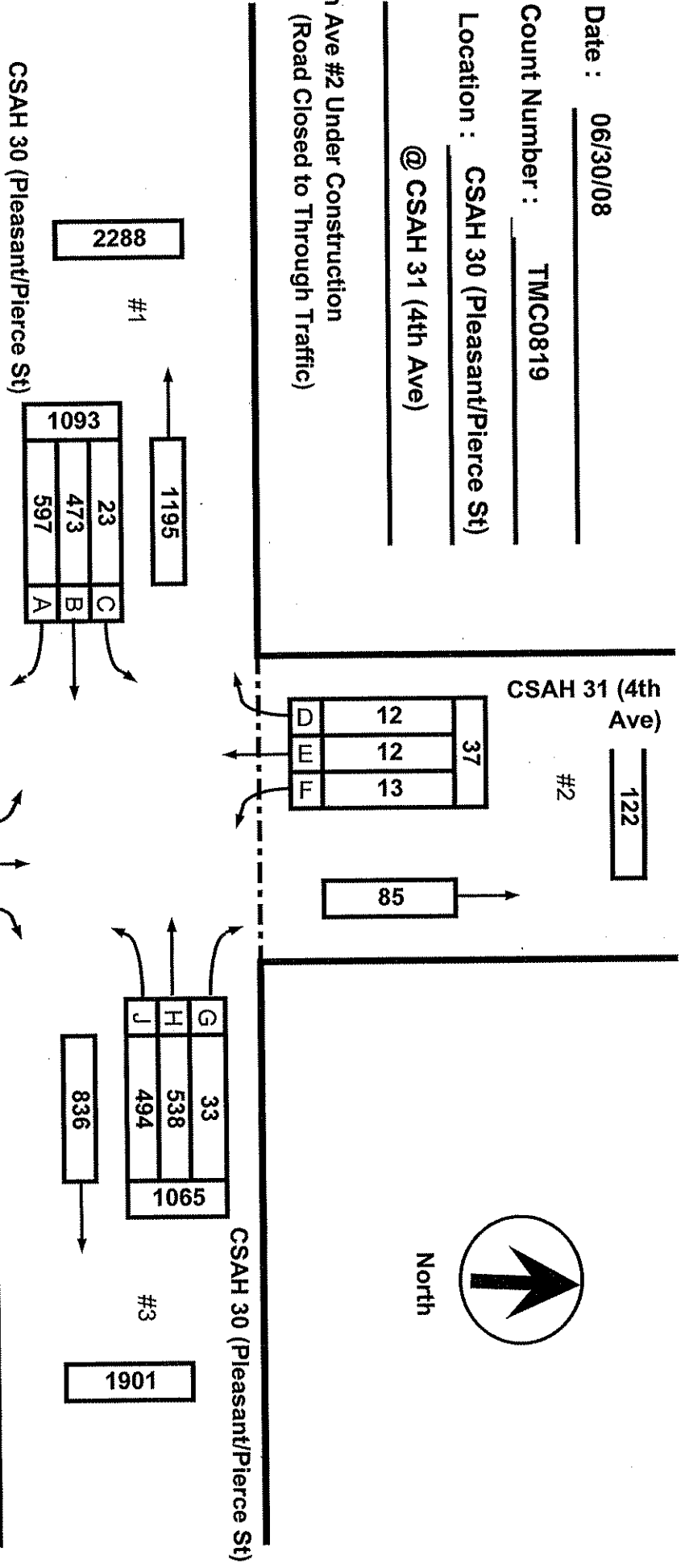


Date : 06/30/08

Count Number : TMC0819

Location : CSAH 30 (Pleasant/Pierce St)  
 @ CSAH 31 (4th Ave)

4th Ave #2 Under Construction  
 (Road Closed to Through Traffic)



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

Anoka County Highway Department  
 Traffic Volume and Turning  
 Movement Study

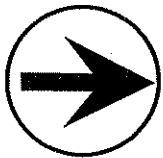
Date : 06/30/08

Count Number : TMC0819

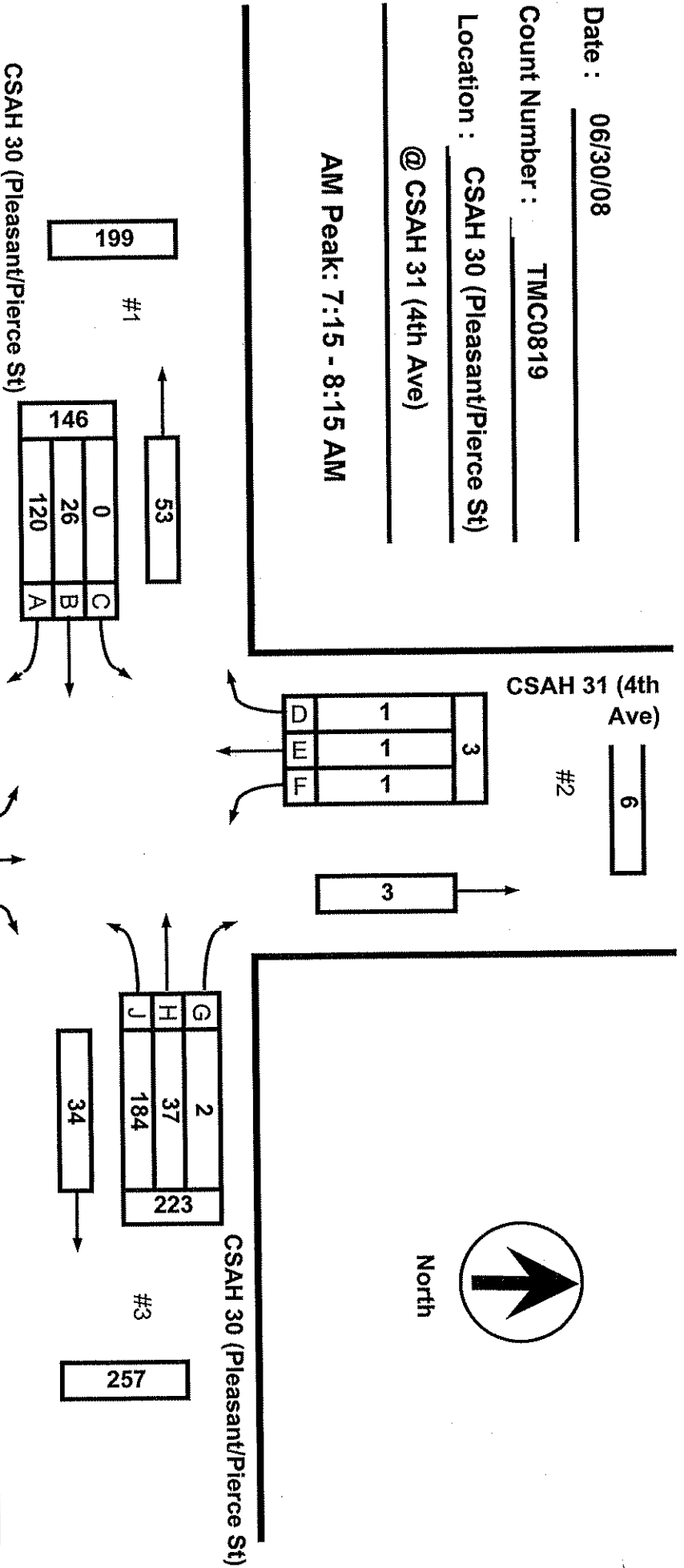
Location : CSAH 30 (Pleasant/Pierce St)

@ CSAH 31 (4th Ave)

AM Peak: 7:15 - 8:15 AM



North



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

CSAH 31 (4th Ave)

Anoka County Highway Department  
 Traffic Volume and Turning  
 Movement Study

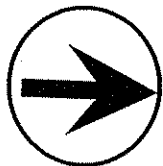
Date : 06/30/08

Count Number : TMC0819

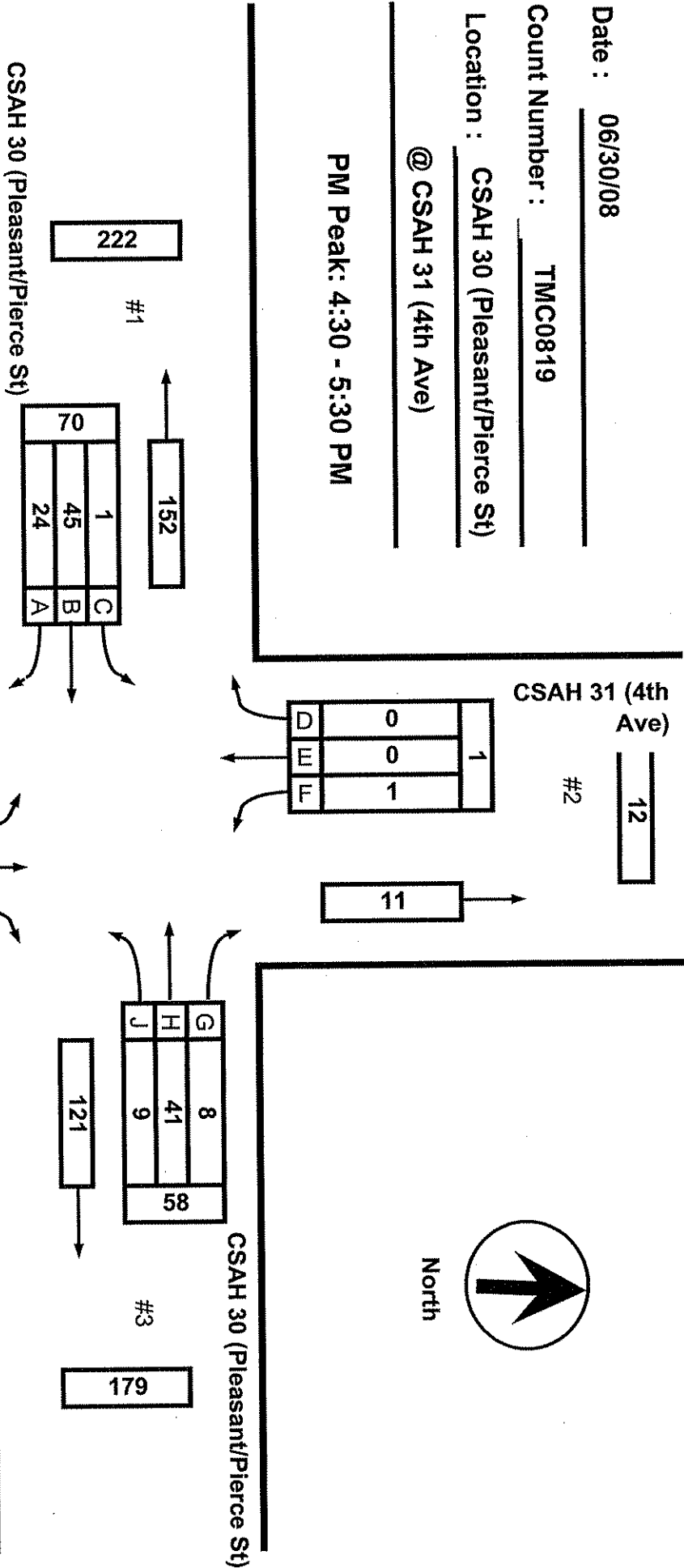
Location : CSAH 30 (Pleasant/Pierce St)

@ CSAH 31 (4th Ave)

PM Peak: 4:30 - 5:30 PM

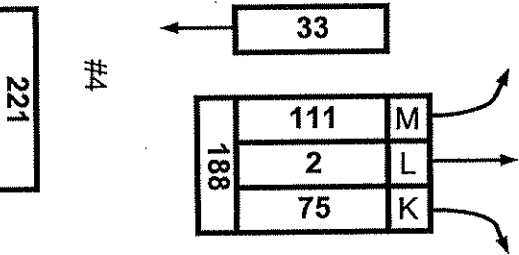


North



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

CSAH 31 (4th Ave)



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 : TMC0819-

Site Code : 08190201

Start Date : 07/01/2008

Page No : 1

Weather: Hot & Sunny

Counter: DB-400

Counted by: Jake/Mike

#### Groups Printed - Unshifted - Bank 1

Start Time	CSAH 31 (4th Ave) Southbound					CSAH 30 (Pleasant/Pierce St) Westbound					CSAH 31 (4th Ave) Northbound					CSAH 30 (Pleasant/Pierce St) 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	1	0	0	1	5	4	0	0	9	2	1	0	0	3	0	6	6	0	12	0	0	25	25
06:15	0	0	0	0	0	2	3	2	0	7	5	0	1	0	6	0	1	14	0	15	0	0	28	28
06:30	0	0	0	0	0	7	13	1	1	21	5	0	2	1	7	0	13	26	0	39	2	0	67	69
06:45	0	0	0	0	0	14	6	0	1	20	6	0	7	0	13	0	1	10	0	11	1	0	44	45
Total	0	1	0	0	1	28	26	3	2	57	18	1	10	1	29	0	21	56	0	77	3	0	164	167
07:00	0	1	0	0	1	13	7	0	0	20	5	1	0	1	6	0	4	15	2	19	3	0	46	49
07:15	0	0	0	0	0	25	7	0	2	32	5	1	2	0	8	0	5	21	1	26	3	0	66	69
07:30	0	1	1	0	2	56	13	1	4	70	3	0	2	0	5	0	5	35	0	40	4	0	117	121
07:45	1	0	0	0	1	67	10	0	0	77	2	0	2	1	4	0	9	44	1	53	2	0	135	137
Total	1	2	1	0	4	161	37	1	6	199	15	2	6	2	23	0	23	115	4	138	12	0	364	376
08:00	0	0	0	0	0	36	7	1	2	44	5	0	1	0	6	0	7	20	2	27	4	0	77	81
08:15	0	0	0	0	0	20	1	0	1	21	7	1	5	1	13	0	7	16	0	23	2	0	57	59
08:30	0	0	0	0	0	23	8	0	4	31	6	0	5	2	11	0	6	19	3	25	9	0	67	76
08:45	0	0	0	0	0	15	3	0	1	18	2	0	3	2	5	1	3	24	1	28	4	0	51	55
Total	0	0	0	0	0	94	19	1	8	114	20	1	14	5	35	1	23	79	6	103	19	0	252	271
09:00	0	0	0	0	0	4	7	0	2	11	2	0	2	0	4	0	0	2	0	2	2	0	17	19
09:15	0	0	0	0	0	6	1	0	0	7	6	0	4	0	10	0	3	7	2	10	2	0	27	29
09:30	0	0	0	0	0	8	9	0	7	17	6	0	4	1	10	0	0	12	0	12	8	0	39	47
09:45	0	0	0	0	0	4	9	0	1	13	8	0	1	3	9	0	5	6	0	11	4	0	33	37
Total	0	0	0	0	0	22	26	0	10	48	22	0	11	4	33	0	8	27	2	35	16	0	116	132
10:00	0	0	0	0	0	3	4	0	1	7	6	0	4	0	10	0	4	2	0	6	1	0	23	24
10:15	1	0	0	0	1	4	1	1	0	6	8	0	3	0	11	0	0	7	0	7	0	0	25	25
10:30	0	0	0	0	0	7	4	1	0	12	6	0	2	0	8	0	3	7	0	10	0	0	30	30
10:45	0	0	1	0	1	2	10	0	4	12	7	0	2	0	9	0	9	8	1	17	5	0	39	44
Total	1	0	1	0	2	16	19	2	5	37	27	0	11	0	38	0	16	24	1	40	6	0	117	123
11:00	0	0	0	0	0	0	9	0	4	9	7	1	7	2	15	1	2	10	0	13	6	0	37	43
11:15	1	0	0	0	1	6	9	0	4	15	7	1	8	2	16	1	8	8	1	17	7	0	49	56
11:30	0	0	0	0	0	8	5	0	1	13	7	0	5	2	12	0	10	2	2	12	5	0	37	42
11:45	0	0	3	0	3	6	11	0	0	17	10	0	4	2	14	0	8	4	2	12	4	0	46	50
Total	1	0	3	0	4	20	34	0	9	54	31	2	24	8	57	2	28	24	5	54	22	0	169	191
12:00	0	0	0	0	0	1	2	0	1	3	6	0	5	1	11	0	0	8	1	8	3	0	22	25
12:15	0	0	0	0	0	10	19	0	3	29	6	0	5	1	11	0	5	11	1	16	5	0	56	61
12:30	0	0	0	0	0	9	8	1	0	18	15	0	7	1	22	0	5	10	2	15	3	0	55	58
12:45	0	0	0	0	0	5	13	0	2	18	12	0	5	1	17	0	6	6	0	12	3	0	47	50
Total	0	0	0	0	0	25	42	1	6	68	39	0	22	4	61	0	16	35	4	51	14	0	180	194
13:00	0	0	0	0	0	11	8	0	2	19	13	0	6	1	19	0	10	8	1	18	4	0	56	60
13:15	0	0	0	0	0	9	8	1	1	18	8	1	4	2	13	0	8	11	1	19	4	0	50	54
13:30	0	0	0	0	0	2	11	0	0	13	7	1	5	0	13	1	19	6	2	26	2	0	52	54
13:45	0	0	0	0	0	3	16	1	0	20	7	1	7	0	15	0	7	20	0	27	0	0	62	62
Total	0	0	0	0	0	25	43	2	3	70	35	3	22	3	60	1	44	45	4	90	10	0	220	230
14:00	0	2	1	0	3	7	3	0	0	10	10	1	8	1	19	0	9	8	1	17	2	0	49	51
14:15	0	0	0	0	0	6	18	0	4	24	22	3	14	2	39	1	17	12	0	30	6	0	93	99
14:30	2	1	0	0	3	7	12	2	0	21	13	1	5	0	19	1	11	6	0	18	0	0	61	61
14:45	0	1	1	0	2	6	7	0	1	13	14	0	9	0	23	0	14	10	0	24	1	0	62	63
Total	2	4	2	0	8	26	40	2	5	68	59	5	36	3	100	2	51	36	1	89	9	0	265	274
15:00	1	0	0	0	1	3	16	1	0	20	22	0	18	1	40	2	13	4	3	19	4	0	80	84
15:15	0	0	0	0	0	4	5	1	0	10	20	0	9	1	29	1	12	3	1	16	2	0	55	57
15:30	0	0	1	0	1	7	11	0	2	18	28	0	20	1	48	1	9	8	0	18	3	0	85	88
15:45	0	0	0	0	0	8	10	0	0	18	18	2	6	0	26	0	10	11	2	21	2	0	65	67
Total	1	0	1	0	2	22	42	2	2	66	88	2	53	3	143	4	44	26	6	74	11	0	285	296
16:00	0	0	0	0	0	1	10	1	0	12	26	3	4	1	33	3	9	5	2	17	3	0	62	65
16:15	0	0	0	0	0	4	11	2	0	17	14	1	3	0	18	1	15	4	0	20	0	0	55	55
16:30	0	0	0	0	0	1	10	3	1	14	49	2	37	0	88	0	8	5	0	13	1	0	115	116
16:45	0	0	1	0	1	5	8	2	0	15	28	0	12	0	40	1	10	9	0	20	0	0	76	76
Total	0	0	1	0	1	11	39	8	1	58	117	6	56	1	179	5	42	23	2	70	4	0	308	312
17:00	0	0	0	0	0	2	11	1	1	14	17	0	13	0	30	0	9	5	0	14	1	0	58	59
17:15	0	0	0	0	0	1	12	2	0	15	17	0	13	0	30	0	18	5	0	23	0	0	68	68
17:30	0	2	1	0	3	3	10	1	1	14	14	3	11	0	28	0	13	5	2	18	3	0	63	66
17:45	0	1	1	0	2	3	12	2	0	17	13	1	4	0	18	2	7	9	0	18	0	0	55	55
Total	0	3	2	0	5	9	45	6	2	60	61	4	41	0	106	2	47	24	2	73	4	0	244	248
18:00	0	0	0	0	0	4	9	0	0	13	21	0	5	0	26	0	15	9	0	24	0	0	63	63
18:15	0	0	0	0	0	9	13	1	1	23	16	0	2	0	18	0	15	11	0	26	1	0	67	68
18:30	0	0	0	0	0	6	14	0	0	20	8	0	5	0	13	0	9	9	0	18	0	0	51	51
18:45	0	0	0	0	0	4	9	1	0	14	6	0	5	1	11	1	11	7	0	19	1	0	44	45
Total	0	0	0	0	0	23	45	2	1	70	51	0	17	1	68	1	50	36	0	87	2	0	225	227

# Anoka County Highway Department

Traffic Engineering Section  
Traffic Volume and Turning Movement Study

File Name : TMC0819-  
Site Code : 08190201  
Start Date : 07/01/2008  
Page No : 2

Weather: Hot & Sunny  
Counter: DB-400  
Counted by: Jake/Mike

**Groups Printed- Unshifted - Bank 1**

Start Time	CSAH 31 (4th Ave) Southbound					CSAH 30 (Pleasant/Pierce St) Westbound					CSAH 31 (4th Ave) Northbound					CSAH 30 (Pleasant/Pierce St) 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			
19:00	0	0	1	0	1	1	8	0	0	9	4	0	4	0	8	0	9	7	2	16	2	34	36
19:15	0	0	0	0	0	1	6	1	1	8	7	1	4	1	12	2	6	1	1	9	3	29	32
19:30	0	0	0	0	0	0	4	0	0	4	7	0	0	0	7	1	4	4	0	9	0	20	20
19:45	0	0	0	0	0	0	9	0	0	9	1	0	3	0	4	0	1	7	0	8	0	21	21
<b>Total</b>	0	0	1	0	1	2	27	1	1	30	19	1	11	1	31	3	20	19	3	42	5	104	109
20:00	4	0	0	0	4	0	4	0	0	4	6	0	2	0	8	1	4	0	0	5	0	21	21
20:15	1	1	1	0	3	1	2	1	0	4	6	2	4	0	12	0	2	0	0	2	0	21	21
20:30	1	0	0	0	1	3	14	0	0	17	7	0	3	0	10	0	5	6	0	11	0	39	39
20:45	0	1	0	0	1	1	6	0	0	7	3	0	0	0	3	1	4	1	0	6	0	17	17
<b>Total</b>	6	2	1	0	9	5	26	1	0	32	22	2	9	0	33	2	15	7	0	24	0	98	98
21:00	0	0	0	0	0	3	5	0	0	8	5	0	1	0	6	0	8	7	0	15	0	29	29
21:15	0	0	0	0	0	0	10	0	0	10	5	0	4	0	9	0	7	9	0	16	0	35	35
21:30	0	0	0	0	0	1	9	0	0	10	5	0	0	0	5	0	6	2	0	8	0	23	23
21:45	0	0	0	0	0	1	4	1	0	6	6	0	2	0	8	0	4	3	0	7	0	21	21
<b>Total</b>	0	0	0	0	0	5	28	1	0	34	21	0	7	0	28	0	25	21	0	46	0	108	108
<b>Grand Total</b>	12	12	13	0	37	494	538	33	61	1065	645	29	350	36	1024	23	473	597	40	1093	137	3219	3356
<b>Approch %</b>	32.4	32.4	35.1			46.4	50.5	3.1			63	2.8	34.2			2.1	43.3	54.6			4.1	95.9	
<b>Total %</b>	0.4	0.4	0.4		1.1	15.3	16.7	1		33.1	20	0.9	10.9		31.8	0.7	14.7	18.5		34			
<b>Unshifted</b>	12	12	13		37	494	538	33		1126	645	29	350		1060	23	473	597		1133	0	0	3356
<b>% Unshifted</b>	100	100	100		100	100	100	100		100	100	100	100		100	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

Start Time	CSAH 31 (4th Ave) Southbound				CSAH 30 (Pleasant/Pierce St) Westbound				CSAH 31 (4th Ave) Northbound				CSAH 30 (Pleasant/Pierce St) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Four Analysis From 06:00 to 11:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	0	0	0	0	25	7	0	32	5	1	2	8	0	5	21	26	66
07:30	0	1	1	2	56	13	1	70	3	0	2	5	0	5	35	40	117
07:45	1	0	0	1	67	10	0	77	2	0	2	4	0	9	44	53	135
08:00	0	0	0	0	36	7	1	44	5	0	1	6	0	7	20	27	77
<b>Total Volume</b>	1	1	1	3	184	37	2	223	15	1	7	23	0	26	120	146	395
<b>% App. Total</b>	33.3	33.3	33.3		82.5	16.6	0.9		65.2	4.3	30.4		0	17.8	82.2		
<b>PHF</b>	.250	.250	.250	.375	.687	.712	.500	.724	.750	.250	.875	.719	.000	.722	.682	.669	.731
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	0	0	0	1	10	3	14	49	2	37	88	0	8	5	13	115
18:45	0	0	1	1	5	8	2	15	28	0	12	40	1	10	9	20	76
17:00	0	0	0	0	2	11	1	14	17	0	13	30	0	9	5	14	58
17:15	0	0	0	0	1	12	2	15	17	0	13	30	0	18	5	23	68
<b>Total Volume</b>	0	0	1	1	9	41	8	58	111	2	75	188	1	45	24	70	317
<b>% App. Total</b>	0	0	100		15.5	70.7	13.8		59	1.1	39.9		1.4	64.3	34.3		
<b>PHF</b>	.000	.000	.250	.250	.450	.854	.667	.967	.586	.250	.507	.534	.250	.625	.667	.761	.689

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

Study Name :  
Study Date : 06/30/08  
Page No. : 1

**Signal Warrants - Summary**

**Major Street Approaches**

**Eastbound: CSAH 30 (Pleasant/Pierce St)**

Number of Lanes: 2  
Approach Speed: 30  
Total Approach Volume: 1,093

**Westbound: CSAH 30 (Pleasant/Pierce St)**

Number of Lanes: 2  
Approach Speed: 30  
Total Approach Volume: 1,065

**Minor Street Approaches**

**Northbound: CSAH 31 (4th Ave)**

Number of Lanes: 2  
  
Total Approach Volume: 1,024

**Southbound: CSAH 31 (4th Ave)**

Number of Lanes: 2  
  
Total Approach Volume: 37

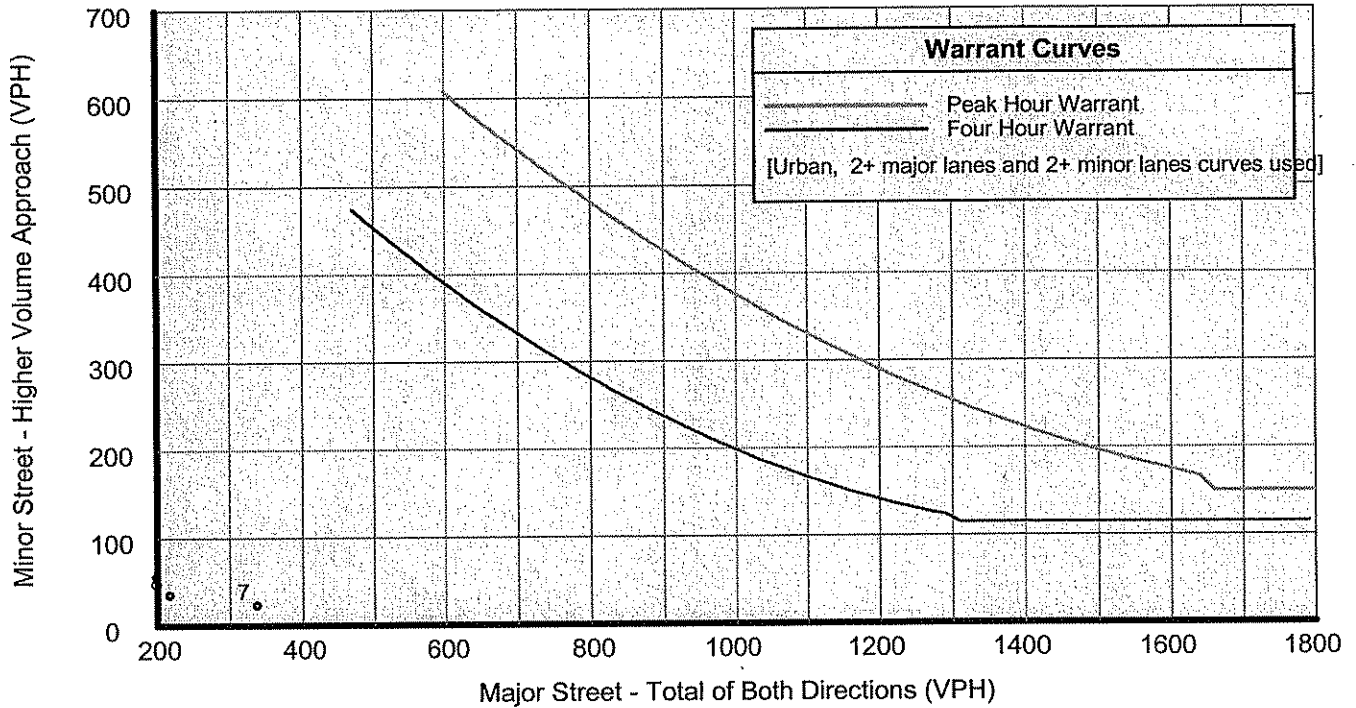
**Warrant Summary (Urban values apply.)**

- Warrant 1 - Eight Hour Vehicular Volumes** ..... Not Satisfied
  - Warrant 1A - Minimum Vehicular Volume** ..... Not Satisfied  
Required volumes reached for 0 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 0 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 :  
Study Date : 06/30/08  
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	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
01:00	0	0	NB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
02:00	0	0	NB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
03:00	0	0	NB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
04:00	0	0	NB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
05:00	0	0	NB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
06:00	134	29	NB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
07:00	337	23	NB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
08:00	217	35	NB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
09:00	83	33	NB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
10:00	77	38	NB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
11:00	108	57	NB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
12:00	119	61	NB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
13:00	160	60	NB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
14:00	157	100	NB	600-No	200-No	---	900-No	100-Yes	Minor	720-No	160-No	---
15:00	140	143	NB	600-No	200-No	---	900-No	100-Yes	Minor	720-No	160-No	---
16:00	128	179	NB	600-No	200-No	---	900-No	100-Yes	Minor	720-No	160-Yes	Minor
17:00	133	106	NB	600-No	200-No	---	900-No	100-Yes	Minor	720-No	160-No	---
18:00	157	68	NB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
19:00	72	31	NB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
20:00	56	33	NB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
21:00	80	28	NB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
22:00	0	0	NB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
23:00	0	0	NB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---

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

Study Name :  
Study Date : 07/03/08  
Page No. : 1

**Multi-Way Stop Warrant Report**

**Major Street Approaches**

**Eastbound: CSAH 30 (Pleasant/Pierce St)**  
Total Approach Volume: 1,093  
Approach Speed: 30

**Westbound: CSAH 30 (Pleasant/Pierce St)**  
Total Approach Volume: 1,065  
Approach Speed: 30

**Minor Street Approaches**

**Northbound: CSAH 31 (4th Ave)**  
Total Approach Volume: 1,024

**Southbound: CSAH 31 (4th Ave)**  
Total Approach Volume: 37

**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

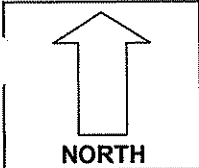
**Criteria C - Minimum Volumes and Delays** ..... Not Satisfied  
Delay data not evaluated  
Required volumes reached for 0 hours, 8 are needed

**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 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	134	30	300-No	200-No	No	240-No	160-No	No
07:00 - 08:00	337	27	300-Yes	200-No	Major	240-Yes	160-No	Major
08:00 - 09:00	217	35	300-No	200-No	No	240-No	160-No	No
09:00 - 10:00	83	33	300-No	200-No	No	240-No	160-No	No
10:00 - 11:00	77	40	300-No	200-No	No	240-No	160-No	No
11:00 - 12:00	108	61	300-No	200-No	No	240-No	160-No	No
12:00 - 13:00	119	61	300-No	200-No	No	240-No	160-No	No
13:00 - 14:00	160	60	300-No	200-No	No	240-No	160-No	No
14:00 - 15:00	157	108	300-No	200-No	No	240-No	160-No	No
15:00 - 16:00	140	145	300-No	200-No	No	240-No	160-No	No
16:00 - 17:00	128	180	300-No	200-No	No	240-No	160-Yes	Minor
17:00 - 18:00	133	111	300-No	200-No	No	240-No	160-No	No
18:00 - 19:00	157	68	300-No	200-No	No	240-No	160-No	No
19:00 - 20:00	72	32	300-No	200-No	No	240-No	160-No	No
20:00 - 21:00	56	42	300-No	200-No	No	240-No	160-No	No
21:00 - 22:00	80	28	300-No	200-No	No	240-No	160-No	No
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:**

CSAH 30 (Pleasant/Pierce St)

**DATE:**

06/30/2007

CSAH 31 (4th Ave)

APP. #1 = 30
APP. #2 = 31
APP. #3 = 30
APP. #4 = 31

APP. #1	APP. #2	APP. #3	APP. #4
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HEAVY VEHICLE- ANY VEHICLE HAVING MORE THAN FOUR TIRES TOUCHING THE PAVEMENT

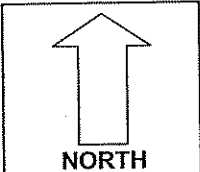
A. TRUCKS- A HEAVY VEHICLE INVOLVED PRIMARILY IN THE TRANSPORT OF GOODS OR IN THE DELIVERY OF A SERVICE.

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				15 MIN TOT	HEAVY VEHICLES		
	APP. #1	APP. #2	APP. #3	APP. #4		TRUCKS	RV	BUS
6:00-6:15AM								
6:15-6:30			1		1			1
6:30-6:45						1		
6:45-7:00						1		
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>3</b>
7:00-7:15						3		
7:15-7:30						3		
7:30-7:45	1			1	2	4		
7:45-8:00		2			2			1
<b>HOURLY TOTAL</b>					<b>4</b>	<b>HOURLY TOTAL</b>		<b>11</b>
8:00-8:15						2		2
8:15-8:30						1		
8:30-8:45						7		1
8:45-9:00	1	1			2	3		1
<b>HOURLY TOTAL</b>					<b>2</b>	<b>HOURLY TOTAL</b>		<b>17</b>
9:00-9:15						2		
9:15-9:30						2		
9:30-9:45						5		3
9:45-10:00						1		3
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>16</b>
10:00-10:15						1		
10:15-10:30								
10:30-10:45	1				1			
10:45-11:00		1			1	5		
<b>HOURLY TOTAL</b>					<b>2</b>	<b>HOURLY TOTAL</b>		<b>6</b>
11:00-11:15				3	3	3		2
11:15-11:30								7
11:30-11:45						5		1
11:45-12:00						3		1
<b>HOURLY TOTAL</b>					<b>3</b>	<b>HOURLY TOTAL</b>		<b>22</b>
12:00-12:15						2		1
12:15-12:30	1					3		2
12:30-12:45						2		1
12:45-1:00						2		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>13</b>
1:00-1:15						3		1
1:15-1:30						3		1
1:30-1:45								2
1:45-2:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>10</b>
<b>TOTAL</b>						<b>TOTAL</b>		<b>98</b>

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COUNT LOCATION:

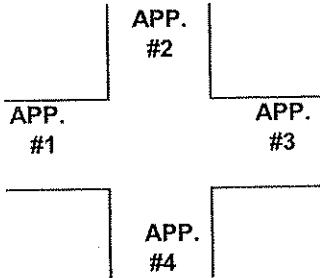
CSAH 30 (Pleasant/Pierce St)

DATE:

07/01/2006

CSAH 31 (4th Ave)

APP. #1 =	30
APP. #2 =	31
APP. #3 =	30
APP. #4 =	30



- 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			4	3		
2:15-2:30	1			1		5		
2:30-2:45				1	1			
2:45-3:00						1		
<b>HOURLY TOTAL</b>					<b>5</b>	<b>HOURLY TOTAL</b>		<b>9</b>
3:00-3:15			2		2	4		
3:15-3:30						2		
3:30-3:45						2		
3:45-4:00			1		1	1		1
<b>HOURLY TOTAL</b>					<b>3</b>	<b>HOURLY TOTAL</b>		<b>10</b>
4:00-4:15	2		1		3	3		
4:15-4:30		1						
4:30-4:45								
4:45-5:00			1		1			
<b>HOURLY TOTAL</b>					<b>4</b>	<b>HOURLY TOTAL</b>		<b>3</b>
5:00-5:15								
5:15-5:30			1					
5:30-5:45		2			2	3		
5:45-6:00								
<b>HOURLY TOTAL</b>					<b>2</b>	<b>HOURLY TOTAL</b>		<b>3</b>
6:00-6:15				1	1			
6:15-6:30	2	2				1		
6:30-6:45	4				4			
6:45-7:00				1	1			
<b>HOURLY TOTAL</b>					<b>6</b>	<b>HOURLY TOTAL</b>		<b>1</b>
7:00-7:15	6				6	2		
7:15-7:30						2		
7:30-7:45	9		1		10			
7:45-8:00	2	1	1		4			
<b>HOURLY TOTAL</b>					<b>20</b>	<b>HOURLY TOTAL</b>		<b>4</b>
8:00-8:15								
8:15-8:30								
8:30-8:45								
8:45-9:00	3				3			
<b>HOURLY TOTAL</b>					<b>3</b>	<b>HOURLY TOTAL</b>		
9:00-9:15								
9:15-9:30		2		2	4			
9:30-9:45								
9:45-10:00								
<b>HOURLY TOTAL</b>					<b>4</b>	<b>HOURLY TOTAL</b>		
				<b>TOTAL</b>	<b>47</b>		<b>TOTAL</b>	<b>128</b>

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