

Date : 06/24/08

Count Number : TMC0817

Location : TH 47

@ CSAH 3 (University Ave Ext.

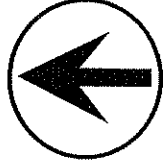
TH 47

17489

#2

8106		D	0
	8106	M	0
		N	0

9383



North

CSAH 3 (University ave Ext.

G	533	0906
H	0	
J	5527	

#3

10636

4576

TH 47

M	0	13426
L	8850	
K	4576	

#4

13633

27059

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

Anoka County Highway Department

Traffic Volume and Turning

Movement Study

Date : 06/24/08

Count Number : TMC0817

Location : TH 47

@ CSAH 3 (University Ave Ext.)

Hour: 6:15 - 7:15 AM

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

TH 47

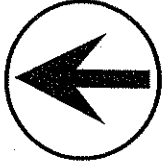
2079

#2

1860			
0	1860	0	
D	E	F	G

219

CSAH 3 (University ave Ext.)



North

2	600
0	
598	
G	H
J	

#3

674

74

TH 47

0	217	74	
M	L	K	
			291

2458

#4

2749

Anoka County Highway Department

Traffic Volume and Turning

Movement Study

Date : 06/24/08

Count Number : TMC0817

Location : TH 47

@ CSAH 3 (University Ave Ext.

Hour: 4:30 - 5:30 PM

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

TH 47

1645

#2

300			
0	300	0	
D	M	T	

1345

CSAH 3 (University ave Ext.

52	452	
0		
400		
G	H	J

#3

1179

727

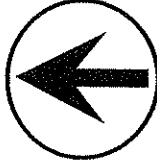
TH 47

0	1293	727	2020
M	L	K	

700

#4

2720



North

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 : TMC0817

Site Code : 08170201

Start Date : 06/24/200

Page No : 1

Weather: Sunny and Warm

Counter: DB-400

Counted by: Jake/Mike

#### Groups Printed- Unshifted - Bank 1

Start Time	TH 47 Southbound					CSAH 3 (University Ave.) Westbound					TH 47 Northbound					Eastbound					Excl. Total	Incl. 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	285	0	1	285	55	0	1	1	56	0	40	13	3	53	0	0	0	0	0	5	394	399
06:15	0	434	0	6	434	130	0	0	1	130	0	53	11	7	64	0	0	0	0	0	14	628	642
06:30	0	483	0	5	483	141	0	2	2	143	0	59	18	4	77	0	0	0	0	0	11	703	714
06:45	0	490	0	6	490	155	0	0	0	155	0	31	25	1	56	0	0	0	0	0	7	701	708
Total	0	1692	0	18	1692	481	0	3	4	484	0	183	67	15	250	0	0	0	0	0	37	2426	2463
07:00	0	453	0	3	453	172	0	0	1	172	0	74	20	5	94	0	0	0	0	0	9	719	728
07:15	0	326	0	3	326	178	0	3	8	181	0	85	21	5	106	0	0	0	0	0	16	613	629
07:30	0	282	0	6	282	107	0	2	2	109	0	106	25	8	131	0	0	0	0	0	16	522	538
07:45	0	229	0	5	229	136	0	2	4	138	0	43	18	7	61	0	0	0	0	0	16	428	444
Total	0	1290	0	17	1290	593	0	7	15	600	0	308	84	25	392	0	0	0	0	0	57	2282	2339
08:00	0	177	0	1	177	98	0	7	5	105	0	43	6	6	49	0	0	0	0	0	12	331	343
08:15	0	214	0	5	214	84	0	3	2	87	0	52	14	6	66	0	0	0	0	0	13	367	380
08:30	0	103	0	4	103	46	0	0	3	46	0	60	28	4	88	0	0	0	0	0	11	237	248
08:45	0	130	0	6	130	52	0	1	6	53	0	47	32	4	79	0	0	0	0	0	16	262	278
Total	0	624	0	16	624	280	0	11	16	291	0	202	80	20	282	0	0	0	0	0	52	1197	1249
09:00	0	85	0	6	85	35	0	0	0	35	0	63	30	7	93	0	0	0	0	0	13	213	226
09:15	0	86	0	5	86	73	0	1	1	74	0	89	40	7	129	0	0	0	0	0	13	289	302
09:30	0	145	0	7	145	108	0	6	0	114	0	81	44	8	125	0	0	0	0	0	15	384	399
09:45	0	163	0	3	163	124	0	4	2	128	0	84	60	7	144	0	0	0	0	0	12	435	447
Total	0	479	0	21	479	340	0	11	3	351	0	317	174	29	491	0	0	0	0	0	53	1321	1374
10:00	0	138	0	7	138	92	0	3	2	95	0	86	51	4	137	0	0	0	0	0	13	370	383
10:15	0	113	0	7	113	86	0	10	2	96	0	66	61	5	127	0	0	0	0	0	14	336	350
10:30	0	134	0	8	134	121	0	10	3	131	0	125	69	10	194	0	0	0	0	0	21	459	480
10:45	0	94	0	3	94	86	0	19	8	105	0	101	74	3	175	0	0	0	0	0	14	374	388
Total	0	479	0	25	479	385	0	42	15	427	0	378	255	22	633	0	0	0	0	0	62	1539	1601
11:00	0	123	0	7	123	107	0	10	3	117	0	122	84	10	206	0	0	0	0	0	20	446	466
11:15	0	113	0	10	113	110	0	10	4	120	0	99	85	8	184	0	0	0	0	0	22	417	439
11:30	0	97	0	2	97	110	0	5	3	115	0	134	86	9	220	0	0	0	0	0	14	432	446
11:45	0	104	0	3	104	77	0	14	3	91	0	114	95	9	209	0	0	0	0	0	15	404	419
Total	0	437	0	22	437	404	0	39	13	443	0	469	350	36	819	0	0	0	0	0	71	1699	1770
12:00	0	69	0	3	69	105	0	13	4	118	0	122	104	18	226	0	0	0	0	0	25	413	438
12:15	0	121	0	5	121	101	0	9	4	110	0	160	69	9	229	0	0	0	0	0	18	460	478
12:30	0	95	0	9	95	132	0	15	3	147	0	104	67	5	171	0	0	0	0	0	17	413	430
12:45	0	138	0	8	138	135	0	18	5	153	0	109	67	8	176	0	0	0	0	0	21	467	488
Total	0	423	0	25	423	473	0	55	16	528	0	495	307	40	802	0	0	0	0	0	81	1753	1834
13:00	0	89	0	5	89	91	0	13	5	104	0	153	96	5	249	0	0	0	0	0	15	442	457
13:15	0	104	0	5	104	120	0	18	5	138	0	128	78	7	206	0	0	0	0	0	17	448	465
13:30	0	107	0	10	107	117	0	10	8	127	0	159	75	13	234	0	0	0	0	0	31	468	499
13:45	0	129	0	4	129	106	0	14	3	120	0	146	80	10	226	0	0	0	0	0	17	475	492
Total	0	429	0	24	429	434	0	55	21	489	0	586	329	35	915	0	0	0	0	0	80	1833	1913
14:00	0	69	0	5	69	63	0	3	6	66	0	87	36	5	123	0	0	0	0	0	16	258	274
14:15	0	113	0	7	113	90	0	9	2	99	0	181	100	5	281	0	0	0	0	0	14	493	507
14:30	0	67	0	6	67	71	0	8	3	79	0	222	85	9	307	0	0	0	0	0	18	453	471
14:45	0	55	0	3	55	63	0	6	3	69	0	181	75	4	256	0	0	0	0	0	10	380	390
Total	0	304	0	21	304	287	0	26	14	313	0	671	296	23	967	0	0	0	0	0	58	1584	1642
15:00	0	75	0	5	75	67	0	14	1	81	0	232	89	19	321	0	0	0	0	0	25	477	502
15:15	0	103	0	6	103	100	0	15	2	115	0	245	87	6	332	0	0	0	0	0	14	550	564
15:30	0	82	0	6	82	62	0	8	0	70	0	378	129	4	507	0	0	0	0	0	10	659	669
15:45	0	23	0	2	23	83	0	5	2	88	0	327	143	3	470	0	0	0	0	0	7	581	588
Total	0	283	0	19	283	312	0	42	5	354	0	1182	448	32	1630	0	0	0	0	0	56	2267	2323
16:00	0	92	0	3	92	65	0	22	4	87	0	366	169	8	535	0	0	0	0	0	15	714	729
16:15	0	70	0	4	70	73	0	24	2	97	0	314	152	5	466	0	0	0	0	0	11	633	644
16:30	0	83	0	0	83	68	0	20	1	88	0	363	168	11	531	0	0	0	0	0	12	702	714
16:45	0	41	0	0	41	99	0	10	4	109	0	287	198	3	485	0	0	0	0	0	7	635	642
Total	0	286	0	7	286	305	0	76	11	381	0	1330	687	27	2017	0	0	0	0	0	45	2684	2729
17:00	0	106	0	4	106	118	0	13	1	131	0	337	171	2	508	0	0	0	0	0	7	745	752
17:15	0	70	0	2	70	115	0	9	0	124	0	306	190	4	496	0	0	0	0	0	6	690	696
17:30	0	115	0	4	115	81	0	9	3	90	0	287	153	3	440	0	0	0	0	0	10	645	655
17:45	0	128	0	4	128	62	0	14	0	76	0	132	62	4	194	0	0	0	0	0	8	398	406
Total	0	419	0	14	419	376	0	45	4	421	0	1062	576	13	1638	0	0	0	0	0	31	2478	2509
18:00	0	65	0	2	65	79	0	10	1	89	0	174	121	6	295	0	0	0	0	0	9	449	458
18:15	0	145	0	0	145	82	0	12	1	94	0	150	70	3	220	0	0	0	0	0	4	459	463
18:30	0	48	0	0	48	52	0	2	0	54	0	151	58	0	209	0	0	0	0	0	0	311	311
18:45	0	88	0	1	88	82	0	11	0	93	0	81	46	2	127	0	0	0	0	0	3	308	311
Total	0	346	0	3	346	295	0	35	2	330	0	556	295	11	851	0	0	0	0	0	16	1527	1543

# Anoka County Highway Department

## Traffic Engineering Section Traffic Volume and Turning Movement Study

File Name : TMC0817  
Site Code : 08170201  
Start Date : 06/24/200  
Page No : 2

Weather: Sunny and Warm  
Counter: DB-400  
Counted by: Jake/Mike

### Groups Printed- Unshifted - Bank 1

Start Time	TH 77 Southbound					CSAH 3 (University Ave.) Westbound					TH 77 Northbound					Eastbound					Excl. 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			
19:00	0	69	0	0	69	36	0	13	0	49	0	118	58	1	176	0	0	0	0	0	1	294	295
19:15	0	95	0	1	95	77	0	2	1	79	0	101	81	1	182	0	0	0	0	0	3	356	359
19:30	0	91	0	1	91	69	0	9	1	78	0	107	68	2	175	0	0	0	0	0	4	344	348
19:45	0	62	0	1	62	80	0	15	0	95	0	126	70	1	196	0	0	0	0	0	2	353	355
<b>Total</b>	0	317	0	3	317	262	0	39	2	301	0	452	277	5	729	0	0	0	0	0	10	1347	1357
20:00	0	79	0	0	79	80	0	5	0	85	0	97	53	0	150	0	0	0	0	0	0	314	314
20:15	0	40	0	1	40	39	0	8	0	47	0	80	47	2	127	0	0	0	0	0	3	214	217
20:30	0	35	0	0	35	37	0	0	0	37	0	73	69	3	142	0	0	0	0	0	3	214	217
20:45	0	21	0	0	21	56	0	6	1	62	0	71	32	6	103	0	0	0	0	0	7	186	193
<b>Total</b>	0	175	0	1	175	212	0	19	1	231	0	321	201	11	522	0	0	0	0	0	13	928	941
21:00	0	41	0	0	41	26	0	6	2	32	0	111	52	1	163	0	0	0	0	0	3	236	239
21:15	0	21	0	1	21	16	0	12	0	28	0	93	31	1	124	0	0	0	0	0	2	173	175
21:30	0	22	0	1	22	23	0	4	0	27	0	71	30	0	101	0	0	0	0	0	1	150	151
21:45	0	39	0	1	39	23	0	6	0	29	0	63	37	1	100	0	0	0	0	0	2	168	170
<b>Total</b>	0	123	0	3	123	88	0	28	2	116	0	338	150	3	488	0	0	0	0	0	8	727	735
<b>Grand Total</b>	0	8106	0	239	8106	5527	0	533	144	6060	0	8850	4576	347	13426	0	0	0	0	0	730	27592	28322
Apprch %	0	100	0			91.2	0	8.8			0	65.9	34.1			0	0	0					
Total %	0	29.4	0		29.4	20	0	1.9		22	0	32.1	16.6		48.7	0	0	0		0	2.6	97.4	
Unshifted	0	8106	0		8345	5527	0	533		6204	0	8850	4576		13773	0	0	0		0	0	0	28322
% Unshifted	0	100	0		100	100	0	100		100	0	100	100		100	0	0	0		0	0	0	100
Bank 1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
% Bank 1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0

Start Time	TH 77 Southbound					CSAH 3 (University Ave.) Westbound					TH 77 Northbound					Eastbound					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	
Peak Hour Analysis From 06:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:15																					
06:15	0	434	0		434	130	0	0		130	0	53	11		64	0	0	0		0	628
06:30	0	483	0		483	141	0	2		143	0	59	18		77	0	0	0		0	703
06:45	0	490	0		490	155	0	0		155	0	31	25		56	0	0	0		0	701
07:00	0	453	0		453	172	0	0		172	0	74	20		94	0	0	0		0	719
<b>Total Volume</b>	0	1860	0		1860	598	0	2		600	0	217	74		291	0	0	0		0	2751
<b>% App. Total</b>	0	100	0		100	99.7	0	0.3		100	0	74.6	25.4		100	0	0	0		0	100
PHF	.000	.949	.000		.949	.869	.000	.250		.872	.000	.733	.740		.774	.000	.000	.000		.000	.957

Start Time	TH 77 Southbound					CSAH 3 (University Ave.) Westbound					TH 77 Northbound					Eastbound					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	
Peak Hour Analysis From 12:00 to 21:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	83	0		83	68	0	20		88	0	363	168		531	0	0	0		0	702
16:45	0	41	0		41	99	0	10		109	0	287	198		485	0	0	0		0	635
17:00	0	106	0		106	118	0	13		131	0	337	171		508	0	0	0		0	745
17:15	0	70	0		70	115	0	9		124	0	306	190		496	0	0	0		0	690
<b>Total Volume</b>	0	300	0		300	400	0	52		452	0	1293	727		2020	0	0	0		0	2772
<b>% App. Total</b>	0	100	0		100	88.5	0	11.5		100	0	64	36		100	0	0	0		0	100
PHF	.000	.708	.000		.708	.847	.000	.650		.863	.000	.890	.918		.951	.000	.000	.000		.000	.930

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

Study Name :  
Study Date : 06/24/08  
Page No. : 1

**Signal Warrants - Summary**

**Major Street Approaches**

**Northbound: TH 47**  
Number of Lanes: 2  
Approach Speed: 50  
Total Approach Volume: 13,426

**Southbound: TH 47**  
Number of Lanes: 2  
Approach Speed: 50  
Total Approach Volume: 8,106

**Minor Street Approaches**

**Eastbound:**  
Number of Lanes: 2  
  
Total Approach Volume: 0

**Westbound: CASH 3 (University Ave. Ext.)**  
Number of Lanes: 2  
  
Total Approach Volume: 6,060

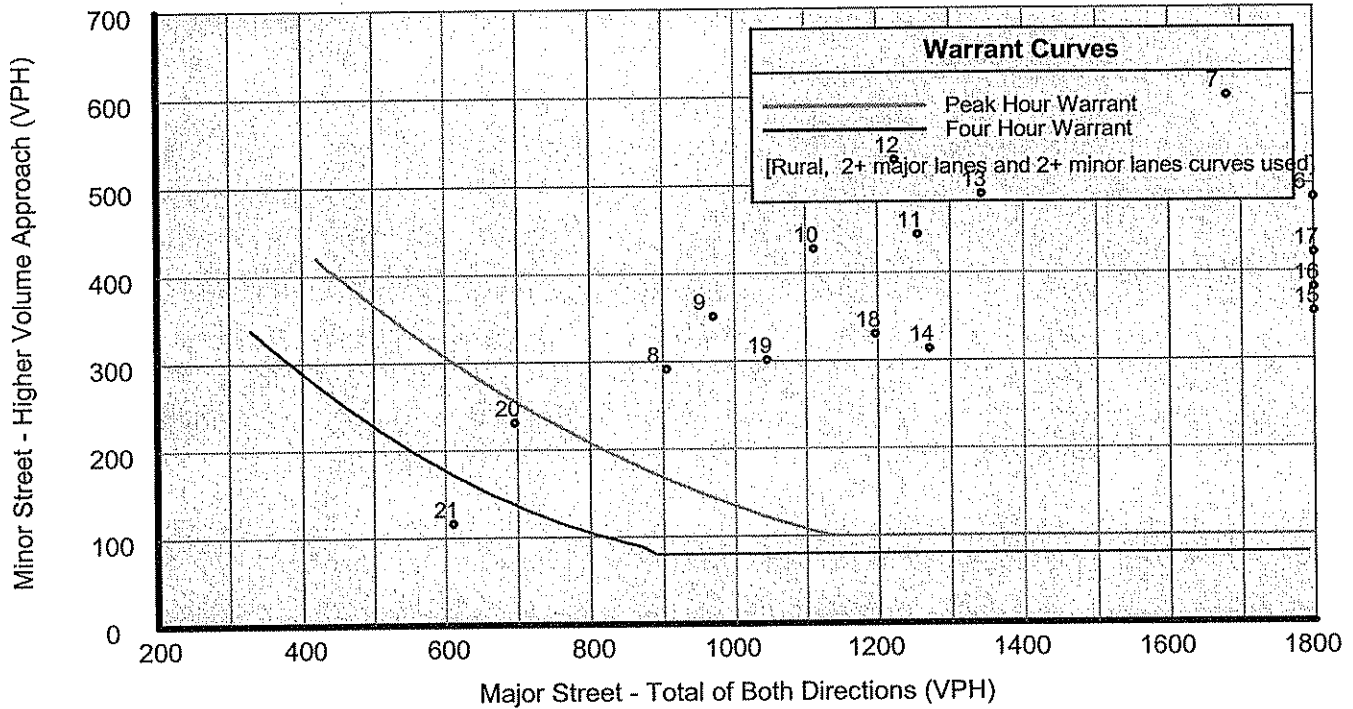
**Warrant Summary (Rural values apply.)**

<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 15 hours, 8 are needed	
<b>Warrant 1B - Interruption of Continuous Traffic</b> .....	<b>Satisfied</b>
Required volumes reached for 15 hours, 8 are needed	
<b>Warrant 1 A&amp;B - Combination of Warrants</b> .....	<b>Satisfied</b>
Required volumes reached for 16 hours, 8 are needed	
<b>Warrant 2 - Four Hour Volumes</b> .....	<b>Satisfied</b>
Number of hours (15) volumes exceed minimum >= minimum required (4).	
<b>Warrant 3 - Peak Hour</b> .....	<b>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>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 :  
Study Date : 06/24/08  
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	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	1,942	484	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
07:00	1,682	600	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
08:00	906	291	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
09:00	970	351	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
10:00	1,112	427	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
11:00	1,256	443	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
12:00	1,225	528	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
13:00	1,344	489	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
14:00	1,271	313	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
15:00	1,913	354	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
16:00	2,303	381	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
17:00	2,057	421	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
18:00	1,197	330	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
19:00	1,046	301	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
20:00	697	231	WB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
21:00	611	116	WB	420-Yes	140-No	Major	630-No	70-Yes	Minor	504-Yes	112-Yes	Both
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  
PC-WARRANTS  
TRAFFIC SIGNAL WARRANT ANALYSIS**

Study Name :  
Study Date : 06/24/08  
Page No. : 1

**Multi-Way Stop Warrant Report**

**Major Street Approaches**

**Northbound: TH 47**  
Total Approach Volume: 13,426  
Approach Speed: 50

**Southbound: TH 47**  
Total Approach Volume: 8,106  
Approach Speed: 50

**Minor Street Approaches**

**Eastbound:**  
Total Approach Volume: 0

**Westbound: CSAH 3 (University Ave.)**  
Total Approach Volume: 6,060

**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

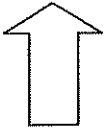
**Criteria C - Minimum Volumes and Delays** ..... Satisfied  
Delay data not evaluated  
Required volumes reached for 15 hours, 8 are needed

**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 15 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	1,942	484	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
07:00 - 08:00	1,682	600	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
08:00 - 09:00	906	291	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
09:00 - 10:00	970	351	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
10:00 - 11:00	1,112	427	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
11:00 - 12:00	1,256	443	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
12:00 - 13:00	1,225	528	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
13:00 - 14:00	1,344	489	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
14:00 - 15:00	1,271	313	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
15:00 - 16:00	1,913	354	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
16:00 - 17:00	2,303	381	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
17:00 - 18:00	2,057	421	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
18:00 - 19:00	1,197	330	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
19:00 - 20:00	1,046	301	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
20:00 - 21:00	697	231	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
21:00 - 22:00	611	116	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**

**COUNT LOCATION:**

TH 47

**DATE:**

06/23/2008

CSAH 3 (University ave Ext.)

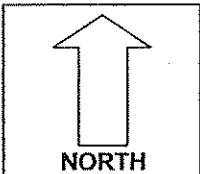
APP. #1 = None
APP. #2 = TH 47
APP. #3 = CSAH 3
APP. #4 = TH 47

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						3		
6:15-6:30						12		3
6:30-6:45						10		1
6:45-7:00						8		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>37</b>
7:00-7:15						6		1
7:15-7:30						12		4
7:30-7:45						11		3
7:45-8:00						14		3
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>54</b>
8:00-8:15						10		2
8:15-8:30						11		1
8:30-8:45						7		
8:45-9:00						16		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>47</b>
9:00-9:15						12		2
9:15-9:30						12		1
9:30-9:45						15		
9:45-10:00						5		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>47</b>
10:00-10:15						9		
10:15-10:30						14		
10:30-10:45						19		1
10:45-11:00						14		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>57</b>
11:00-11:15						19		1
11:15-11:30						21		1
11:30-11:45						11		1
11:45-12:00						13		2
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>69</b>
12:00-12:15						22		3
12:15-12:30						15		1
12:30-12:45						16		1
12:45-1:00						19		2
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>79</b>
1:00-1:15						15		
1:15-1:30						17		
1:30-1:45						26		5
1:45-2:00						16		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>80</b>
<b>TOTAL</b>						<b>TOTAL</b>		<b>470</b>

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32



COUNT LOCATION:

TH 47

DATE:

06/19/2008

CSAH 3 (University ave Ext.)

APP. #1 = None
APP. #2 = TH 47
APP. #3 = CSAH 3
APP. #4 = TH 47

APP. #1	APP. #2	APP. #3
	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
2:00-2:15PM						16		
2:15-2:30						12		1
2:30-2:45						16		
2:45-3:00						10		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>55</b>
3:00-3:15						19		
3:15-3:30						14		3
3:30-3:45						7	1	1
3:45-4:00						9		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>54</b>
4:00-4:15						13		2
4:15-4:30						8		1
4:30-4:45						8		3
4:45-5:00						7		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>42</b>
5:00-5:15						4		3
5:15-5:30						4		
5:30-5:45						8		
5:45-6:00						7		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>27</b>
6:00-6:15						7		
6:15-6:30						4		
6:30-6:45								
6:45-7:00						3		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>15</b>
7:00-7:15						1		
7:15-7:30						3		
7:30-7:45						3		
7:45-8:00						1		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>8</b>
8:00-8:15								
8:15-8:30						1		
8:30-8:45						3		
8:45-9:00						2		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>6</b>
9:00-9:15						2		
9:15-9:30						3		
9:30-9:45						1		
9:45-10:00						1		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>7</b>
					<b>TOTAL</b>		<b>TOTAL</b>	<b>214</b>
						<b>Grand Total</b>		<b>684</b>

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25  
26  
27  
28  
29  
30  
31  
32