

Date : 05/10/10

Count Number : TMC1008

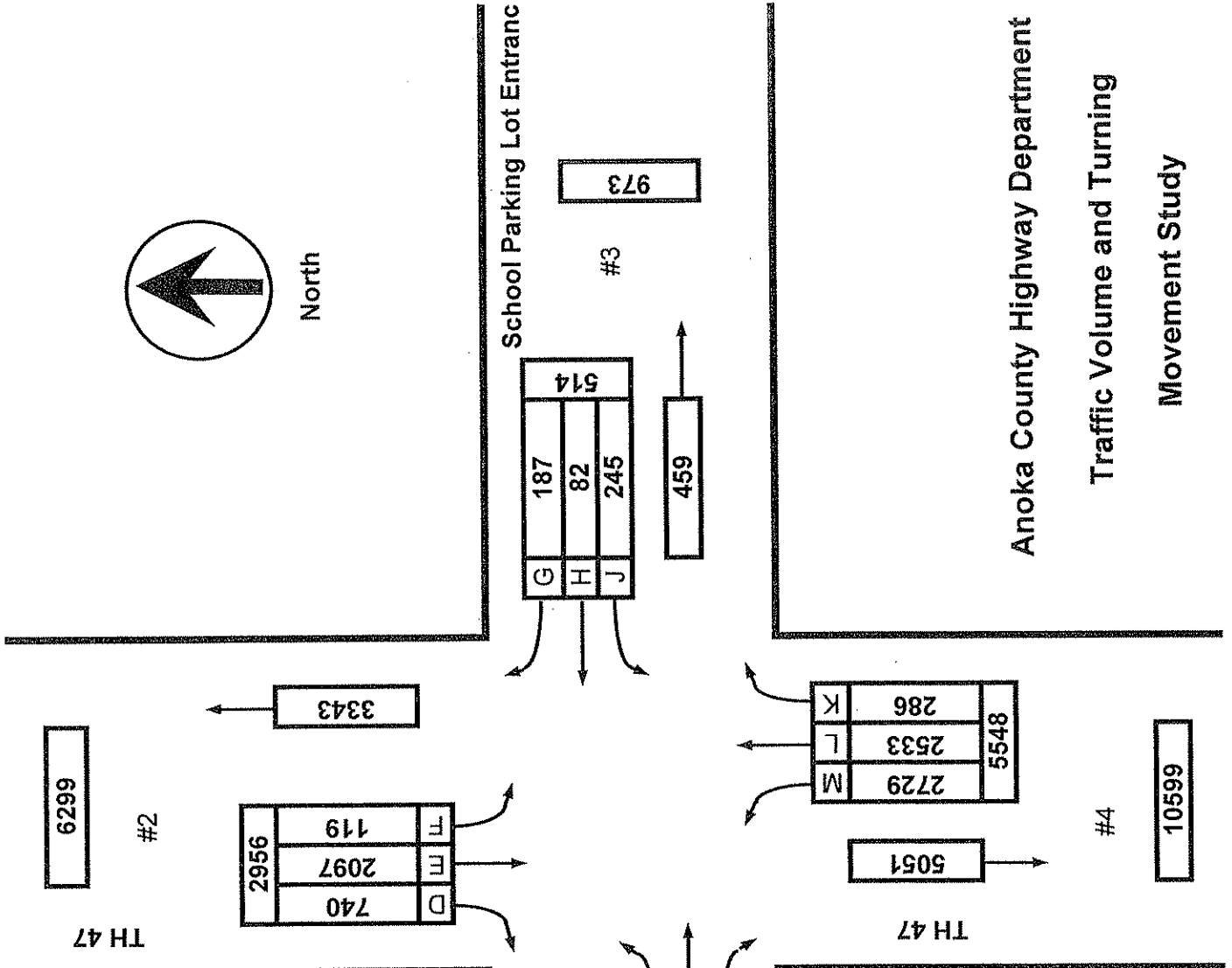
Location : TH 47 (St. Francis Blvd.)

@ CR 81 (Pederson Dr.)

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



North



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

Anoka County Highway Department  
Traffic Volume and Turning  
Movement Study



Date : 05/10/10

Count Number : TMC1008

Location : TH 47 (St. Francis Blvd.)

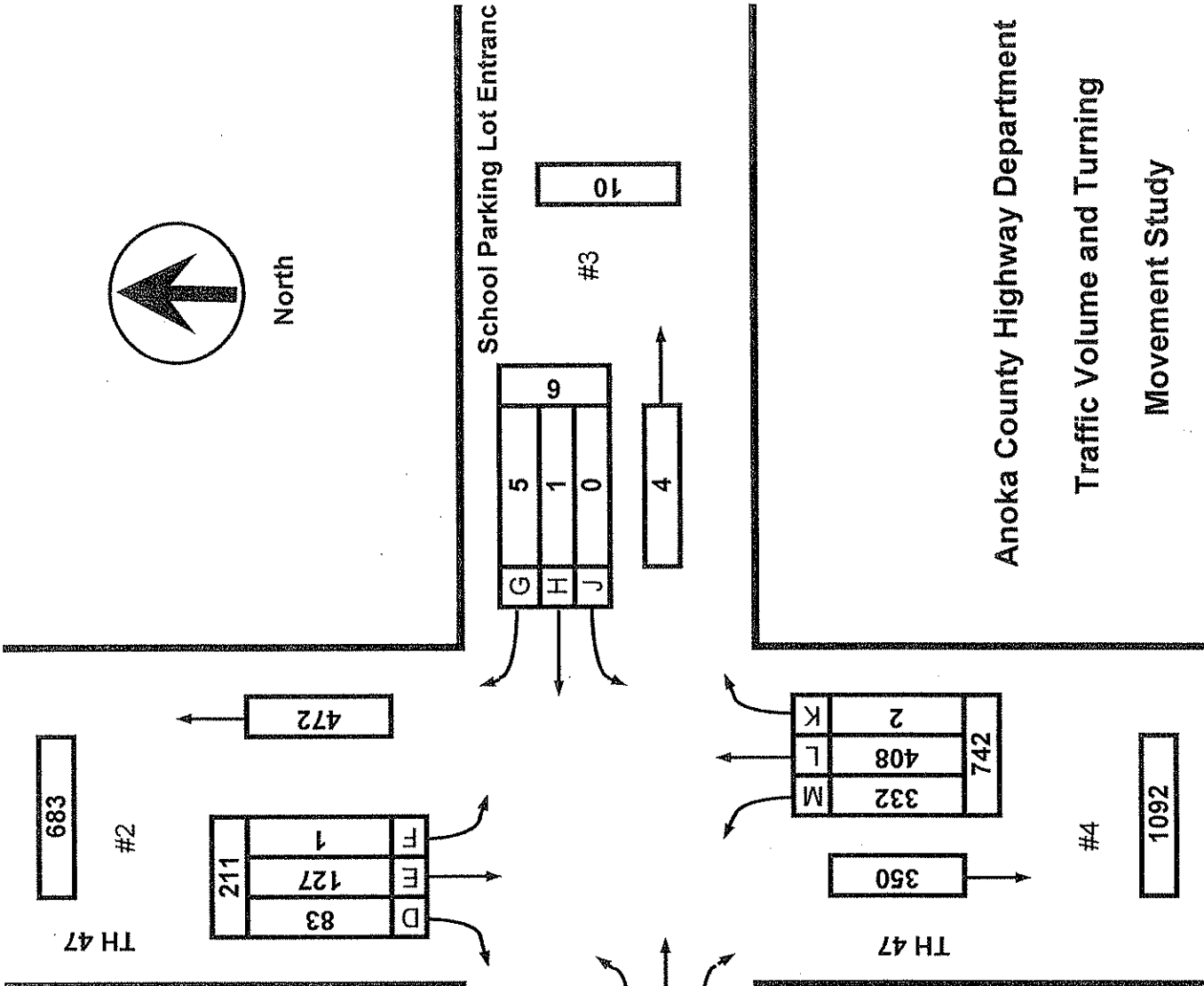
@ CR 81 (Pederson Dr.)

Collection Period : PM PEAK

Hour : 4:45-5:45 PM



North



Anoka County Highway Department  
 Traffic Volume and Turning  
 Movement Study

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



# Anoka County Highway Department

## Traffic Engineering Section Traffic Volume and Turning Movement Study

Weather: Cool and Rainy  
Counter: DB-400  
Counted by: Andy/Brett

File Name : TMC1008  
Site Code : 10080202  
Start Date : 5/10/2010  
Page No : 1

Groups Printed- Unshifted

Start Time	TH 47 Southbound					School Parking Lot Entrance Westbound					TH 47 Northbound					CR 81 Eastbound					Excl. 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	4	96	10	1	110	0	1	0	0	1	7	11	3	1	21	2	1	59	1	62	3	194	197
06:15	1	80	5	1	86	1	0	0	0	1	7	11	6	1	24	5	0	60	2	65	4	176	180
06:30	3	88	19	4	110	1	1	0	0	2	12	17	10	0	39	5	2	65	1	72	5	223	228
06:45	24	61	5	1	90	9	7	23	0	39	17	21	38	4	76	8	2	75	3	85	8	290	298
Total	32	325	39	7	396	11	9	23	0	43	43	60	57	6	160	20	5	259	7	284	20	883	903
07:00	32	84	13	3	129	81	2	32	0	115	26	23	73	3	122	13	6	75	0	94	6	460	466
07:15	10	68	17	0	95	30	1	18	0	49	28	31	26	5	85	7	0	80	1	87	6	316	322
07:30	0	72	18	7	90	4	1	4	0	9	37	28	6	0	71	5	0	81	1	86	8	256	264
07:45	2	65	13	3	80	3	0	3	0	6	29	28	7	0	64	3	1	41	3	45	6	195	201
Total	44	289	61	13	394	118	4	57	0	179	120	110	112	8	342	28	7	277	5	312	26	1227	1253
08:00	0	54	10	3	64	4	0	2	1	6	16	24	5	0	45	5	1	34	2	40	6	155	161
08:15	0	44	6	2	50	2	1	1	0	4	28	26	4	3	58	7	1	37	0	45	5	157	162
08:30	2	40	11	2	53	4	0	2	1	6	14	19	5	6	38	5	0	35	1	40	10	137	147
08:45	2	45	12	1	59	1	0	0	0	1	35	37	7	2	79	5	0	59	5	64	8	203	211
Total	4	183	39	8	226	11	1	5	2	17	93	106	21	11	220	22	2	165	8	189	29	652	681
09:00	1	46	16	3	63	4	1	3	1	8	26	31	1	3	58	7	0	47	5	54	12	183	195
09:15	1	42	10	2	53	0	0	2	0	2	21	22	4	5	47	8	0	34	2	42	9	144	153
09:30	0	37	6	2	43	1	0	1	1	2	23	23	0	1	46	6	0	25	1	31	5	122	127
09:45	0	26	9	3	35	5	0	4	1	9	22	21	7	3	50	6	0	36	1	42	8	136	144
Total	2	151	41	10	194	10	1	10	3	21	92	97	12	12	201	27	0	142	9	169	34	585	619
10:00	3	31	9	4	43	0	0	1	0	1	35	19	3	7	57	7	0	33	6	40	17	141	158
10:15	0	36	10	4	46	1	0	0	0	1	23	25	3	1	51	4	0	30	4	34	9	132	141
10:30	2	28	18	4	48	0	0	0	0	0	29	20	0	4	49	8	2	19	0	29	8	126	134
10:45	0	25	12	1	37	0	0	2	0	2	22	25	0	1	47	7	1	37	2	45	4	131	135
Total	5	120	49	13	174	1	0	3	0	4	109	89	6	13	204	26	3	119	12	148	38	530	568
11:00	0	25	10	2	35	2	0	2	0	4	35	20	2	5	57	10	0	45	1	55	8	151	159
11:15	1	16	18	5	35	3	2	2	0	7	34	23	4	6	61	5	0	40	2	45	13	148	161
11:30	0	26	16	2	42	0	0	0	0	0	28	25	0	2	53	7	1	29	2	37	6	132	138
11:45	1	29	7	1	37	0	0	3	0	3	48	22	0	11	70	7	0	34	4	41	16	151	167
Total	2	96	51	10	149	5	2	7	0	14	145	90	6	24	241	29	1	148	9	178	43	582	625
12:00	0	14	13	0	27	0	1	0	0	1	36	25	2	3	63	7	0	38	1	45	4	136	140
12:15	0	31	15	8	46	1	1	2	0	4	20	24	0	2	44	10	0	33	0	43	10	137	147
12:30	0	25	10	2	35	3	1	1	0	5	34	28	0	4	62	7	0	41	1	48	7	150	157
12:45	0	30	12	3	42	0	0	3	0	3	39	33	3	1	75	3	0	43	0	46	4	166	170
Total	0	100	50	13	150	4	3	6	0	13	129	110	5	10	244	27	0	155	2	182	25	589	614
13:00	0	31	9	4	40	1	2	0	0	3	47	26	5	3	78	8	0	42	1	50	8	171	179
13:15	2	25	14	1	41	5	1	2	0	8	29	26	1	6	56	5	0	32	2	37	9	142	151
13:30	0	22	13	4	35	1	1	0	0	2	32	25	4	4	61	11	0	49	2	60	10	158	168
13:45	4	24	17	2	45	2	0	1	0	3	34	29	8	1	71	10	3	33	2	46	5	165	170
Total	6	102	53	11	161	9	4	3	0	16	142	106	18	14	266	34	3	156	7	193	32	636	668
14:00	7	32	12	3	51	1	0	2	0	3	46	26	16	0	88	7	6	39	1	52	4	194	198
14:15	2	29	11	2	42	35	10	17	0	62	43	38	6	5	87	15	4	40	0	59	7	250	257
14:30	4	33	15	2	52	5	5	1	0	11	58	34	1	3	93	16	0	32	2	48	7	204	211
14:45	1	27	11	1	39	5	1	0	0	6	58	37	7	4	102	13	0	51	1	64	6	211	217
Total	14	121	49	8	184	46	16	20	0	82	205	135	30	12	370	51	10	162	4	223	24	859	883
15:00	2	26	11	0	39	4	6	3	0	13	58	47	5	3	110	13	0	41	0	54	3	216	219
15:15	2	25	17	6	44	13	2	2	0	17	64	60	1	4	125	26	0	51	0	77	10	263	273
15:30	1	42	11	4	54	1	3	6	0	10	74	62	1	4	137	15	2	58	2	75	10	276	286
15:45	0	32	10	0	42	0	0	2	0	2	75	104	1	11	180	17	1	58	1	76	12	300	312
Total	5	125	49	10	179	18	11	13	0	42	271	273	8	22	552	71	3	208	3	282	35	1055	1090
16:00	0	26	11	0	37	2	1	2	0	5	76	73	1	2	150	12	0	59	3	71	5	263	268
16:15	1	29	9	2	39	1	1	2	0	4	70	87	1	4	158	15	0	49	0	64	6	265	271
16:30	0	31	5	0	36	3	1	5	0	9	91	100	0	0	191	15	0	38	0	53	0	289	289
16:45	0	43	19	3	62	0	0	2	0	2	73	122	0	5	195	22	1	44	1	67	9	326	335
Total	1	129	44	5	174	6	3	11	0	20	310	382	2	11	694	64	1	190	4	255	20	1143	1163
17:00	0	35	25	0	60	0	1	1	0	2	105	104	0	2	209	9	0	55	0	64	2	335	337
17:15	0	28	20	1	48	0	0	0	0	0	71	86	2	2	159	16	0	65	2	81	5	288	293
17:30	1	21	19	1	41	0	0	2	0	2	83	96	0	0	179	12	0	59	0	71	1	293	294
17:45	0	37	10	0	47	0	0	1	0	1	43	71	1	2	115	14	0	51	1	65	3	228	231
Total	1	121	74	2	196	0	1	4	0	5	302	357	3	6	662	51	0	230	3	281	11	1144	1155



# Anoka County Highway Department

## Traffic Engineering Section Traffic Volume and Turning Movement Study

Weather: Cool and Rainy  
Counter: DB-400  
Counted by: Andy/Brett

File Name : TMC1008  
Site Code : 10080202  
Start Date : 5/10/2010  
Page No : 2

Groups Printed - Unshifted

Start Time	TH 47 Southbound					School Parking Lot Entrance Westbound					TH 47 Northbound					CR 81 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			
18:00	1	29	10	3	40	2	1	2	0	5	96	69	4	2	169	12	1	47	0	60	5	274	279
18:15	0	23	13	1	36	1	2	1	0	4	73	43	0	1	116	21	3	46	1	70	3	226	229
18:30	0	25	20	0	45	0	0	0	0	0	87	70	0	1	157	14	1	58	0	73	1	275	276
18:45	0	25	18	0	43	0	4	0	0	4	77	65	0	2	142	21	0	28	2	49	4	238	242
Total	1	102	61	4	164	3	7	3	0	13	333	247	4	6	584	68	5	179	3	252	13	1013	1026
19:00	1	13	12	0	26	0	2	0	0	2	54	44	2	0	100	18	2	32	0	52	0	180	180
19:15	0	11	10	0	21	1	6	5	0	12	60	36	0	2	96	9	2	53	0	64	2	193	195
19:30	0	13	5	0	18	0	2	4	0	6	42	47	0	1	89	9	4	35	0	48	1	161	162
19:45	0	17	9	2	26	0	3	3	0	6	52	47	0	2	99	11	1	29	0	41	4	172	176
Total	1	54	36	2	91	1	13	12	0	26	208	174	2	5	384	47	9	149	0	205	7	706	713
20:00	0	9	2	0	11	0	0	1	0	1	31	36	0	0	67	12	1	36	1	49	1	128	129
20:15	0	13	10	0	23	0	1	1	0	2	31	20	0	0	51	4	0	33	0	37	0	113	113
20:30	0	10	8	0	18	0	1	2	0	3	30	21	0	0	51	10	1	16	0	27	0	99	99
20:45	0	13	4	0	17	0	2	2	0	4	45	31	0	1	76	7	1	20	1	28	2	125	127
Total	0	45	24	0	69	0	4	6	0	10	137	108	0	1	245	33	3	105	2	141	3	465	468
21:00	0	11	4	0	15	1	2	4	0	7	26	21	0	0	47	3	1	17	0	21	0	90	90
21:15	0	8	6	0	14	1	1	0	0	2	18	27	0	0	45	8	1	25	1	34	1	95	96
21:30	0	6	4	1	10	0	0	0	0	0	22	18	0	0	40	10	0	15	0	25	1	75	76
21:45	1	9	6	0	16	0	0	0	0	0	24	23	0	0	47	4	0	8	0	12	0	75	75
Total	1	34	20	1	55	2	3	4	0	9	90	89	0	0	179	25	2	65	1	92	2	335	337
Grand Total	119	2097	740	117	2956	245	82	187	5	514	2729	2533	286	161	5548	623	54	2709	79	3386	362	12404	12766
Aprch %	4	70.9	25			47.7	16	36.4			49.2	45.7	5.2			18.4	1.6	80					
Total %	1	16.9	6		23.8	2	0.7	1.5		4.1	22	20.4	2.3		44.7	5	0.4	21.8		27.3	2.8	97.2	

Start Time	TH 47 Southbound				School Parking Lot Entrance Westbound				TH 47 Northbound				CR 81 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	24	61	5	90	9	7	23	39	17	21	38	76	8	2	75	85	290
07:00	32	84	13	129	81	2	32	115	26	23	73	122	13	6	75	94	460
07:15	10	68	17	95	30	1	18	49	28	31	26	85	7	0	80	87	316
07:30	0	72	18	90	4	1	4	9	37	28	6	71	5	0	81	86	256
Total Volume	66	285	53	404	124	11	77	212	108	103	143	354	33	8	311	352	1322
% App. Total	16.3	70.5	13.1		58.5	5.2	36.3		30.5	29.1	40.4		9.4	2.3	88.4		
PHF	.516	.848	.736	.783	.383	.393	.602	.461	.730	.831	.490	.725	.635	.333	.960	.936	.718

Start Time	TH 47 Southbound				School Parking Lot Entrance Westbound				TH 47 Northbound				CR 81 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	43	19	62	0	0	2	2	73	122	0	195	22	1	44	67	326
17:00	0	35	25	60	0	1	1	2	105	104	0	209	9	0	55	64	335
17:15	0	28	20	48	0	0	0	0	71	86	2	159	16	0	65	81	288
17:30	1	21	19	41	0	0	2	2	83	96	0	179	12	0	59	71	293
Total Volume	1	127	83	211	0	1	5	6	332	408	2	742	59	1	223	283	1242
% App. Total	0.5	60.2	39.3		0	16.7	83.3		44.7	55	0.3		20.8	0.4	78.8		
PHF	.250	.738	.830	.851	.000	.250	.625	.750	.790	.836	.250	.888	.670	.250	.858	.873	.927

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

Study Name : TMC1008  
Study Date : 05/18/10  
Page No. : 1

**Signal Warrants - Summary**

**Major Street Approaches**

**Northbound: TH 47**  
Number of Lanes: 2  
Approach Speed: 55  
Total Approach Volume: 5,548

**Southbound: TH 47**  
Number of Lanes: 2  
Approach Speed: 55  
Total Approach Volume: 2,956

**Minor Street Approaches**

**Eastbound: CR 81**  
Number of Lanes: 1  
Total Approach Volume: 3,386

**Westbound: School Parking Lot Entrance**  
Number of Lanes: 1  
Total Approach Volume: 514

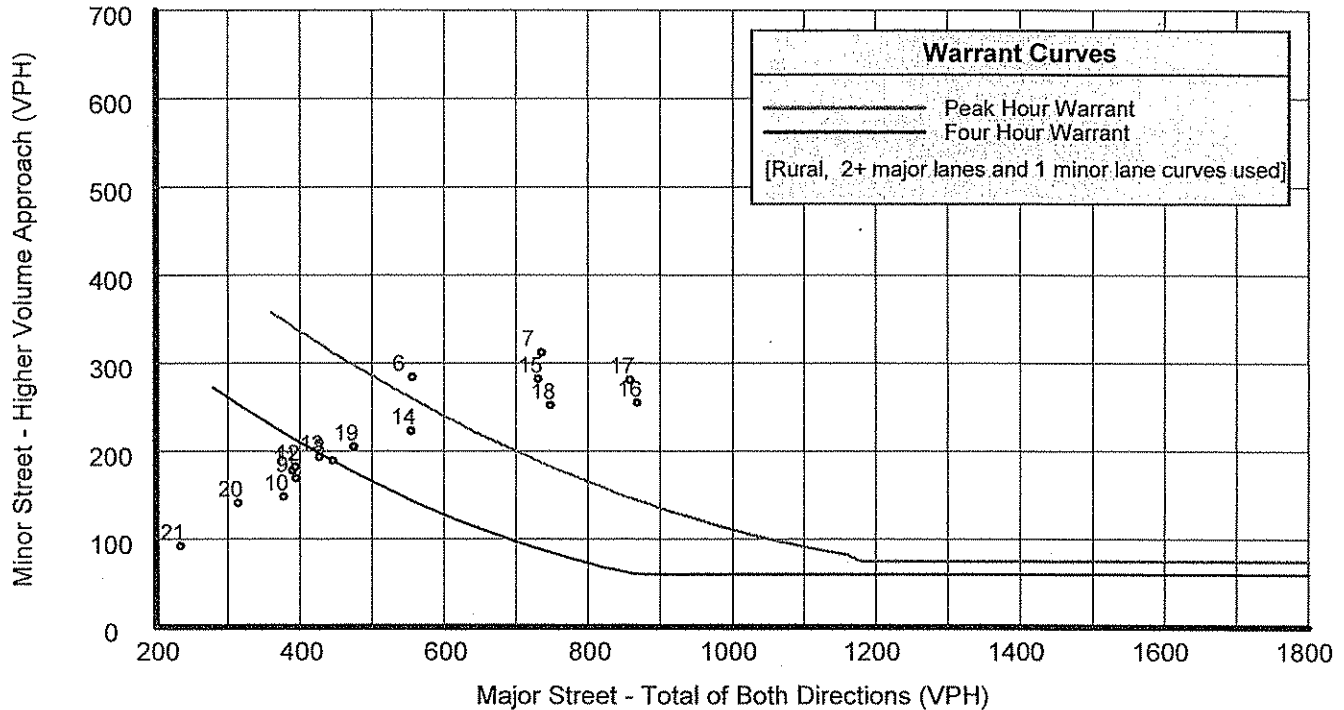
**Warrant Summary (Rural values apply.)**

- Warrant 1 - Eight Hour Vehicular Volumes** ..... Satisfied
  - Warrant 1A - Minimum Vehicular Volume** ..... Satisfied  
Required volumes reached for 10 hours, 8 are needed
  - Warrant 1B - Interruption of Continuous Traffic** ..... Not Satisfied  
Required volumes reached for 5 hours, 8 are needed
  - Warrant 1 A&B - Combination of Warrants** ..... Not Satisfied  
Required volumes reached for 7 hours, 8 are needed
  
- Warrant 2 - Four Hour Volumes** ..... Satisfied  
Number of hours (9) volumes exceed minimum >= minimum required (4).
  
- Warrant 3 - Peak Hour** ..... Satisfied
  - Warrant 3A - Peak Hour Delay** ..... Satisfied  
Number of hours (26) volumes exceed minimum >= required (1). 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 : TMC1008  
Study Date : 05/18/10  
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	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	556	284	EB	420-Yes	105-Yes	Both	630-No	53-Yes	Minor	504-Yes	84-Yes	Both
07:00	736	312	EB	420-Yes	105-Yes	Both	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
08:00	446	189	EB	420-Yes	105-Yes	Both	630-No	53-Yes	Minor	504-No	84-Yes	Minor
09:00	395	169	EB	420-No	105-Yes	Minor	630-No	53-Yes	Minor	504-No	84-Yes	Minor
10:00	378	148	EB	420-No	105-Yes	Minor	630-No	53-Yes	Minor	504-No	84-Yes	Minor
11:00	390	178	EB	420-No	105-Yes	Minor	630-No	53-Yes	Minor	504-No	84-Yes	Minor
12:00	394	182	EB	420-No	105-Yes	Minor	630-No	53-Yes	Minor	504-No	84-Yes	Minor
13:00	427	193	EB	420-Yes	105-Yes	Both	630-No	53-Yes	Minor	504-No	84-Yes	Minor
14:00	554	223	EB	420-Yes	105-Yes	Both	630-No	53-Yes	Minor	504-Yes	84-Yes	Both
15:00	731	282	EB	420-Yes	105-Yes	Both	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
16:00	868	255	EB	420-Yes	105-Yes	Both	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
17:00	858	281	EB	420-Yes	105-Yes	Both	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
18:00	748	252	EB	420-Yes	105-Yes	Both	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
19:00	475	205	EB	420-Yes	105-Yes	Both	630-No	53-Yes	Minor	504-No	84-Yes	Minor
20:00	314	141	EB	420-No	105-Yes	Minor	630-No	53-Yes	Minor	504-No	84-Yes	Minor
21:00	234	92	EB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-Yes	Minor
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---

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

Study Name : TMC1008  
Study Date : 05/18/10  
Page No. : 1

**Multi-Way Stop Warrant Report**

**Major Street Approaches**

**Northbound: TH 47**  
Total Approach Volume: 5,548  
Approach Speed: 55

**Southbound: TH 47**  
Total Approach Volume: 2,956  
Approach Speed: 55

**Minor Street Approaches**

**Eastbound: CR 81**  
Total Approach Volume: 3,386

**Westbound: School Parking Lot Entrance**  
Total Approach Volume: 514

**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** ..... Satisfied  
Delay data not evaluated  
Required volumes reached for 15 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 14 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?
05:45 - 06:45	390	203	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
06:45 - 07:45	758	564	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
07:45 - 08:45	452	192	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
08:45 - 09:45	448	204	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
09:45 - 10:45	379	156	210-Yes	140-Yes	Both	240-Yes	160-No	Major
10:45 - 11:45	367	195	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
11:45 - 12:45	384	190	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
12:45 - 13:45	428	209	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
13:45 - 14:45	529	284	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
14:45 - 15:45	650	316	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
15:45 - 16:45	833	284	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
16:45 - 17:45	953	289	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
17:45 - 18:45	725	278	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
18:45 - 19:45	535	237	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
19:45 - 20:45	346	166	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
20:45 - 21:45	264	121	210-Yes	140-No	Major	240-Yes	160-No	Major
21:00 - 22:00	234	101	210-Yes	140-No	Major	240-No	160-No	No
00:00 - 01:00	0	0	210-No	140-No	No	240-No	160-No	No
00:15 - 01:15	0	0	210-No	140-No	No	240-No	160-No	No
00:30 - 01:30	0	0	210-No	140-No	No	240-No	160-No	No
00:45 - 01:45	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
01:15 - 02:15	0	0	210-No	140-No	No	240-No	160-No	No





**NORTH**

APP. #1 = TH 47

APP. #2 = CR 81

APP. #3 = TH 47

APP. #4 = CR 81

**COUNT LOCATION:**

TH 47 (St. Francis Blvd.)

**DATE:**

5/11/2010

@ CR 81 (Pederson Dr.)

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						1		2
6:15-6:30						4		
6:30-6:45		1			1	5		
6:45-7:00		4			4	4		4
<b>HOURLY TOTAL</b>					<b>5</b>	<b>HOURLY TOTAL</b>		<b>20</b>
7:00-7:15		3			3	3		3
7:15-7:30						6		
7:30-7:45		2			2	8		
7:45-8:00						5		1
<b>HOURLY TOTAL</b>					<b>5</b>	<b>HOURLY TOTAL</b>		<b>26</b>
8:00-8:15						6		
8:15-8:30						5		1
8:30-8:45						7		2
8:45-9:00						5		3
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>29</b>
9:00-9:15						9		1
9:15-9:30			1		1	9		
9:30-9:45						6		
9:45-10:00		2	1		3	7		
<b>HOURLY TOTAL</b>					<b>4</b>	<b>HOURLY TOTAL</b>		<b>32</b>
10:00-10:15		2			2	15		2
10:15-10:30						9		1
10:30-10:45						8		
10:45-11:00						4		
<b>HOURLY TOTAL</b>					<b>2</b>	<b>HOURLY TOTAL</b>		<b>39</b>
11:00-11:15		1	1		2	7		1
11:15-11:30						12		1
11:30-11:45		2			2	4		2
11:45-12:00						12		4
<b>HOURLY TOTAL</b>					<b>4</b>	<b>HOURLY TOTAL</b>		<b>43</b>
12:00-12:15						4		
12:15-12:30						10		1
12:30-12:45						7		
12:45-1:00						4		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>26</b>
1:00-1:15						7		1
1:15-1:30						9		
1:30-1:45						10		
1:45-2:00						5		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>32</b>
<b>TOTAL</b>					<b>20</b>	<b>TOTAL</b>		<b>247</b>

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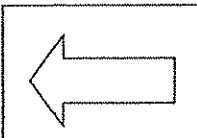
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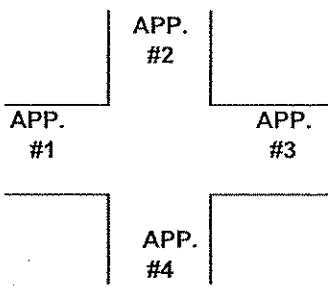
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COUNT LOCATION: TH 47 (St. Francis Blvd.) DATE: 5/10/2010  
@ CR 81 (Pederson Dr.)

<b>NORTH</b>
APP. #1 = TH 47
APP. #2 = CR 81
APP. #3 = TH 47
APP. #4 = CR 81



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.

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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		26	1			5		2	
2:30-2:45		7	1			4		3	
2:45-3:00		9	2			6		1	
<b>HOURLY TOTAL</b>					<b>46</b>	<b>HOURLY TOTAL</b>		<b>25</b>	
3:00-3:15						2			
3:15-3:30		2				9			
3:30-3:45		2				8		1	
3:45-4:00			1			9		3	
<b>HOURLY TOTAL</b>					<b>5</b>	<b>HOURLY TOTAL</b>		<b>32</b>	
4:00-4:15			2			5		1	
4:15-4:30			5			6			
4:30-4:45						1			
4:45-5:00						9			
<b>HOURLY TOTAL</b>					<b>7</b>	<b>HOURLY TOTAL</b>		<b>22</b>	
5:00-5:15		1				2			
5:15-5:30						5			
5:30-5:45						1			
5:45-6:00		1	1			3			
<b>HOURLY TOTAL</b>					<b>3</b>	<b>HOURLY TOTAL</b>		<b>11</b>	
6:00-6:15			1			4			
6:15-6:30						3			
6:30-6:45						1			
6:45-7:00						4			
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>12</b>	
7:00-7:15			1						
7:15-7:30						2			
7:30-7:45						1			
7:45-8:00						4			
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>7</b>	
8:00-8:15						1			
8:15-8:30									
8:30-8:45									
8:45-9:00			1			2			
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>3</b>	
9:00-9:15									
9:15-9:30						1			
9:30-9:45						1			
9:45-10:00									
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>2</b>	
					<b>TOTAL</b>	<b>84</b>			
								<b>TOTAL</b>	<b>361</b>

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