0	0	1	46	0	0	47	11	0	2	0	13	0	21	9	0	30	0	90	90
18:30	0	0	0	0	0	1	45	0	1	46	18	0	2	0	20	0	26	8	1	34	2	100	102
18:45	0	0	0	0	0	1	31	0	1	32	9	0	1	0	10	0	20	14	0	34	1	76	77
Total	0	0	0	0	0	5	182	0	2	187	54	0	7	0	61	0	89	44	1	133	3	381	384

# Anoka County Highway Department

## Traffic Engineering Section Traffic Volume and Turning Movement Study

Weather: Rainy and Warm  
 Inter: DB-400  
 Counted by: Jake/Mike

File Name : TMC0806  
 Site Code : 08060102  
 Start Date : 05/19/2008  
 Page No : 2

Groups Printed- Unshifted - Bank 1

Start Time	None Southbound					CSAH 5 Westbound					CSAH 57 Northbound					CSAH 5 Eastbound					Exclu. Total	Inclu. Total	Inl. 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			
19:00	0	0	0	0	0	0	29	0	0	29	20	0	0	0	20	0	31	8	0	39	4	88	92
19:15	0	0	0	0	0	2	26	0	0	28	10	0	0	0	10	0	25	3	0	28	0	66	66
19:30	0	0	0	0	0	1	24	0	1	25	15	0	1	0	16	0	20	4	1	24	2	65	67
19:45	0	0	0	0	0	3	26	0	1	29	10	0	2	0	12	0	13	5	0	18	1	59	60
<b>Total</b>	0	0	0	0	0	6	105	0	2	111	55	0	3	4	58	0	89	20	1	109	7	278	285
20:00	0	0	0	0	0	1	28	0	0	29	18	0	0	0	18	0	14	7	1	21	1	68	69
20:15	0	0	0	0	0	0	33	0	0	33	10	0	0	0	10	0	9	5	1	14	1	57	58
20:30	0	0	0	0	0	1	28	0	1	29	17	0	0	0	17	0	29	3	0	32	1	78	79
20:45	0	0	0	0	0	0	14	0	0	14	5	0	0	0	5	0	9	5	0	14	0	33	33
<b>Total</b>	0	0	0	0	0	2	103	0	1	105	50	0	0	0	50	0	61	20	2	81	3	236	239
21:00	0	0	0	0	0	0	30	0	0	30	10	0	0	0	10	0	12	6	0	18	0	58	58
21:15	0	0	0	0	0	0	30	0	0	30	8	0	2	0	10	0	21	5	0	26	0	66	66
21:30	0	0	0	0	0	1	16	0	0	17	11	0	0	0	11	0	16	5	0	21	0	49	49
21:45	0	0	0	0	0	0	13	0	0	13	10	0	1	0	11	0	8	3	0	11	0	35	35
<b>Total</b>	0	0	0	0	0	1	89	0	0	90	39	0	3	0	42	0	57	19	0	76	0	208	208
<b>Grand Total</b>	0	0	0	0	0	47	1792	0	65	1839	797	0	38	56	835	0	2152	764	124	2916	245	5590	5835
<b>Apprch %</b>	0	0	0			2.6	97.4	0			95.4	0	4.6			0	73.8	26.2					
<b>Total %</b>	0	0	0		0	0.8	32.1	0		32.9	14.3	0	0.7		14.9	0	38.5	13.7		52.2	4.2	95.8	
<b>Unshifted</b>	0	0	0		0	47	1792	0		1904	797	0	38		891	0	2152	764		3040	0	0	5835
<b>% Unshifted</b>	0	0	0	0	0	100	100	0	100	100	100	0	100	100	100	0	100	100	100	100	0	0	100
<b>Bank 1</b>	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
<b>% Bank 1</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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

Study Name : **TMC0806**  
Study Date : **05/23/08**  
Page No. : **1**

**Signal Warrants - Summary**

**Major Street Approaches**

**Eastbound: CSAH 5**  
Number of Lanes: 2  
Approach Speed: 55  
Total Approach Volume: 2,916

**Westbound: CSAH 5**  
Number of Lanes: 1  
Approach Speed: 55  
Total Approach Volume: 1,839

**Minor Street Approaches**

**Northbound: CSAH 57**  
Number of Lanes: 2  
Total Approach Volume: 835

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

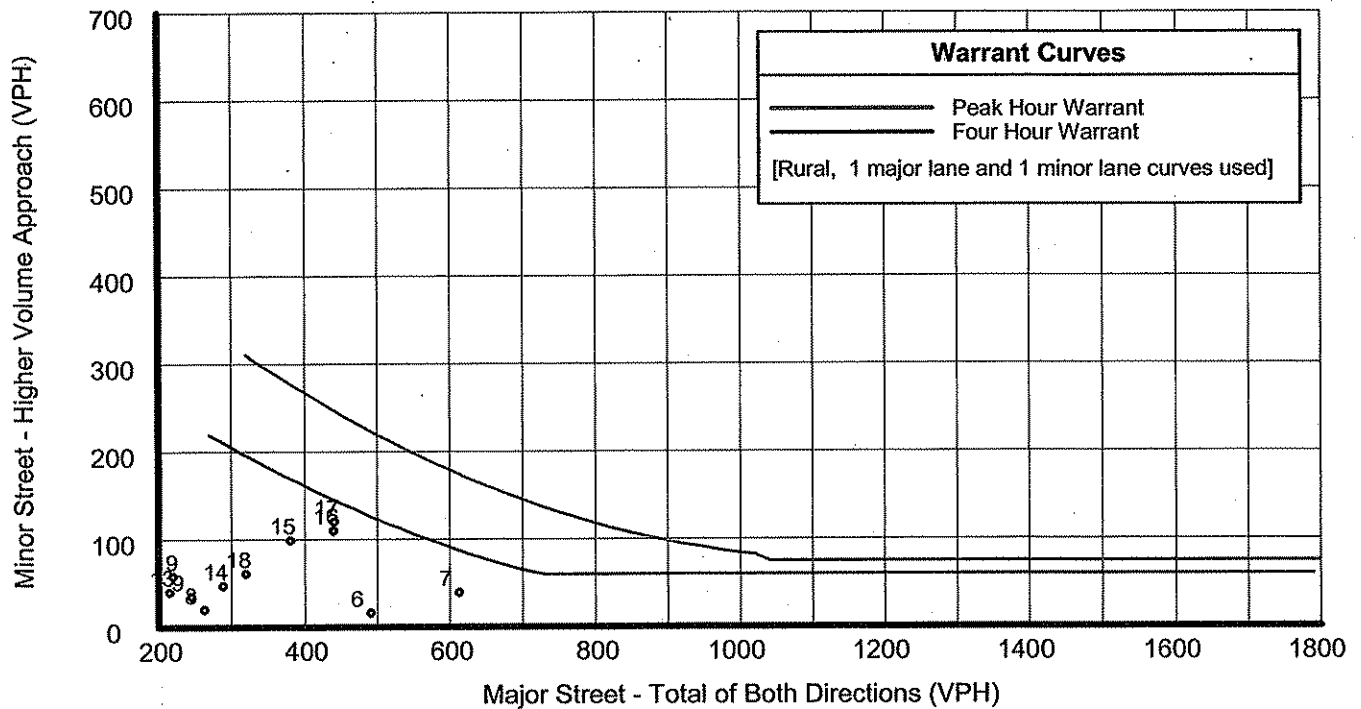
**Warrant Summary (Rural values apply.)**

- Warrant 1 - Eight Hour Vehicular Volumes** ..... **Not Satisfied**
  - Warrant 1A - Minimum Vehicular Volume** ..... **Not Satisfied**  
Required volumes reached for 2 hours, 8 are needed
  - Warrant 1B - Interruption of Continuous Traffic** ..... **Not Satisfied**  
Required volumes reached for 0 hours, 8 are needed
  - Warrant 1 A&B - Combination of Warrants** ..... **Not Satisfied**  
Required volumes reached for 2 hours, 8 are needed
  
- Warrant 2 - Four Hour Volumes** ..... **Not Satisfied**  
Number of hours (0) volumes exceed minimum < minimum required (4).
  
- Warrant 3 - Peak Hour** ..... **Not Satisfied**
  - Warrant 3A - Peak Hour Delay** ..... **Not Satisfied**  
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.
  - Warrant 3B - Peak Hour Volumes** ..... **Not Satisfied**  
Volumes do not exceed minimums for any hour.
  
- Warrant 4 - Pedestrian Volumes** ..... **Not Evaluated**
  
- Warrant 5 - School Crossing** ..... **Not Evaluated**
  
- Warrant 6 - Coordinated Signal System** ..... **Not Evaluated**
  
- Warrant 7 - Crash Experience** ..... **Not Evaluated**
  
- Warrant 8 - Roadway Network** ..... **Not Evaluated**

# ANOKA COUNTY HIGHWAY PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC0806  
Study Date : 05/23/08  
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	140-No	---	525-No	70-No	---	420-No	112-No	---
01:00	0	0	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
02:00	0	0	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
03:00	0	0	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
04:00	0	0	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
05:00	0	0	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
06:00	491	16	NB	350-Yes	105-No	Major	525-No	52-No	---	420-Yes	84-No	Major
07:00	613	39	NB	350-Yes	105-No	Major	525-Yes	52-No	Major	420-Yes	84-No	Major
08:00	263	20	NB	350-No	105-No	---	525-No	52-No	---	420-No	84-No	---
09:00	245	35	NB	350-No	105-No	---	525-No	52-No	---	420-No	84-No	---
10:00	130	32	NB	350-No	105-No	---	525-No	52-No	---	420-No	84-No	---
11:00	181	28	NB	350-No	105-No	---	525-No	52-No	---	420-No	84-No	---
12:00	174	38	NB	350-No	105-No	---	525-No	52-No	---	420-No	84-No	---
13:00	215	40	NB	350-No	105-No	---	525-No	52-No	---	420-No	84-No	---
14:00	289	47	NB	350-No	105-No	---	525-No	52-No	---	420-No	84-No	---
15:00	381	99	NB	350-Yes	105-No	Major	525-No	52-Yes	Minor	420-No	84-Yes	Minor
16:00	440	110	NB	350-Yes	105-Yes	Both	525-No	52-Yes	Minor	420-Yes	84-Yes	Both
17:00	441	120	NB	350-Yes	105-Yes	Both	525-No	52-Yes	Minor	420-Yes	84-Yes	Both
18:00	320	61	NB	350-No	105-No	---	525-No	52-Yes	Minor	420-No	84-No	---
19:00	220	58	NB	350-No	105-No	---	525-No	52-Yes	Minor	420-No	84-No	---
20:00	186	50	NB	350-No	105-No	---	525-No	52-No	---	420-No	84-No	---
21:00	166	42	NB	350-No	105-No	---	525-No	52-No	---	420-No	84-No	---
22:00	0	0	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
23:00	0	0	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---

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

Study Name : TMC0806  
Study Date : 05/23/08  
Page No. : 1

**Multi-Way Stop Warrant Report**

**Major Street Approaches**

**Eastbound: CSAH 5**  
Total Approach Volume: 2,916  
Approach Speed: 55

**Westbound: CSAH 5**  
Total Approach Volume: 1,839  
Approach Speed: 55

**Minor Street Approaches**

**Northbound: CSAH 57**  
Total Approach Volume: 835

**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.

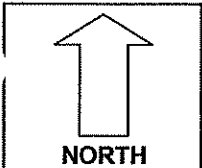
**Criteria B - Crash Experience** ..... Not Evaluated

**Criteria C - Minimum Volumes and Delays** ..... Not Satisfied  
Delay data not evaluated  
Required volumes reached for 0 hours, 8 are needed

**Criteria D - 80% of Volumes, Delays, and Crashes** ..... Not Evaluated  
Delay data not evaluated  
Number of crashes (-1) is less than the minimum required (4).  
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	Meets?	Major	Minor	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	491	16	210-Yes	140-No	Major	240-Yes	160-No	Major
07:00 - 08:00	613	39	210-Yes	140-No	Major	240-Yes	160-No	Major
08:00 - 09:00	263	20	210-Yes	140-No	Major	240-Yes	160-No	Major
09:00 - 10:00	245	35	210-Yes	140-No	Major	240-Yes	160-No	Major
10:00 - 11:00	130	32	210-No	140-No	No	240-No	160-No	No
11:00 - 12:00	181	28	210-No	140-No	No	240-No	160-No	No
12:00 - 13:00	174	38	210-No	140-No	No	240-No	160-No	No
13:00 - 14:00	215	40	210-Yes	140-No	Major	240-No	160-No	No
14:00 - 15:00	289	47	210-Yes	140-No	Major	240-Yes	160-No	Major
15:00 - 16:00	381	99	210-Yes	140-No	Major	240-Yes	160-No	Major
16:00 - 17:00	440	110	210-Yes	140-No	Major	240-Yes	160-No	Major
17:00 - 18:00	441	120	210-Yes	140-No	Major	240-Yes	160-No	Major
18:00 - 19:00	320	61	210-Yes	140-No	Major	240-Yes	160-No	Major
19:00 - 20:00	220	58	210-Yes	140-No	Major	240-No	160-No	No
20:00 - 21:00	186	50	210-No	140-No	No	240-No	160-No	No
21:00 - 22:00	166	42	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



**COUNT LOCATION:**

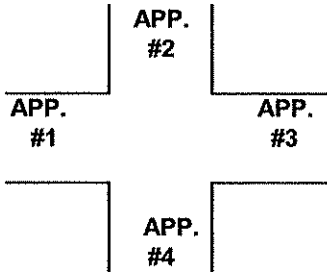
CSAH 5 (Nowthen Blvd.)

**DATE:**

05/20/2007

@ CSAH 57 (Sunfish Lk. Blvd.)

APP.#1= CSAH 5
APP.#2= None
APP.#3= CSAH 5
APP.#4= CSAH 57



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

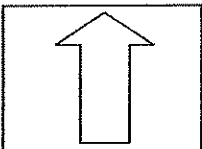
A. TRUCKS- A HEAVY VEHICLE INVOLVED PRIMARILY IN THE TRANSPORT OF GOODS OR IN THE DELIVERY OF A SERVICE.

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						4		
6:15-6:30						3		2
6:30-6:45						2		1
6:45-7:00						2		3
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>17</b>
7:00-7:15						1		3
7:15-7:30						7		3
7:30-7:45						4		3
7:45-8:00						6		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>27</b>
8:00-8:15								1
8:15-8:30						4		1
8:30-8:45						2		2
8:45-9:00						2		3
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>15</b>
9:00-9:15						5		3
9:15-9:30						9		
9:30-9:45						6		
9:45-10:00						5		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>28</b>
10:00-10:15						3		
10:15-10:30						1		
10:30-10:45						4		
10:45-11:00						4		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>12</b>
11:00-11:15						1		
11:15-11:30						2		
11:30-11:45						6		
11:45-12:00						3		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>12</b>
12:00-12:15						2		
12:15-12:30						8		
12:30-12:45						5		
12:45-1:00						8		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>23</b>
1:00-1:15						4		
1:15-1:30						1		
1:30-1:45						1		
1:45-2:00						8		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>14</b>
					<b>TOTAL</b>		<b>TOTAL</b>	<b>148</b>

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**NORTH**

APP.#1= CSAH 5
APP.#2= None
APP.#3= CSAH 5
APP.#4= CSAH 57

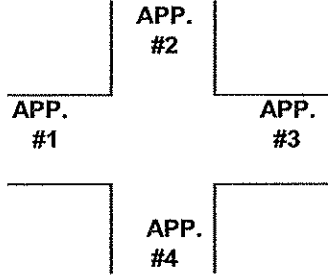
**COUNT LOCATION:**

CSAH 5 (Nowthen Blvd.)

**DATE:**

05/19/2007

@ CSAH 57 (Sunfish Lk. Blvd.)



- 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		1
2:15-2:30						8		
2:30-2:45						2		1
2:45-3:00						3		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>18</b>
3:00-3:15						4		3
3:15-3:30						4		5
3:30-3:45						5		2
3:45-4:00						1		7
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>31</b>
4:00-4:15						3		5
4:15-4:30						3		1
4:30-4:45								1
4:45-5:00						4		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>18</b>
5:00-5:15						2		
5:15-5:30								
5:30-5:45						4		1
5:45-6:00						4		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>11</b>
6:00-6:15								
6:15-6:30								
6:30-6:45						2		
6:45-7:00						1		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>3</b>
7:00-7:15						2		
7:15-7:30								
7:30-7:45						2		
7:45-8:00						1		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>5</b>
8:00-8:15								
8:15-8:30						1		
8:30-8:45						1		
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>TOTAL</b>		<b>TOTAL</b>	<b>236</b>

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