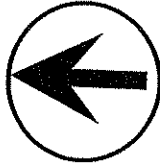


Date : 08/04/08

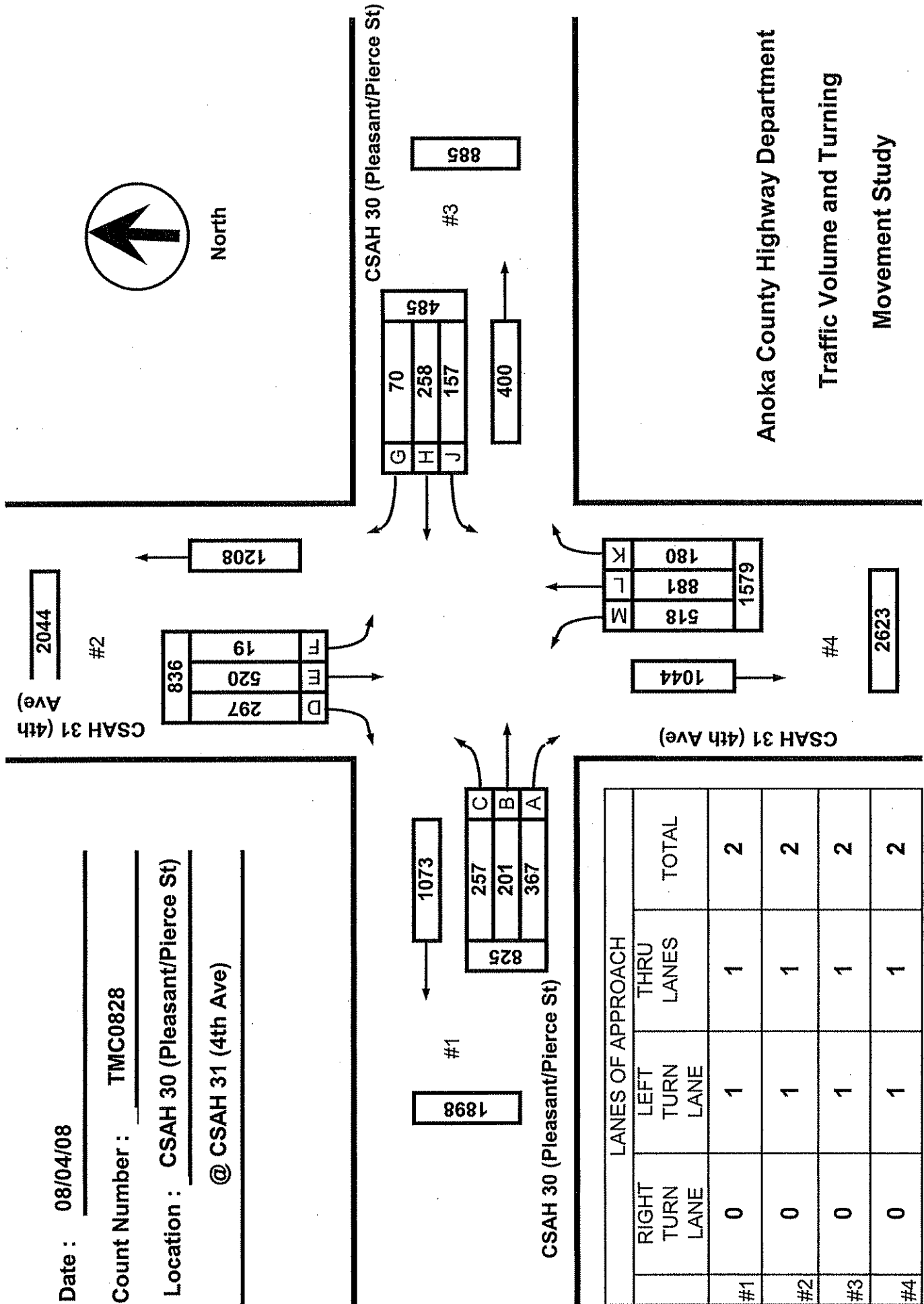
Count Number : TMC0828

Location : CSAH 30 (Pleasant/Pierce St)

@ CSAH 31 (4th Ave)



North



	LANES OF APPROACH				TOTAL
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES		
#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

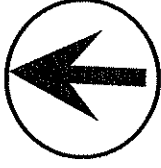
Date : 08/04/08

Count Number : TMC0828

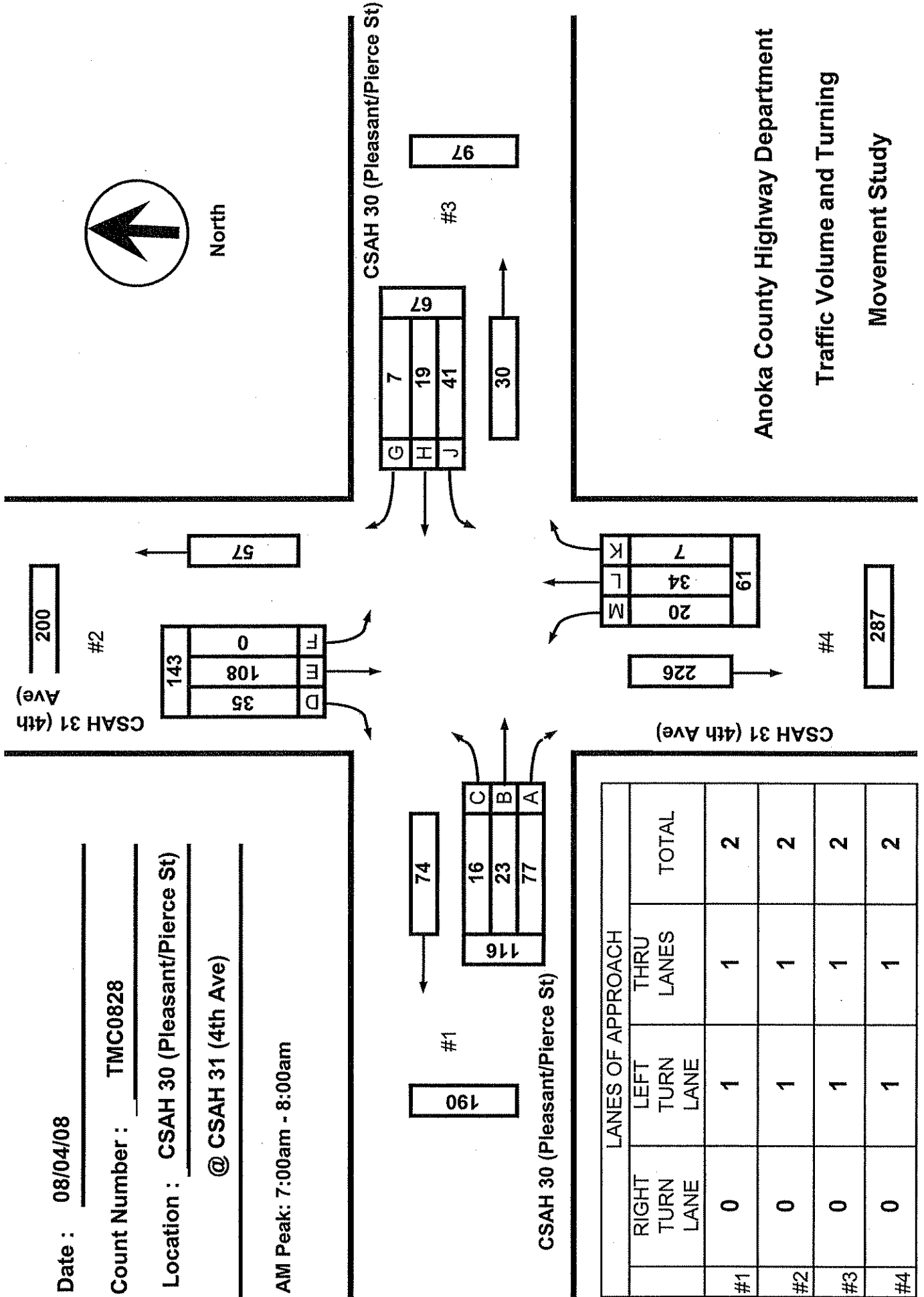
Location : CSAH 30 (Pleasant/Pierce St)

@ CSAH 31 (4th Ave)

AM Peak: 7:00am - 8:00am



North



	LANES OF APPROACH			TOTAL
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	
#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

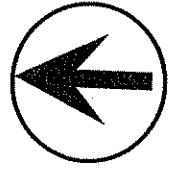
Date : 08/04/08

Count Number : TMC0828

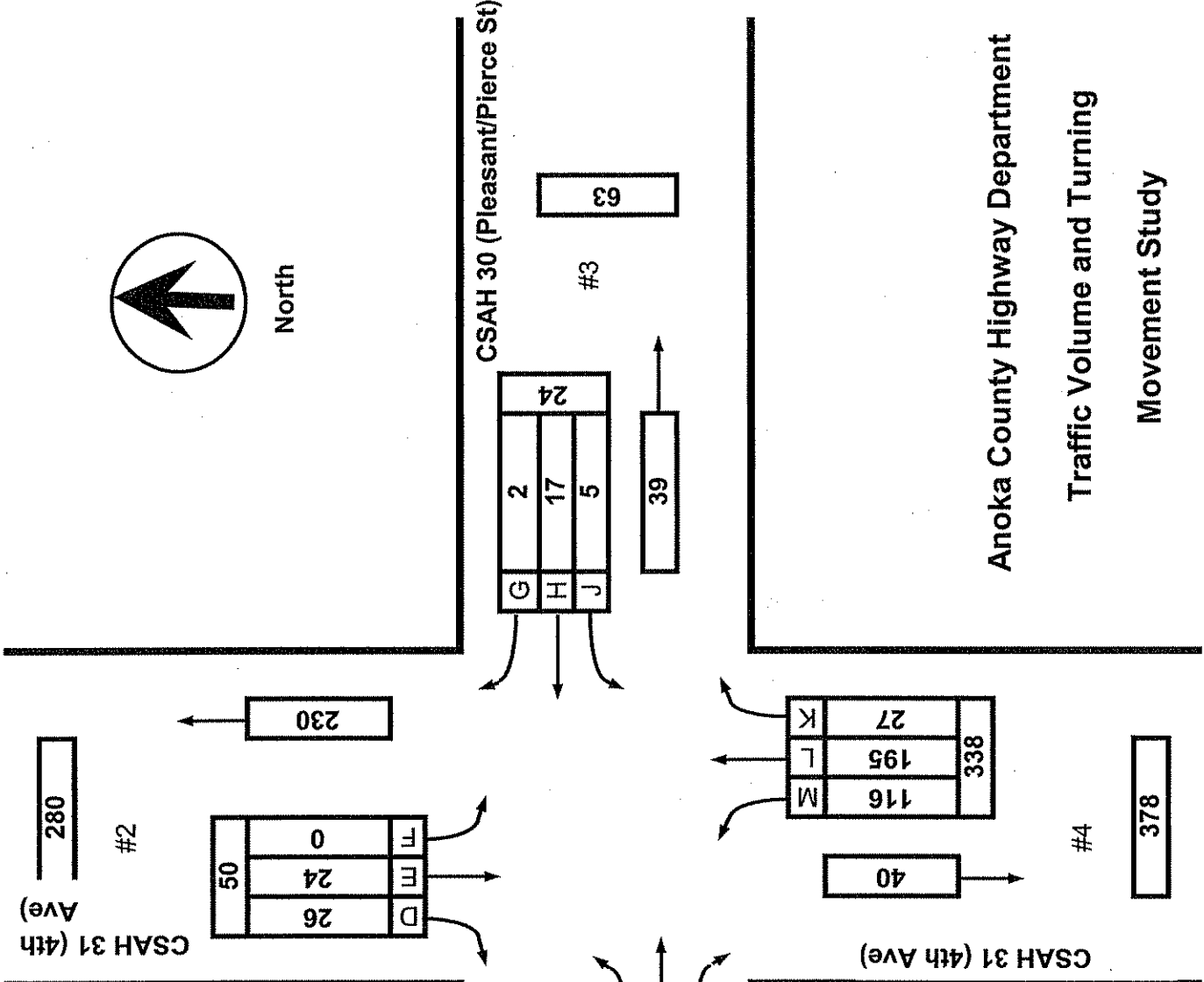
Location : CSAH 30 (Pleasant/Pierce St)

@ CSAH 31 (4th Ave)

PM Peak: 4:30pm - 5:30pm



North



	LANES OF APPROACH			TOTAL
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	
#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

Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

File Name : TMC 0828

Site Code : 08280102

Start Date : 08/04/200

Page No : 1

Weather: Warm and Sunny

Counter: DB-400

Counted by: Jake/Mike

Groups Printed- Unshifted - Bank 1

Start Time	CSAH 31 (4th Ave) Southbound					CSAH 30 (Pleasant St./Pierce St.) Westbound					CSAH 31 (4th Ave) Northbound					CSAH 30 (Pleasant St./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	6	10	0	16	4	1	1	1	6	2	3	0	1	5	3	1	6	0	10	2	37	39
06:15	1	13	16	0	30	5	2	0	0	7	6	6	0	0	12	7	3	12	0	22	0	71	71
06:30	2	4	17	0	23	4	5	7	3	16	3	8	1	0	12	14	8	13	0	35	3	86	89
06:45	0	26	5	0	31	13	3	3	4	19	1	7	1	0	9	4	3	13	0	20	4	79	83
Total	3	49	48	0	100	26	11	11	8	48	12	24	2	1	38	28	15	44	0	87	9	273	282
07:00	0	22	10	0	32	5	6	1	0	12	4	14	0	1	18	1	4	9	0	14	1	76	77
07:15	0	11	5	0	16	5	1	0	1	6	11	8	1	0	20	7	2	16	0	25	1	67	68
07:30	0	30	19	2	49	13	0	2	0	15	5	8	4	0	17	6	4	20	3	30	5	111	116
07:45	0	45	1	0	46	18	12	4	0	34	0	4	2	1	6	2	13	32	2	47	3	133	136
Total	0	108	35	2	143	41	19	7	1	67	20	34	7	2	61	16	23	77	5	116	10	387	397
08:00	0	15	2	0	17	6	6	1	1	13	2	7	2	1	11	4	1	11	1	16	3	57	60
08:15	0	4	3	1	7	10	7	2	0	19	3	6	4	0	13	0	0	9	0	9	1	48	49
08:30	0	11	5	0	16	5	4	1	0	10	3	7	1	0	11	0	2	8	0	10	0	47	47
08:45	0	9	4	1	13	4	6	0	1	10	2	8	0	0	10	4	4	3	0	11	2	44	46
Total	0	39	14	2	53	25	23	4	2	52	10	28	7	1	45	8	7	31	1	46	6	196	202
09:00	0	11	4	0	15	1	5	0	0	6	0	9	4	0	13	1	2	0	0	3	0	37	37
09:15	0	4	2	0	6	2	1	0	0	3	2	8	1	0	11	0	2	2	1	4	1	24	25
09:30	0	11	5	0	16	1	6	0	1	7	1	9	2	1	12	0	4	4	0	8	2	43	45
09:45	0	16	2	2	18	1	0	1	1	2	5	5	3	1	13	2	7	5	2	14	6	47	53
Total	0	42	13	2	55	5	12	1	2	18	8	31	10	2	49	3	15	11	3	29	9	151	160
10:00	0	10	11	0	21	3	7	6	0	16	3	12	6	1	21	4	3	4	1	11	2	69	71
10:15	0	16	6	3	22	3	4	2	0	9	3	21	2	1	26	11	3	10	4	24	8	81	89
10:30	2	11	2	1	15	1	4	0	0	5	4	19	4	1	27	1	1	2	0	4	2	51	53
10:45	1	4	4	3	9	1	7	3	0	11	7	19	6	1	32	0	4	6	0	10	4	62	66
Total	3	41	23	7	67	8	22	11	0	41	17	71	18	4	106	16	11	22	5	49	16	263	279
11:00	0	15	9	1	24	4	5	0	0	9	7	13	1	1	21	1	0	5	1	6	3	60	63
11:15	0	3	1	0	4	2	0	1	1	3	4	15	6	3	25	0	4	1	1	5	5	37	42
11:30	0	0	1	0	1	3	2	1	0	6	4	15	2	2	21	1	1	2	0	4	2	32	34
11:45	0	4	0	0	4	1	4	0	0	5	4	4	2	0	10	1	7	6	0	14	0	33	33
Total	0	22	11	1	33	10	11	2	1	23	19	47	11	6	77	3	12	14	2	29	10	162	172
12:00	0	8	1	0	9	1	4	0	1	5	12	6	3	1	21	6	2	4	1	12	3	47	50
12:15	0	4	4	0	8	1	1	0	0	2	3	7	1	0	11	0	2	2	2	4	2	25	27
12:30	1	15	3	1	19	2	11	2	1	15	12	9	4	0	25	2	3	8	1	13	3	72	75
12:45	2	26	7	3	35	4	10	1	1	15	7	21	5	1	33	2	7	8	0	17	5	100	105
Total	3	53	15	4	71	8	26	3	3	37	34	43	13	2	90	10	14	22	4	46	13	244	257
13:00	0	15	6	2	21	4	9	0	0	13	13	19	4	3	36	6	5	8	0	19	5	89	94
13:15	1	25	2	1	28	0	8	2	1	10	9	18	7	3	34	4	4	10	1	18	6	90	96
13:30	0	9	2	1	11	0	4	2	1	6	4	13	0	0	17	4	1	5	0	10	2	44	46
13:45	0	9	5	1	14	2	2	0	0	4	7	7	3	0	17	6	3	11	0	20	1	55	56
Total	1	58	15	5	74	6	23	4	2	33	33	57	14	6	104	20	13	34	1	67	14	278	292
14:00	1	4	3	0	8	1	4	1	0	6	16	15	3	0	34	9	3	9	0	21	0	69	69
14:15	0	6	3	1	9	1	6	4	2	11	8	11	4	0	23	2	5	11	0	18	3	61	64
14:30	1	4	9	0	14	4	3	2	0	9	9	11	3	0	23	2	6	8	0	16	0	62	62
14:45	1	7	9	2	17	1	2	4	0	7	5	18	1	0	24	8	2	11	0	21	2	69	71
Total	3	21	24	3	48	7	15	11	2	33	38	55	11	0	104	21	16	39	0	76	5	261	266
15:00	0	9	7	5	16	1	5	1	0	7	21	13	7	1	41	3	5	3	0	11	6	75	81
15:15	2	0	2	0	4	2	3	1	0	6	14	14	5	0	33	5	0	2	0	7	0	50	50
15:30	1	4	4	0	9	1	3	6	2	10	22	24	5	0	51	16	9	6	1	31	3	101	104
15:45	0	8	7	4	15	1	5	0	0	6	19	24	2	1	45	13	7	9	1	29	6	95	101
Total	3	21	20	9	44	5	16	8	2	29	76	75	19	2	170	37	21	20	2	78	15	321	336
16:00	0	5	8	0	13	2	1	0	0	3	20	35	6	2	61	13	4	3	1	20	3	97	100
16:15	0	6	2	0	8	0	0	0	0	0	23	28	5	0	56	2	1	0	0	3	0	67	67
16:30	0	9	13	0	22	2	4	0	0	6	44	84	14	1	142	11	3	1	0	15	1	185	186
16:45	0	9	6	1	15	0	3	1	0	4	28	38	3	0	69	1	0	3	0	4	1	92	93
Total	0	29	29	1	58	4	8	1	0	13	115	185	28	3	328	27	8	7	1	42	5	441	446
17:00	0	4	4	0	8	2	5	0	0	7	21	31	6	0	58	12	6	5	0	23	0	96	96
17:15	0	2	3	0	5	1	5	1	0	7	23	42	4	0	69	9	3	2	0	14	0	95	95
17:30	0	5	11	2	16	1	4	1	0	6	15	29	4	0	48	3	1	4	0	8	2	78	80
17:45	0	3	5	2	8	0	12	1	0	13	14	23	4	0	41	2	2	3	0	7	2	69	71
Total	0	14	23	4	37	4	26	3	0	33	73	125	18	0	216	26	12	14	0	52	4	338	342
18:00	0	1	1	0	2	1	9	1	1	11	9	12	1	0	22	0	1	0	0	1	1	36	37
18:15	0	1	3	0	4	2	5	0	0	7	2	13	1	0	16	0	3	3	0	6	0	33	33
18:30	1	5	4	1	10	1	3	0	0	4	8	8	2	0	18	5	3	3	0	11	1	43	44
18:45	0	4	5	0	9	0	10	0	0	10	5	6	3	0	14	9	5	3	0	17	0	50	50
Total	1	11	13	1	25	4	27	1	1	32	24	39	7	0	70	14	12	9	0	35	2	162	164

Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

File Name : TMC 0828

Site Code : 08280102

Start Date : 08/04/200

Page No : 2

Weather: Warm and Sunny

Counter: DB-400

Counted by: Jake/Mike

Groups Printed- Unshifted - Bank 1

Start Time	CSAH 31 (4th Ave) Southbound					CSAH 30 (Pleasant St./Pierce St.) Westbound					CSAH 31 (4th Ave) Northbound					CSAH 30 (Pleasant St./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			
19:00	0	0	0	0	0	0	2	0	0	2	7	7	3	0	17	2	1	2	1	5	1	24	25
19:15	0	2	1	0	3	0	3	1	0	4	2	10	1	0	13	1	1	7	0	9	0	29	29
19:30	0	1	2	0	3	0	2	1	0	3	2	4	0	0	6	2	2	1	0	5	0	17	17
19:45	0	2	3	0	5	0	1	0	0	1	2	5	2	0	9	4	3	3	0	10	0	25	25
Total	0	5	6	0	11	0	8	2	0	10	13	26	6	0	45	9	7	13	1	29	1	95	96
20:00	0	0	3	0	3	1	1	0	0	2	2	1	2	0	5	2	2	2	0	6	0	16	16
20:15	0	1	1	0	2	0	1	0	0	1	4	2	1	0	7	2	3	1	0	6	0	16	16
20:30	0	0	0	0	0	0	0	0	0	0	5	10	1	0	16	3	0	3	0	6	0	22	22
20:45	1	1	2	0	4	0	1	1	0	2	4	1	1	0	6	1	1	2	0	4	0	16	16
Total	1	2	6	0	9	1	3	1	0	5	15	14	5	0	34	8	6	8	0	22	0	70	70
21:00	0	1	1	0	2	1	0	0	0	1	6	6	1	0	13	3	4	1	0	8	0	24	24
21:15	0	0	0	0	0	0	3	0	0	3	2	14	0	0	16	3	0	0	0	3	0	22	22
21:30	0	3	1	0	4	1	0	0	0	1	3	6	2	0	11	2	3	1	0	6	0	22	22
21:45	1	1	0	0	2	1	5	0	0	6	0	1	1	0	2	3	2	0	0	5	0	15	15
Total	1	5	2	0	8	3	8	0	0	11	11	27	4	0	42	11	9	2	0	22	0	83	83
Grand Total	19	520	297	41	836	157	258	70	24	485	518	881	180	29	1579	257	201	367	25	825	119	3725	3844
Approch %	2.3	62.2	35.5			32.4	53.2	14.4			32.8	55.8	11.4			31.2	24.4	44.5					
Total %	0.5	14	8		22.4	4.2	6.9	1.9		13	13.9	23.7	4.8		42.4	6.9	5.4	9.9		22.1	3.1	96.9	
Unshifted	19	520	297		877	157	258	70		509	518	881	180		1608	257	201	367		850	0	0	3844
% Unshifted	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	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	CSAH 31 (4th Ave) Southbound				CSAH 30 (Pleasant St./Pierce St.) Westbound				CSAH 31 (4th Ave) Northbound				CSAH 30 (Pleasant St./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	
Peak Hour Analysis From 06:00 to 11:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	0	22	10	32	5	6	1	12	4	14	0	18	1	4	9	14	76
07:15	0	11	5	16	5	1	0	6	11	8	1	20	7	2	16	25	67
07:30	0	30	19	49	13	0	2	15	5	8	4	17	6	4	20	30	111
07:45	0	45	1	46	18	12	4	34	0	4	2	6	2	13	32	47	133
Total Volume	0	108	35	143	41	19	7	67	20	34	7	61	16	23	77	116	387
% App. Total	0	75.5	24.5		61.2	28.4	10.4		32.8	55.7	11.5		13.8	19.8	66.4		
PHF	.000	.600	.461	.730	.569	.396	.438	.493	.455	.607	.438	.763	.571	.442	.602	.617	.727

Start Time	CSAH 31 (4th Ave) Southbound				CSAH 30 (Pleasant St./Pierce St.) Westbound				CSAH 31 (4th Ave) Northbound				CSAH 30 (Pleasant St./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	
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	9	13	22	2	4	0	6	44	84	14	142	11	3	1	15	185
16:45	0	9	6	15	0	3	1	4	28	38	3	69	1	0	3	4	92
17:00	0	4	4	8	2	5	0	7	21	31	6	58	12	6	5	23	96
17:15	0	2	3	5	1	5	1	7	23	42	4	69	9	3	2	14	95
Total Volume	0	24	26	50	5	17	2	24	116	195	27	338	33	12	11	56	468
% App. Total	0	48	52		20.8	70.8	8.3		34.3	57.7	8		58.9	21.4	19.6		
PHF	.000	.667	.500	.568	.625	.850	.500	.857	.659	.580	.482	.595	.688	.500	.550	.609	.632

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name :
Study Date : 08/04/08
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 31 (4th Ave)

Number of Lanes: 2
Approach Speed: 30
Total Approach Volume: 1,579

Southbound: CSAH 31 (4th Ave)

Number of Lanes: 2
Approach Speed: 30
Total Approach Volume: 836

Minor Street Approaches

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

Number of Lanes: 2

Total Approach Volume: 825

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

Number of Lanes: 2

Total Approach Volume: 485

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

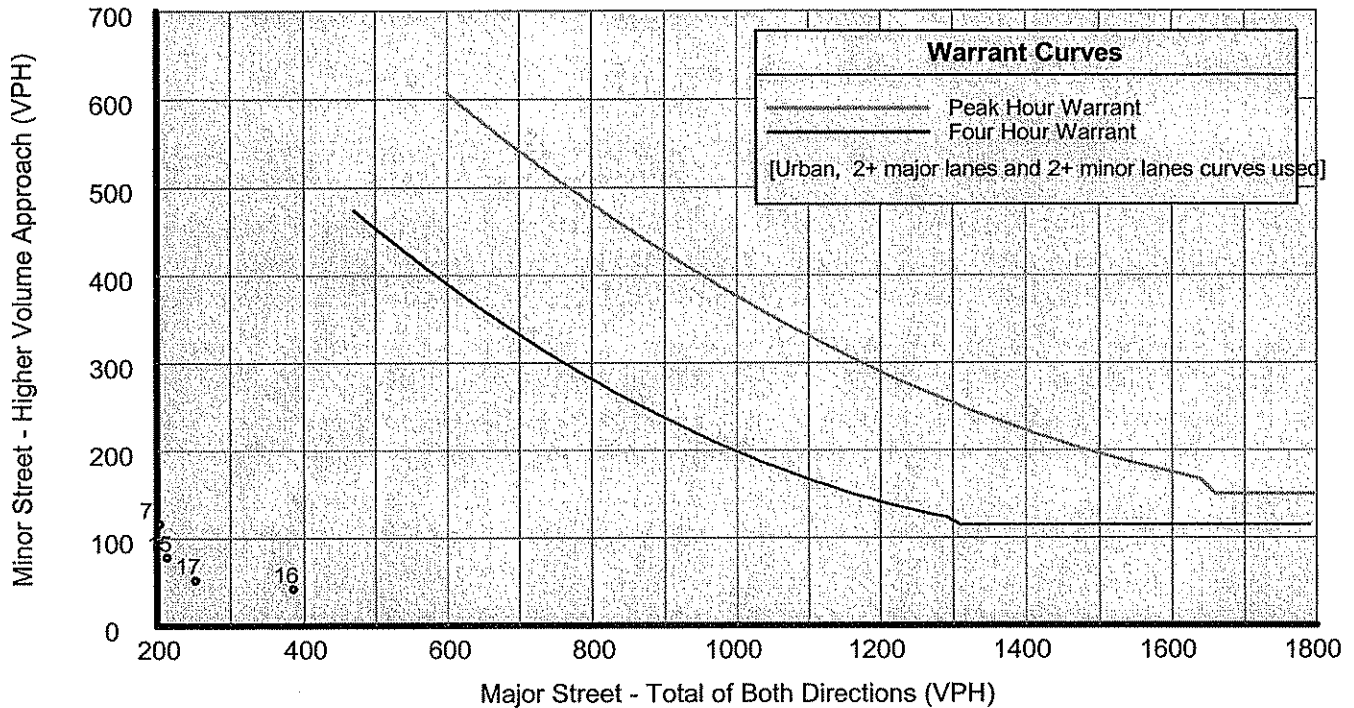
Warrant 7 - Crash Experience Not Evaluated

Warrant 8 - Roadway Network Not Evaluated

ANOKA COUNTY HIGHWAY PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name :
Study Date : 08/04/08
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor Vol Dir	War-1A			War-1B			War-1A&B		
			Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0 EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
01:00	0	0 EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
02:00	0	0 EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
03:00	0	0 EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
04:00	0	0 EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
05:00	0	0 EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
06:00	138	87 EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
07:00	204	116 EB	600-No	200-No	---	900-No	100-Yes	Minor	720-No	160-No	---
08:00	98	52 WB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
09:00	104	29 EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
10:00	173	49 EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
11:00	110	29 EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
12:00	161	46 EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
13:00	178	67 EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
14:00	152	76 EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
15:00	214	78 EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
16:00	386	42 EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
17:00	253	52 EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
18:00	95	35 EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
19:00	56	29 EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
20:00	43	22 EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
21:00	50	22 EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
22:00	0	0 EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
23:00	0	0 EB	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 : 08/04/08
Page No. : 1

Multi-Way Stop Warrant Report

Major Street Approaches

Northbound: CSAH 31 (4th Ave)
Total Approach Volume: 1,579
Approach Speed: 30

Southbound: CSAH 31 (4th Ave)
Total Approach Volume: 836
Approach Speed: 30

Minor Street Approaches

Eastbound: CSAH 30 (Pleasant St./Pierce St.)
Total Approach Volume: 825

Westbound: CSAH 30 (Pleasant St./Pierce St.)
Total Approach Volume: 485

Warrant Summary

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

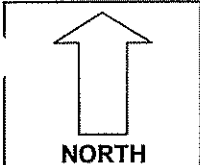
Criteria B - Crash Experience Not Evaluated

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	138	135	300-No	200-No	No	240-No	160-No	No
07:00 - 08:00	204	183	300-No	200-No	No	240-No	160-Yes	Minor
08:00 - 09:00	98	98	300-No	200-No	No	240-No	160-No	No
09:00 - 10:00	104	47	300-No	200-No	No	240-No	160-No	No
10:00 - 11:00	173	90	300-No	200-No	No	240-No	160-No	No
11:00 - 12:00	110	52	300-No	200-No	No	240-No	160-No	No
12:00 - 13:00	161	83	300-No	200-No	No	240-No	160-No	No
13:00 - 14:00	178	100	300-No	200-No	No	240-No	160-No	No
14:00 - 15:00	152	109	300-No	200-No	No	240-No	160-No	No
15:00 - 16:00	214	107	300-No	200-No	No	240-No	160-No	No
16:00 - 17:00	386	55	300-Yes	200-No	Major	240-Yes	160-No	Major
17:00 - 18:00	253	85	300-No	200-No	No	240-Yes	160-No	Major
18:00 - 19:00	95	67	300-No	200-No	No	240-No	160-No	No
19:00 - 20:00	56	39	300-No	200-No	No	240-No	160-No	No
20:00 - 21:00	43	27	300-No	200-No	No	240-No	160-No	No
21:00 - 22:00	50	33	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:** 08/04/2008
CSAH 31 (4th Ave)

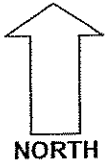
APP. #1 = 30
APP. #2 = 31
APP. #3 = 30
APP. #4 = 31

APP. #2
APP. #1
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	1				1	1		1
6:15-6:30								
6:30-6:45						3		
6:45-7:00						4		
HOURLY TOTAL					1	HOURLY TOTAL		9
7:00-7:15						1		1
7:15-7:30						1		
7:30-7:45						5		
7:45-8:00						3		
HOURLY TOTAL						HOURLY TOTAL		11
8:00-8:15						3		
8:15-8:30						1		
8:30-8:45								
8:45-9:00						2		
HOURLY TOTAL						HOURLY TOTAL		6
9:00-9:15								
9:15-9:30						1		
9:30-9:45						2		
9:45-10:00						6		
HOURLY TOTAL						HOURLY TOTAL		9
10:00-10:15						2		
10:15-10:30						8		
10:30-10:45						3		1
10:45-11:00						4		
HOURLY TOTAL						HOURLY TOTAL		18
11:00-11:15				1	1	5		1
11:15-11:30						5		1
11:30-11:45						3		
11:45-12:00								1
HOURLY TOTAL					1	HOURLY TOTAL		16
12:00-12:15						2		1
12:15-12:30						2		
12:30-12:45						3		
12:45-1:00						5		
HOURLY TOTAL						HOURLY TOTAL		13
1:00-1:15						3		2
1:15-1:30						6		
1:30-1:45						2		
1:45-2:00						1		
HOURLY TOTAL						HOURLY TOTAL		14
TOTAL						TOTAL		96

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:

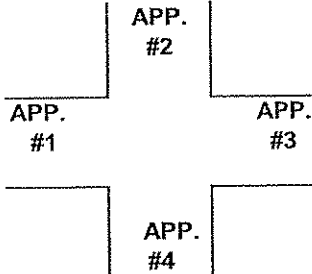
CSAH 30 (Pleasant/Pierce St) @

DATE:

08/05/2008

CSAH 31 (4th Ave)

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



- 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	1			1	2	1		3
2:15-2:30				1		3		
2:30-2:45								
2:45-3:00						2		
HOURLY TOTAL					2	HOURLY TOTAL		9
3:00-3:15	1			2	3	7		1
3:15-3:30				1				
3:30-3:45	1				1	3		
3:45-4:00						8		2
HOURLY TOTAL					4	HOURLY TOTAL		21
4:00-4:15						3		1
4:15-4:30								
4:30-4:45						1		
4:45-5:00						1		
HOURLY TOTAL						HOURLY TOTAL		6
5:00-5:15		5	2	5	12	1		1
5:15-5:30								
5:30-5:45						2		
5:45-6:00						2		
HOURLY TOTAL					12	HOURLY TOTAL		6
6:00-6:15						1		
6:15-6:30								
6:30-6:45						1		
6:45-7:00								
HOURLY TOTAL						HOURLY TOTAL		2
7:00-7:15						1		
7:15-7:30				1				
7:30-7:45								
7:45-8:00				3	3	1		
HOURLY TOTAL					3	HOURLY TOTAL		2
8:00-8:15				2	2			
8:15-8:30								
8:30-8:45								
8:45-9:00								
HOURLY TOTAL					2	HOURLY TOTAL		
9:00-9:15								
9:15-9:30								
9:30-9:45								
9:45-10:00								
HOURLY TOTAL						HOURLY TOTAL		
					TOTAL		TOTAL	142
					23			

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