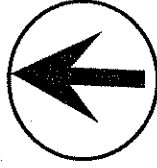


Date: 7/31/06

Count Number: TMC0630

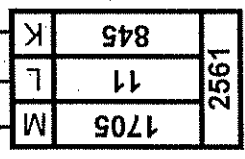
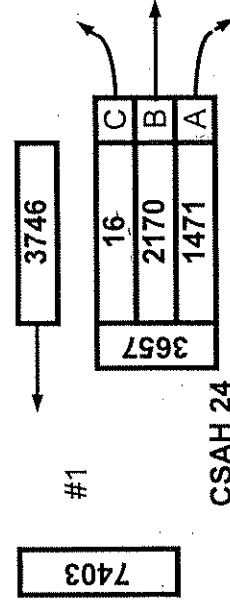
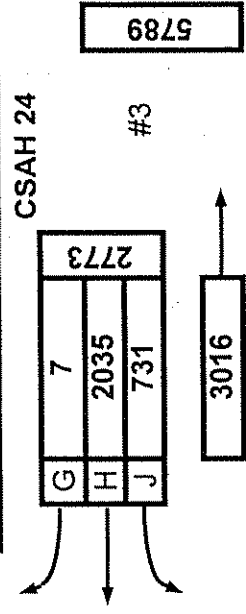
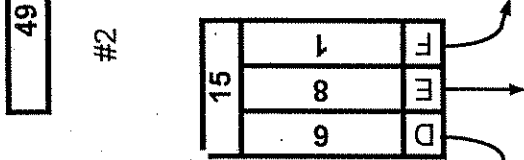
Location: CSAH 24 (Bridge St.)

@ CSAH 9 (Lake George Blvd.)



North

Driveway



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

Anoka County Highway Department  
 Traffic Volume and Turning  
 Movement Study

Anoka County Highway Department  
Traffic Engineering  
Traffic Volume and Turning Movement Stud

File Name : TMC0630  
Site Code : 06300202  
Start Date : 07/31/2006  
Page No : 1

Weather: sunny and warm  
Counter: DB-400  
Counted by: Jordan/Tom

Groups Printed- Unshifted

Start Time	Driveway Southbound					CSAH 24 Westbound					CSAH 9 Northbound					CSAH 24 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			
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
06:00	0	0	0	0	0	42	21	3	3	66	13	0	2	0	15	2	17	30	1	49	4	130	134
06:15	0	0	0	0	0	26	32	0	0	58	14	0	2	1	16	3	18	43	4	64	5	138	143
06:30	0	0	0	0	0	38	41	0	2	79	14	2	5	1	21	2	35	36	2	73	5	173	178
06:45	0	0	0	0	0	34	24	0	0	58	17	0	3	1	20	0	33	34	1	67	2	145	147
Total	0	0	0	0	0	140	118	3	5	261	58	2	12	3	72	7	103	143	8	253	16	586	602
07:00	0	0	0	0	0	25	28	1	2	54	17	0	6	2	23	0	21	28	2	49	6	126	132
07:15	0	0	0	0	0	27	26	0	0	53	23	0	8	3	31	0	28	38	2	66	5	150	155
07:30	0	0	0	0	0	30	28	0	1	58	16	0	7	2	23	0	36	20	5	56	8	137	145
07:45	0	0	0	0	0	18	31	0	1	49	22	0	5	0	27	0	18	26	2	44	3	120	123
Total	0	0	0	0	0	100	113	1	4	214	78	0	26	7	104	0	103	112	11	215	22	533	555
08:00	0	0	0	0	0	17	33	0	2	50	15	0	3	2	18	0	26	28	3	54	7	122	129
08:15	0	0	0	0	0	9	41	0	2	50	29	0	9	3	38	0	19	21	2	40	7	128	135
08:30	0	0	0	0	0	4	29	0	2	33	26	1	2	1	29	0	22	23	0	45	3	107	110
08:45	0	0	0	0	0	13	30	0	0	43	22	1	5	1	28	0	27	26	0	53	1	124	125
Total	0	0	0	0	0	43	133	0	6	176	92	2	19	7	113	0	94	98	5	192	18	481	499
09:00	0	0	0	0	0	6	41	0	1	47	13	0	7	0	20	0	39	15	2	54	3	121	124
09:15	0	0	0	0	0	14	26	0	1	40	19	0	8	1	27	0	32	23	0	55	2	122	124
09:30	0	0	0	0	0	12	27	0	3	39	12	0	5	2	17	0	20	22	2	42	7	98	105
09:45	0	0	0	0	0	9	35	0	2	44	24	0	4	4	28	0	29	16	1	45	7	117	124
Total	0	0	0	0	0	41	129	0	7	170	68	0	24	7	92	0	120	76	5	196	19	458	477
10:00	0	0	1	0	1	11	22	0	2	33	17	0	3	0	20	0	35	26	4	61	6	115	121
10:15	0	0	0	0	0	12	23	0	0	35	19	0	5	1	24	1	34	15	2	50	3	109	112
10:30	0	0	0	0	0	12	30	0	3	42	12	0	8	5	20	0	27	27	1	54	9	116	125
10:45	0	0	0	0	0	13	19	0	0	32	20	0	9	1	29	0	28	14	0	42	1	103	104
Total	0	0	1	0	1	48	94	0	5	142	68	0	25	7	93	1	124	82	7	207	19	443	462
11:00	0	0	0	0	0	9	34	0	0	43	19	0	16	1	35	0	24	15	4	39	5	117	122
11:15	0	0	0	0	0	9	26	0	0	35	14	0	6	0	20	0	23	12	2	35	2	90	92
11:30	0	2	2	0	4	8	33	1	3	42	22	0	6	0	28	2	27	16	3	45	6	119	125
11:45	0	0	0	0	0	7	35	1	3	43	20	0	6	0	26	4	35	21	2	60	5	129	134
Total	0	2	2	0	4	33	128	2	6	163	75	0	34	1	109	6	109	64	11	179	18	455	473
12:00	0	0	1	0	1	10	47	1	5	58	30	0	10	1	40	2	52	29	7	83	13	182	195
12:15	0	0	0	0	0	8	38	0	1	46	27	0	5	1	32	0	21	22	3	43	5	121	126
12:30	0	0	0	0	0	9	28	0	1	37	22	0	9	0	31	0	32	21	1	53	2	121	123
12:45	0	0	0	0	0	7	24	0	1	31	23	0	6	2	29	0	34	19	0	53	3	113	116
Total	0	0	1	0	1	34	137	1	8	172	102	0	30	4	132	2	139	91	11	232	23	537	560
13:00	0	0	0	0	0	7	32	0	2	39	22	0	5	1	27	0	31	25	4	56	7	122	129
13:15	0	0	0	0	0	7	28	0	2	35	17	1	12	1	30	0	17	28	1	45	4	110	114
13:30	0	0	0	0	0	12	44	0	3	56	23	0	9	2	32	0	23	16	1	39	6	127	133
13:45	0	4	0	0	4	3	25	0	0	28	35	4	7	2	46	0	27	11	4	38	6	116	122
Total	0	4	0	0	4	29	129	0	7	158	97	5	33	6	135	0	98	80	10	178	23	475	498
14:00	0	0	0	0	0	5	32	0	0	37	31	0	15	1	46	0	20	25	0	45	1	128	129
14:15	0	0	0	0	0	13	42	0	3	55	22	0	11	0	33	0	31	24	5	55	8	143	151
14:30	0	0	0	0	0	8	33	0	1	41	32	1	15	1	48	0	31	26	2	57	4	146	150
14:45	0	0	0	0	0	17	35	0	4	52	35	0	16	2	51	0	55	26	1	81	7	184	191
Total	0	0	0	0	0	43	142	0	8	185	120	1	57	4	178	0	137	101	8	238	20	601	621
15:00	0	0	0	0	0	7	24	0	1	31	38	0	13	2	51	0	43	26	2	69	5	151	156
15:15	0	0	0	0	0	10	32	0	0	42	22	0	20	1	42	0	38	28	5	66	6	150	156
15:30	0	0	0	0	0	11	34	0	0	45	35	0	13	2	48	0	41	26	3	67	5	160	165
15:45	0	0	0	0	0	8	36	0	1	44	44	0	21	0	65	0	36	40	1	76	2	185	187
Total	0	0	0	0	0	36	126	0	2	162	139	0	67	5	206	0	158	120	11	278	18	646	664
16:00	0	0	0	0	0	9	41	0	2	50	36	0	17	2	53	0	35	20	1	55	5	158	163
16:15	0	0	1	0	1	8	37	0	1	45	36	0	20	2	56	0	37	33	2	70	5	172	177
16:30	0	0	0	0	0	6	44	0	1	50	51	0	29	3	60	0	47	31	0	78	4	208	212
16:45	1	1	1	0	3	12	36	0	3	48	40	0	24	0	64	0	62	29	1	91	4	206	210
Total	1	1	2	0	4	35	158	0	7	193	163	0	90	7	253	0	181	113	4	294	18	744	762
17:00	0	0	0	0	0	9	38	0	1	47	56	0	23	0	79	0	37	28	1	65	2	191	193
17:15	0	0	0	0	0	10	40	0	0	50	52	0	29	2	81	0	58	24	1	82	3	213	216
17:30	0	0	0	0	0	6	37	0	1	43	49	0	33	3	82	0	43	31	1	74	5	199	204
17:45	0	0	0	0	0	18	41	0	0	59	41	1	36	0	78	0	59	15	0	74	0	211	211
Total	0	0	0	0	0	43	156	0	2	199	198	1	121	5	320	0	197	98	3	295	10	814	824
18:00	0	0	0	0	0	8	50	0	0	58	34	0	27	1	61	0	49	18	0	67	1	186	187
18:15	0	1	0	0	1	8	35	0	0	43	44	0	27	1	71	0	41	20	0	61	1	176	177
18:30	0	0	0	0	0	4	40	0	0	44	47	0	25	1	72	0	50	26	0	76	1	192	193
18:45	0	0	0	0	0	8	45	0	0	53	45	0	17	1	62	0	52	26	1	78	2	193	195
Total	0	1	0	0	1	28	170	0	0	198	170	0	96	4	266	0	192	90	1	282	5	747	752

Anoka County Highway Department  
Traffic Engineering  
Traffic Volume and Turning Movement Study

Weather: sunny and warm  
Counter: DB-400  
Counted by: Jordan/Tom

File Name : TMC0630  
Site Code : 06300202  
Start Date : 07/31/2006  
Page No : 2

Groups Printed- Unshifted

Start Time	Driveway Southbound					CSAH 24 Westbound					CSAH 9 Northbound					CSAH 24 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						
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0							
19:00	0	0	0	0	0	8	38	0	1	46	22	0	23	0	45	0	40	32	0	72	1	163	164			
19:15	0	0	0	0	0	7	32	0	2	39	30	0	19	1	49	0	41	28	1	69	4	157	161			
19:30	0	0	0	0	0	6	25	0	1	31	31	0	19	1	50	0	31	10	0	41	2	122	124			
19:45	0	0	0	0	0	8	17	0	0	25	22	0	18	0	40	0	28	9	1	37	1	102	103			
Total	0	0	0	0	0	29	112	0	4	141	105	0	79	2	184	0	140	79	2	219	8	544	552			
20:00	0	0	0	0	0	8	22	0	1	30	24	0	23	0	47	0	36	17	0	53	1	130	131			
20:15	0	0	0	0	0	6	34	0	1	40	19	0	16	0	35	0	32	21	1	53	2	128	130			
20:30	0	0	0	0	0	9	19	0	0	28	26	0	12	0	38	0	41	18	0	59	0	125	125			
20:45	0	0	0	0	0	5	27	0	0	32	20	0	20	0	40	0	41	13	1	54	1	126	127			
Total	0	0	0	0	0	28	102	0	2	130	89	0	71	0	160	0	150	69	2	219	4	509	513			
21:00	0	0	0	0	0	4	22	0	0	26	20	0	19	0	39	0	30	10	1	40	1	105	106			
21:15	0	0	0	0	0	5	23	0	0	28	20	0	15	1	35	0	39	17	0	56	1	119	120			
21:30	0	0	0	0	0	5	26	0	1	31	25	0	17	0	42	0	26	7	1	33	2	106	108			
21:45	0	0	0	0	0	7	17	0	0	24	18	0	10	0	28	0	30	21	0	51	0	103	103			
Total	0	0	0	0	0	21	88	0	1	109	83	0	61	1	144	0	125	55	2	180	4	433	437			
Grand Total	1	8	6	0	15	731	2035	7	74	2773	1705	11	845	70	2561	16	2170	1471	101	3657	245	9006	9251			
Approch %	6.7	53.3	40.0			26.4	73.4	0.3			66.6	0.4	33.0			0.4	59.3	40.2								
Total %	0.0	0.1	0.1		0.2	8.1	22.6	0.1		30.8	18.9	0.1	9.4		28.4	0.2	24.1	16.3		40.6	2.6	97.4				

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

Study Name : TMC0630  
Study Date : 08/04/06  
Page No. : 1

**Signal Warrants - Summary**

**Major Street Approaches**

**Eastbound: CSAH 24**  
Number of Lanes: 1  
Approach Speed: 40  
Total Approach Volume: 3,657

**Westbound: CSAH 24**  
Number of Lanes: 1  
Approach Speed: 40  
Total Approach Volume: 2,773

**Minor Street Approaches**

**Northbound: CSAH 9**  
Number of Lanes: 2  
  
Total Approach Volume: 2,561

**Southbound: Driveway**  
Number of Lanes: 1  
  
Total Approach Volume: 15

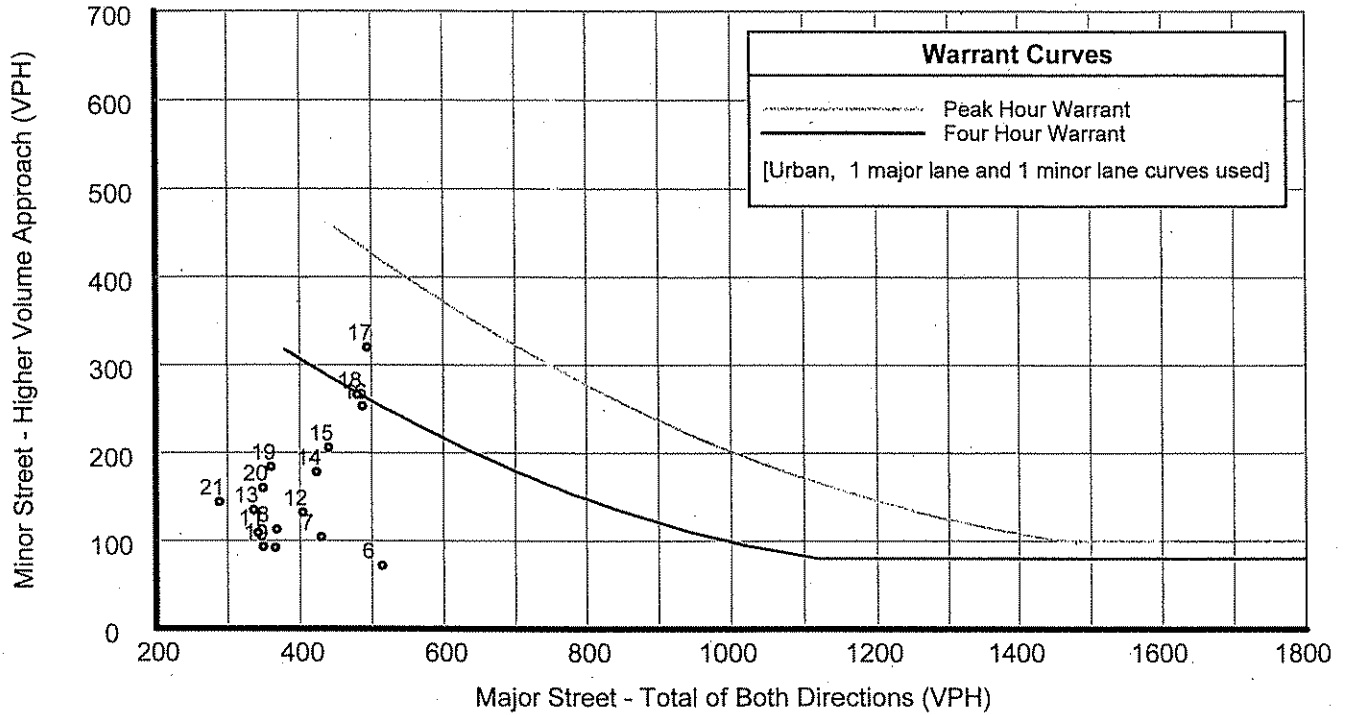
**Warrant Summary (Urban values apply.)**

- 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 (1) 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 : TMC0630  
Study Date : 08/04/06  
Page No. : 2

## Signal Warrants - Summary



### Analysis of 8-Hour Volume Warrants:

Hour	Major Total	Higher Minor Vol	Dir	War-1A			War-1B			War-1A&B		
Begin				Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
01:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
02:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
03:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
04:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
05:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
06:00	514	72	NB	500-Yes	150-No	Major	750-No	75-No	---	600-No	120-No	---
07:00	429	104	NB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-No	---
08:00	368	113	NB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-No	---
09:00	366	92	NB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-No	---
10:00	349	93	NB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-No	---
11:00	342	109	NB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-No	---
12:00	404	132	NB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-Yes	Minor
13:00	336	135	NB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-Yes	Minor
14:00	423	178	NB	500-No	150-Yes	Minor	750-No	75-Yes	Minor	600-No	120-Yes	Minor
15:00	440	206	NB	500-No	150-Yes	Minor	750-No	75-Yes	Minor	600-No	120-Yes	Minor
16:00	487	253	NB	500-No	150-Yes	Minor	750-No	75-Yes	Minor	600-No	120-Yes	Minor
17:00	494	320	NB	500-No	150-Yes	Minor	750-No	75-Yes	Minor	600-No	120-Yes	Minor
18:00	480	266	NB	500-No	150-Yes	Minor	750-No	75-Yes	Minor	600-No	120-Yes	Minor
19:00	360	184	NB	500-No	150-Yes	Minor	750-No	75-Yes	Minor	600-No	120-Yes	Minor
20:00	349	160	NB	500-No	150-Yes	Minor	750-No	75-Yes	Minor	600-No	120-Yes	Minor
21:00	289	144	NB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-Yes	Minor
22:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
23:00	0	0	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---

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

Study Name : TMC0630  
Study Date : 08/04/06  
Page No. : 1

**Multi-Way Stop Warrant Report**

**Major Street Approaches**

**Eastbound: CSAH 24**  
Total Approach Volume: 3,657  
Approach Speed: 40

**Westbound: CSAH 24**  
Total Approach Volume: 2,773  
Approach Speed: 40

**Minor Street Approaches**

**Northbound: CSAH 9**  
Total Approach Volume: 2,561

**Southbound: Driveway**  
Total Approach Volume: 15

**Warrant Summary**

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

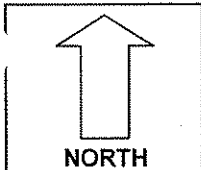
**Criteria B - Crash Experience** ..... Not Evaluated

**Criteria C - Minimum Volumes and Delays** ..... Not Satisfied  
Delay data not evaluated  
Required volumes reached for 4 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 16 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	514	72	300-Yes	200-No	Major	240-Yes	160-No	Major
07:00 - 08:00	429	104	300-Yes	200-No	Major	240-Yes	160-No	Major
08:00 - 09:00	368	113	300-Yes	200-No	Major	240-Yes	160-No	Major
09:00 - 10:00	366	92	300-Yes	200-No	Major	240-Yes	160-No	Major
10:00 - 11:00	349	94	300-Yes	200-No	Major	240-Yes	160-No	Major
11:00 - 12:00	342	113	300-Yes	200-No	Major	240-Yes	160-No	Major
12:00 - 13:00	404	133	300-Yes	200-No	Major	240-Yes	160-No	Major
13:00 - 14:00	336	139	300-Yes	200-No	Major	240-Yes	160-No	Major
14:00 - 15:00	423	178	300-Yes	200-No	Major	240-Yes	160-Yes	Both
15:00 - 16:00	440	206	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
16:00 - 17:00	487	257	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
17:00 - 18:00	494	320	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
18:00 - 19:00	480	267	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
19:00 - 20:00	360	184	300-Yes	200-No	Major	240-Yes	160-Yes	Both
20:00 - 21:00	349	160	300-Yes	200-No	Major	240-Yes	160-Yes	Both
21:00 - 22:00	289	144	300-No	200-No	No	240-Yes	160-No	Major
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:

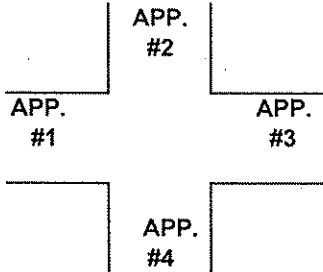
CSAH 24 (Lake George Blvd.)

DATE:

07/31/2006

@ CSAH 9 (Bridge St.)

APP.#1= CSAH 24
APP.#2= Driveway
APP.#3= CSAH 24
APP.#4= CSAH 9



HEAVY VEHICLE- ANY VEHICLE HAVING MORE THAN FOUR TIRES TOUCHING THE PAVEMENT

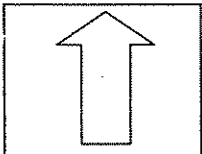
A. TRUCKS- A HEAVY VEHICLE INVOLVED PRIMARILY IN THE TRANSPORT OF GOODS OR IN THE DELIVERY OF A SERVICE.

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						4		
6:15-6:30						5		
6:30-6:45						5		
6:45-7:00						2		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>16</b>
7:00-7:15						6		
7:15-7:30						4		1
7:30-7:45						8		
7:45-8:00						3		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>22</b>
8:00-8:15						7		
8:15-8:30						7		
8:30-8:45						2	1	
8:45-9:00						1		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>18</b>
9:00-9:15						2		
9:15-9:30						2		
9:30-9:45						8		
9:45-10:00						5		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>17</b>
10:00-10:15						5		1
10:15-10:30						2		1
10:30-10:45						9		
10:45-11:00						1		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>20</b>
11:00-11:15						4		1
11:15-11:30						2		
11:30-11:45						5		
11:45-12:00						5		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>30</b>
12:00-12:15						12		1
12:15-12:30						4		1
12:30-12:45						2		
12:45-1:00						3		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>23</b>
1:00-1:15						5		
1:15-1:30						4		
1:30-1:45						6		
1:45-2:00						6		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>21</b>
					<b>TOTAL</b>		<b>TOTAL</b>	<b>167</b>

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COUNT LOCATION:

CSAH 24 (Lake George Blvd.)

DATE:

08/01/2006

@ CSAH 9 (Bridge St.)

<b>NORTH</b>
APP.#1= CSAH 24
APP.#2= Driveway
APP.#3= CSAH 24
APP.#4= CSAH 9

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
2:00-2:15PM						1		
2:15-2:30						7		
2:30-2:45						4		
2:45-3:00						7		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>19</b>
3:00-3:15						5		
3:15-3:30						6		
3:30-3:45						5		
3:45-4:00						2		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>18</b>
4:00-4:15						5		
4:15-4:30				2	2	3		
4:30-4:45						4		
4:45-5:00						3		
<b>HOURLY TOTAL</b>					<b>2</b>	<b>HOURLY TOTAL</b>		<b>15</b>
5:00-5:15						2		
5:15-5:30						3		
5:30-5:45						4		1
5:45-6:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>10</b>
6:00-6:15								
6:15-6:30						1		
6:30-6:45								
6:45-7:00						2		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>3</b>
7:00-7:15						1		
7:15-7:30						4		
7:30-7:45						2		
7:45-8:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>7</b>
8:00-8:15						1		
8:15-8:30						2		
8:30-8:45								
8:45-9:00						1		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>4</b>
9:00-9:15						1		
9:15-9:30						1		
9:30-9:45						2		
9:45-10:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>4</b>
<b>TOTAL</b>					<b>2</b>	<b>TOTAL</b>		<b>247</b>

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