

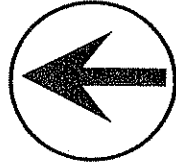
Date : 05/13/10

Count Number : TMC1009

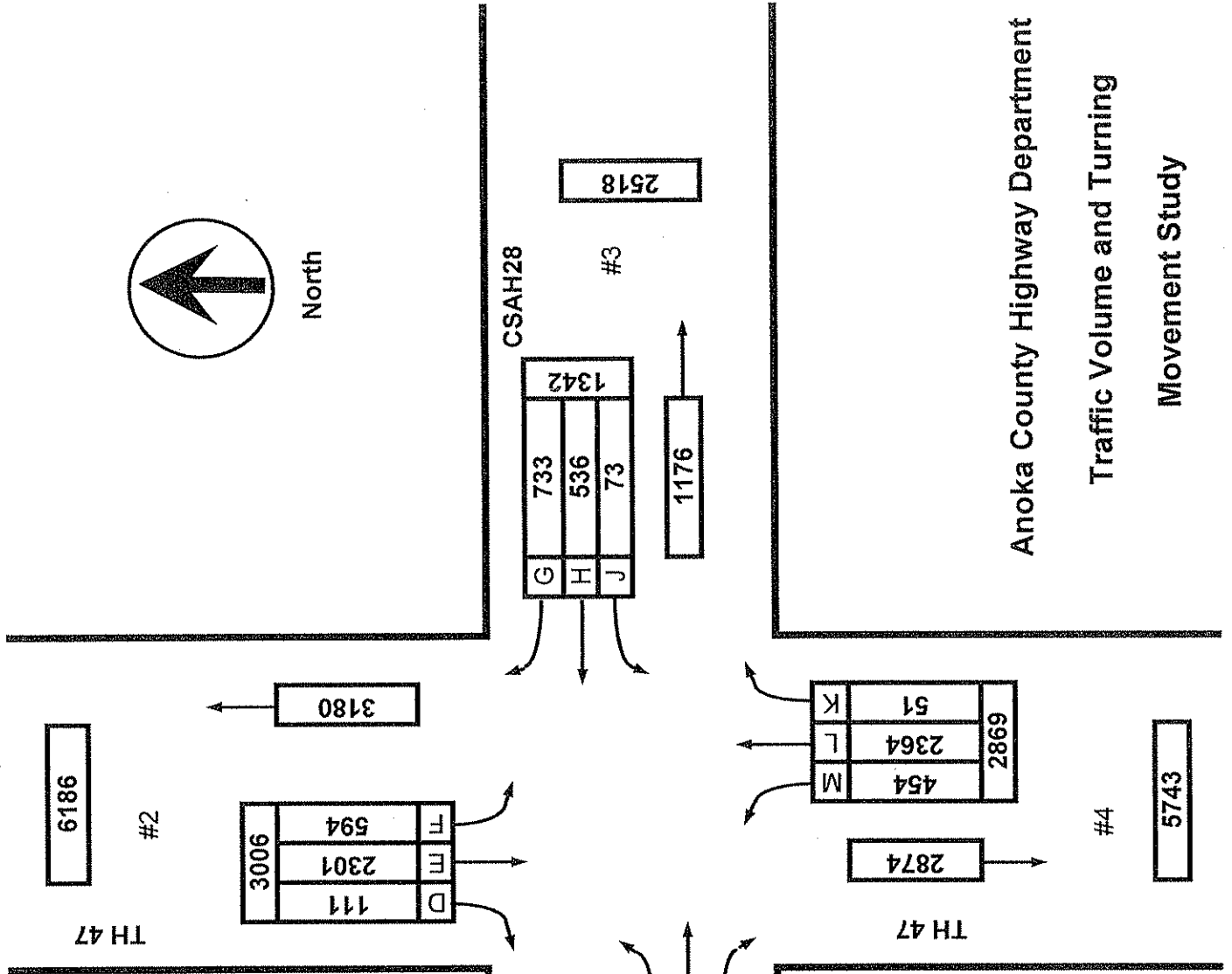
Location : TH 47 (St. Francis Blvd.)

@ CSAH 28 (Ambassador Blvd.)

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



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	1	3
#3	0	0	1	1
#4	1	1	1	3

Date : 05/12/10

Count Number : TMC1009

Location : TH 47 (St. Francis Blvd.)

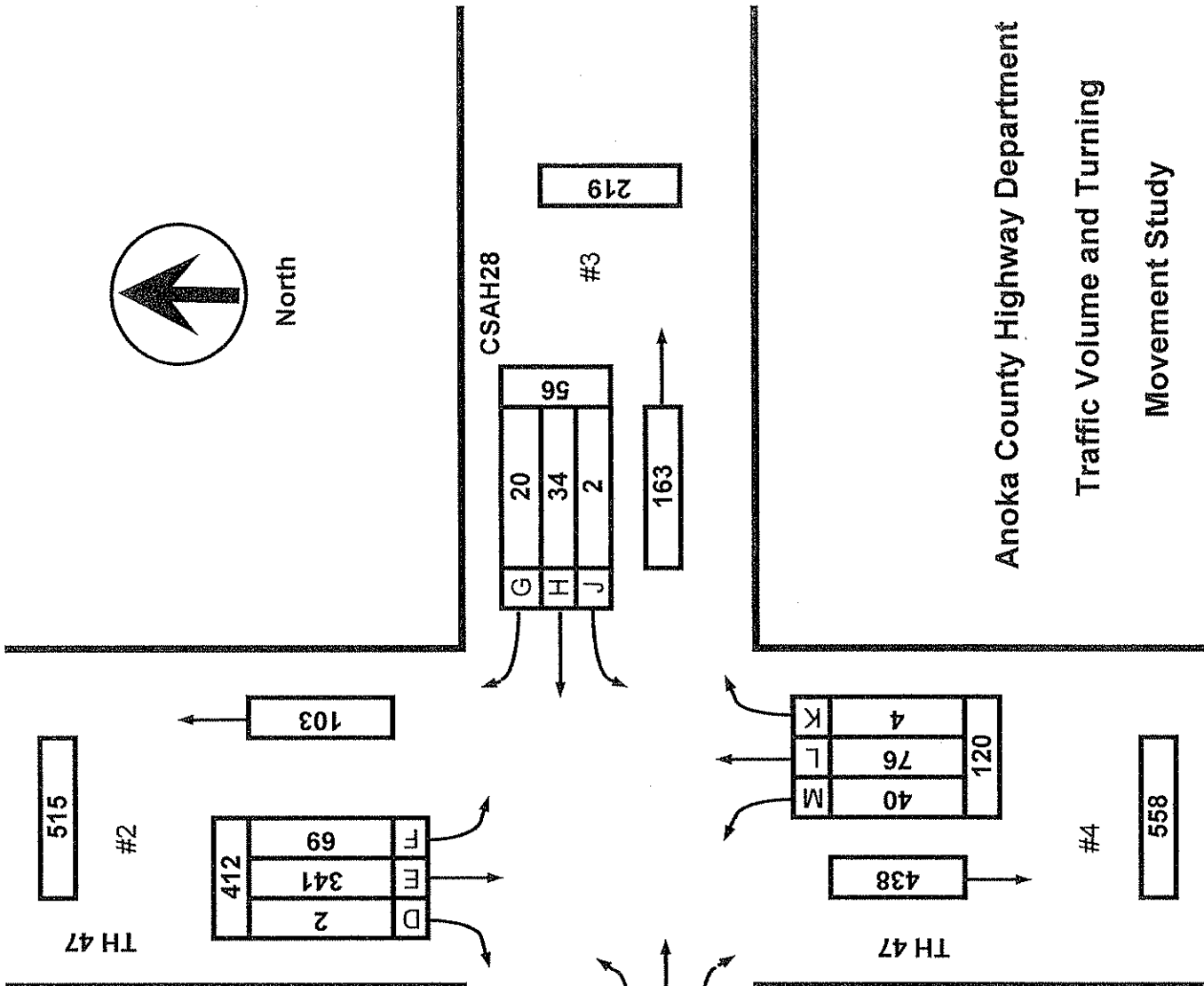
@ CSAH 28 (Ambassador Blvd.)

Collection Period : AM PEAK

Hour : 6:30-7:30 AM



North



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

Anoka County Highway Department  
 Traffic Volume and Turning  
 Movement Study

Date : 05/13/10

Count Number : TMC1009

Location : TH 47 (St. Francis Blvd.)

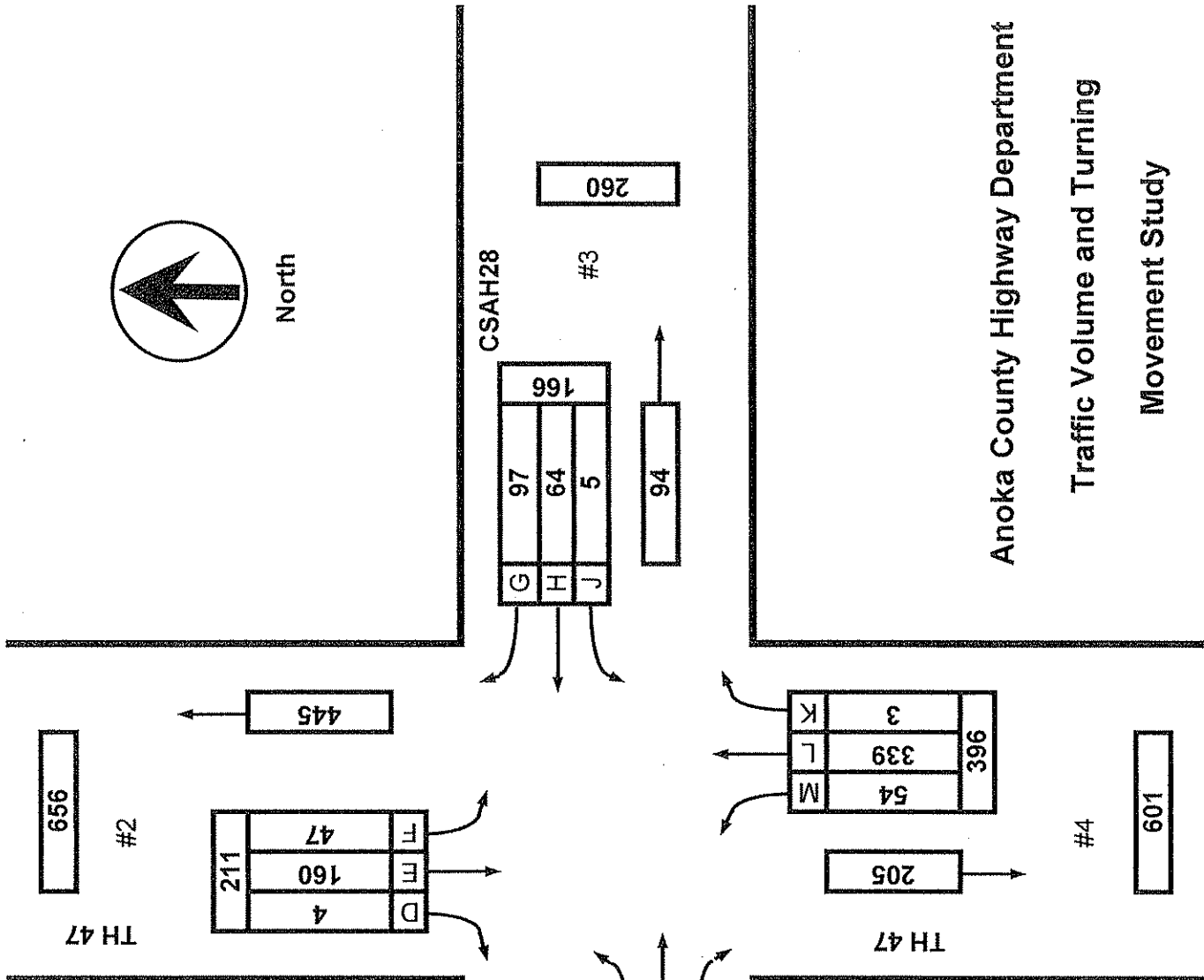
@ CSAH 28 (Ambassador Blvd.)

Collection Period : PM PEAK

Hour : 4:30-5:30 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	1	3
#3	0	0	1	1
#4	1	1	1	3



# Anoka County Highway Department

## Traffic Engineering Section Traffic Volume and Turning Movement Study

File Name : TMC1009  
Site Code : 10090202  
Start Date : 5/12/2010  
Page No : 1

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

### Groups Printed- Unshifted

Start Time	TH 47 Southbound					CSAH 28 Westbound					TH 47 Northbound					CSAH 28 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	11	78	9	3	98	0	4	4	1	8	4	8	0	2	12	1	13	6	0	20	6	138	144
06:15	12	99	4	2	115	0	6	2	3	8	3	8	1	1	12	2	11	12	0	25	6	160	166
06:30	18	91	1	2	110	0	4	7	0	11	2	20	0	0	22	2	13	21	0	36	2	179	181
06:45	20	88	0	8	108	1	5	3	1	9	9	12	3	4	24	1	27	24	1	52	14	193	207
Total	61	356	14	15	431	1	19	16	5	36	18	48	4	7	70	6	64	63	1	133	28	670	698
07:00	22	85	1	2	108	0	5	3	1	8	12	16	0	3	28	3	23	32	4	58	10	202	212
07:15	9	77	0	2	86	1	20	7	9	28	17	28	1	9	46	1	27	18	15	46	35	206	241
07:30	18	71	1	5	90	0	6	10	1	16	5	27	0	2	32	1	14	6	3	21	11	159	170
07:45	14	54	1	2	69	2	4	10	3	16	3	22	0	5	25	1	14	14	4	29	14	139	153
Total	63	287	3	11	353	3	35	30	14	68	37	93	1	19	131	6	78	70	26	154	70	706	776
08:00	14	56	3	0	73	0	4	6	3	10	4	11	1	1	16	1	5	5	1	11	5	110	115
08:15	14	50	1	4	65	2	11	8	1	21	4	22	0	1	26	0	12	11	1	23	7	135	142
08:30	10	47	1	6	58	1	7	6	2	14	4	19	0	3	23	1	6	3	2	10	13	105	118
08:45	8	41	2	3	51	1	4	8	0	13	7	29	1	1	37	2	3	14	0	19	4	120	124
Total	46	194	7	13	247	4	26	28	6	58	19	81	2	6	102	4	26	33	4	63	29	470	499
09:00	7	31	2	4	40	0	12	6	1	18	7	33	0	0	40	1	7	10	1	18	6	116	122
09:15	13	31	2	1	46	1	4	9	2	14	2	20	2	2	24	2	3	10	0	15	5	99	104
09:30	6	33	4	2	43	1	6	10	1	17	6	21	0	1	27	1	13	4	0	18	4	105	109
09:45	7	37	2	4	46	1	6	8	1	15	7	15	2	3	24	0	4	9	1	13	9	98	107
Total	33	132	10	11	175	3	28	33	5	64	22	89	4	6	115	4	27	33	2	64	24	418	442
10:00	13	21	4	1	38	3	3	12	1	18	6	20	0	2	26	1	10	8	1	19	5	101	106
10:15	6	47	2	3	55	2	7	6	2	15	2	20	1	2	23	0	6	5	0	11	7	104	111
10:30	6	27	6	2	39	0	5	3	0	8	0	15	1	1	16	0	4	4	0	8	3	71	74
10:45	12	32	2	1	46	1	5	5	0	11	7	14	0	1	21	3	8	3	0	14	2	92	94
Total	37	127	14	7	178	6	20	26	3	52	15	69	2	6	86	4	28	20	1	52	17	368	385
11:00	7	29	3	2	39	2	7	9	1	18	4	24	0	4	28	1	7	8	0	16	7	101	108
11:15	12	34	1	6	47	1	2	12	0	15	8	20	1	2	29	3	6	6	4	15	12	106	118
11:30	11	30	2	5	43	1	5	7	1	13	7	23	0	2	30	1	9	6	1	16	9	102	111
11:45	8	31	1	2	40	0	3	9	1	12	6	23	1	1	30	0	11	4	0	15	4	97	101
Total	38	124	7	15	169	4	17	37	3	58	25	90	2	9	117	5	33	24	5	62	32	406	438
12:00	8	24	3	0	35	0	10	7	2	17	7	34	1	0	42	0	3	11	1	14	3	108	111
12:15	10	28	1	1	39	2	4	10	4	16	2	31	1	2	34	2	9	6	3	17	10	106	116
12:30	5	36	3	6	44	0	12	8	1	20	4	37	1	6	42	0	2	5	1	7	14	113	127
12:45	9	19	0	2	28	0	14	12	3	26	7	28	1	3	36	0	1	6	0	7	8	97	105
Total	32	107	7	9	146	2	40	37	10	79	20	130	4	11	154	2	15	28	5	45	35	424	459
13:00	8	34	0	3	42	6	7	4	2	17	6	39	2	0	47	0	8	10	2	18	7	124	131
13:15	6	27	0	0	33	1	14	7	1	22	5	28	2	5	35	3	3	2	1	8	7	98	105
13:30	8	26	0	1	34	2	7	18	1	27	4	34	2	3	40	1	3	8	1	12	6	113	119
13:45	11	28	3	0	42	5	6	13	0	24	5	33	1	2	39	1	7	7	2	15	4	120	124
Total	33	115	3	4	151	14	34	42	4	90	20	134	7	10	161	5	21	27	6	53	24	455	479
14:00	6	32	2	1	40	1	13	11	4	25	7	34	3	7	44	0	13	13	6	26	18	135	153
14:15	8	33	0	1	41	4	7	9	1	20	14	35	2	5	51	2	7	9	2	18	9	130	139
14:30	5	32	1	4	38	2	9	9	1	20	13	44	1	3	58	1	9	10	1	20	9	136	145
14:45	10	34	1	2	45	1	11	19	1	31	6	48	1	4	55	1	8	11	1	20	8	151	159
Total	29	131	4	8	164	8	40	48	7	96	40	161	7	19	208	4	37	43	10	84	44	552	596
15:00	8	27	2	1	37	1	7	20	0	28	13	57	1	2	71	2	10	8	1	20	4	156	160
15:15	19	32	0	2	51	1	20	9	1	30	16	49	0	0	65	0	8	5	1	13	4	159	163
15:30	9	44	2	3	55	3	15	18	1	36	12	69	2	5	83	2	14	11	1	27	10	201	211
15:45	17	27	2	4	46	0	13	15	2	28	14	78	1	5	93	4	10	6	2	20	13	187	200
Total	53	130	6	10	189	5	55	62	4	122	55	253	4	12	312	8	42	30	5	80	31	703	734
16:00	4	18	2	1	24	0	10	19	1	29	11	63	1	1	75	4	14	9	2	27	5	155	160
16:15	15	33	1	2	49	1	8	23	0	32	8	72	2	2	82	0	9	11	0	20	4	183	187
16:30	11	43	1	2	55	0	14	26	0	40	10	77	2	2	89	2	12	6	1	20	5	204	209
16:45	12	35	1	1	48	2	19	25	1	46	17	93	0	2	110	3	9	15	2	27	6	231	237
Total	42	129	5	6	176	3	51	93	2	147	46	305	5	7	356	9	44	41	5	94	20	773	793
17:00	9	43	2	0	54	1	15	18	2	34	15	90	0	4	105	0	10	5	2	15	8	208	216
17:15	15	39	0	3	54	2	16	28	2	46	12	79	1	2	92	4	13	14	1	31	8	223	231
17:30	8	25	4	0	37	2	13	22	0	37	15	93	1	4	109	3	9	6	0	18	4	201	205
17:45	13	42	1	4	56	2	8	33	1	43	11	73	1	1	85	1	10	3	1	14	7	198	205
Total	45	149	7	7	201	7	52	101	5	160	53	335	3	11	391	8	42	28	4	78	27	830	857



# 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 : TMC1009  
Site Code : 10090202  
Start Date : 5/12/2010  
Page No : 2

Groups Printed- Unshifted

Start Time	TH 47 Southbound					CSAH 28 Westbound					TH 47 Northbound					CSAH 28 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	6	31	2	1	39	2	13	18	1	33	6	69	4	2	79	0	5	11	0	16	4	167	171
18:15	2	25	2	1	29	0	11	15	0	26	10	57	0	1	67	0	4	6	0	10	2	132	134
18:30	7	32	0	0	39	0	9	16	0	25	8	48	0	2	56	1	7	4	2	12	4	132	136
18:45	7	36	3	0	46	1	7	14	1	22	12	48	0	1	60	1	8	4	0	13	2	141	143
Total	22	124	7	2	153	3	40	63	2	106	36	222	4	6	262	2	24	25	2	51	12	572	584
19:00	3	20	1	1	24	1	4	17	0	22	4	38	0	0	42	1	15	5	0	21	1	109	110
19:15	5	15	1	3	21	0	4	15	2	19	5	29	0	0	34	3	5	1	0	9	5	83	88
19:30	6	19	2	1	27	1	6	5	1	12	2	39	0	2	41	1	2	4	1	7	5	87	92
19:45	3	18	0	0	21	1	5	11	0	17	8	32	0	3	40	2	2	3	0	7	3	85	88
Total	17	72	4	5	93	3	19	48	3	70	19	138	0	5	157	7	24	13	1	44	14	364	378
20:00	6	19	2	2	27	1	8	12	0	21	4	22	0	0	26	1	6	0	0	7	2	81	83
20:15	6	20	3	2	29	0	17	7	1	24	4	40	1	4	45	2	4	1	0	7	7	105	112
20:30	9	19	2	0	30	0	4	12	0	16	6	32	1	0	39	3	5	5	0	13	0	98	98
20:45	5	15	2	0	22	4	13	8	0	25	2	36	0	0	38	1	0	3	0	4	0	89	89
Total	26	73	9	4	108	5	42	39	1	86	16	130	2	4	148	7	15	9	0	31	9	373	382
21:00	6	23	0	2	29	0	5	10	0	15	4	26	0	0	30	1	5	3	0	9	2	83	85
21:15	3	12	1	1	16	0	2	12	0	14	2	17	0	1	19	1	2	5	0	8	2	57	59
21:30	6	8	1	1	15	1	8	3	0	12	6	25	0	0	31	0	0	3	1	3	2	61	63
21:45	2	8	2	0	12	1	3	5	0	9	1	18	0	0	19	0	4	2	0	6	0	46	46
Total	17	51	4	4	72	2	18	30	0	50	13	86	0	1	99	2	11	13	1	26	6	247	253
Grand Total	594	2301	111	131	3006	73	536	733	74	1342	454	2364	51	139	2869	83	531	500	78	1114	422	8331	8753
March %	19.8	76.5	3.7			5.4	39.9	54.6			15.8	82.4	1.8			7.5	47.7	44.9					
April %	7.1	27.6	1.3		36.1	0.9	6.4	8.8		16.1	5.4	28.4	0.6		34.4	1	6.4	6		13.4	4.8	95.2	

Start Time	TH 47 Southbound				App. Total	CSAH 28 Westbound				App. Total	TH 47 Northbound				App. Total	CSAH 28 Eastbound				Int. Total
	Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total	
06:00 to 11:45 - Peak 1 of 1	Peak Hour for Entire Intersection Begins at 06:30																			
06:30	18	91	1	110	0	4	7	11	2	20	0	22	2	13	21	36	179			
06:45	20	88	0	108	1	5	3	9	9	12	3	24	1	27	24	52	193			
07:00	22	85	1	108	0	5	3	8	12	16	0	28	3	23	32	58	202			
07:15	9	77	0	86	1	20	7	28	17	28	1	46	1	27	18	46	206			
Total Volume	69	341	2	412	2	34	20	56	40	76	4	120	7	90	95	192	780			
% App. Total	16.7	82.8	0.5		3.6	60.7	35.7		33.3	63.3	3.3		3.6	46.9	49.5					
PHF	.784	.937	.500	.936	.500	.425	.714	.500	.588	.679	.333	.652	.583	.833	.742	.828	.947			

Start Time	TH 47 Southbound				App. Total	CSAH 28 Westbound				App. Total	TH 47 Northbound				App. Total	CSAH 28 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	11	43	1	55	0	14	26	40	10	77	2	89	2	12	6	20	204			
16:45	12	35	1	48	2	19	25	46	17	93	0	110	3	9	15	27	231			
17:00	9	43	2	54	1	15	18	34	15	90	0	105	0	10	5	15	208			
17:15	15	39	0	54	2	16	28	46	12	79	1	92	4	13	14	31	223			
Total Volume	47	160	4	211	5	64	97	166	54	339	3	396	9	44	40	93	866			
% App. Total	22.3	75.8	1.9		3	38.6	58.4		13.6	85.6	0.8		9.7	47.3	43					
PHF	.783	.930	.500	.959	.625	.842	.866	.902	.794	.911	.375	.900	.563	.846	.667	.750	.937			

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

Study Name : TMC1009  
Study Date : 05/18/10  
Page No. : 1

**Signal Warrants - Summary**

**Major Street Approaches**

**Northbound: TH 47**  
Number of Lanes: 2  
Approach Speed: 50  
Total Approach Volume: 2,869

**Southbound: TH 47**  
Number of Lanes: 2  
Approach Speed: 50  
Total Approach Volume: 3,006

**Minor Street Approaches**

**Eastbound: CSAH 28**  
Number of Lanes: 1  
  
Total Approach Volume: 1,114

**Westbound: CSAH 28**  
Number of Lanes: 1  
  
Total Approach Volume: 1,342

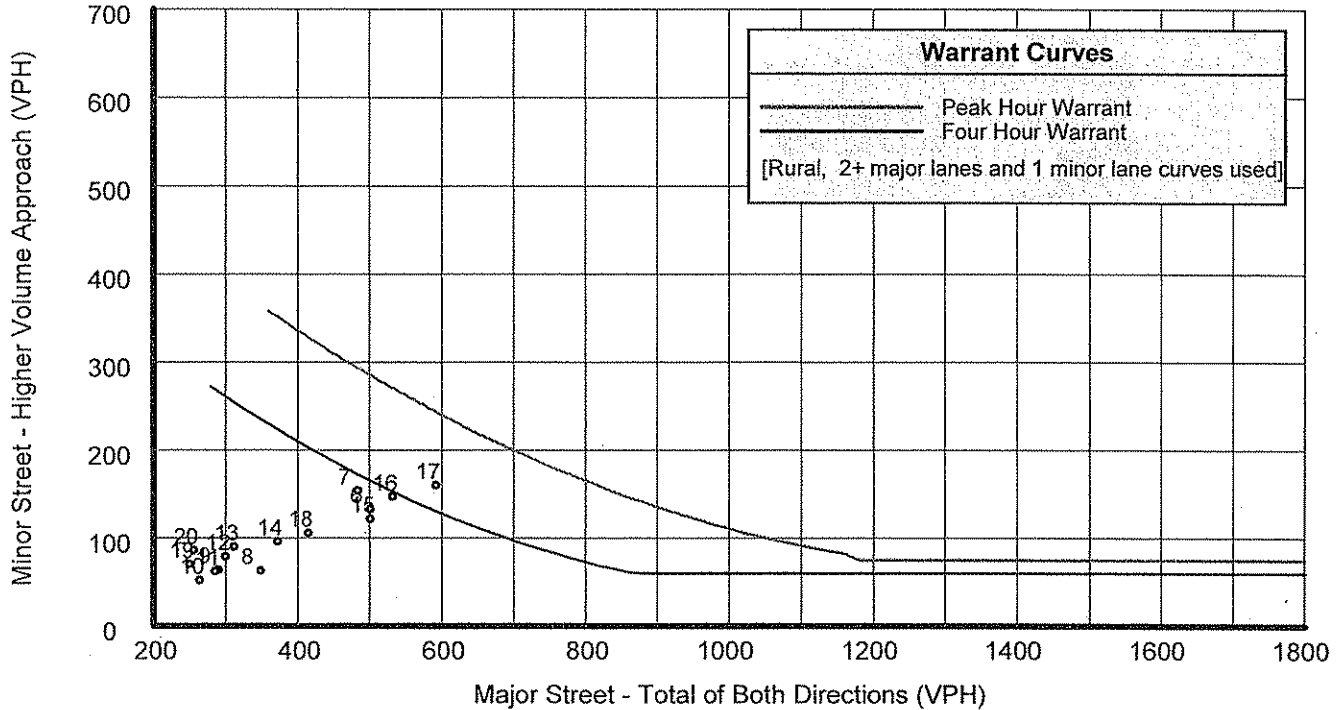
**Warrant Summary (Rural values apply.)**

- Warrant 1 - Eight Hour Vehicular Volumes** ..... Not Satisfied
- Warrant 1A - Minimum Vehicular Volume** ..... Not Satisfied  
Required volumes reached for 5 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 2 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** ..... Satisfied  
Number of hours (4) volumes exceed minimum >= required (1). 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 : TMC1009  
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	501	133	EB	420-Yes	105-Yes	Both	630-No	53-Yes	Minor	504-No	84-Yes	Minor
07:00	484	154	EB	420-Yes	105-Yes	Both	630-No	53-Yes	Minor	504-No	84-Yes	Minor
08:00	349	63	EB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-No	---
09:00	290	64	EB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-No	---
10:00	264	52	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	286	62	EB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-No	---
12:00	300	79	WB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-No	---
13:00	312	90	WB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-Yes	Minor
14:00	372	96	WB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-Yes	Minor
15:00	501	122	WB	420-Yes	105-Yes	Both	630-No	53-Yes	Minor	504-No	84-Yes	Minor
16:00	532	147	WB	420-Yes	105-Yes	Both	630-No	53-Yes	Minor	504-Yes	84-Yes	Both
17:00	592	160	WB	420-Yes	105-Yes	Both	630-No	53-Yes	Minor	504-Yes	84-Yes	Both
18:00	415	106	WB	420-No	105-Yes	Minor	630-No	53-Yes	Minor	504-No	84-Yes	Minor
19:00	250	70	WB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-No	---
20:00	256	86	WB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-Yes	Minor
21:00	171	50	WB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
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 : TMC1009  
Study Date : 05/18/10  
Page No. : 1

**Multi-Way Stop Warrant Report**

**Major Street Approaches**

**Northbound: TH 47**  
Total Approach Volume: 2,869  
Approach Speed: 50

**Southbound: TH 47**  
Total Approach Volume: 3,006  
Approach Speed: 50

**Minor Street Approaches**

**Eastbound: CSAH 28**  
Total Approach Volume: 1,114

**Westbound: CSAH 28**  
Total Approach Volume: 1,342

**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 8 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 7 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?
06:00 - 07:00	501	169	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
07:00 - 08:00	484	222	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
13:00 - 14:00	312	143	210-Yes	140-Yes	Both	240-Yes	160-No	Major
14:00 - 15:00	372	180	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
15:00 - 16:00	501	202	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
16:00 - 17:00	532	241	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
17:00 - 18:00	592	238	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
18:00 - 19:00	415	157	210-Yes	140-Yes	Both	240-Yes	160-No	Major
05:30 - 06:30	237	61	210-Yes	140-No	Major	240-No	160-No	No
05:45 - 06:45	369	108	210-Yes	140-No	Major	240-Yes	160-No	Major
08:00 - 09:00	349	121	210-Yes	140-No	Major	240-Yes	160-No	Major
08:15 - 09:15	340	136	210-Yes	140-No	Major	240-Yes	160-No	Major
08:30 - 09:30	319	121	210-Yes	140-No	Major	240-Yes	160-No	Major
08:45 - 09:45	308	132	210-Yes	140-No	Major	240-Yes	160-No	Major
09:00 - 10:00	290	128	210-Yes	140-No	Major	240-Yes	160-No	Major
09:15 - 10:15	274	129	210-Yes	140-No	Major	240-Yes	160-No	Major
09:30 - 10:30	282	126	210-Yes	140-No	Major	240-Yes	160-No	Major
09:45 - 10:45	267	107	210-Yes	140-No	Major	240-Yes	160-No	Major
10:00 - 11:00	264	104	210-Yes	140-No	Major	240-Yes	160-No	Major
10:15 - 11:15	267	101	210-Yes	140-No	Major	240-Yes	160-No	Major
10:30 - 11:30	265	105	210-Yes	140-No	Major	240-Yes	160-No	Major
10:45 - 11:45	283	118	210-Yes	140-No	Major	240-Yes	160-No	Major
11:00 - 12:00	286	120	210-Yes	140-No	Major	240-Yes	160-No	Major
11:15 - 12:15	296	117	210-Yes	140-No	Major	240-Yes	160-No	Major

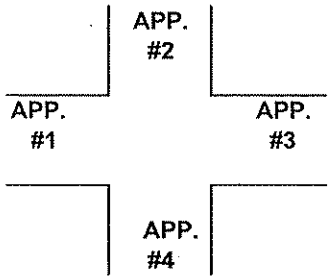




**NORTH**

APP. #1 = TH 47
APP. #2 = CR 28
APP. #3 = TH 47
APP. #4 = CR 28

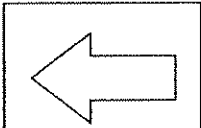
**COUNT LOCATION:** TH 47 (St. Francis Blvd.) **DATE:** 5/13/2010  
@ CSAH 28 (Ambassador)



**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				15 MIN TOT	HEAVY VEHICLES		
	APP. #1	APP. #2	APP. #3	APP. #4		TRUCKS	RV	BUS
6:00-6:15AM						2		3
6:15-6:30						5		1
6:30-6:45						2		
6:45-7:00						8		6
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>27</b>
7:00-7:15						6		4
7:15-7:30						4		31
7:30-7:45						9		2
7:45-8:00						10		4
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>70</b>
8:00-8:15						3		2
8:15-8:30						5		2
8:30-8:45						7	1	5
8:45-9:00						2		2
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>29</b>
9:00-9:15						6		
9:15-9:30						3		2
9:30-9:45						4		
9:45-10:00						7	1	1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>24</b>
10:00-10:15						3		2
10:15-10:30						5	1	1
10:30-10:45						3		
10:45-11:00						2		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>17</b>
11:00-11:15						6		1
11:15-11:30						8	1	3
11:30-11:45						7		2
11:45-12:00						4		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>32</b>
12:00-12:15						3		
12:15-12:30						8		2
12:30-12:45						12		2
12:45-1:00						6		2
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>35</b>
1:00-1:15						5		2
1:15-1:30						5	1	1
1:30-1:45						4		2
1:45-2:00						2	1	1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>24</b>
					<b>TOTAL</b>		<b>TOTAL</b>	<b>258</b>

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COUNT LOCATION:

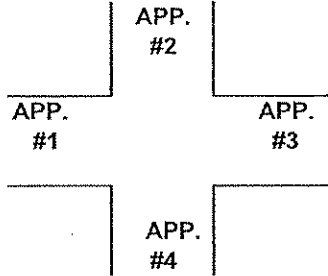
TH 47 (St. Francis Blvd.)

DATE:

5/12/2010

@ CSAH 28 (Ambassador)

<b>NORTH</b>
APP. #1 = TH 47
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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						11		7	1
2:15-2:30						6		3	2
2:30-2:45						6		2	3
2:45-3:00						8			4
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>43</b>	
3:00-3:15						4			5
3:15-3:30						2		2	6
3:30-3:45						9		1	7
3:45-4:00						10		3	8
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>31</b>	
4:00-4:15						4	1		9
4:15-4:30						3		1	10
4:30-4:45						4		1	11
4:45-5:00						4		2	12
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>20</b>	
5:00-5:15						7		1	13
5:15-5:30						8			14
5:30-5:45						3			15
5:45-6:00						7			16
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>26</b>	
6:00-6:15						4			17
6:15-6:30						2			18
6:30-6:45						4			19
6:45-7:00						2			20
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>12</b>	
7:00-7:15						1			21
7:15-7:30						5			22
7:30-7:45						4	1		23
7:45-8:00						3			24
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>14</b>	
8:00-8:15						2			25
8:15-8:30						7			26
8:30-8:45									27
8:45-9:00									28
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>9</b>	
9:00-9:15						2			29
9:15-9:30						2			30
9:30-9:45						2			31
9:45-10:00									32
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>6</b>	
					<b>TOTAL</b>		<b>TOTAL</b>	<b>419</b>	