

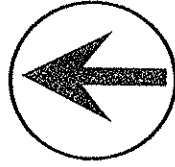
Date : 06/14/12

Count Number : TMC1204

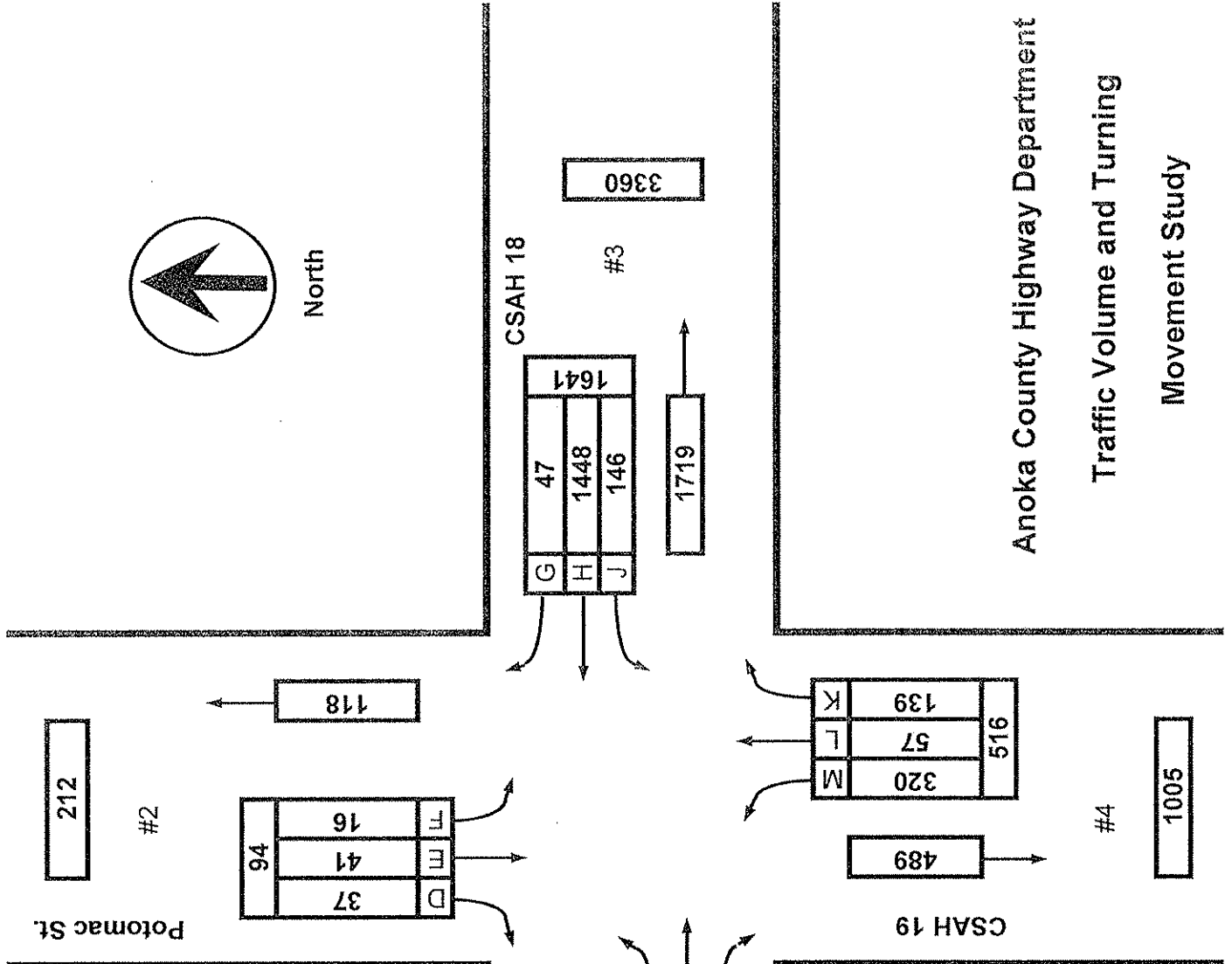
Location : CSAH 18 (Broadway Ave.)

@ CSAH 19 (Potomac St.)

Collection Period : 6:00 AM - 7:00 PM



North



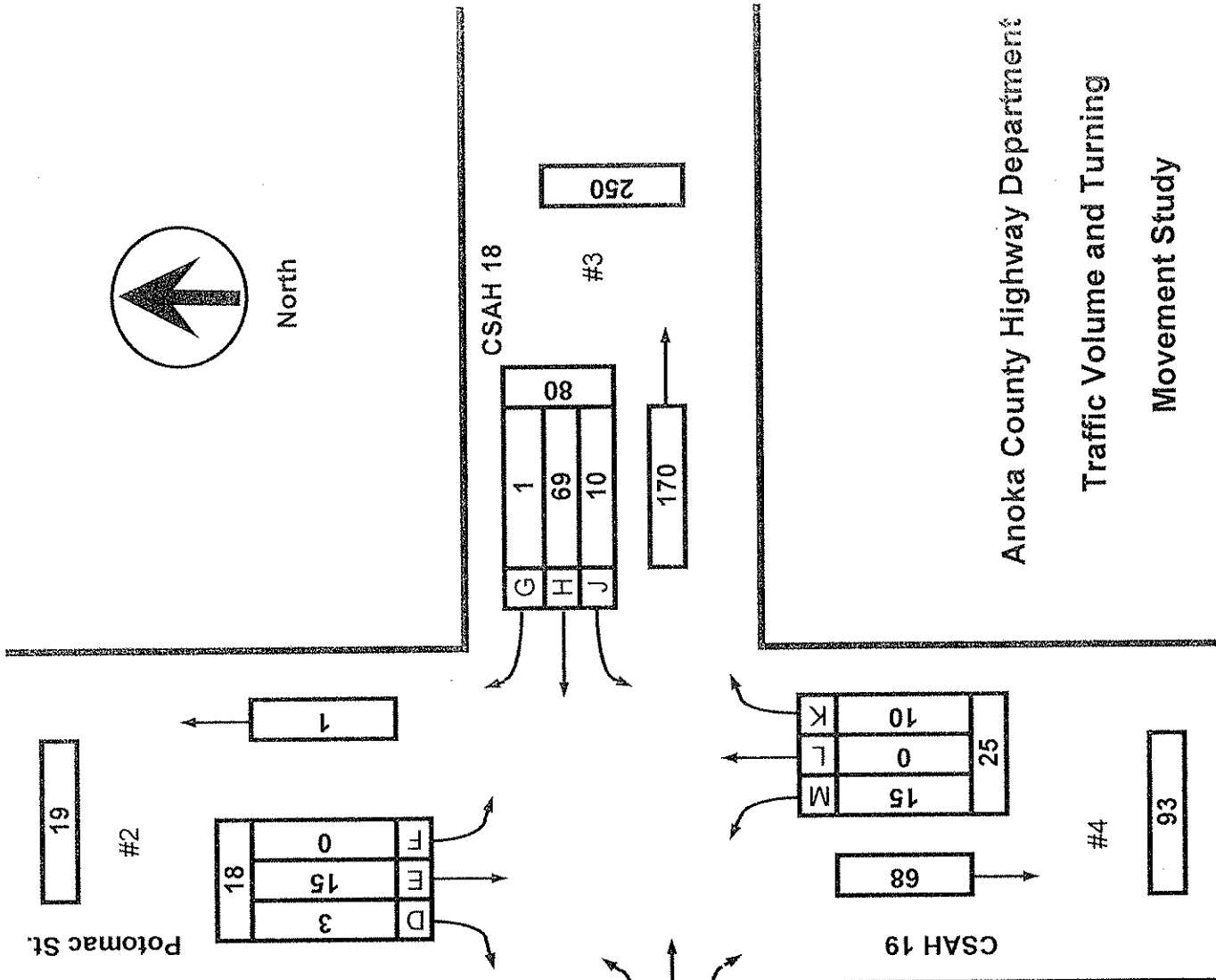
EXISTING LANES OF APPROACH				
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	TOTAL
#1	1	0	1	2
#2	0	0	1	1
#3	0	0	1	1
#4	0	0	1	1

Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study

Date : 06/14/12
 Count Number : TMC1204
 Location : CSAH 18 (Broadway Ave.)
 @ CSAH 19 (Potomac St.)
 Collection Period : AM PEAK
 Hour : 6:45 AM - 7:45 AM



North



18			
3	15	0	
D	F	T	

1	80	
69		
10		
G	H	J

15	0	10
M	L	K
25		

203		
160	0	
43		
A	B	C

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

Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study

Date : 05/21/12

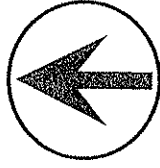
Count Number : TMC1204

Location : CSAH 18 (Broadway Ave.)

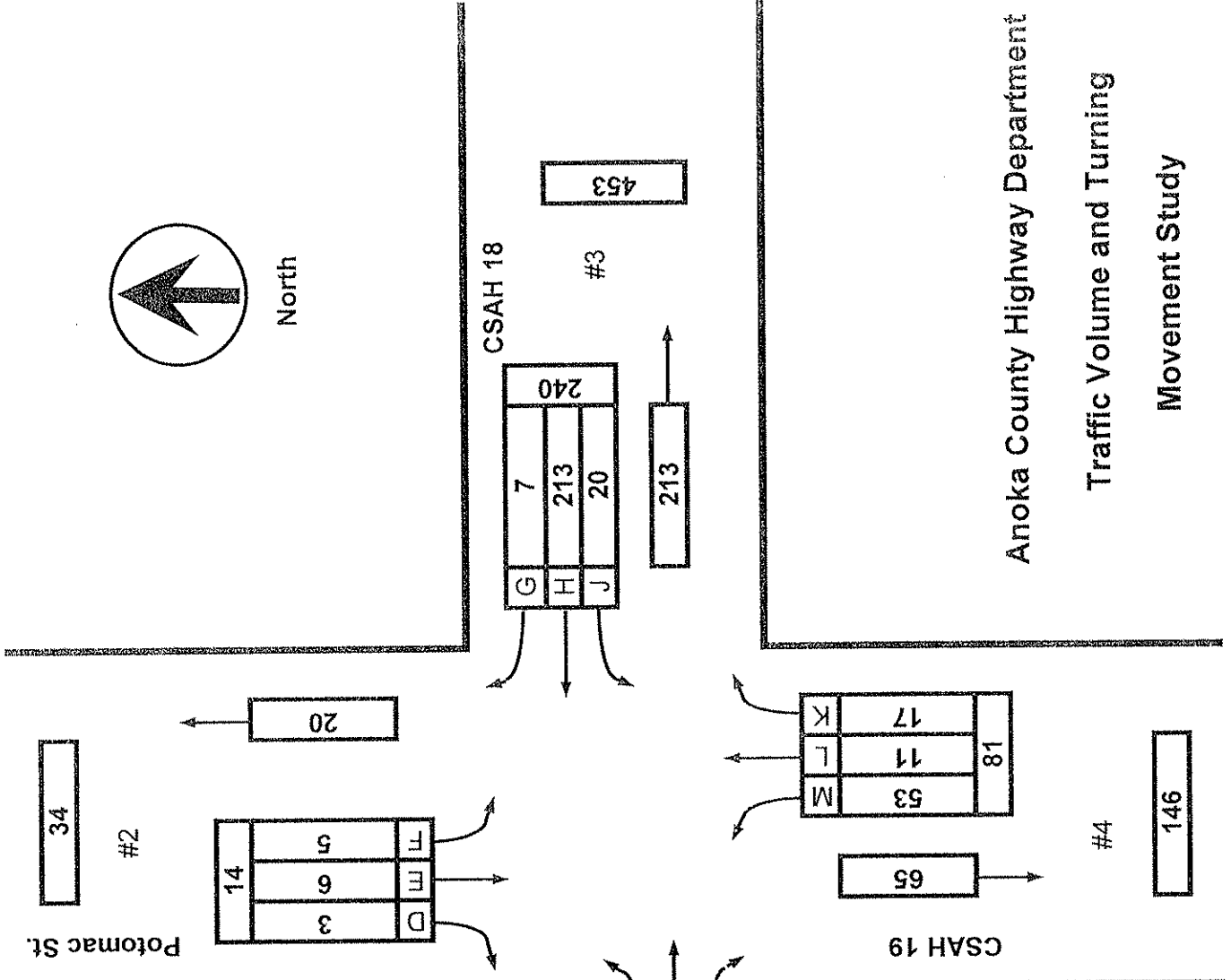
@ CSAH 19 (Potomac St.)

Collection Period : PM PEAK

Hour : 4:30 PM - 5:30 PM



North



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

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 : TMC1204
 Site Code : 12040202
 Start Date : 05/21/2012
 Page No : 1

Weather: Sunny/Cool
 Counter: DB-400
 study conducted by: Andrea/Sam

Groups Printed- Unshifted

Start Time	Potomac St. Southbound					CSAH 18 Westbound					CSAH 19 Northbound					CSAH 18 Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Heavys	App. Total	Left	Thru	Right	Heavys	App. Total	Left	Thru	Right	Heavys	App. Total	Left	Thru	Right	Heavys	App. Total			
06:00	0	1	0	0	1	1	12	0	0	13	2	0	0	0	2	0	23	10	3	33	3	49	52
06:15	1	2	0	0	3	5	19	1	0	25	0	0	0	0	0	1	19	10	1	30	1	58	59
06:30	0	1	3	0	4	1	17	0	0	18	7	0	1	1	8	0	22	6	3	28	4	58	62
06:45	1	2	0	0	3	4	15	0	1	19	5	0	2	0	7	0	50	9	2	59	3	88	91
Total	2	6	3	0	11	11	63	1	1	75	14	0	3	1	17	1	114	35	9	150	11	253	264
07:00	0	1	0	0	1	3	21	0	4	24	1	0	3	0	4	0	31	14	4	45	8	74	82
07:15	1	7	0	0	8	0	21	1	2	22	4	0	2	0	6	0	36	11	3	47	5	83	88
07:30	1	5	0	0	6	3	12	0	2	15	5	0	3	0	8	0	43	9	7	52	9	81	90
07:45	0	0	0	0	0	2	17	1	3	20	9	0	6	1	15	0	43	10	3	53	7	88	95
Total	2	13	0	0	15	8	71	2	11	81	19	0	14	1	33	0	153	44	17	197	29	326	355
08:00	2	1	0	0	3	2	24	2	3	28	2	0	1	0	3	0	32	4	1	36	4	70	74
08:15	0	1	0	0	1	3	12	0	1	15	3	0	2	1	5	0	31	8	6	39	8	60	68
08:30	1	0	0	0	1	0	20	0	6	20	3	0	2	0	5	0	33	9	3	42	9	68	77
08:45	0	1	0	0	1	2	17	0	5	19	3	1	4	0	8	0	40	9	6	49	11	77	88
Total	3	3	0	0	6	7	73	2	15	82	11	1	9	1	21	0	136	30	16	166	32	275	307
09:00	1	0	0	0	1	2	16	0	2	18	1	1	3	1	5	0	25	3	7	28	10	52	62
09:15	1	1	0	0	2	1	15	0	3	16	6	3	2	3	11	0	21	1	6	22	12	51	63
09:30	0	0	0	0	0	4	16	2	6	22	1	8	3	4	12	0	20	1	0	21	10	55	65
09:45	0	0	0	0	0	4	12	2	2	18	3	6	4	3	13	0	19	0	0	19	5	50	55
Total	2	1	0	0	3	11	59	4	13	74	11	18	12	11	41	0	85	5	13	90	37	208	245
10:00	0	1	0	0	1	4	22	2	4	28	2	0	1	1	3	0	25	7	2	32	7	64	71
10:15	0	2	1	0	3	2	21	1	3	24	4	0	1	1	5	0	29	6	2	35	6	67	73
10:30	1	0	0	0	1	3	23	0	2	26	5	0	1	1	6	0	27	5	2	32	5	65	70
10:45	0	0	0	0	0	1	18	0	3	19	5	0	4	2	9	0	22	6	2	28	7	56	63
Total	1	3	1	0	5	10	84	3	12	97	16	0	7	5	23	0	103	24	8	127	25	252	277
11:00	0	0	0	0	0	3	18	1	2	22	6	0	0	0	6	0	14	5	1	19	3	47	50
11:15	0	0	0	0	0	3	20	1	3	24	4	0	2	0	6	0	22	7	3	29	6	59	65
11:30	0	1	0	0	1	1	26	0	1	27	3	0	5	0	8	0	21	0	1	21	2	57	59
11:45	1	0	0	0	1	3	15	1	2	19	3	1	3	0	7	0	23	1	1	24	3	51	54
Total	1	1	0	0	2	10	79	3	8	92	16	1	10	0	27	0	80	13	6	93	14	214	228
12:00	0	0	0	0	0	3	17	1	1	21	4	0	2	0	6	0	27	0	2	27	3	54	57
12:15	0	0	0	0	0	4	18	1	3	23	8	0	2	1	10	2	22	4	2	28	6	61	67
12:30	0	0	0	0	0	3	16	0	0	19	4	1	1	0	6	0	37	2	2	39	2	64	66
12:45	0	0	2	0	2	1	27	0	5	28	6	1	2	1	9	0	26	3	3	29	9	68	77
Total	0	0	2	0	2	11	78	2	9	91	22	2	7	2	31	2	112	9	9	123	20	247	267
13:00	1	1	0	0	2	4	18	1	1	23	3	0	1	0	4	0	22	2	1	24	2	53	55
13:15	1	0	0	0	1	1	26	0	1	27	4	1	2	0	7	0	14	3	1	17	2	52	54
13:30	0	0	2	0	2	0	31	0	2	31	5	1	3	1	9	1	28	9	3	38	6	80	86
13:45	2	0	0	0	2	4	23	2	5	29	5	1	3	2	9	1	31	5	0	37	7	77	84
Total	4	1	2	0	7	9	98	3	9	110	17	3	9	3	29	2	95	19	5	116	17	262	279
14:00	0	1	0	0	1	5	31	0	5	36	5	0	2	0	7	1	34	3	1	38	6	82	88
14:15	3	0	0	0	3	4	28	1	2	33	6	1	1	1	8	0	18	10	0	28	3	72	75
14:30	5	2	1	0	8	3	28	0	2	31	9	1	2	0	12	0	22	7	3	29	5	80	85
14:45	0	0	0	0	0	2	33	4	1	39	9	0	2	5	11	0	31	7	4	38	10	88	98
Total	8	3	1	0	12	14	120	5	10	139	29	2	7	6	38	1	105	27	8	133	24	322	346
15:00	0	0	0	0	0	2	31	2	3	35	6	1	1	0	8	0	20	3	2	23	5	66	71
15:15	1	0	0	0	1	1	35	1	1	37	17	1	4	3	22	0	48	2	7	50	11	110	121
15:30	1	0	0	0	1	3	73	2	4	78	8	3	2	2	13	0	27	10	0	37	6	129	135
15:45	0	1	0	0	1	4	52	3	4	59	9	3	5	2	17	0	37	3	6	40	12	117	129
Total	2	1	0	0	3	10	191	8	12	209	40	8	12	7	60	0	132	18	15	150	34	422	456
16:00	1	0	0	0	1	2	49	1	3	52	8	2	6	0	16	0	35	4	4	39	7	108	115
16:15	3	1	0	0	4	4	54	1	3	59	12	1	1	0	14	1	35	6	2	42	5	119	124
16:30	0	1	0	0	1	2	51	3	2	56	7	4	6	0	17	0	50	5	4	55	6	129	135
16:45	0	2	0	0	2	4	57	1	1	62	12	3	3	0	18	1	56	8	3	65	4	147	151
Total	4	4	0	0	8	12	211	6	9	229	39	10	16	0	65	2	176	23	13	201	22	503	525
17:00	0	2	1	0	3	8	54	1	3	63	13	3	7	0	23	1	24	18	3	43	6	132	138
17:15	3	1	4	0	8	6	51	2	3	59	21	1	1	0	23	0	61	8	0	69	3	159	162
17:30	1	0	1	0	2	2	38	1	1	41	7	2	3	1	12	0	34	9	0	43	2	98	100
17:45	1	1	0	0	2	2	47	0	0	49	10	4	3	0	17	2	42	7	0	51	0	119	119
Total	5	4	6	0	15	18	190	4	7	212	51	10	14	1	75	3	161	42	3	206	11	508	519



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

Weather: Sunny/Cool
 Counter: DB-400
 study conducted by: Andrea/Sam

File Name : TMC1204
 Site Code : 12040202
 Start Date : 05/21/2012
 Page No : 2

Groups Printed- Unshifted

Start Time	Potomac St. Southbound					CSAH 18 Westbound					CSAH 19 Northbound					CSAH 18 Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Heavys	App. Total	Left	Thru	Right	Heavys	App. Total	Left	Thru	Right	Heavys	App. Total	Left	Thru	Right	Heavys	App. Total			
18:00	2	0	0	0	2	5	33	2	0	40	9	0	5	1	14	0	43	8	1	51	2	107	109
18:15	0	0	1	0	1	6	35	0	1	41	14	2	7	1	23	2	28	2	0	32	2	97	99
18:30	0	1	0	0	1	2	36	1	0	39	7	0	2	0	9	1	15	2	0	18	0	67	67
18:45	1	0	0	0	1	2	27	1	0	30	5	0	5	0	10	0	26	1	0	27	0	68	68
Total	3	1	1	0	5	15	131	4	1	150	35	2	19	2	56	3	112	13	1	128	4	339	343
Grand Total	37	41	16	0	94	146	1448	47	117	1641	320	57	139	40	516	14	1564	302	123	1880	280	4131	4411
Apprch %	39.4	43.6	17			8.9	88.2	2.9			62	11	26.9			0.7	83.2	16.1					
Total %	0.9	1	0.4		2.3	3.5	35.1	1.1		39.7	7.7	1.4	3.4		12.5	0.3	37.9	7.3		45.5	6.3	93.7	

Start Time	Potomac St. Southbound					CSAH 18 Westbound					CSAH 19 Northbound					CSAH 18 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	1	2	0	3	4	15	0	19	5	0	2	7	0	50	9	59	88				
07:00	0	1	0	1	3	21	0	24	1	0	3	4	0	31	14	45	74				
07:15	1	7	0	8	0	21	1	22	4	0	2	6	0	36	11	47	83				
07:30	1	5	0	6	3	12	0	15	5	0	3	8	0	43	9	52	81				
Total Volume	3	15	0	18	10	69	1	80	15	0	10	25	0	160	43	203	326				
% App. Total	16.7	83.3	0		12.5	86.2	1.2		60	0	40		0	78.8	21.2						
PHF	.750	.536	.000	.563	.625	.821	.250	.833	.750	.000	.833	.781	.000	.800	.768	.860	.926				

Start Time	Potomac St. Southbound					CSAH 18 Westbound					CSAH 19 Northbound					CSAH 18 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 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	1	0	1	2	51	3	56	7	4	6	17	0	50	5	55	129				
16:45	0	2	0	2	4	57	1	62	12	3	3	18	1	56	8	65	147				
17:00	0	2	1	3	8	54	1	63	13	3	7	23	1	24	18	43	132				
17:15	3	1	4	8	6	51	2	59	21	1	1	23	0	61	8	69	159				
Total Volume	3	6	5	14	20	213	7	240	53	11	17	81	2	191	39	232	567				
% App. Total	21.4	42.9	35.7		8.3	88.8	2.9		65.4	13.6	21		0.9	82.3	16.8						
PHF	.250	.750	.313	.438	.625	.934	.583	.952	.631	.688	.607	.880	.500	.783	.542	.841	.892				



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

Study Name : TMC1204
Study Date : 06/15/12
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: CSAH 18
Number of Lanes: 1
85% Speed > 40 MPH.
Total Approach Volume: 1,880

Westbound: CSAH 18
Number of Lanes: 2
85% Speed > 40 MPH.
Total Approach Volume: 1,641

Minor Street Approaches

Northbound: CSAH 19
Number of Lanes: 1

Total Approach Volume: 516

Southbound: Potomac St.
Number of Lanes: 1

Total Approach Volume: 94

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 (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

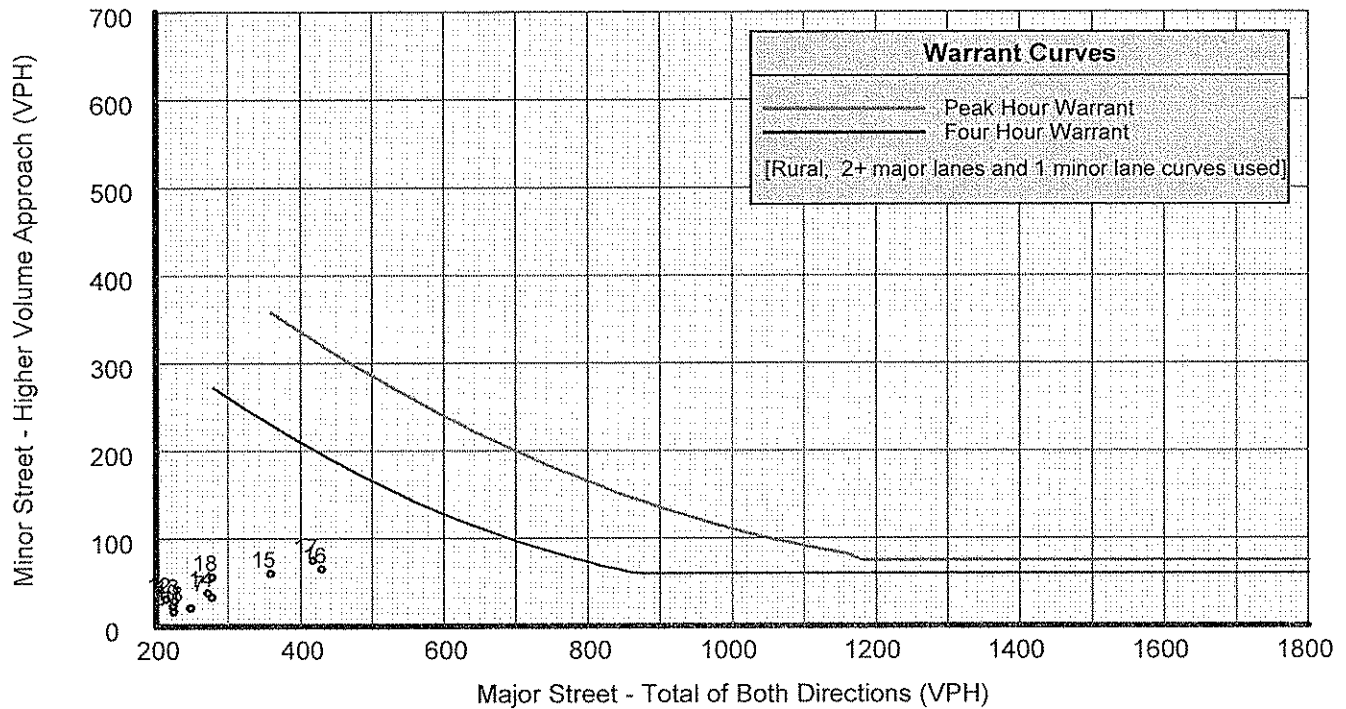
- Warrant 9 - Intersection Near a Grade Crossing** Not Evaluated



ANOKA COUNTY HIGHWAY PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC1204
Study Date : 06/15/12
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	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	225	17	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
07:00	278	33	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
08:00	248	21	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
09:00	164	41	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	224	23	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	185	27	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
12:00	214	31	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
13:00	226	29	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
14:00	272	38	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	359	60	NB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-No	---
16:00	430	65	NB	420-Yes	105-No	Major	630-No	53-Yes	Minor	504-No	84-No	---
17:00	418	75	NB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-No	---
18:00	278	56	NB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-No	---
19:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



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

Study Name : TMC1204
Study Date : 06/15/12
Page No. : 1

Multi-Way Stop Warrant Report

Major Street Approaches

Eastbound: CSAH 18
Total Approach Volume: 1,880
85% Speed > 40 MPH.

Westbound: CSAH 18
Total Approach Volume: 1,641
85% Speed > 40 MPH.

Minor Street Approaches

Northbound: CSAH 19
Total Approach Volume: 516

Southbound: Potomac St.
Total Approach Volume: 94

Warrant Summary

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

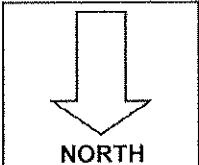
Criteria B - Crash Experience Not Evaluated

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?
06:00 - 07:00	225	28	210-Yes	140-No	Major	240-No	160-No	No
06:15 - 07:15	248	30	210-Yes	140-No	Major	240-Yes	160-No	Major
06:30 - 07:30	262	41	210-Yes	140-No	Major	240-Yes	160-No	Major
06:45 - 07:45	283	43	210-Yes	140-No	Major	240-Yes	160-No	Major
07:00 - 08:00	278	48	210-Yes	140-No	Major	240-Yes	160-No	Major
07:15 - 08:15	273	49	210-Yes	140-No	Major	240-Yes	160-No	Major
07:30 - 08:30	258	41	210-Yes	140-No	Major	240-Yes	160-No	Major
07:45 - 08:45	253	33	210-Yes	140-No	Major	240-Yes	160-No	Major
08:00 - 09:00	248	27	210-Yes	140-No	Major	240-Yes	160-No	Major
08:15 - 09:15	230	27	210-Yes	140-No	Major	240-No	160-No	No
08:30 - 09:30	214	34	210-Yes	140-No	Major	240-No	160-No	No
09:45 - 10:45	214	32	210-Yes	140-No	Major	240-No	160-No	No
10:00 - 11:00	224	28	210-Yes	140-No	Major	240-No	160-No	No
12:00 - 13:00	214	33	210-Yes	140-No	Major	240-No	160-No	No
12:15 - 13:15	213	33	210-Yes	140-No	Major	240-No	160-No	No
12:45 - 13:45	217	36	210-Yes	140-No	Major	240-No	160-No	No
13:00 - 14:00	226	36	210-Yes	140-No	Major	240-No	160-No	No
13:15 - 14:15	253	38	210-Yes	140-No	Major	240-Yes	160-No	Major
13:30 - 14:30	270	41	210-Yes	140-No	Major	240-Yes	160-No	Major
13:45 - 14:45	261	50	210-Yes	140-No	Major	240-Yes	160-No	Major
14:00 - 15:00	272	50	210-Yes	140-No	Major	240-Yes	160-No	Major
14:15 - 15:15	256	50	210-Yes	140-No	Major	240-Yes	160-No	Major
14:30 - 15:30	282	62	210-Yes	140-No	Major	240-Yes	160-No	Major
14:45 - 15:45	337	56	210-Yes	140-No	Major	240-Yes	160-No	Major



COUNT LOCATION:

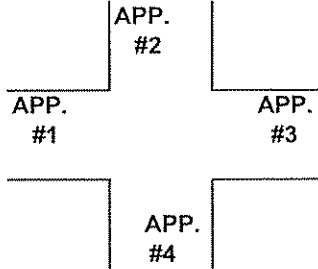
CSAH 18 (Broadway Ave.)

DATE:

06/14/2012

@ CSAH 19 (Potomac St.)

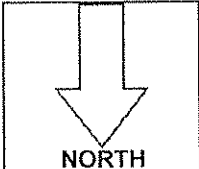
APP. #1 = CSAH 18
APP. #2 = CSAH 19
APP. #3 = CSAH 18
APP. #4 = Potomac St.



- 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.

TIME	PEDESTRIANS					HEAVY VEHICLES		
	APP. #1	APP. #2	APP. #3	APP. #4	15 MIN TOT	TRUCKS	RV	BUS
6:00-6:15AM						3		
6:15-6:30						1		
6:30-6:45						4		
6:45-7:00						3		
HOURLY TOTAL						HOURLY TOTAL		11
7:00-7:15						8		
7:15-7:30						4		
7:30-7:45						9		
7:45-8:00						7		
HOURLY TOTAL						HOURLY TOTAL		28
8:00-8:15						4		
8:15-8:30						8		
8:30-8:45						9		
8:45-9:00						11		
HOURLY TOTAL						HOURLY TOTAL		32
9:00-9:15						10		
9:15-9:30						12		
9:30-9:45						9	1	
9:45-10:00						5		
HOURLY TOTAL						HOURLY TOTAL		37
10:00-10:15						7		
10:15-10:30						7		
10:30-10:45						4		
10:45-11:00						7		
HOURLY TOTAL						HOURLY TOTAL		25
11:00-11:15						4		
11:15-11:30						4	1	
11:30-11:45						2		
11:45-12:00						3		
HOURLY TOTAL						HOURLY TOTAL		14
12:00-12:15			1		1	2		1
12:15-12:30						5		1
12:30-12:45						2		
12:45-1:00						9	1	
HOURLY TOTAL					1	HOURLY TOTAL		21
1:00-1:15						1	1	
1:15-1:30						2		
1:30-1:45						6		
1:45-2:00						2		4
HOURLY TOTAL						HOURLY TOTAL		16
					TOTAL		TOTAL	184
					1			

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COUNT LOCATION:

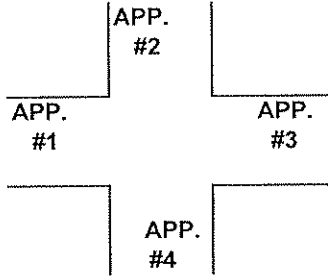
CSAH 18 (Broadway Ave.)

DATE:

05/21/2012

@ CSAH 19 (Potomac St.)

APP. #1 = CSAH 18
APP. #2 = CSAH 19
APP. #3 = CSAH 18
APP. #4 = Potomac 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.

TIME	PEDESTRIANS					HEAVY VEHICLES		
	APP. #1	APP. #2	APP. #3	APP. #4	15 MIN TOT	TRUCKS	RV	BUS
2:00-2:15PM						6		
2:15-2:30						3		
2:30-2:45						5		1
2:45-3:00						4		5
HOURLY TOTAL						HOURLY TOTAL		24
3:00-3:15						3		2
3:15-3:30						6		5
3:30-3:45						4		2
3:45-4:00						5	1	6
HOURLY TOTAL						HOURLY TOTAL		34
4:00-4:15						1		6
4:15-4:30						5		
4:30-4:45						4		3
4:45-5:00						4		
HOURLY TOTAL						HOURLY TOTAL		23
5:00-5:15						6		1
5:15-5:30						3		
5:30-5:45						1		2
5:45-6:00								
HOURLY TOTAL						HOURLY TOTAL		13
6:00-6:15						2		
6:15-6:30						1		1
6:30-6:45								
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								
HOURLY TOTAL						HOURLY TOTAL		
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	1	TOTAL	282

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