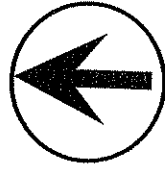


Date : 07/31/08

Count Number : TMC0826

Location : CR 84 (Otter Lake Rd.)

@ CR J (Ramsey CR)



North

3598

#2

CR 84 (Otter Lake Rd.)

1731	D	1297
434	E	
0	F	

1867

1815

#1

3830

CR J (Ramsey CR))

2015	A	625
0	B	
1390	C	

CR 84 (Otter Lake Rd.)

995	M	518
477	L	
0	K	

1059

#4

2054

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

Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study

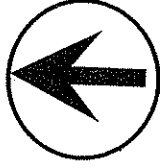
Date : 07/31/08

Count Number : TMC0826

Location : CR 84 (Otter Lake Rd.)

@ CR J (Ramsey CR)

AM Peak: 6:30am - 7:30am



North

401
#2
CR 84 (Otter Lake Rd.)

313			
259	D	54	T
0			

88

392
#1

328			
64	C	45	
	B	0	
	A	19	

CR J (Ramsey CR))

69	M	43	L
0			K
112			

73

#4

185

CR 84 (Otter Lake Rd.)

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

Anoka County Highway Department

Traffic Volume and Turning

Movement Study

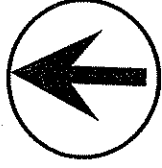
Date : 07/31/08

Count Number : TMC0826

Location : CR 84 (Otter Lake Rd.)

@ CR J (Ramsey CR)

PM Peak: 4:15pm - 5:15pm



North

553

#2

CR 84 (Otter Lake Rd.)

156		
107	D	
49	E	
0	F	
	T	

397

174

#1

577

CR J (Ramsey CR))

403			
85	A		
0	B		
318	C		

CR 84 (Otter Lake Rd.)

134

#4

280

67	M		
79	L		
0	K		
146			



Anoka County Highway Department
Traffic Volume and Turning
Movement Study

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

Anoka County Highway Department

Traffic Engineering Section
Traffic Volume and Turning Movement Study

File Name : tmc 0826
Site Code : 08260101
Start Date : 07/31/200
Page No : 2

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

Groups Printed- Unshifted - Bank 1

Start Time	CR 84 (Otter Lake Rd.) Southbound					CR J (Ramsey CR) Westbound					CR 84 (Otter Lake Rd.) Northbound					CR J (Ramsey CR) 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	0	3	6	0	9	0	0	0	0	0	8	6	0	0	14	21	0	18	0	39	0	0	62	62
19:15	0	6	3	0	9	0	0	0	0	0	5	12	0	0	17	13	0	14	0	27	0	0	53	53
19:30	0	1	4	0	5	0	0	0	0	0	2	2	0	0	4	12	0	10	0	22	0	0	31	31
19:45	0	3	11	0	14	0	0	0	0	0	3	4	0	1	7	6	0	12	0	18	1	0	39	40
Total	0	13	24	0	37	0	0	0	0	0	18	24	0	1	42	52	0	54	0	106	1	0	185	186
20:00	0	3	19	0	22	0	0	0	0	0	6	5	0	0	11	12	0	6	0	18	0	0	51	51
20:15	0	6	21	0	27	0	0	0	0	0	5	5	0	0	10	11	0	17	0	28	0	0	65	65
20:30	0	7	10	0	17	0	0	0	0	0	10	10	0	1	20	18	0	14	0	32	1	0	69	70
20:45	0	4	5	0	9	0	0	0	0	0	11	4	0	0	15	29	0	8	0	37	0	0	61	61
Total	0	20	55	0	75	0	0	0	0	0	32	24	0	1	56	70	0	45	0	115	1	0	246	247
21:00	0	5	11	0	16	0	0	0	0	0	6	5	0	0	11	24	0	15	0	39	0	0	66	66
21:15	0	1	11	0	12	0	0	0	0	0	7	10	0	0	17	29	0	9	0	38	0	0	67	67
21:30	0	2	9	0	11	0	0	0	0	0	4	7	0	0	11	24	0	12	0	36	0	0	58	58
21:45	0	2	5	0	7	0	0	0	0	0	3	2	0	0	5	19	0	8	1	27	1	0	39	40
Total	0	10	36	0	46	0	0	0	0	0	20	24	0	0	44	96	0	44	1	140	1	0	230	231
Grand Total	0	434	1297	96	1731	0	0	0	0	0	518	477	0	13	995	1390	0	625	61	2015	170	0	4741	4911
Approch %	0	25.1	74.9			0	0	0			52.1	47.9	0			69	0	31			3.5	0	96.5	
Total %	0	9.2	27.4		36.5	0	0	0		0	10.9	10.1	0		21	29.3	0	13.2		42.5	0	0	100	100
Unshifted	0	434	1297		1827	0	0	0		0	518	477	0	1008	1390	0	625		2076	0	0	0	4911	
% Unshifted	0	100	100	100	100	0	0	0	0	0	100	100	0	100	100	0	100	100	100	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	0	
% Bank 1	0	0	0		0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	

Start Time	CR 84 (Otter Lake Rd.) Southbound				CR J (Ramsey CR) Westbound				CR 84 (Otter Lake Rd.) Northbound				CR J (Ramsey CR) Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Hour Analysis From 06:00 to 11:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30																	
06:30	0	12	73	85	0	0	0	0	34	12	0	46	13	0	7	20	151
06:45	0	20	65	85	0	0	0	0	15	6	0	21	22	0	6	28	134
07:00	0	16	77	93	0	0	0	0	7	13	0	20	6	0	4	10	123
07:15	0	6	44	50	0	0	0	0	13	12	0	25	4	0	2	6	81
Total Volume	0	54	259	313	0	0	0	0	69	43	0	112	45	0	19	64	489
% App. Total	0	17.3	82.7		0	0	0		61.6	38.4	0		70.3	0	29.7		
PHF	.000	.675	.841	.841	.000	.000	.000	.000	.507	.827	.000	.609	.511	.000	.679	.571	.810
Peak Hour Analysis From 12:00 to 21:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	0	10	30	40	0	0	0	0	10	18	0	28	82	0	21	103	171
16:30	0	12	25	37	0	0	0	0	24	21	0	45	67	0	19	86	168
16:45	0	15	31	46	0	0	0	0	16	18	0	34	89	0	30	119	199
17:00	0	12	21	33	0	0	0	0	17	22	0	39	80	0	15	95	167
Total Volume	0	49	107	156	0	0	0	0	67	79	0	146	318	0	85	403	705
% App. Total	0	31.4	68.6		0	0	0		45.9	54.1	0		78.9	0	21.1		
PHF	.000	.817	.863	.848	.000	.000	.000	.000	.698	.898	.000	.811	.893	.000	.708	.847	.886

Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

File Name : tmc 0826
 Site Code : 08260101
 Start Date : 07/31/200
 Page No : 1

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

Groups Printed- Unshifted - Bank 1

Start Time	CR 84 (Otter Lake Rd.) Southbound					CR J (Ramsey CR) Westbound					CR 84 (Otter Lake Rd.) Northbound					CR J (Ramsey CR) 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	15	30	0	45	0	0	0	0	0	10	4	0	0	14	7	0	3	0	10	0	69	69
06:15	0	16	34	4	50	0	0	0	0	0	12	2	0	1	14	5	0	1	0	6	5	70	75
06:30	0	12	73	2	85	0	0	0	0	0	34	12	0	1	46	13	0	7	0	20	3	151	154
06:45	0	20	65	0	85	0	0	0	0	0	15	6	0	0	21	22	0	6	0	28	0	134	134
Total	0	63	202	6	265	0	0	0	0	0	71	24	0	2	95	47	0	17	0	64	8	424	432
07:00	0	16	77	2	93	0	0	0	0	0	7	13	0	0	20	6	0	4	0	10	2	123	125
07:15	0	6	44	0	50	0	0	0	0	0	13	12	0	0	25	4	0	2	0	6	0	81	81
07:30	0	17	38	5	55	0	0	0	0	0	15	3	0	0	18	19	0	11	1	30	6	103	109
07:45	0	5	30	1	35	0	0	0	0	0	6	4	0	1	10	9	0	12	2	21	4	66	70
Total	0	44	189	8	233	0	0	0	0	0	41	32	0	1	73	38	0	29	3	67	12	373	385
08:00	0	5	31	2	36	0	0	0	0	0	7	12	0	1	19	13	0	10	2	23	5	78	83
08:15	0	8	33	2	41	0	0	0	0	0	3	11	0	0	14	11	0	9	2	20	4	75	79
08:30	0	3	13	2	16	0	0	0	0	0	3	2	0	0	5	9	0	6	3	15	5	36	41
08:45	0	11	22	4	33	0	0	0	0	0	5	2	0	0	7	6	0	4	2	10	6	50	56
Total	0	27	99	10	126	0	0	0	0	0	18	27	0	1	45	39	0	29	9	68	20	239	259
09:00	0	3	13	3	16	0	0	0	0	0	4	9	0	0	13	3	0	1	1	4	4	33	37
09:15	0	2	13	0	15	0	0	0	0	0	9	6	0	0	15	8	0	6	1	14	1	44	45
09:30	0	4	25	3	29	0	0	0	0	0	4	6	0	1	10	12	0	8	0	20	4	59	63
09:45	0	4	23	3	27	0	0	0	0	0	0	5	0	0	5	11	0	1	0	12	3	44	47
Total	0	13	74	9	87	0	0	0	0	0	17	26	0	1	43	34	0	16	2	50	12	180	192
10:00	0	4	15	2	19	0	0	0	0	0	1	3	0	0	4	21	0	6	3	27	5	50	55
10:15	0	4	8	5	12	0	0	0	0	0	6	5	0	0	11	8	0	3	0	11	5	34	39
10:30	0	3	24	3	27	0	0	0	0	0	4	5	0	0	9	14	0	6	4	20	7	56	63
10:45	0	3	16	3	19	0	0	0	0	0	4	6	0	0	10	13	0	8	3	21	6	50	56
Total	0	14	63	13	77	0	0	0	0	0	15	19	0	0	34	56	0	23	10	79	23	190	213
11:00	0	4	19	3	23	0	0	0	0	0	8	4	0	0	12	17	0	8	2	25	5	60	65
11:15	0	7	31	3	38	0	0	0	0	0	5	4	0	0	9	16	0	10	2	26	5	73	78
11:30	0	4	14	5	18	0	0	0	0	0	5	4	0	1	9	13	0	3	1	16	7	43	50
11:45	0	9	17	2	26	0	0	0	0	0	7	10	0	1	17	9	0	2	1	11	4	54	58
Total	0	24	81	13	105	0	0	0	0	0	25	22	0	2	47	55	0	23	6	78	21	230	251
12:00	0	4	10	1	14	0	0	0	0	0	3	5	0	0	8	8	0	5	0	13	1	35	36
12:15	0	13	17	2	30	0	0	0	0	0	6	6	0	0	12	15	0	8	0	23	2	65	67
12:30	0	5	14	4	19	0	0	0	0	0	10	6	0	0	16	15	0	9	1	24	5	59	64
12:45	0	3	7	1	10	0	0	0	0	0	12	3	0	0	15	12	0	5	2	17	3	42	45
Total	0	25	48	8	73	0	0	0	0	0	31	20	0	0	51	50	0	27	3	77	11	201	212
13:00	0	6	13	1	19	0	0	0	0	0	17	5	0	0	22	17	0	9	1	26	2	67	69
13:15	0	5	3	0	8	0	0	0	0	0	11	7	0	1	18	10	0	4	1	14	2	40	42
13:30	0	4	15	0	19	0	0	0	0	0	9	5	0	0	14	13	0	3	1	16	1	49	50
13:45	0	3	4	0	7	0	0	0	0	0	4	8	0	0	12	11	0	4	0	15	0	34	34
Total	0	18	35	1	53	0	0	0	0	0	41	25	0	1	66	51	0	20	3	71	5	190	195
14:00	0	4	14	4	18	0	0	0	0	0	3	3	0	0	6	14	0	6	0	20	4	44	48
14:15	0	15	18	1	33	0	0	0	0	0	3	5	0	0	8	12	0	9	0	21	1	62	63
14:30	0	12	10	3	22	0	0	0	0	0	5	2	0	0	7	10	0	5	1	15	4	44	48
14:45	0	1	12	6	13	0	0	0	0	0	3	10	0	1	13	15	0	6	3	21	10	47	57
Total	0	32	54	14	86	0	0	0	0	0	14	20	0	1	34	51	0	26	4	77	19	197	216
15:00	0	2	17	2	19	0	0	0	0	0	7	7	0	0	14	19	0	16	3	35	5	68	73
15:15	0	7	12	0	19	0	0	0	0	0	7	8	0	0	15	22	0	16	0	38	0	72	72
15:30	0	10	32	0	42	0	0	0	0	0	15	14	0	1	29	50	0	20	1	70	2	141	143
15:45	0	2	16	0	18	0	0	0	0	0	17	14	0	0	31	30	0	21	0	51	0	100	100
Total	0	21	77	2	98	0	0	0	0	0	46	43	0	1	89	121	0	73	4	194	7	381	388
16:00	0	12	28	2	40	0	0	0	0	0	5	9	0	0	14	23	0	5	4	28	6	82	88
16:15	0	10	30	1	40	0	0	0	0	0	10	18	0	0	28	82	0	21	1	103	2	171	173
16:30	0	12	25	0	37	0	0	0	0	0	24	21	0	1	45	67	0	19	1	86	2	168	170
16:45	0	15	31	2	46	0	0	0	0	0	16	18	0	0	34	89	0	30	3	119	5	199	204
Total	0	49	114	5	163	0	0	0	0	0	55	66	0	1	121	261	0	75	9	336	15	620	635
17:00	0	12	21	0	33	0	0	0	0	0	17	22	0	0	39	80	0	15	1	95	1	167	168
17:15	0	9	26	1	35	0	0	0	0	0	12	16	0	0	28	72	0	29	3	101	4	164	168
17:30	0	16	47	3	63	0	0	0	0	0	2	9	0	0	11	62	0	16	0	78	3	152	155
17:45	0	6	21	2	27	0	0	0	0	0	5	11	0	0	16	35	0	9	0	44	2	87	89
Total	0	43	115	6	158	0	0	0	0	0	36	58	0	0	94	249	0	69	4	318	10	570	580
18:00	0	5	16	1	21	0	0	0	0	0	8	7	0	0	15	44	0	17	1	61	2	97	99
18:15	0	6	9	0	15	0	0	0	0	0	11	10	0	0	21	22	0	16	1	38	1	74	75
18:																							

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

Study Name :
Study Date : 07/31/08
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: CR 84 (Otter Lake Rd.)

Number of Lanes: 1
Approach Speed: 50
Total Approach Volume: 995

Southbound: CR 84 (Otter Lake Rd.)

Number of Lanes: 1
Approach Speed: 50
Total Approach Volume: 1,731

Minor Street Approaches

Eastbound: CR J (Ramsey CR)

Number of Lanes: 2

Total Approach Volume: 2,015

Westbound: N/A

Number of Lanes: 2

Total Approach Volume: 0

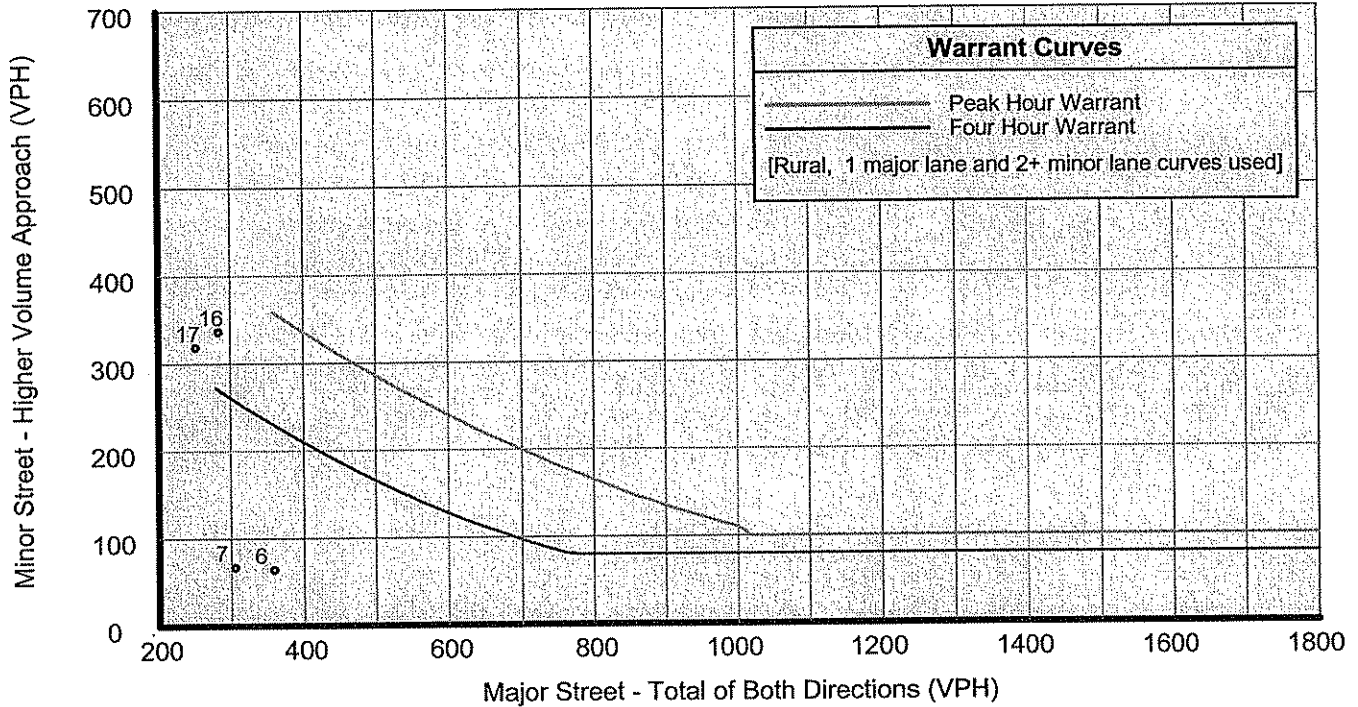
Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Not Satisfied
Warrant 1A - Minimum Vehicular Volume	Not Satisfied
Required volumes reached for 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 (1) volumes exceed minimum < minimum required (4).	
Warrant 3 - Peak Hour	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	Satisfied
Volumes exceed minimums for at least one 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 : 07/31/08
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	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
01:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
02:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
03:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
04:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
05:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
06:00	360	64	EB	350-Yes	140-No	Major	525-No	70-No	---	420-No	112-No	---
07:00	306	67	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
08:00	171	68	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
09:00	130	50	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
10:00	111	79	EB	350-No	140-No	---	525-No	70-Yes	Minor	420-No	112-No	---
11:00	152	78	EB	350-No	140-No	---	525-No	70-Yes	Minor	420-No	112-No	---
12:00	124	77	EB	350-No	140-No	---	525-No	70-Yes	Minor	420-No	112-No	---
13:00	119	71	EB	350-No	140-No	---	525-No	70-Yes	Minor	420-No	112-No	---
14:00	120	77	EB	350-No	140-No	---	525-No	70-Yes	Minor	420-No	112-No	---
15:00	187	194	EB	350-No	140-Yes	Minor	525-No	70-Yes	Minor	420-No	112-Yes	Minor
16:00	284	336	EB	350-No	140-Yes	Minor	525-No	70-Yes	Minor	420-No	112-Yes	Minor
17:00	252	318	EB	350-No	140-Yes	Minor	525-No	70-Yes	Minor	420-No	112-Yes	Minor
18:00	110	175	EB	350-No	140-Yes	Minor	525-No	70-Yes	Minor	420-No	112-Yes	Minor
19:00	79	106	EB	350-No	140-No	---	525-No	70-Yes	Minor	420-No	112-No	---
20:00	131	115	EB	350-No	140-No	---	525-No	70-Yes	Minor	420-No	112-Yes	Minor
21:00	90	140	EB	350-No	140-Yes	Minor	525-No	70-Yes	Minor	420-No	112-Yes	Minor
22:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
23:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---

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

Study Name :
Study Date : 07/31/08
Page No. : 1

Multi-Way Stop Warrant Report

Major Street Approaches

Northbound: CR 84 (Otter Lake Rd.)
Total Approach Volume: 995
Approach Speed: 50

Southbound: CR 84 (Otter Lake Rd.)
Total Approach Volume: 1,731
Approach Speed: 50

Minor Street Approaches

Eastbound: CR J (Ramsey CR)
Total Approach Volume: 2,015

Westbound: N/A
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.

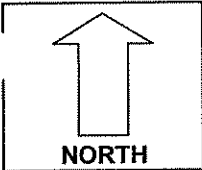
Criteria B - Crash Experience Not Evaluated

Criteria C - Minimum Volumes and Delays Not Satisfied
Delay data not evaluated
Required volumes reached for 2 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	360	64	210-Yes	140-No	Major	240-Yes	160-No	Major
07:00 - 08:00	306	67	210-Yes	140-No	Major	240-Yes	160-No	Major
08:00 - 09:00	171	68	210-No	140-No	No	240-No	160-No	No
09:00 - 10:00	130	50	210-No	140-No	No	240-No	160-No	No
10:00 - 11:00	111	79	210-No	140-No	No	240-No	160-No	No
11:00 - 12:00	152	78	210-No	140-No	No	240-No	160-No	No
12:00 - 13:00	124	77	210-No	140-No	No	240-No	160-No	No
13:00 - 14:00	119	71	210-No	140-No	No	240-No	160-No	No
14:00 - 15:00	120	77	210-No	140-No	No	240-No	160-No	No
15:00 - 16:00	187	194	210-No	140-Yes	Minor	240-No	160-Yes	Minor
16:00 - 17:00	284	336	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
17:00 - 18:00	252	318	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
18:00 - 19:00	110	175	210-No	140-Yes	Minor	240-No	160-Yes	Minor
19:00 - 20:00	79	106	210-No	140-No	No	240-No	160-No	No
20:00 - 21:00	131	115	210-No	140-No	No	240-No	160-No	No
21:00 - 22:00	90	140	210-No	140-Yes	Minor	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:

CR 84 (Otter Lake Rd.) @

DATE:

07/31/2008

CR J (Ramsey CR)

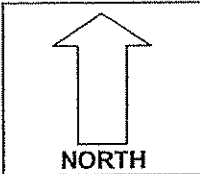
APP. #1 = 84
APP. #2 = CR J
APP. #3 = 84
APP. #4 = CR J

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
6:00-6:15AM								
6:15-6:30						4		
6:30-6:45						2		
6:45-7:00								
HOURLY TOTAL						HOURLY TOTAL		6
7:00-7:15						2		
7:15-7:30						4		
7:30-7:45						3		
7:45-8:00						2		1
HOURLY TOTAL						HOURLY TOTAL		12
8:00-8:15						2		
8:15-8:30						6		
8:30-8:45						3		
8:45-9:00						4		
HOURLY TOTAL						HOURLY TOTAL		15
9:00-9:15						3		1
9:15-9:30						1		
9:30-9:45						1		
9:45-10:00						6		
HOURLY TOTAL						HOURLY TOTAL		12
10:00-10:15						2		1
10:15-10:30						8		
10:30-10:45						3		
10:45-11:00						5		
HOURLY TOTAL						HOURLY TOTAL		19
11:00-11:15						4		
11:15-11:30						6		
11:30-11:45						6		
11:45-12:00						4		
HOURLY TOTAL						HOURLY TOTAL		20
12:00-12:15						1		
12:15-12:30						2		
12:30-12:45						5		
12:45-1:00						3		
HOURLY TOTAL						HOURLY TOTAL		11
1:00-1:15						2		
1:15-1:30						3		
1:30-1:45						1		
1:45-2:00								
HOURLY TOTAL						HOURLY TOTAL		6
TOTAL						TOTAL		101

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:

CR 84 (Otter Lake Rd.) @

DATE:

08/07/2008

CR J (Ramsey CR)

APP. #1 = 84
APP. #2 = CR J
APP. #3 = 84
APP. #4 = CR J

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
2:00-2:15PM						4		
2:15-2:30						1		
2:30-2:45						4		
2:45-3:00						10		
HOURLY TOTAL						HOURLY TOTAL		19
3:00-3:15						5		
3:15-3:30								
3:30-3:45						2		
3:45-4:00								
HOURLY TOTAL						HOURLY TOTAL		7
4:00-4:15						6		
4:15-4:30						2		
4:30-4:45						2		
4:45-5:00						5		
HOURLY TOTAL						HOURLY TOTAL		15
5:00-5:15						1		
5:15-5:30						4		
5:30-5:45						3		
5:45-6:00						2		
HOURLY TOTAL						HOURLY TOTAL		10
6:00-6:15						2		
6:15-6:30						1		
6:30-6:45						1		
6:45-7:00								
HOURLY TOTAL						HOURLY TOTAL		4
7:00-7:15								
7:15-7:30								
7:30-7:45								
7:45-8:00						1		
HOURLY TOTAL						HOURLY TOTAL		1
8:00-8:15								
8:15-8:30								
8:30-8:45						1		
8:45-9:00								
HOURLY TOTAL						HOURLY TOTAL		1
9:00-9:15								
9:15-9:30								
9:30-9:45								
9:45-10:00						1		
HOURLY TOTAL						HOURLY TOTAL		1
					TOTAL		TOTAL	159

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