

Date : 07/23/08

Count Number : TMC0824

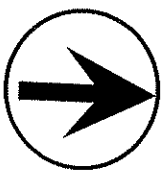
Location : CSAH 14 @ Avocet St.

Avocet St.

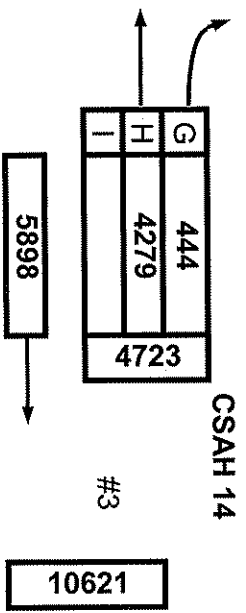
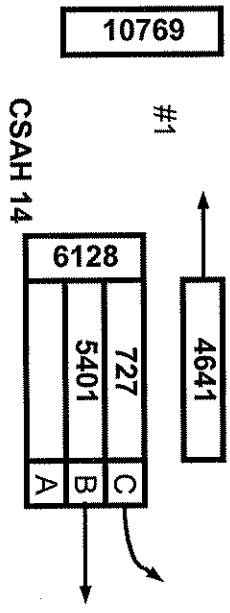
Avocet St. #2 2030

	859
D	362
E	
F	497

1171



North



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

Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study

Date : 07/23/08

Count Number : TMC0824

Location : CSAH 14 @

Avocet St.

Hour: 7:00 - 8:00 AM

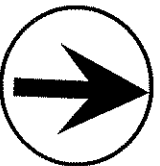
Avocet St.

126

#2

98	
D	30
E	
F	68

28



North

656

#1

284

CSAH 14

372		
C	23	
B	349	
A		

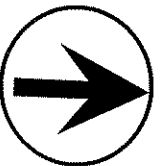
Avocet St.

126

#2

98	
D	30
E	
F	68

28



North

G	5	
H	254	
I		
259		

CSAH 14

#3

417

676

LANES OF APPROACH

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

Anoka County Highway Department

Traffic Volume and Turning

Movement Study

Date : 07/23/08

Count Number : TMC0824

Location : CSAH 14 @

Avocet St.

Hour: 4:30 - 5:30 PM

Avocet St.

227

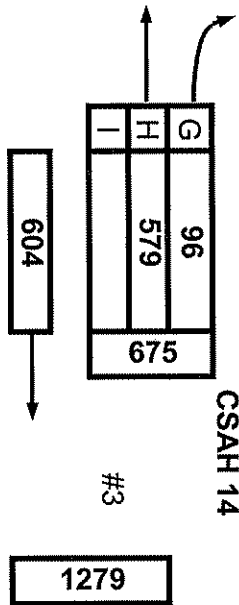
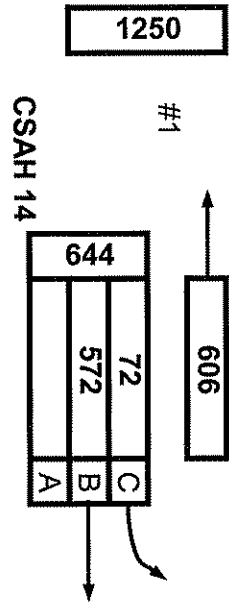
#2

59	
D	27
E	
F	32

168



North



LANES OF APPROACH

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

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 : TMC0824

Site Code : TMC0824

Start Date : 07/23/200

Page No : 1

Weather: Warm and Sunny

Counter: DB-400

Counted by: Jake/Mike

Groups Printed- Unshifted - Bank 1

Start Time	Avocet St. Southbound					CSAH 14 Westbound					Avocet St. Northbound					CSAH 14 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			
06:00	22	0	9	1	31	0	41	0	1	41	0	0	0	0	0	3	59	0	1	62	3	134	137
06:15	20	0	12	0	32	0	57	1	1	58	0	0	0	0	0	11	60	0	2	71	3	161	164
06:30	21	0	22	1	43	0	83	3	1	86	0	0	0	0	0	1	90	0	6	91	8	220	228
06:45	28	0	11	0	39	0	58	2	1	60	0	0	0	0	0	0	47	0	2	47	3	146	149
Total	91	0	54	2	145	0	239	6	4	245	0	0	0	0	0	15	256	0	11	271	17	661	678
07:00	19	0	9	0	28	0	71	2	1	73	0	0	0	0	0	7	67	0	4	74	5	175	180
07:15	18	0	6	0	24	0	40	2	1	42	0	0	0	0	0	7	108	0	7	115	8	181	189
07:30	21	0	5	0	26	0	41	0	2	41	0	0	0	0	0	3	89	0	10	92	12	159	171
07:45	10	0	10	1	20	0	102	1	8	103	0	0	0	0	0	6	85	0	6	91	15	214	229
Total	68	0	30	1	98	0	254	5	12	259	0	0	0	0	0	23	349	0	27	372	40	729	769
08:00	14	0	4	1	18	0	48	3	3	51	0	0	0	0	0	3	52	0	2	55	6	124	130
08:15	9	0	19	1	28	0	77	8	4	85	0	0	0	0	0	3	43	0	2	46	7	159	166
08:30	9	0	11	1	20	0	35	2	2	37	0	0	0	0	0	1	43	0	1	44	4	101	105
08:45	7	0	9	0	16	0	53	6	3	59	0	0	0	0	0	3	61	0	2	64	5	139	144
Total	39	0	43	3	82	0	213	19	12	232	0	0	0	0	0	10	199	0	7	209	22	523	545
09:00	7	0	5	0	12	0	70	4	5	74	0	0	0	0	0	0	24	0	0	24	5	110	115
09:15	5	0	7	0	12	0	37	3	2	40	0	0	0	0	0	21	34	0	1	55	3	107	110
09:30	5	0	5	0	10	0	51	4	1	55	0	0	0	0	0	8	40	0	2	48	3	113	116
09:45	4	0	7	0	11	0	57	6	0	63	0	0	0	0	0	14	55	0	4	69	4	143	147
Total	21	0	24	0	45	0	215	17	8	232	0	0	0	0	0	43	153	0	7	196	15	473	488
10:00	7	0	20	0	27	0	42	4	1	46	0	0	0	0	0	9	55	0	0	64	1	137	138
10:15	8	0	4	2	12	0	65	9	2	74	0	0	0	0	0	11	53	0	3	64	7	150	157
10:30	6	0	8	0	14	0	48	4	1	52	0	0	0	0	0	8	107	0	10	115	11	181	192
10:45	5	0	6	1	11	0	47	2	5	49	0	0	0	0	0	14	110	0	30	124	36	184	220
Total	26	0	38	3	64	0	202	19	9	221	0	0	0	0	0	42	325	0	43	367	55	652	707
11:00	7	0	5	0	12	0	77	11	11	88	0	0	0	0	0	6	48	0	1	54	12	154	166
11:15	4	0	4	0	8	0	59	1	2	60	0	0	0	0	0	15	80	0	4	95	6	163	169
11:30	7	0	8	0	15	0	100	2	2	102	0	0	0	0	0	18	80	0	4	98	6	215	221
11:45	3	0	6	0	9	0	65	2	4	67	0	0	0	0	0	19	79	0	5	98	9	174	183
Total	21	0	23	0	44	0	301	16	19	317	0	0	0	0	0	58	287	0	14	345	33	706	739
12:00	12	0	12	2	24	0	64	9	3	73	0	0	0	0	0	22	103	0	5	125	10	222	232
12:15	0	0	2	2	2	0	70	1	0	71	0	0	0	0	0	10	73	0	5	83	7	156	163
12:30	1	0	0	0	1	0	52	1	4	53	0	0	0	0	0	13	94	0	2	107	6	161	167
12:45	15	0	6	1	21	0	93	9	1	102	0	0	0	0	0	0	14	0	0	14	2	137	139
Total	28	0	20	5	48	0	279	20	8	299	0	0	0	0	0	45	284	0	12	329	25	676	701
13:00	7	0	3	1	10	0	57	5	1	62	0	0	0	0	0	15	81	0	2	96	4	168	172
13:15	3	0	5	0	8	0	37	1	1	38	0	0	0	0	0	6	83	0	0	89	1	135	136
13:30	15	0	10	0	25	0	116	7	4	123	0	0	0	0	0	19	79	0	3	98	7	246	253
13:45	5	0	8	1	13	0	93	3	2	96	0	0	0	0	0	12	90	0	2	102	5	211	216
Total	30	0	26	2	56	0	303	16	8	319	0	0	0	0	0	52	333	0	7	385	17	760	777
14:00	4	0	3	0	7	0	73	5	0	78	0	0	0	0	0	13	89	0	1	102	1	187	188
14:15	4	0	4	0	8	0	68	9	0	77	0	0	0	0	0	10	106	0	3	116	3	201	204
14:30	4	0	3	0	7	0	84	12	3	96	0	0	0	0	0	12	92	0	0	104	3	207	210
14:45	3	0	3	0	6	0	34	4	1	38	0	0	0	0	0	7	74	0	1	81	2	125	127
Total	15	0	13	0	28	0	259	30	4	289	0	0	0	0	0	42	361	0	5	403	9	720	729
15:00	3	0	2	0	5	0	61	3	0	64	0	0	0	0	0	12	110	0	3	122	3	191	194
15:15	0	0	0	0	0	0	38	4	1	42	0	0	0	0	0	15	115	0	1	130	2	172	174
15:30	5	0	2	0	7	0	41	9	0	50	0	0	0	0	0	20	118	0	1	138	1	195	196
15:45	2	0	1	0	3	0	53	5	2	58	0	0	0	0	0	23	135	0	2	158	4	219	223
Total	10	0	5	0	15	0	193	21	3	214	0	0	0	0	0	70	478	0	7	548	10	777	787
16:00	5	0	1	0	6	0	91	3	1	94	0	0	0	0	0	6	103	0	3	109	4	209	213
16:15	1	0	5	0	6	0	62	9	0	71	0	0	0	0	0	17	74	0	1	91	1	168	169
16:30	6	0	8	0	14	0	170	20	0	190	0	0	0	0	0	23	151	0	0	174	0	378	378
16:45	9	0	11	0	20	0	165	21	1	186	0	0	0	0	0	14	162	0	2	176	3	382	385
Total	21	0	25	0	46	0	488	53	2	541	0	0	0	0	0	60	490	0	6	550	8	1137	1145
17:00	8	0	3	0	11	0	189	28	0	217	0	0	0	0	0	22	129	0	0	151	0	379	379
17:15	9	0	5	0	14	0	55	27	0	82	0	0	0	0	0	13	104	0	0	117	0	213	213
17:30	11	0	0	0	11	0	85	16	0	101	0	0	0	0	0	8	116	0	2	124	2	236	238
17:45	3	0	2	0	5	0	79	28	1	107	0	0	0	0	0	28	134	0	2	162	3	274	277
Total	31	0	10	0	41	0	408	99	1	507	0	0	0	0	0	71	483	0	4	554	5	1102	1107
18:00	12	0	0	0	12	0	74	17	0	91	0	0	0	0	0	17	102	0	3	119	3	222	225
18:15	15	0	7	0	22	0	124	14	0	138	0	0	0	0	0	18	99	0	1	117	1	277	278
18:30	7	0	5	0	12	0	89	10	1	99	0	0	0	0	0	12	98	0	0	110	1	221	222
18:45	8	0	1	0	9	0	45	4	0	49	0	0	0	0	0	14	137	0	0	151	0	209	209
Total	42	0	13	0	55	0	332	45	1	377	0	0	0	0	0	61	436	0	4	497	5	929	934

Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

File Name : TMC0824

Site Code : TMC0824

Start Date : 07/23/200

Page No : 2

Weather: Warm and Sunny

Counter: DB-400

Counted by: Jake/Mike

Groups Printed- Unshifted - Bank 1

Start Time	Avocet St. Southbound					CSAH 14 Westbound					Avocet St. Northbound					CSAH 14 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			
19:00	10	0	1	0	11	0	44	3	0	47	0	0	0	0	0	10	96	0	0	106	0	164	164
19:15	0	0	9	0	9	0	37	6	0	43	0	0	0	0	0	8	87	0	1	95	1	147	148
19:30	6	0	6	0	12	0	35	9	1	44	0	0	0	0	0	16	98	0	0	114	1	170	171
19:45	12	0	4	0	16	0	48	5	0	53	0	0	0	0	0	13	98	0	0	111	0	180	180
Total	28	0	20	0	48	0	164	23	1	187	0	0	0	0	0	47	379	0	1	426	2	661	663
20:00	5	0	1	0	6	0	36	6	1	42	0	0	0	0	0	11	82	0	1	93	2	141	143
20:15	0	0	2	0	2	0	51	0	0	51	0	0	0	0	0	9	83	0	0	92	0	145	145
20:30	5	0	1	0	6	0	74	7	0	81	0	0	0	0	0	12	75	0	0	87	0	174	174
20:45	4	0	2	0	6	0	86	11	0	97	0	0	0	0	0	15	76	0	1	91	1	194	195
Total	14	0	6	0	20	0	247	24	1	271	0	0	0	0	0	47	316	0	2	363	3	654	657
21:00	5	0	4	0	9	0	52	10	0	62	0	0	0	0	0	10	88	0	0	98	0	169	169
21:15	4	0	1	0	5	0	59	13	0	72	0	0	0	0	0	12	86	0	1	98	1	175	176
21:30	2	0	7	0	9	0	20	2	1	22	0	0	0	0	0	5	47	0	0	52	1	83	84
21:45	1	0	0	0	1	0	51	6	0	57	0	0	0	0	0	14	51	0	0	65	0	123	123
Total	12	0	12	0	24	0	182	31	1	213	0	0	0	0	0	41	272	0	1	313	2	550	552
Grand Total	497	0	362	16	859	0	4279	444	94	4723	0	0	0	0	0	727	5401	0	158	6128	268	11710	11978
Apprch %	57.9	0	42.1			0	90.6	9.4			0	0	0			11.9	88.1	0			2.2	97.8	
Total %	4.2	0	3.1		7.3	0	36.5	3.8		40.3	0	0	0		0	6.2	46.1	0		52.3			
Unshifted	497	0	362		875	0	4279	444		4817	0	0	0		0	727	5401	0		6286	0	0	11978
% Unshifted	100	0	100	100	100	0	100	100	100	100	0	0	0	0	0	100	100	0	100	100	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	Avocet St. Southbound				CSAH 14 Westbound				Avocet St. Northbound				CSAH 14 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 06:00 to 11:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	19	0	9	28	0	71	2	73	0	0	0	0	7	67	0	74	175
07:15	18	0	6	24	0	40	2	42	0	0	0	0	7	108	0	115	181
07:30	21	0	5	26	0	41	0	41	0	0	0	0	3	89	0	92	159
07:45	10	0	10	20	0	102	1	103	0	0	0	0	6	85	0	91	214
Total Volume	68	0	30	98	0	254	5	259	0	0	0	0	23	349	0	372	729
% App. Total	69.4	0	30.6		0	98.1	1.9		0	0	0	0	6.2	93.8	0		
PHF	.810	.000	.750	.875	.000	.623	.625	.629	.000	.000	.000	.000	.821	.808	.000	.809	.852

Start Time	Avocet St. Southbound				CSAH 14 Westbound				Avocet St. Northbound				CSAH 14 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	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	6	0	8	14	0	170	20	190	0	0	0	0	23	151	0	174	378
16:45	9	0	11	20	0	165	21	186	0	0	0	0	14	162	0	176	382
17:00	8	0	3	11	0	189	28	217	0	0	0	0	22	129	0	151	379
17:15	9	0	5	14	0	55	27	82	0	0	0	0	13	104	0	117	213
Total Volume	32	0	27	59	0	579	96	675	0	0	0	0	72	546	0	618	1352
% App. Total	54.2	0	45.8		0	85.8	14.2		0	0	0	0	11.7	88.3	0		
PHF	.889	.000	.614	.738	.000	.766	.857	.778	.000	.000	.000	.000	.783	.843	.000	.878	.885

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

Study Name :
Study Date : 07/23/08
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: CSAH 14

Number of Lanes: 2
Approach Speed: 20
Total Approach Volume: 6,128

Westbound: CSAH 14

Number of Lanes: 2
Approach Speed: 50
Total Approach Volume: 4,723

Minor Street Approaches

Northbound:

Number of Lanes: 2

Total Approach Volume: 0

Southbound: Avocet St.

Number of Lanes: 2

Total Approach Volume: 859

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

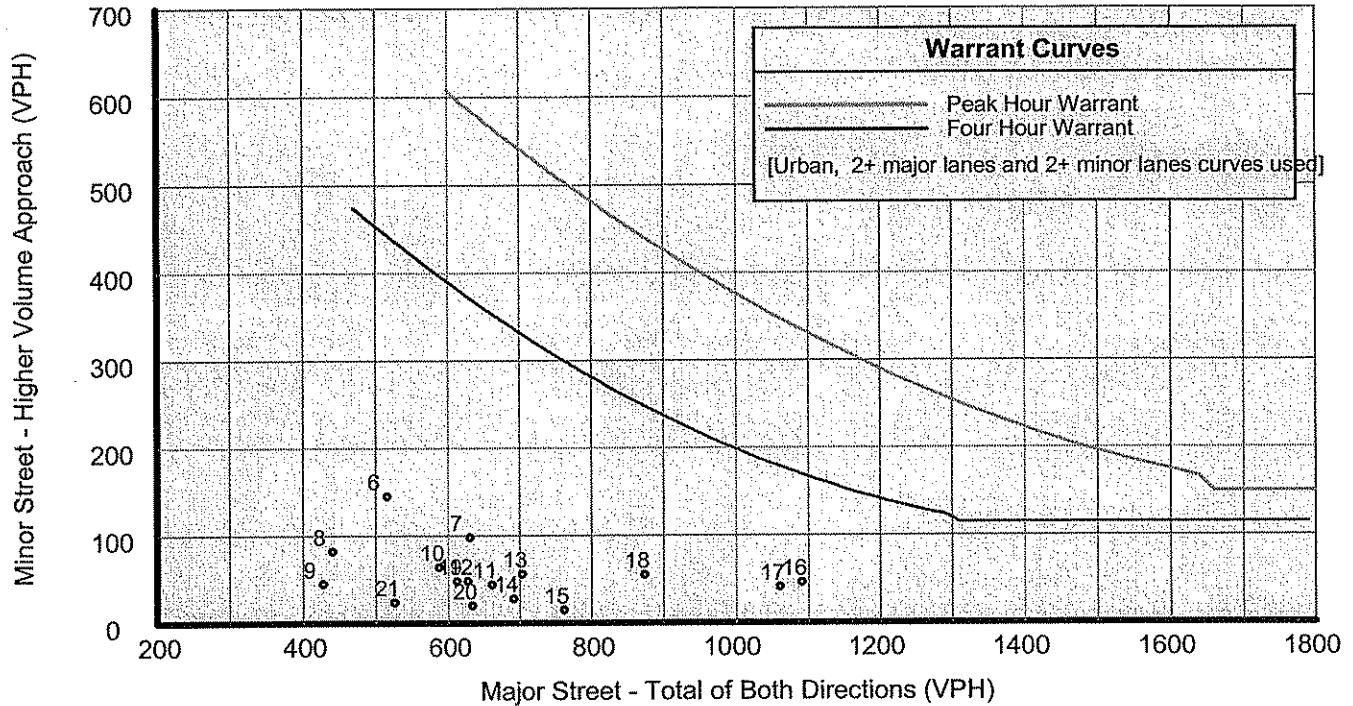
- Warrant 7 - Crash Experience** Not Evaluated

- Warrant 8 - Roadway Network** Not Evaluated

ANOKA COUNTY HIGHWAY PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name :
Study Date : 07/23/08
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	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	516	145	SB	600-No	200-No	---	900-No	100-Yes	Minor	720-No	160-No	---
07:00	631	98	SB	600-Yes	200-No	Major	900-No	100-No	---	720-No	160-No	---
08:00	441	82	SB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
09:00	428	45	SB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
10:00	588	64	SB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
11:00	662	44	SB	600-Yes	200-No	Major	900-No	100-No	---	720-No	160-No	---
12:00	628	48	SB	600-Yes	200-No	Major	900-No	100-No	---	720-No	160-No	---
13:00	704	56	SB	600-Yes	200-No	Major	900-No	100-No	---	720-No	160-No	---
14:00	692	28	SB	600-Yes	200-No	Major	900-No	100-No	---	720-No	160-No	---
15:00	762	15	SB	600-Yes	200-No	Major	900-No	100-No	---	720-Yes	160-No	Major
16:00	1,091	46	SB	600-Yes	200-No	Major	900-Yes	100-No	Major	720-Yes	160-No	Major
17:00	1,061	41	SB	600-Yes	200-No	Major	900-Yes	100-No	Major	720-Yes	160-No	Major
18:00	874	55	SB	600-Yes	200-No	Major	900-No	100-No	---	720-Yes	160-No	Major
19:00	613	48	SB	600-Yes	200-No	Major	900-No	100-No	---	720-No	160-No	---
20:00	634	20	SB	600-Yes	200-No	Major	900-No	100-No	---	720-No	160-No	---
21:00	526	24	SB	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 : 07/23/08
Page No. : 1

Multi-Way Stop Warrant Report

Major Street Approaches

Eastbound: CSAH 14
Total Approach Volume: 6,128
Approach Speed: 50

Westbound: CSAH 14
Total Approach Volume: 4,723
Approach Speed: 50

Minor Street Approaches

Northbound: N/A
Total Approach Volume: 0

Southbound: Avocet St.
Total Approach Volume: 859

Warrant Summary

Criteria A - Interim Measure Not Evaluated
If traffic signals are justified, stop signs can be installed as an interim measure.

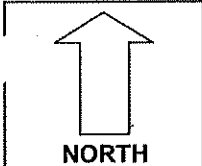
Criteria B - Crash Experience Not Evaluated

Criteria C - Minimum Volumes and Delays Not Satisfied
Delay data not evaluated
Required volumes reached for 1 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	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	516	145	210-Yes	140-Yes	Both	240-Yes	160-No	Major
07:00 - 08:00	631	98	210-Yes	140-No	Major	240-Yes	160-No	Major
08:00 - 09:00	441	82	210-Yes	140-No	Major	240-Yes	160-No	Major
09:00 - 10:00	428	45	210-Yes	140-No	Major	240-Yes	160-No	Major
10:00 - 11:00	588	64	210-Yes	140-No	Major	240-Yes	160-No	Major
11:00 - 12:00	662	44	210-Yes	140-No	Major	240-Yes	160-No	Major
12:00 - 13:00	628	48	210-Yes	140-No	Major	240-Yes	160-No	Major
13:00 - 14:00	704	56	210-Yes	140-No	Major	240-Yes	160-No	Major
14:00 - 15:00	692	28	210-Yes	140-No	Major	240-Yes	160-No	Major
15:00 - 16:00	762	15	210-Yes	140-No	Major	240-Yes	160-No	Major
16:00 - 17:00	1,091	46	210-Yes	140-No	Major	240-Yes	160-No	Major
17:00 - 18:00	1,061	41	210-Yes	140-No	Major	240-Yes	160-No	Major
18:00 - 19:00	874	55	210-Yes	140-No	Major	240-Yes	160-No	Major
19:00 - 20:00	613	48	210-Yes	140-No	Major	240-Yes	160-No	Major
20:00 - 21:00	634	20	210-Yes	140-No	Major	240-Yes	160-No	Major
21:00 - 22:00	526	24	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 14 @

DATE:

07/23/2008

Avocet St.

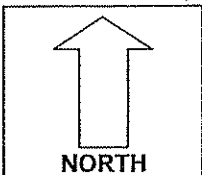
APP. #1 = CSAH 14
APP. #2 = Avocet St.
APP. #3 = CSAH 14
APP. #4 =

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						3		
6:30-6:45						5		2
6:45-7:00								1
HOURLY TOTAL						HOURLY TOTAL		14
7:00-7:15						4		1
7:15-7:30						6		
7:30-7:45						2		4
7:45-8:00						14		6
HOURLY TOTAL						HOURLY TOTAL		37
8:00-8:15						3		3
8:15-8:30						2		4
8:30-8:45								1
8:45-9:00						6		
HOURLY TOTAL						HOURLY TOTAL		19
9:00-9:15								5
9:15-9:30						2		1
9:30-9:45						1		2
9:45-10:00						1		3
HOURLY TOTAL						HOURLY TOTAL		15
10:00-10:15						1		
10:15-10:30						6		
10:30-10:45						3		6
10:45-11:00						3		39
HOURLY TOTAL						HOURLY TOTAL		58
11:00-11:15						1		11
11:15-11:30						4		2
11:30-11:45						3		3
11:45-12:00						5		2
HOURLY TOTAL						HOURLY TOTAL		31
12:00-12:15						7		3
12:15-12:30						4		2
12:30-12:45						1		3
12:45-1:00						1		1
HOURLY TOTAL						HOURLY TOTAL		34
1:00-1:15								2
1:15-1:30						1		
1:30-1:45						3		2
1:45-2:00						5		
HOURLY TOTAL								13
TOTAL						TOTAL		221

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COUNT LOCATION:

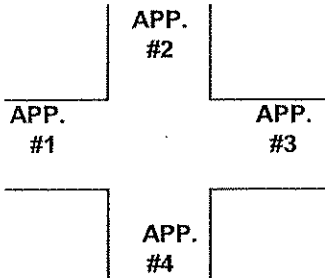
CSAH 14 @

DATE:

07/28/2008

Avocet St.

APP. #1 = CSAH 14
APP. #2 = Avocet St.
APP. #3 = CSAH 14
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						2		
2:15-2:30						3		
2:30-2:45						3		
2:45-3:00						2		
HOURLY TOTAL						HOURLY TOTAL		10
3:00-3:15						3		
3:15-3:30						1		
3:30-3:45						2		
3:45-4:00						4		
HOURLY TOTAL						HOURLY TOTAL		10
4:00-4:15						4		
4:15-4:30						1		
4:30-4:45								
4:45-5:00						3		
HOURLY TOTAL						HOURLY TOTAL		8
5:00-5:15								
5:15-5:30								
5:30-5:45						1		
5:45-6:00						2	1	
HOURLY TOTAL						HOURLY TOTAL		4
6:00-6:15						3		
6:15-6:30							1	
6:30-6:45								
6:45-7:00								
HOURLY TOTAL						HOURLY TOTAL		4
7:00-7:15								
7:15-7:30						1		
7:30-7:45						1		
7:45-8:00								
HOURLY TOTAL						HOURLY TOTAL		2
8:00-8:15						1		
8:15-8:30								
8:30-8:45								
8:45-9:00						1		
HOURLY TOTAL						HOURLY TOTAL		2
9:00-9:15								
9:15-9:30						1		
9:30-9:45								
9:45-10:00								
HOURLY TOTAL						HOURLY TOTAL		1
					TOTAL		TOTAL	41

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