

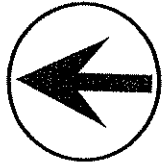
Date : 05/12/09

Count Number : TMC0903

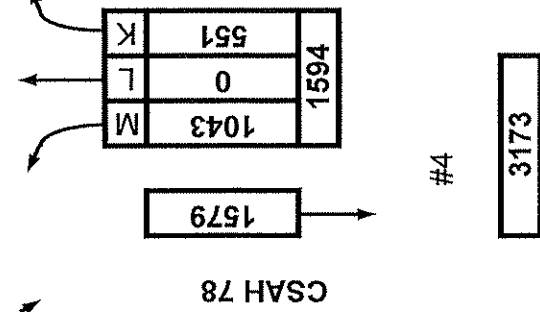
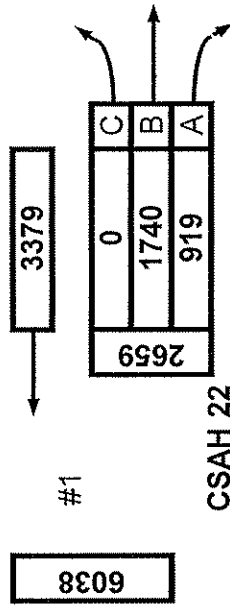
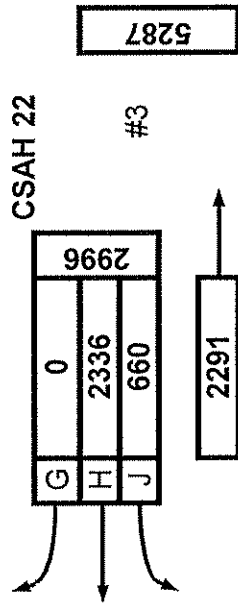
Location : CSAH 22 (Viking Blvd.)

@ CSAH 78 (Flamingo St.)

Collection Period : 6:00AM - 10:00PM



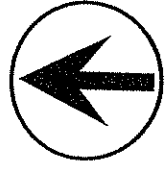
North



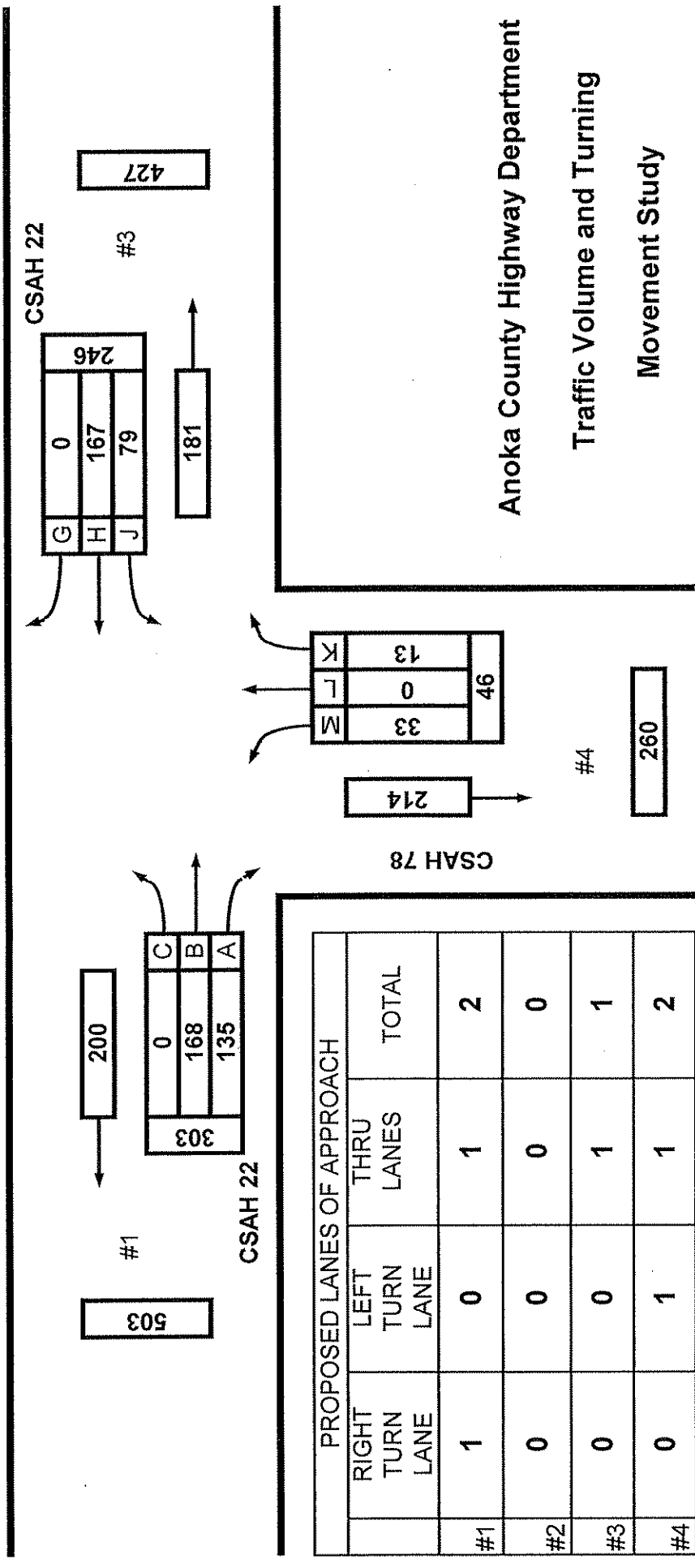
	PROPOSED LANES OF APPROACH			TOTAL
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	
#1	1	0	1	2
#2	0	0	0	0
#3	0	0	1	1
#4	0	1	1	2

Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study

Date : 05/12/09
 Count Number : TMC0903
 Location : CSAH 22 (Viking Blvd.)
@ CSAH 78 (Flamingo St.)
 Collection Period : AM PEAK
 Hour : 6:45 - 7:45AM



North



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

Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study

Date : 05/12/09

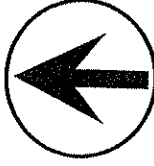
Count Number : TMC0903

Location : CSAH 22 (Viking Blvd.)

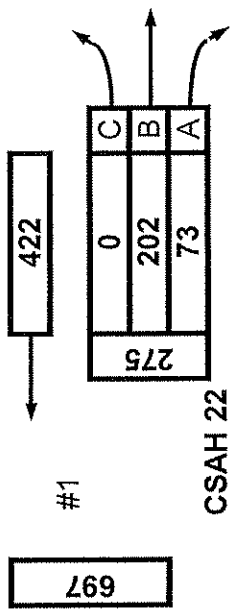
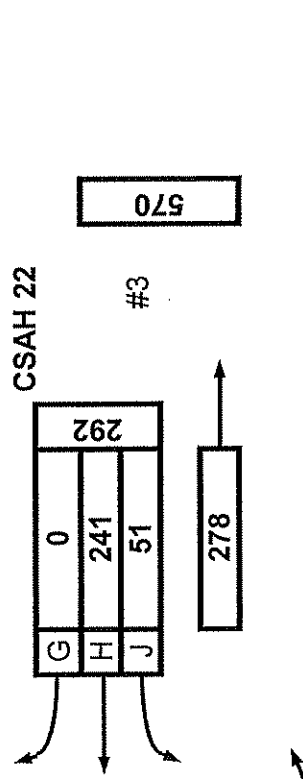
@ CSAH 78 (Flamingo St.)

Collection Period : PM PEAK

Hour : 4:45 - 5:45PM



North



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

Weather: Sunny and Hot
 Counter: DB-400
 Counted by: Laura/Jake

File Name : TMC0903
 Site Code : 09030202
 Start Date : 05/12/2009
 Page No : 1

Groups Printed- Unshifted

Start Time	None Southbound					CSAH 22 Westbound					CSAH 78 Northbound					CSAH 22 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	0	0	0	0	15	30	0	1	45	7	0	5	0	12	0	19	30	1	49	2	106	108
06:15	0	0	0	0	0	14	35	0	0	49	6	0	2	0	8	0	44	44	4	88	4	145	149
06:30	0	0	0	0	0	20	53	0	2	73	5	0	1	1	6	0	40	32	3	72	6	151	157
06:45	0	0	0	0	0	25	40	0	2	65	8	0	1	1	9	0	26	15	5	41	8	115	123
Total	0	0	0	0	0	74	158	0	5	232	26	0	9	2	35	0	129	121	13	250	20	517	537
07:00	0	0	0	0	0	24	44	0	1	68	7	0	3	1	10	0	36	40	5	76	7	154	161
07:15	0	0	0	0	0	13	38	0	2	51	9	0	2	1	11	0	57	40	3	97	6	159	165
07:30	0	0	0	0	0	17	45	0	3	62	9	0	7	0	16	0	49	40	8	89	11	167	178
07:45	0	0	0	0	0	14	40	0	4	54	3	0	6	0	9	0	21	17	4	38	8	101	109
Total	0	0	0	0	0	68	167	0	10	235	28	0	18	2	46	0	163	137	20	300	32	581	613
08:00	0	0	0	0	0	8	32	0	1	40	5	0	0	1	5	0	10	20	0	30	2	75	77
08:15	0	0	0	0	0	5	30	0	1	35	2	0	3	1	5	0	17	4	1	21	3	61	64
08:30	0	0	0	0	0	11	28	0	1	39	2	0	5	1	7	0	15	5	0	20	2	66	68
08:45	0	0	0	0	0	9	32	0	3	41	6	0	4	0	10	0	26	6	2	32	5	83	88
Total	0	0	0	0	0	33	122	0	6	155	15	0	12	3	27	0	68	35	3	103	12	285	297
09:00	0	0	0	0	0	13	23	0	0	36	9	0	4	0	13	0	11	14	2	25	2	74	76
09:15	0	0	0	0	0	4	9	0	1	13	6	0	5	1	11	0	20	10	1	30	3	54	57
09:30	0	0	0	0	0	12	34	0	3	46	5	0	4	2	9	0	14	10	3	24	8	79	87
09:45	0	0	0	0	0	10	28	0	5	38	6	0	2	2	8	0	7	10	1	17	8	63	71
Total	0	0	0	0	0	39	94	0	9	133	26	0	15	5	41	0	52	44	7	96	21	270	291
10:00	0	0	0	0	0	12	22	0	3	34	3	0	0	0	3	0	8	8	0	16	3	53	56
10:15	0	0	0	0	0	4	28	0	5	32	6	0	3	0	9	0	21	11	0	32	5	73	78
10:30	0	0	0	0	0	6	35	0	3	41	9	0	6	0	15	0	25	13	0	38	3	94	97
10:45	0	0	0	0	0	8	41	0	9	49	10	0	8	1	18	0	44	9	4	53	14	120	134
Total	0	0	0	0	0	30	126	0	20	156	28	0	17	1	45	0	98	41	4	139	25	340	365
11:00	0	0	0	0	0	5	30	0	3	35	7	0	10	1	17	0	26	5	2	31	6	83	89
11:15	0	0	0	0	0	5	26	0	1	31	10	0	6	0	16	0	46	7	4	55	5	102	107
11:30	0	0	0	0	0	8	31	0	4	39	9	0	9	1	18	0	30	11	3	41	8	98	106
11:45	0	0	0	0	0	5	32	0	4	37	14	0	9	1	23	0	13	11	1	24	6	84	90
Total	0	0	0	0	0	23	119	0	12	142	40	0	34	3	74	0	117	34	10	151	25	367	392
12:00	0	0	0	0	0	6	34	0	3	40	8	0	9	1	17	0	18	11	2	29	6	86	92
12:15	0	0	0	0	0	7	30	0	1	37	9	0	8	1	17	0	25	13	5	38	7	92	99
12:30	0	0	0	0	0	13	39	0	5	52	6	0	9	1	15	0	30	14	1	44	7	111	118
12:45	0	0	0	0	0	8	44	0	2	52	14	0	10	2	24	0	21	8	3	29	7	105	112
Total	0	0	0	0	0	34	147	0	11	181	37	0	36	5	73	0	94	46	11	140	27	394	421
13:00	0	0	0	0	0	11	19	0	3	30	4	0	8	0	12	0	17	7	1	24	4	66	70
13:15	0	0	0	0	0	7	23	0	4	30	5	0	2	0	7	0	11	1	4	12	8	49	57
13:30	0	0	0	0	0	11	15	0	1	26	8	0	5	0	13	0	36	11	5	47	6	86	92
13:45	0	0	0	0	0	6	18	0	1	24	4	0	2	0	6	0	25	9	3	34	4	64	68
Total	0	0	0	0	0	35	75	0	9	110	21	0	17	0	38	0	89	28	13	117	22	265	287
14:00	0	0	0	0	0	10	22	0	0	32	5	0	6	0	11	0	26	15	2	41	2	84	86
14:15	0	0	0	0	0	8	28	0	2	36	5	0	8	0	13	0	25	9	3	34	5	83	88
14:30	0	0	0	0	0	6	39	0	2	45	6	0	6	0	12	0	30	6	4	36	6	93	99
14:45	0	0	0	0	0	8	25	0	2	33	29	0	14	0	43	0	75	19	3	94	5	170	175
Total	0	0	0	0	0	32	114	0	6	146	45	0	34	0	79	0	156	49	12	205	18	430	448
15:00	0	0	0	0	0	5	46	0	2	51	26	0	3	0	29	0	29	19	1	48	3	128	131
15:15	0	0	0	0	0	6	48	0	1	54	26	0	15	1	41	0	27	16	0	43	2	138	140
15:30	0	0	0	0	0	11	50	0	3	61	46	0	21	3	67	0	40	13	4	53	10	181	191
15:45	0	0	0	0	0	17	57	0	3	74	16	0	6	0	22	0	23	5	2	28	5	124	129
Total	0	0	0	0	0	39	201	0	9	240	114	0	45	4	159	0	119	53	7	172	20	571	591
16:00	0	0	0	0	0	23	75	0	4	98	40	0	13	0	53	0	37	9	4	46	8	197	205
16:15	0	0	0	0	0	7	78	0	2	85	29	0	21	0	50	0	31	8	1	39	3	174	177
16:30	0	0	0	0	0	19	60	0	2	79	42	0	10	1	52	0	19	11	0	30	3	161	164
16:45	0	0	0	0	0	7	58	0	4	65	49	0	14	2	63	0	62	12	0	74	6	202	208
Total	0	0	0	0	0	56	271	0	12	327	160	0	58	3	218	0	149	40	5	189	20	734	754
17:00	0	0	0	0	0	13	71	0	1	84	34	0	21	0	55	0	49	20	4	69	5	208	213
17:15	0	0	0	0	0	13	49	0	3	62	52	0	22	1	74	0	57	23	0	80	4	216	220
17:30	0	0	0	0	0	18	63	0	2	81	46	0	19	0	65	0	34	18	0	52	2	198	200
17:45	0	0	0	0	0	17	47	0	2	64	52	0	15	1	67	0	30	24	1	54	4	185	189
Total	0	0	0	0	0	61	230	0	8	291	184	0	77	2	261	0	170	85	5	255	15	807	822



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

Weather: Sunny and Hot
 Counter: DB-400
 Counted by: Laura/Jake

File Name : TMC0903
 Site Code : 09030202
 Start Date : 05/12/2009
 Page No : 2

Groups Printed- Unshifted

Start Time	None Southbound					CSAH 22 Westbound					CSAH 78 Northbound					CSAH 22 Eastbound					Encls. Total	Incls. 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			
18:00	0	0	0	0	0	9	64	0	0	73	44	0	24	1	68	0	63	15	1	78	2	219	221
18:15	0	0	0	0	0	10	48	0	0	58	39	0	33	3	72	0	54	27	0	81	3	211	214
18:30	0	0	0	0	0	13	45	0	1	58	26	0	15	0	41	0	43	25	0	68	1	167	168
18:45	0	0	0	0	0	14	24	0	0	38	46	0	20	2	66	0	30	23	1	53	3	157	160
Total	0	0	0	0	0	46	181	0	1	227	155	0	92	6	247	0	190	90	2	280	9	754	763
19:00	0	0	0	0	0	12	39	0	0	51	14	0	12	1	26	0	31	28	1	59	2	136	138
19:15	0	0	0	0	0	13	42	0	0	55	17	0	10	0	27	0	9	23	0	32	0	114	114
19:30	0	0	0	0	0	13	34	0	0	47	16	0	10	0	26	0	14	6	0	20	0	93	93
19:45	0	0	0	0	0	13	52	0	0	65	26	0	11	0	37	0	31	23	0	54	0	156	156
Total	0	0	0	0	0	51	167	0	0	218	73	0	43	1	116	0	85	80	1	165	2	499	501
20:00	0	0	0	0	0	10	44	0	0	54	20	0	14	0	34	0	10	9	0	19	0	107	107
20:15	0	0	0	0	0	3	22	0	0	25	14	0	4	0	18	0	0	5	0	5	0	48	48
20:30	0	0	0	0	0	4	17	0	0	21	5	0	9	0	14	0	5	4	0	9	0	44	44
20:45	0	0	0	0	0	4	15	0	0	19	22	0	8	0	30	0	10	7	0	17	0	66	66
Total	0	0	0	0	0	21	98	0	0	119	61	0	35	0	96	0	25	25	0	50	0	265	265
21:00	0	0	0	0	0	3	28	0	0	31	11	0	3	0	14	0	13	5	0	18	0	63	63
21:15	0	0	0	0	0	4	17	0	0	21	6	0	2	0	8	0	5	2	0	7	0	36	36
21:30	0	0	0	0	0	6	9	0	0	15	9	0	2	0	11	0	11	2	0	13	0	39	39
21:45	0	0	0	0	0	5	12	0	0	17	4	0	2	0	6	0	7	2	0	9	0	32	32
Total	0	0	0	0	0	18	66	0	0	84	30	0	9	0	39	0	36	11	0	47	0	170	170
1 Total	0	0	0	0	0	660	2336	0	118	2996	1043	0	551	37	1594	0	1740	919	113	2659	288	7249	7517
rch %	0	0	0			22	78	0		41.3	65.4	0	34.6		22	0	65.4	34.6		36.7	3.6	96.4	
total %	0	0	0			9.1	32.2	0		41.3	14.4	0	7.6		22	0	24	12.7		36.7	3.6	96.4	

Start Time	None Southbound				CSAH 22 Westbound				CSAH 78 Northbound				CSAH 22 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 06:45																	
06:45	0	0	0	0	25	40	0	65	8	0	1	9	0	26	15	41	115
07:00	0	0	0	0	24	44	0	68	7	0	3	10	0	36	40	76	154
07:15	0	0	0	0	13	38	0	51	9	0	2	11	0	57	40	97	159
07:30	0	0	0	0	17	45	0	62	9	0	7	16	0	49	40	89	167
Total Volume	0	0	0	0	79	167	0	246	33	0	13	46	0	168	135	303	595
% App. Total	0	0	0		32.1	67.9	0		71.7	0	28.3		0	55.4	44.6		
PHF	.000	.000	.000	.000	.790	.928	.000	.904	.917	.000	.464	.719	.000	.737	.844	.781	.891

Start Time	None Southbound				CSAH 22 Westbound				CSAH 78 Northbound				CSAH 22 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 16:45																	
16:45	0	0	0	0	7	58	0	65	49	0	14	63	0	62	12	74	202
17:00	0	0	0	0	13	71	0	84	34	0	21	55	0	49	20	69	208
17:15	0	0	0	0	13	49	0	62	52	0	22	74	0	57	23	80	216
17:30	0	0	0	0	18	63	0	81	46	0	19	65	0	34	18	52	198
Total Volume	0	0	0	0	51	241	0	292	181	0	76	257	0	202	73	275	824
% App. Total	0	0	0		17.5	82.5	0		70.4	0	29.6		0	73.5	26.5		
PHF	.000	.000	.000	.000	.708	.849	.000	.869	.870	.000	.864	.868	.000	.815	.793	.859	.954

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

Signal Warrants - Summary

Major Street Approaches

Eastbound: CSAH 22
 Number of Lanes: 2
 Approach Speed: 55
 Total Approach Volume: 2,659

Westbound: CSAH 22
 Number of Lanes: 1
 Approach Speed: 55
 Total Approach Volume: 2,996

Minor Street Approaches

Northbound: CSAH 78
 Number of Lanes: 2
 Total Approach Volume: 1,594

Southbound: None
 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 4 hours, 8 are needed
 - Warrant 1B - Interruption of Continuous Traffic** **Not Satisfied**
 Required volumes reached for 1 hours, 8 are needed
 - Warrant 1 A&B - Combination of Warrants** **Not Satisfied**
 Required volumes reached for 3 hours, 8 are needed

- Warrant 2 - Four Hour Volumes** **Not Satisfied**
 Number of hours (3) 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**

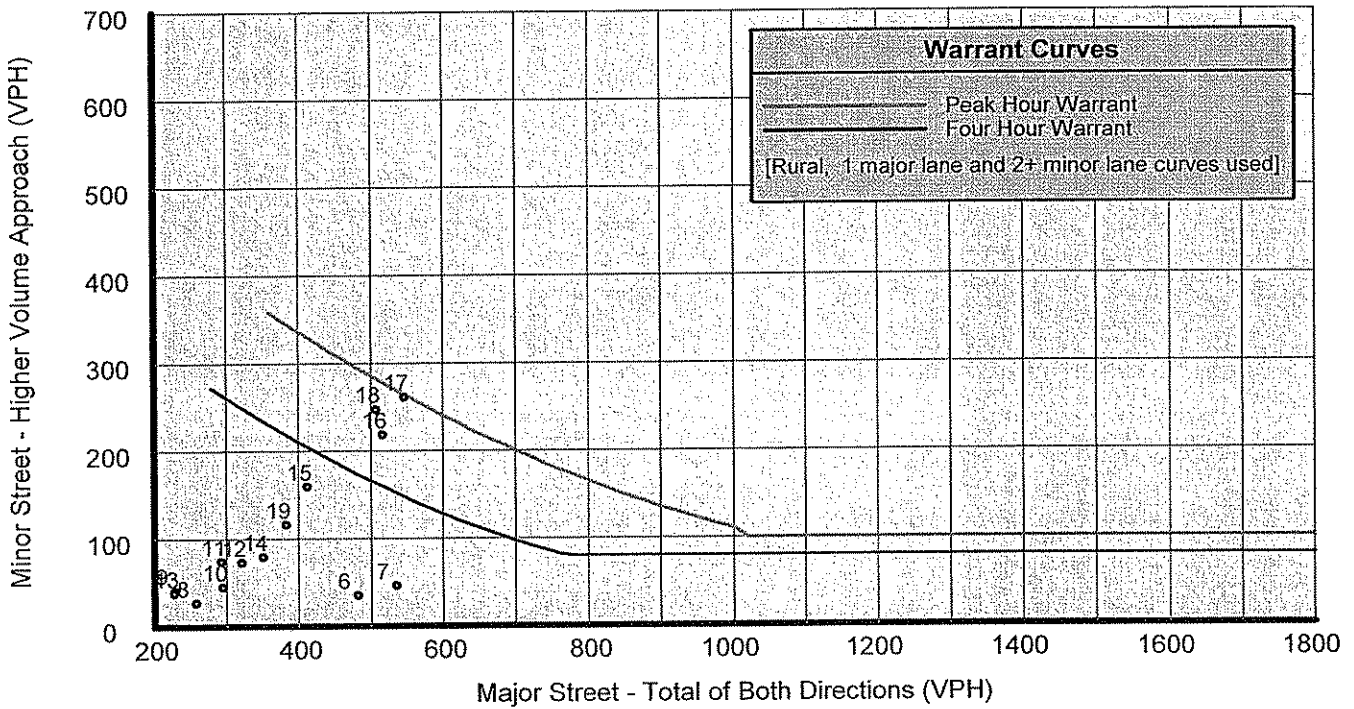
- Warrant 6 - Coordinated Signal System** **Not Evaluated**

- Warrant 7 - Crash Experience** **Not Evaluated**

- Warrant 8 - Roadway Network** **Not Evaluated**

ANOKA COUNTY HIGHWAY PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Vol	Minor 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	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
01:00	0	0	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
02:00	0	0	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
03:00	0	0	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
04:00	0	0	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
05:00	0	0	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
06:00	482	35	NB	350-Yes	140-No	Major	525-No	70-No	---	420-Yes	112-No	Major
07:00	535	46	NB	350-Yes	140-No	Major	525-Yes	70-No	Major	420-Yes	112-No	Major
08:00	258	27	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
09:00	229	41	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
10:00	295	45	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
11:00	293	74	NB	350-No	140-No	---	525-No	70-Yes	Minor	420-No	112-No	---
12:00	321	73	NB	350-No	140-No	---	525-No	70-Yes	Minor	420-No	112-No	---
13:00	227	38	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
14:00	351	79	NB	350-Yes	140-No	Major	525-No	70-Yes	Minor	420-No	112-No	---
15:00	412	159	NB	350-Yes	140-Yes	Both	525-No	70-Yes	Minor	420-No	112-Yes	Minor
16:00	516	218	NB	350-Yes	140-Yes	Both	525-No	70-Yes	Minor	420-Yes	112-Yes	Both
17:00	546	261	NB	350-Yes	140-Yes	Both	525-Yes	70-Yes	Both	420-Yes	112-Yes	Both
18:00	507	247	NB	350-Yes	140-Yes	Both	525-No	70-Yes	Minor	420-Yes	112-Yes	Both
19:00	383	116	NB	350-Yes	140-No	Major	525-No	70-Yes	Minor	420-No	112-Yes	Minor
20:00	169	96	NB	350-No	140-No	---	525-No	70-Yes	Minor	420-No	112-No	---
21:00	131	39	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
22:00	0	0	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
23:00	0	0	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---

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

Multi-Way Stop Warrant Report

Major Street Approaches

Eastbound: CSAH 22
Total Approach Volume: 2,659
Approach Speed: 55

Westbound: CSAH 22
Total Approach Volume: 2,996
Approach Speed: 55

Minor Street Approaches

Northbound: CSAH 78
Total Approach Volume: 1,594

Southbound: None
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 5 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?
14:45 - 15:45	437	180	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
15:45 - 16:45	479	177	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
16:45 - 17:45	567	257	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
17:45 - 18:45	534	248	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
18:45 - 19:45	355	145	210-Yes	140-Yes	Both	240-Yes	160-No	Major
05:30 - 06:30	231	20	210-Yes	140-No	Major	240-No	160-No	No
05:45 - 06:45	376	26	210-Yes	140-No	Major	240-Yes	160-No	Major
06:00 - 07:00	482	35	210-Yes	140-No	Major	240-Yes	160-No	Major
06:15 - 07:15	532	33	210-Yes	140-No	Major	240-Yes	160-No	Major
06:30 - 07:30	543	36	210-Yes	140-No	Major	240-Yes	160-No	Major
06:45 - 07:45	549	46	210-Yes	140-No	Major	240-Yes	160-No	Major
07:00 - 08:00	535	46	210-Yes	140-No	Major	240-Yes	160-No	Major
07:15 - 08:15	461	41	210-Yes	140-No	Major	240-Yes	160-No	Major
07:30 - 08:30	369	35	210-Yes	140-No	Major	240-Yes	160-No	Major
07:45 - 08:45	277	26	210-Yes	140-No	Major	240-Yes	160-No	Major
08:00 - 09:00	258	27	210-Yes	140-No	Major	240-Yes	160-No	Major
08:15 - 09:15	249	35	210-Yes	140-No	Major	240-Yes	160-No	Major
08:30 - 09:30	236	41	210-Yes	140-No	Major	240-No	160-No	No
08:45 - 09:45	247	43	210-Yes	140-No	Major	240-Yes	160-No	Major
09:00 - 10:00	229	41	210-Yes	140-No	Major	240-No	160-No	No
09:15 - 10:15	218	31	210-Yes	140-No	Major	240-No	160-No	No
09:30 - 10:30	239	29	210-Yes	140-No	Major	240-No	160-No	No
09:45 - 10:45	248	35	210-Yes	140-No	Major	240-Yes	160-No	Major
10:00 - 11:00	295	45	210-Yes	140-No	Major	240-Yes	160-No	Major



NORTH

COUNT LOCATION:

CSAH 22 (Viking Blvd.) @

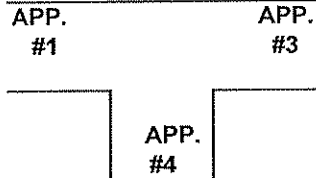
DATE:

05/13/2009

CSAH 78 (Flamingo St.)

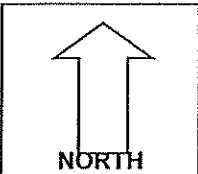
- HEAVY VEHICLE- ANY VEHICLE HAVING MORE THAN FOUR TIRES TOUCHING THE PAVEMENT
- A. TRUCKS- A HEAVY VEHICLE INVOLVED PRIMARILY IN THE TRANSPORT OF GOODS OR IN THE DELIVERY OF A SERVICE.
 - B. RV- A HEAVY VEHICLE OPERATED BY A PRIVATE MOTORIST AND INVOLVED IN THE TRANSPORT OF RECREATIONAL EQUIPMENT OR FACILITIES.
 - C. BUSES- A HEAVY VEHICLE INVOLVED IN THE TRANSPORTATION OF GROUPS OF PEOPLE.

APP. #1 = CSAH 22
APP. #2 = None
APP. #3 = CSAH 22
APP. #4 = CSAH 78



TIME	PEDESTRIANS					HEAVY VEHICLES		
	APP. #1	APP. #2	APP. #3	APP. #4	15 MIN TOT	TRUCKS	RV	BUS
6:00-6:15AM						2		
6:15-6:30						3		1
6:30-6:45						4		2
6:45-7:00						8		
HOURLY TOTAL						HOURLY TOTAL		20
7:00-7:15						7		
7:15-7:30						6		
7:30-7:45						7	1	1
7:45-8:00						9		
HOURLY TOTAL						HOURLY TOTAL		31
8:00-8:15						2		
8:15-8:30						3		
8:30-8:45						1		1
8:45-9:00						4		
HOURLY TOTAL						HOURLY TOTAL		11
9:00-9:15						1		1
9:15-9:30						3		
9:30-9:45						9		
9:45-10:00						6		
HOURLY TOTAL						HOURLY TOTAL		20
10:00-10:15						3		
10:15-10:30						4	1	
10:30-10:45						3		
10:45-11:00						14		
HOURLY TOTAL						HOURLY TOTAL		25
11:00-11:15	1				1	6		
11:15-11:30	1				1	5		
11:30-11:45						7	1	
11:45-12:00						6		
HOURLY TOTAL					2	HOURLY TOTAL		25
12:00-12:15						5		1
12:15-12:30						7		
12:30-12:45						4		3
12:45-1:00						7		
HOURLY TOTAL						HOURLY TOTAL		27
1:00-1:15						4		
1:15-1:30						8		
1:30-1:45						6		
1:45-2:00						4		
HOURLY TOTAL						HOURLY TOTAL		22
TOTAL					2	TOTAL		181

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COUNT LOCATION:

CSAH 22 (Viking Blvd.) @

DATE:

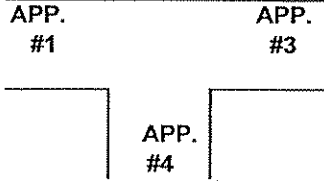
05/12/2009

CSAH 78 (Flamingo St.)

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.

APP. #1 = CSAH 22
APP. #2 = None
APP. #3 = CSAH 22
APP. #4 = CSAH 78



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						6		
2:30-2:45						3		2
2:45-3:00						3		1
HOURLY TOTAL						HOURLY TOTAL		19
3:00-3:15						4		1
3:15-3:30						2		
3:30-3:45						6	1	1
3:45-4:00						5		
HOURLY TOTAL						HOURLY TOTAL		20
4:00-4:15						5		3
4:15-4:30						2		
4:30-4:45						3		
4:45-5:00						6		
HOURLY TOTAL						HOURLY TOTAL		19
5:00-5:15						4		
5:15-5:30						4		
5:30-5:45						2		
5:45-6:00						4		
HOURLY TOTAL						HOURLY TOTAL		14
6:00-6:15						1		1
6:15-6:30						2		1
6:30-6:45						1		1
6:45-7:00						1		
HOURLY TOTAL						HOURLY TOTAL		8
7:00-7:15						2		
7:15-7:30								
7:30-7:45								
7:45-8:00								
HOURLY TOTAL						HOURLY TOTAL		2
8:00-8:15								
8:15-8:30								
8:30-8:45								
8:45-9:00								
HOURLY TOTAL						HOURLY TOTAL		
9:00-9:15								
9:15-9:30								
9:30-9:45								
9:45-10:00								
HOURLY TOTAL						HOURLY TOTAL		
					TOTAL	2	TOTAL	263

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