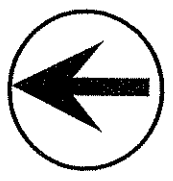


Date : 08/06/08

Count Number : TMC0827

Location : CR23 (Lake dr.)

@ Elm St.



North

7101
#2
CSAH 23 (Lake Dr.)

2720

4381	F	0
3786	E	
595	D	

964

#1

1764

800	C	513
0	B	
287	A	

Elm St.

369	M	
2207	L	
0	K	
2576		

4073

#4

6649

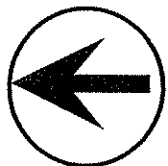
CSAH 23 (Lake Dr.)

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

Anoka County Highway Department

Traffic Volume and Turning

Movement Study



North

CSAH 23 (Lake Dr.)
#2
429

262	D	F	F
17	0	245	0

Hour: 06:00 - 07:00 a.m.

167	M	L	K
273	17	149	0
			166

#4
439

Date : 08/06/08
Count Number : TMC0827
Location : CR23 (Lake dr.)
@ Elm St.

80	#1	46	A	B	C	34
		28	0	18		

Elm St.

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

CSAH 23 (Lake Dr.)

Anoka County Highway Department
Traffic Volume and Turning
Movement Study

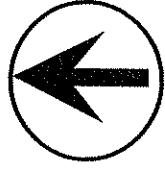
Date : 08/06/08

Count Number : TMC0827

Location : CR23 (Lake dr.)

@ Elm St.

Hour: 04:15 - 05:15 p.m.



North

769
#2
CSAH 23 (Lake Dr.)

508		
90	D	
418	F	
0	F	

261

127

#1

181

54			
21	A		
0	B		
33	C		

Elm St.

37	M		
228	L		
0	K		
265			

#4

704

CSAH 23 (Lake Dr.)

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

File Name : TMC0827

Site Code : 0827

Start Date : 08/06/200

Page No : 1

Weather: Warm and Sunny
Counter: DB-400
Counted by: Jake/Mike

Groups Printed- Class 1

Start Time	CSAH 23 (Lake Dr.) Southbound					N/A Westbound					CSAH 23 (Lake Dr.) Northbound					Elm St. Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total			
06:00	0	49	3	2	52	0	0	0	0	0	3	35	0	0	38	3	0	5	0	8	2	98	100
06:15	0	60	2	0	62	0	0	0	0	0	2	38	0	2	40	3	0	11	0	14	2	116	118
06:30	0	66	5	1	71	0	0	0	0	0	6	49	0	0	55	9	0	6	0	15	1	141	142
06:45	0	70	7	2	77	0	0	0	0	0	6	27	0	2	33	3	0	6	0	9	4	119	123
Total	0	245	17	5	262	0	0	0	0	0	17	149	0	4	166	18	0	28	0	46	9	474	483
07:00	0	60	2	5	62	0	0	0	0	0	3	15	0	2	18	11	0	6	0	17	7	97	104
07:15	0	59	5	4	64	0	0	0	0	0	5	22	0	0	27	8	0	14	0	22	4	113	117
07:30	0	65	5	1	70	0	0	0	0	0	3	22	0	1	25	5	0	4	0	9	2	104	106
07:45	0	65	9	3	74	0	0	0	0	0	2	37	0	5	39	8	0	3	0	11	8	124	132
Total	0	249	21	13	270	0	0	0	0	0	13	96	0	8	109	32	0	27	0	59	21	438	459
08:00	0	69	12	1	81	0	0	0	0	0	2	28	0	1	30	14	0	4	2	18	4	129	133
08:15	0	41	1	1	42	0	0	0	0	0	5	30	0	2	35	4	0	2	0	6	3	83	86
08:30	0	32	0	3	32	0	0	0	0	0	5	18	0	1	23	3	0	1	0	4	4	59	63
08:45	0	44	6	3	50	0	0	0	0	0	3	44	0	2	47	22	0	8	1	30	6	127	133
Total	0	186	19	8	205	0	0	0	0	0	15	120	0	6	135	43	0	15	3	58	17	398	415
09:00	0	33	2	3	35	0	0	0	0	0	5	51	0	3	56	10	0	6	1	16	7	107	114
09:15	0	45	1	2	46	0	0	0	0	0	3	16	0	2	19	5	0	2	1	7	5	72	77
09:30	0	56	8	1	64	0	0	0	0	0	3	23	0	1	26	2	0	2	2	4	4	94	98
09:45	0	50	7	1	57	0	0	0	0	0	7	37	0	2	44	11	0	7	0	18	3	119	122
Total	0	184	18	7	202	0	0	0	0	0	18	127	0	8	145	28	0	17	4	45	19	392	411
10:00	0	47	8	3	55	0	0	0	0	0	2	26	0	1	28	10	0	3	1	13	5	96	101
10:15	0	51	4	4	55	0	0	0	0	0	8	31	0	3	39	4	0	6	0	10	7	104	111
10:30	0	60	5	1	65	0	0	0	0	0	3	19	0	2	22	3	0	2	0	5	3	92	95
10:45	0	52	6	2	58	0	0	0	0	0	3	10	0	1	13	5	0	8	0	13	3	84	87
Total	0	210	23	10	233	0	0	0	0	0	16	86	0	7	102	22	0	19	1	41	18	376	394
11:00	0	45	4	1	49	0	0	0	0	0	5	32	0	1	37	5	0	5	0	10	2	96	98
11:15	0	58	7	0	65	0	0	0	0	0	7	21	0	1	28	3	0	3	1	6	2	99	101
11:30	0	32	4	2	36	0	0	0	0	0	5	23	0	1	28	6	0	2	0	8	3	72	75
11:45	0	54	5	4	59	0	0	0	0	0	6	28	0	2	34	9	0	3	0	12	6	105	111
Total	0	189	20	7	209	0	0	0	0	0	23	104	0	5	127	23	0	13	1	36	13	372	385
12:00	0	76	8	1	84	0	0	0	0	0	10	33	0	1	43	8	0	4	1	12	3	139	142
12:15	0	61	10	2	71	0	0	0	0	0	5	27	0	1	32	8	0	5	2	13	5	116	121
12:30	0	57	6	2	63	0	0	0	0	0	6	42	0	1	48	9	0	2	0	11	3	122	125
12:45	0	62	5	1	67	0	0	0	0	0	2	44	0	2	46	11	0	3	0	14	3	127	130
Total	0	256	29	6	285	0	0	0	0	0	23	146	0	5	169	36	0	14	3	50	14	504	518
13:00	0	55	0	3	55	0	0	0	0	0	3	21	0	2	24	6	0	2	0	8	5	87	92
13:15	0	68	5	0	73	0	0	0	0	0	7	38	0	2	45	6	0	4	1	10	3	128	131
13:30	0	51	2	3	53	0	0	0	0	0	2	19	0	2	21	2	0	1	1	3	6	77	83
13:45	0	47	6	1	53	0	0	0	0	0	7	56	0	0	63	14	0	9	0	23	1	139	140
Total	0	221	13	7	234	0	0	0	0	0	19	134	0	6	153	28	0	16	2	44	15	431	446
14:00	0	60	7	3	67	0	0	0	0	0	8	35	0	1	43	8	0	0	0	8	4	118	122
14:15	0	77	5	1	82	0	0	0	0	0	0	28	0	4	28	3	0	2	0	5	5	115	120
14:30	0	70	14	1	84	0	0	0	0	0	4	28	0	2	32	0	0	0	0	0	3	116	119
14:45	0	67	18	3	85	0	0	0	0	0	12	23	0	1	35	6	0	2	0	8	4	128	132
Total	0	274	44	8	318	0	0	0	0	0	24	114	0	8	138	17	0	4	0	21	16	477	493
15:00	0	76	14	5	90	0	0	0	0	0	4	20	0	2	24	5	0	4	0	9	7	123	130
15:15	0	63	10	7	73	0	0	0	0	0	3	16	0	0	19	4	0	3	0	7	7	99	106
15:30	0	94	17	0	111	0	0	0	0	0	2	54	0	5	56	4	0	4	0	8	5	175	180
15:45	0	60	15	3	75	0	0	0	0	0	15	96	0	4	111	20	0	12	0	32	7	218	225
Total	0	293	56	15	349	0	0	0	0	0	24	186	0	11	210	33	0	23	0	56	26	615	641
16:00	0	92	15	2	107	0	0	0	0	0	3	26	0	3	29	3	0	2	0	5	5	141	146
16:15	0	79	19	5	98	0	0	0	0	0	8	74	0	2	82	2	0	5	0	7	7	187	194
16:30	0	119	29	2	148	0	0	0	0	0	13	75	0	1	88	5	0	6	0	11	3	247	250
16:45	0	94	20	4	114	0	0	0	0	0	13	37	0	1	50	10	0	6	0	16	5	180	185
Total	0	384	83	13	467	0	0	0	0	0	37	212	0	7	249	20	0	19	0	39	20	755	775
17:00	0	126	22	1	148	0	0	0	0	0	3	42	0	1	45	16	0	4	0	20	2	213	215
17:15	0	66	33	1	99	0	0	0	0	0	14	53	0	0	67	19	0	2	1	21	2	187	189
17:30	0	59	27	0	86	0	0	0	0	0	10	41	0	0	51	10	0	3	1	13	1	150	151
17:45	0	78	21	0	99	0	0	0	0	0	14	51	0	1	65	7	0	3	0	10	1	174	175
Total	0	329	103	2	432	0	0	0	0	0	41	187	0	2	228	52	0	12	2	64	6	724	730

Anoka County Highway Department

Traffic Engineering Section Traffic Volume and Turning Movement Study

File Name : TMC0827
Site Code : 0827
Start Date : 08/06/200
Page No : 2

Weather: Warm and Sunny
Counter: DB-400
Counted by: Jake/Mike

Groups Printed- Class 1

Start Time	CSAH 23 (Lake Dr.) Southbound					N/A Westbound					CSAH 23 (Lake Dr.) Northbound					Elm St. Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total	Left	Thru	Right	Other	App. Total			
18:00	0	56	12	2	68	0	0	0	0	0	2	30	0	1	32	6	0	1	2	7	5	107	112
18:15	0	45	14	0	59	0	0	0	0	0	16	50	0	1	66	7	0	0	0	7	1	132	133
18:30	0	82	18	0	100	0	0	0	0	0	13	63	0	2	76	23	0	4	1	27	3	203	206
18:45	0	47	7	0	54	0	0	0	0	0	12	49	0	0	61	9	0	3	0	12	0	127	127
Total	0	230	51	2	281	0	0	0	0	0	43	192	0	4	235	45	0	8	3	53	9	569	578
19:00	0	45	16	0	61	0	0	0	0	0	5	45	0	0	50	12	0	10	0	22	0	133	133
19:15	0	78	14	0	92	0	0	0	0	0	9	54	0	1	63	14	0	17	0	31	1	186	187
19:30	0	60	8	0	68	0	0	0	0	0	3	52	0	0	55	13	0	6	0	19	0	142	142
19:45	0	33	13	0	46	0	0	0	0	0	7	56	0	1	63	11	0	5	0	16	1	125	126
Total	0	216	51	0	267	0	0	0	0	0	24	207	0	2	231	50	0	38	0	88	2	586	588
20:00	0	43	9	0	52	0	0	0	0	0	2	40	0	1	42	13	0	18	1	31	2	125	127
20:15	0	42	8	0	50	0	0	0	0	0	12	16	0	0	28	21	0	5	0	26	0	104	104
20:30	0	86	8	0	94	0	0	0	0	0	4	30	0	1	34	18	0	1	0	19	1	147	148
20:45	0	34	4	0	38	0	0	0	0	0	2	13	0	0	15	1	0	9	0	10	0	63	63
Total	0	205	29	0	234	0	0	0	0	0	20	99	0	2	119	53	0	33	1	86	3	439	442
21:00	0	47	10	0	57	0	0	0	0	0	6	23	0	0	29	4	0	0	0	4	0	90	90
21:15	0	17	1	0	18	0	0	0	0	0	3	1	0	0	4	2	0	0	0	2	0	24	24
21:30	0	18	4	1	22	0	0	0	0	0	1	11	0	0	12	5	0	0	0	5	1	39	40
21:45	0	33	3	0	36	0	0	0	0	0	2	13	0	2	15	2	0	1	0	3	2	54	56
Total	0	115	18	1	133	0	0	0	0	0	12	48	0	2	60	13	0	1	0	14	3	207	210
Grand Total	0	3786	595	104	4381	0	0	0	0	0	369	2207	0	87	2576	513	0	287	20	800	211	7757	7968
pprch %	0	86.4	13.6			0	0	0			14.3	85.7	0			64.1	0	35.9					
Total %	0	48.8	7.7		56.5	0	0	0			4.8	28.5	0		33.2	6.6	0	3.7		10.3	2.6	97.4	

Start Time	CSAH 23 (Lake Dr.) Southbound				N/A Westbound				CSAH 23 (Lake Dr.) Northbound				Elm St. 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 06:00																	
06:00	0	49	3	52	0	0	0	0	3	35	0	38	3	0	5	8	98
06:15	0	60	2	62	0	0	0	0	2	38	0	40	3	0	11	14	116
06:30	0	66	5	71	0	0	0	0	6	49	0	55	9	0	6	15	141
06:45	0	70	7	77	0	0	0	0	6	27	0	33	3	0	6	9	119
Total Volume	0	245	17	262	0	0	0	0	17	149	0	166	18	0	28	46	474
% App. Total	0	93.5	6.5		0	0	0		10.2	89.8	0		39.1	0	60.9		
PHF	.000	.875	.607	.851	.000	.000	.000	.000	.708	.760	.000	.755	.500	.000	.636	.767	.840

Start Time	CSAH 23 (Lake Dr.) Southbound				N/A Westbound				CSAH 23 (Lake Dr.) Northbound				Elm St. 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 16:15																	
16:15	0	79	19	98	0	0	0	0	8	74	0	82	2	0	5	7	187
16:30	0	119	29	148	0	0	0	0	13	75	0	88	5	0	6	11	247
16:45	0	94	20	114	0	0	0	0	13	37	0	50	10	0	6	16	180
17:00	0	126	22	148	0	0	0	0	3	42	0	45	16	0	4	20	213
Total Volume	0	418	90	508	0	0	0	0	37	228	0	265	33	0	21	54	827
% App. Total	0	82.3	17.7		0	0	0		14	86	0		61.1	0	38.9		
PHF	.000	.829	.776	.858	.000	.000	.000	.000	.712	.760	.000	.753	.516	.000	.875	.675	.837

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

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

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 23 (Lake Dr.)

Number of Lanes: 2
Approach Speed: 55
Total Approach Volume: 2,576

Southbound: CSAH 23 (Lake Dr.)

Number of Lanes: 2
Approach Speed: 55
Total Approach Volume: 4,381

Minor Street Approaches

Eastbound: Elm St.

Number of Lanes: 2

Total Approach Volume: 800

Westbound: N/A

Number of Lanes: 2

Total Approach Volume: 0

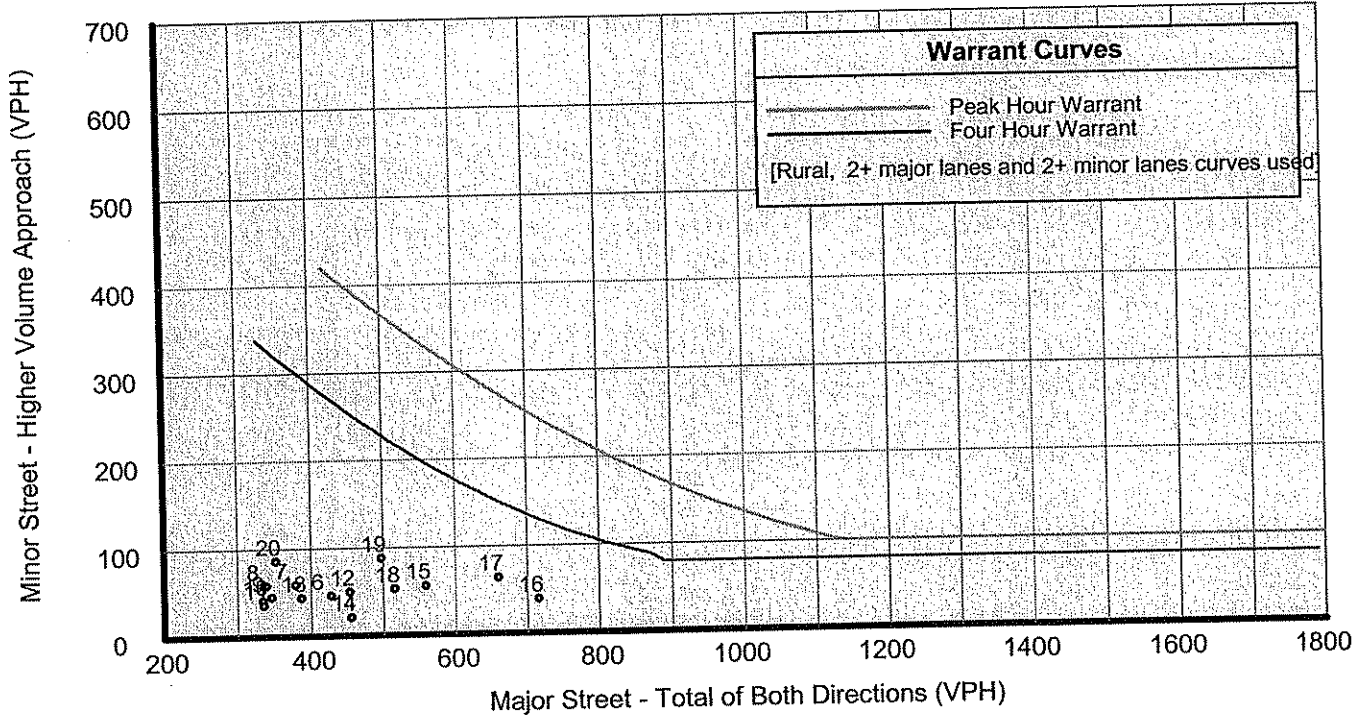
Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Not Satisfied
Warrant 1A - Minimum Vehicular Volume	Not Satisfied
Required volumes reached for 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

ANOKA COUNTY HIGHWAY PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name :
Study Date : 08/06/08
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	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
01:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
02:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
03:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
04:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
05:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
06:00	428	46	EB	420-Yes	140-No	Major	630-No	70-No	---	504-No	112-No	---
07:00	379	59	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
08:00	340	58	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
09:00	347	45	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
10:00	335	41	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
11:00	336	36	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
12:00	454	50	EB	420-Yes	140-No	Major	630-No	70-No	---	504-No	112-No	---
13:00	387	44	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
14:00	456	21	EB	420-Yes	140-No	Major	630-No	70-No	---	504-No	112-No	---
15:00	559	56	EB	420-Yes	140-No	Major	630-No	70-No	---	504-Yes	112-No	Major
16:00	716	39	EB	420-Yes	140-No	Major	630-Yes	70-No	Major	504-Yes	112-No	Major
17:00	660	64	EB	420-Yes	140-No	Major	630-Yes	70-No	Major	504-Yes	112-No	Major
18:00	516	53	EB	420-Yes	140-No	Major	630-No	70-No	---	504-Yes	112-No	Major
19:00	498	88	EB	420-Yes	140-No	Major	630-No	70-Yes	Minor	504-No	112-No	---
20:00	353	86	EB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-No	---
21:00	193	14	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
22:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
23:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---

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

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

Multi-Way Stop Warrant Report

Major Street Approaches

Northbound: CSAH 23 (Lake Dr.)
Total Approach Volume: 2,576
Approach Speed: 55

Southbound: CSAH 23 (Lake Dr.)
Total Approach Volume: 4,381
Approach Speed: 55

Minor Street Approaches

Eastbound: Elm St.
Total Approach Volume: 800

Westbound: N/A
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.

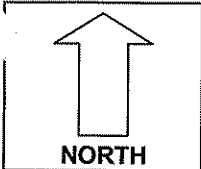
Criteria B - Crash Experience Not Evaluated

Criteria C - Minimum Volumes and Delays Not Satisfied
Delay data not evaluated
Required volumes reached for 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?
00:00 - 01:00	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
02:00 - 03:00	0	0	210-No	140-No	No	240-No	160-No	No
03:00 - 04:00	0	0	210-No	140-No	No	240-No	160-No	No
04:00 - 05:00	0	0	210-No	140-No	No	240-No	160-No	No
05:00 - 06:00	0	0	210-No	140-No	No	240-No	160-No	No
06:00 - 07:00	428	46	210-Yes	140-No	Major	240-Yes	160-No	Major
07:00 - 08:00	379	59	210-Yes	140-No	Major	240-Yes	160-No	Major
08:00 - 09:00	340	58	210-Yes	140-No	Major	240-Yes	160-No	Major
09:00 - 10:00	347	45	210-Yes	140-No	Major	240-Yes	160-No	Major
10:00 - 11:00	335	41	210-Yes	140-No	Major	240-Yes	160-No	Major
11:00 - 12:00	336	36	210-Yes	140-No	Major	240-Yes	160-No	Major
12:00 - 13:00	454	50	210-Yes	140-No	Major	240-Yes	160-No	Major
13:00 - 14:00	387	44	210-Yes	140-No	Major	240-Yes	160-No	Major
14:00 - 15:00	456	21	210-Yes	140-No	Major	240-Yes	160-No	Major
15:00 - 16:00	559	56	210-Yes	140-No	Major	240-Yes	160-No	Major
16:00 - 17:00	716	39	210-Yes	140-No	Major	240-Yes	160-No	Major
17:00 - 18:00	660	64	210-Yes	140-No	Major	240-Yes	160-No	Major
18:00 - 19:00	516	53	210-Yes	140-No	Major	240-Yes	160-No	Major
19:00 - 20:00	498	88	210-Yes	140-No	Major	240-Yes	160-No	Major
20:00 - 21:00	353	86	210-Yes	140-No	Major	240-Yes	160-No	Major
21:00 - 22:00	193	14	210-No	140-No	No	240-No	160-No	No
22:00 - 23:00	0	0	210-No	140-No	No	240-No	160-No	No
23:00 - 00:00	0	0	210-No	140-No	No	240-No	160-No	No



COUNT LOCATION:

CSAH 23 (Lake Dr.) @

DATE:

08/07/2008

Elm St.

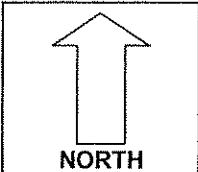
APP. #1 = Elm St.
APP. #2 = CSAH 23
APP. #3 = N/A
APP. #4 = CSAH 23

APP. #2	APP. #3
APP. #1	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						2		
6:15-6:30						2		
6:30-6:45						1		
6:45-7:00						4		
HOURLY TOTAL						HOURLY TOTAL		9
7:00-7:15						7		
7:15-7:30						4		
7:30-7:45						2		
7:45-8:00						8		
HOURLY TOTAL						HOURLY TOTAL		21
8:00-8:15						4		
8:15-8:30						3		
8:30-8:45						4		
8:45-9:00						6		
HOURLY TOTAL						HOURLY TOTAL		17
9:00-9:15						7		
9:15-9:30						5		
9:30-9:45						4		
9:45-10:00						3		
HOURLY TOTAL						HOURLY TOTAL		19
10:00-10:15						5		
10:15-10:30						7		
10:30-10:45						3		
10:45-11:00						3		
HOURLY TOTAL						HOURLY TOTAL		18
11:00-11:15						2		
11:15-11:30						2		
11:30-11:45						3		
11:45-12:00						6		
HOURLY TOTAL						HOURLY TOTAL		13
12:00-12:15						3		
12:15-12:30						6		
12:30-12:45						3		
12:45-1:00						3		
HOURLY TOTAL						HOURLY TOTAL		15
1:00-1:15						5		
1:15-1:30						3		
1:30-1:45						6		2
1:45-2:00						1		22
HOURLY TOTAL						HOURLY TOTAL		39
					TOTAL		TOTAL	151

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COUNT LOCATION:

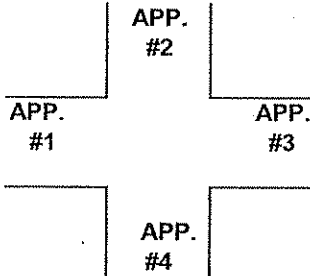
CSAH 23 (Lake Dr.) @

DATE:

08/06/2008

Elm St.

APP. #1 = Elm St.
APP. #2 = CSAH 23
APP. #3 = N/A
APP. #4 = CSAH 23



- 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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 - 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						4		
2:15-2:30						5		
2:30-2:45						3		
2:45-3:00						4		
HOURLY TOTAL						HOURLY TOTAL		16
3:00-3:15						7		
3:15-3:30						7		
3:30-3:45						5		
3:45-4:00						7		
HOURLY TOTAL						HOURLY TOTAL		26
4:00-4:15						5		
4:15-4:30						7		
4:30-4:45						3		
4:45-5:00						5		
HOURLY TOTAL						HOURLY TOTAL		20
5:00-5:15						2		
5:15-5:30						2		
5:30-5:45						1		
5:45-6:00						1		
HOURLY TOTAL						HOURLY TOTAL		6
6:00-6:15						5		
6:15-6:30						1		
6:30-6:45						3		
6:45-7:00								
HOURLY TOTAL						HOURLY TOTAL		9
7:00-7:15								
7:15-7:30						1		
7:30-7:45								
7:45-8:00						1		
HOURLY TOTAL						HOURLY TOTAL		2
8:00-8:15						2		
8:15-8:30								
8:30-8:45						1		
8:45-9:00								
HOURLY TOTAL						HOURLY TOTAL		3
9:00-9:15								
9:15-9:30								
9:30-9:45						1		
9:45-10:00						2		
HOURLY TOTAL						HOURLY TOTAL		3
					TOTAL		TOTAL	85

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