

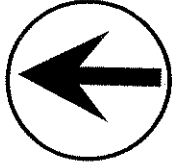
Date : 06/06/11

Count Number : TMC1109

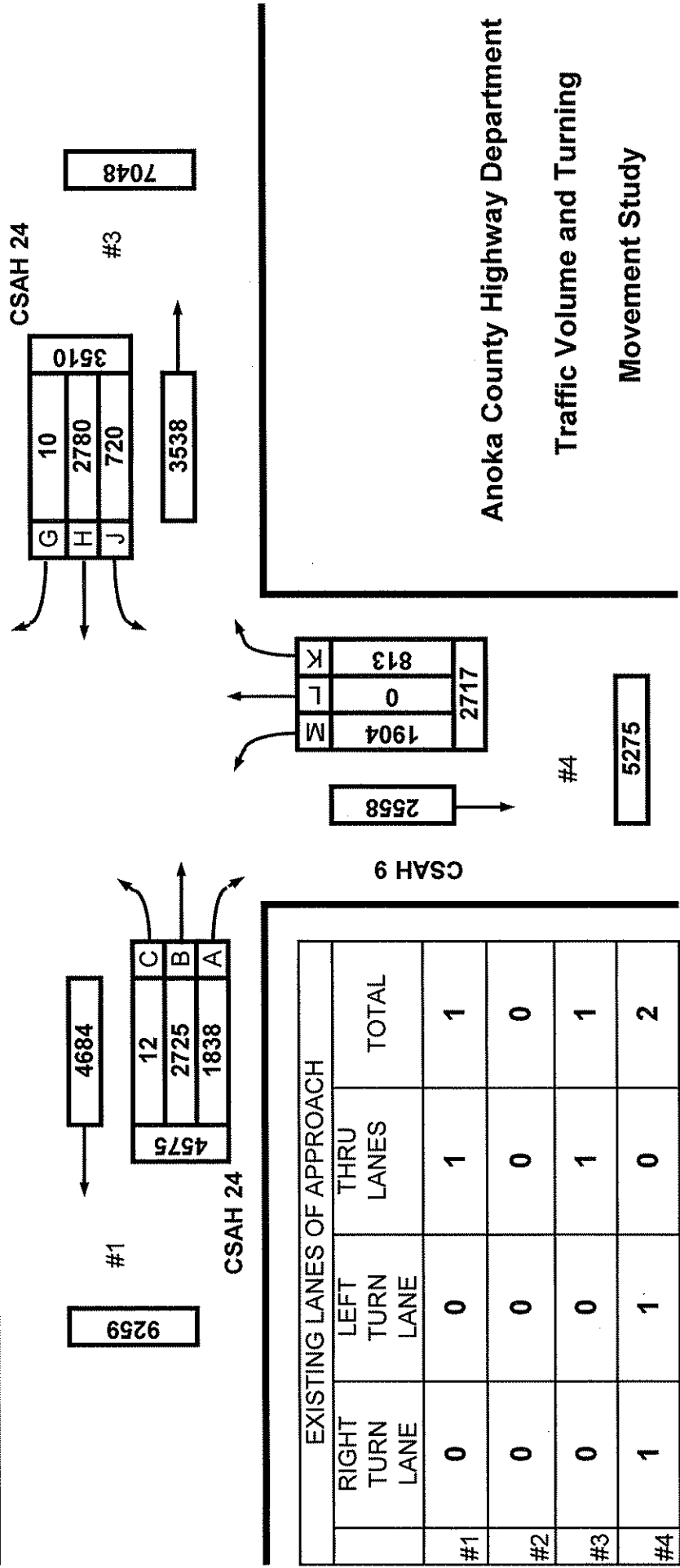
Location : CSAH 9 (Lake George Blvd.)

@ CSAH 24 (Bridge St.)

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



North



Anoka County Highway Department
Traffic Volume and Turning
Movement Study

Date : 06/07/11

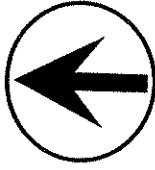
Count Number : TMC1109

Location : CSAH 9 (Lake George Blvd.)

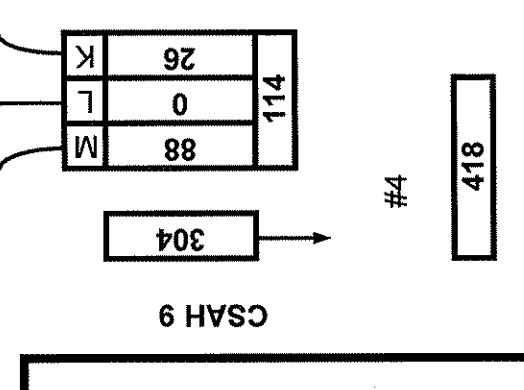
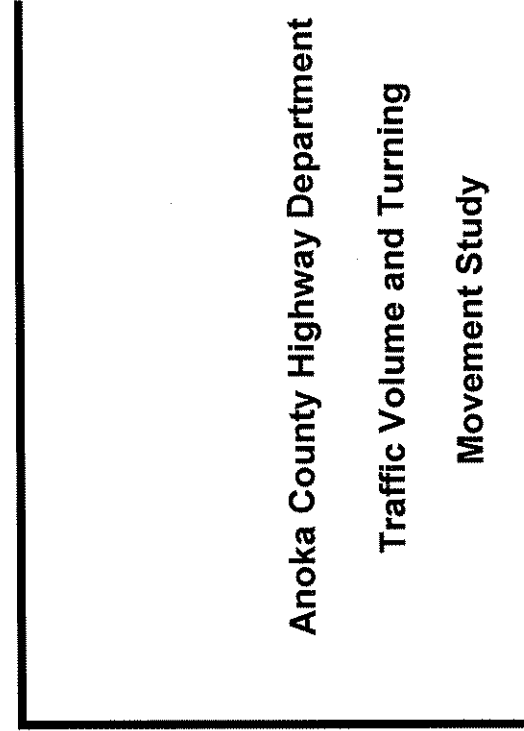
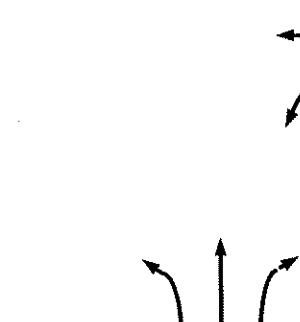
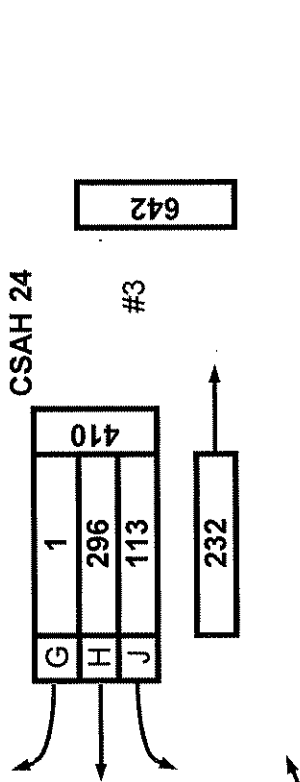
@ CSAH 24 (Bridge St.)

Collection Period : AM PEAK

Hour : 6:45 AM - 7:45 AM



North



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

Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study

Date : 06/06/11

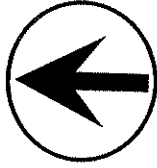
Count Number : TMC1109

Location : CSAH 9 (Lake George Blvd.)

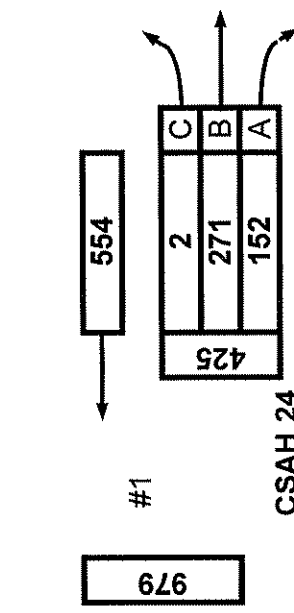
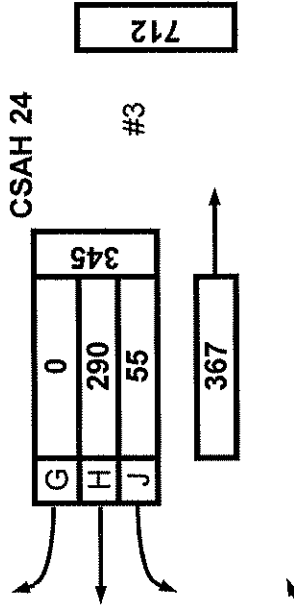
@ CSAH 24 (Bridge St.)

Collection Period : PM PEAK

Hour : 5:15 PM - 6:15 PM



North



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

CSAH 9

K	96	360
L	0	
M	264	

#4

567

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 : TMC1109
 Site Code : 11090202
 Start Date : 06/06/2011
 Page No : 1

Weather: Hot and Sunny
 Counter: DB-400
 Study Conducted by: Paige/Rachel

Groups Printed- Unshifted

Start Time	NONE Southbound					CSAH 24 Westbound					CSAH 9 Northbound					CSAH 24 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			
06:45	0	0	0	0	0	25	125	0	18	150	31	0	4	2	35	0	39	42	2	81	22	266	288
Total	0	0	0	0	0	25	125	0	18	150	31	0	4	2	35	0	39	42	2	81	22	266	288
07:00	0	0	0	0	0	33	90	1	5	124	21	0	6	0	27	2	64	53	12	119	17	270	287
07:15	0	0	0	0	0	28	40	0	1	68	18	0	8	0	26	0	60	59	8	119	9	213	222
07:30	0	0	0	0	0	27	41	0	2	68	18	0	8	1	26	0	43	37	5	80	8	174	182
07:45	0	0	0	0	0	21	30	0	1	51	14	0	20	2	34	0	30	27	4	57	7	142	149
Total	0	0	0	0	0	109	201	1	9	311	71	0	42	3	113	2	197	176	29	375	41	799	840
08:00	0	0	0	0	0	25	23	0	1	48	20	0	6	1	26	0	24	35	1	59	3	133	136
08:15	0	0	0	0	0	13	33	0	1	46	21	0	8	0	29	0	29	24	1	53	2	128	130
08:30	0	0	0	0	0	20	35	0	1	55	19	0	9	2	28	0	27	26	2	53	5	136	141
08:45	0	0	0	0	0	13	53	0	18	66	13	0	4	0	17	0	31	21	0	52	18	135	153
Total	0	0	0	0	0	71	144	0	21	215	73	0	27	3	100	0	111	106	4	217	28	532	560
09:00	0	0	0	0	0	11	35	0	1	46	9	0	6	1	15	0	27	23	1	50	3	111	114
09:15	0	0	0	0	0	14	22	0	1	36	13	0	12	2	25	0	26	17	4	43	7	104	111
09:30	0	0	0	0	0	6	37	0	4	43	14	0	14	1	28	0	33	23	5	56	10	127	137
09:45	0	0	0	0	0	4	27	0	1	31	14	0	4	0	18	0	27	24	0	51	1	100	101
Total	0	0	0	0	0	35	121	0	7	156	50	0	36	4	86	0	113	87	10	200	21	442	463
10:00	0	0	0	0	0	7	26	0	0	33	14	0	4	0	18	0	28	24	11	52	11	103	114
10:15	0	0	0	0	0	11	26	1	1	38	19	0	9	2	28	2	31	18	4	51	7	117	124
10:30	0	0	0	0	0	5	31	0	0	36	14	0	7	1	21	0	30	19	3	49	4	106	110
10:45	0	0	0	0	0	13	27	0	1	40	31	0	4	4	35	0	26	31	0	57	5	132	137
Total	0	0	0	0	0	36	110	1	2	147	78	0	24	7	102	2	115	92	18	209	27	458	465
11:00	0	0	0	0	0	5	36	0	3	41	31	0	7	2	38	0	39	22	6	61	11	140	151
11:15	0	0	0	0	0	7	33	0	2	40	23	0	9	1	32	0	34	35	4	69	7	141	148
11:30	0	0	0	0	0	11	34	0	0	45	25	0	11	4	36	0	34	22	4	56	8	137	145
11:45	0	0	0	0	0	8	39	1	7	48	30	0	9	2	39	1	27	34	1	62	10	149	159
Total	0	0	0	0	0	31	142	1	12	174	109	0	36	9	145	1	134	113	15	248	36	567	603
12:00	0	0	0	0	0	13	25	0	2	38	14	0	12	2	26	0	31	24	4	55	8	119	127
12:15	0	0	0	0	0	19	33	0	2	52	33	0	16	1	49	0	45	31	4	76	7	177	184
12:30	0	0	0	0	0	8	44	0	4	52	23	0	5	0	28	0	38	24	3	62	7	142	149
12:45	0	0	0	0	0	8	47	0	7	55	17	0	12	0	29	0	35	21	1	56	8	140	148
Total	0	0	0	0	0	48	149	0	15	197	87	0	45	3	132	0	149	100	12	249	30	578	608
13:00	0	0	0	0	0	20	41	0	1	61	26	0	10	0	36	0	33	32	2	65	3	162	165
13:15	0	0	0	0	0	9	24	0	1	33	22	0	11	1	33	0	42	32	5	74	7	140	147
13:30	0	0	0	0	0	16	62	0	1	78	30	0	17	1	47	0	31	27	1	58	3	183	186
13:45	0	0	0	0	0	14	41	0	3	55	33	0	12	6	45	0	59	24	2	83	11	183	194
Total	0	0	0	0	0	59	168	0	6	227	111	0	50	8	161	0	165	115	10	280	24	668	692
14:00	0	0	0	0	0	17	44	0	2	61	17	0	1	3	18	1	37	35	2	73	7	152	159
14:15	0	0	0	0	0	15	54	1	3	70	35	0	9	1	44	0	55	24	4	79	8	193	201
14:30	0	0	0	0	0	20	48	1	2	69	35	0	14	1	49	0	126	61	30	187	33	305	338
14:45	0	0	0	0	0	8	50	0	2	58	24	0	10	1	34	0	40	45	0	85	3	177	180
Total	0	0	0	0	0	60	196	2	9	258	111	0	34	6	145	1	258	165	36	424	51	827	878
15:00	0	0	0	0	0	10	50	0	1	60	41	0	14	1	55	0	61	51	1	112	3	227	230
15:15	0	0	0	0	0	8	58	0	4	66	46	0	16	0	62	2	48	30	0	80	4	208	212
15:30	0	0	0	0	0	9	60	0	4	69	44	0	12	0	56	0	56	38	0	94	4	219	223
15:45	0	0	0	0	0	8	52	0	1	60	53	0	14	3	67	0	51	27	0	78	4	205	209
Total	0	0	0	0	0	35	220	0	10	255	184	0	56	4	240	2	216	146	1	364	15	859	874
16:00	0	0	0	0	0	11	74	1	1	86	51	0	28	2	79	1	62	31	3	94	6	259	265
16:15	0	0	0	0	0	5	63	1	7	69	49	0	24	1	73	0	59	41	2	100	10	242	252
16:30	0	0	0	0	0	18	65	0	5	83	60	0	24	2	84	0	52	42	1	94	8	261	269
16:45	0	0	0	0	0	13	58	0	2	71	43	0	20	0	63	0	80	37	0	117	2	251	253
Total	0	0	0	0	0	47	260	2	15	309	203	0	96	5	299	1	253	151	6	405	26	1013	1039
17:00	0	0	0	0	0	9	60	0	0	69	61	0	31	0	92	0	67	30	0	97	0	258	258
17:15	0	0	0	0	0	8	71	0	0	79	77	0	20	0	97	0	73	22	1	95	1	271	272
17:30	0	0	0	0	0	17	76	0	0	93	73	0	36	1	109	0	72	50	2	122	3	324	327
17:45	0	0	0	0	0	17	85	0	0	102	60	0	20	1	80	1	60	31	0	92	1	274	275
Total	0	0	0	0	0	51	292	0	0	343	271	0	107	2	378	1	272	133	3	406	5	1127	1132
18:00	0	0	0	0	0	13	58	0	1	71	54	0	20	0	74	1	66	49	2	116	3	261	264
18:15	0	0	0	0	0	8	68	0	1	76	42	0	23	1	65	0	55	23	0	78	2	219	221
18:30	0	0	0	0	0	6	60	0	1	66	44	0	22	0	66	0	55	33	2	88	3	220	223



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

File Name : TMC1109
 Site Code : 11090202
 Start Date : 06/06/2011
 Page No : 2

Weather: Hot and Sunny
 Counter: DB-400
 Study Conducted by: Paige/Rachel

Groups Printed- Unshifted

Start Time	NONE Southbound					CSAH 24 Westbound					CSAH 9 Northbound					CSAH 24 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			
18:45	0	0	0	0	0	7	49	0	1	56	57	0	22	0	79	0	49	24	1	73	2	208	210
Total	0	0	0	0	0	34	235	0	4	269	197	0	87	1	284	1	225	129	5	355	10	908	918
19:00	0	0	0	0	0	8	43	0	0	51	46	0	19	1	65	0	34	13	0	47	1	163	164
19:15	0	0	0	0	0	12	41	0	1	53	39	0	23	0	62	0	50	23	0	73	1	188	189
19:30	0	0	0	0	0	6	45	0	0	51	42	0	18	0	60	1	50	28	0	79	0	190	190
19:45	0	0	0	0	0	3	48	0	0	51	26	0	16	1	42	0	60	47	0	107	1	200	201
Total	0	0	0	0	0	29	177	0	1	206	153	0	76	2	229	1	194	111	0	306	3	741	744
20:00	0	0	0	0	0	8	60	0	0	68	28	0	17	0	45	0	32	34	0	66	0	179	179
20:15	0	0	0	0	0	4	39	0	1	43	31	0	8	0	39	0	41	15	0	56	1	138	139
20:30	0	0	0	0	0	4	29	0	0	33	24	0	13	0	37	0	39	21	1	60	1	130	131
20:45	0	0	0	0	0	8	36	0	0	44	26	0	10	1	36	0	38	23	0	61	1	141	142
Total	0	0	0	0	0	24	164	0	1	188	109	0	48	1	157	0	150	93	1	243	3	588	591
21:00	0	0	0	0	0	9	30	0	0	39	20	0	9	0	29	0	54	23	0	77	0	145	145
21:15	0	0	0	0	0	7	22	3	0	32	16	0	8	1	24	0	25	13	0	38	1	94	95
21:30	0	0	0	0	0	3	15	0	0	18	20	0	14	0	34	0	24	15	0	39	0	91	91
21:45	0	0	0	0	0	7	9	0	0	16	10	0	14	0	24	0	31	28	0	59	0	99	99
Total	0	0	0	0	0	26	76	3	0	105	66	0	45	1	111	0	134	79	0	213	1	429	430
Grand Total	0	0	0	0	0	720	2780	10	130	3510	1904	0	813	61	2717	12	2725	1838	152	4575	343	10802	11145
Apprch %	0	0	0			20.5	79.2	0.3			70.1	0	29.9			0.3	59.6	40.2					
Total %	0	0	0			6.7	25.7	0.1		32.5	17.6	0	7.5		25.2	0.1	25.2	17		42.4	3.1	96.9	

Start Time	NONE Southbound				CSAH 24 Westbound				CSAH 9 Northbound				CSAH 24 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 06:45 to 11:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45																	
06:45	0	0	0	0	25	125	0	150	31	0	4	35	0	39	42	81	266
07:00	0	0	0	0	33	90	1	124	21	0	6	27	2	64	53	119	270
07:15	0	0	0	0	28	40	0	68	18	0	8	26	0	60	59	119	213
07:30	0	0	0	0	27	41	0	68	18	0	8	26	0	43	37	80	174
Total Volume	0	0	0	0	113	296	1	410	88	0	26	114	2	206	191	399	923
% App. Total	0	0	0	0	27.6	72.2	0.2		77.2	0	22.8		0.5	51.6	47.9		
PHF	.000	.000	.000	.000	.856	.592	.250	.683	.710	.000	.813	.814	.250	.805	.809	.838	.855

Start Time	NONE Southbound				CSAH 24 Westbound				CSAH 9 Northbound				CSAH 24 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 17:15																	
17:15	0	0	0	0	8	71	0	79	77	0	20	97	0	73	22	95	271
17:30	0	0	0	0	17	76	0	93	73	0	36	109	0	72	50	122	324
17:45	0	0	0	0	17	85	0	102	60	0	20	80	1	60	31	92	274
18:00	0	0	0	0	13	58	0	71	54	0	20	74	1	66	49	116	261
Total Volume	0	0	0	0	55	290	0	345	264	0	96	360	2	271	152	425	1130
% App. Total	0	0	0	0	15.9	84.1	0		73.3	0	26.7		0.5	63.8	35.8		
PHF	.000	.000	.000	.000	.809	.853	.000	.846	.857	.000	.667	.826	.500	.928	.760	.871	.872



Anoka County Highway
PC-WARRANTS
 Traffic Signal Warrant Analysis

Study Name : TMC1109
 Study Date : 06/10/11
 Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: CSAH 24

Number of Lanes: 1
 Approach Speed: 40
 Total Approach Volume: 4,575

Westbound: CSAH 24

Number of Lanes: 1
 Approach Speed: 40
 Total Approach Volume: 3,510

Minor Street Approaches

Northbound: CSAH 9

Number of Lanes: 2
 Total Approach Volume: 2,717

Warrant Summary (Urban 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 4 hours, 8 are needed

- Warrant 2 - Four Hour Volumes** **Not Satisfied**
 Number of hours (3) volumes exceed minimum < minimum required (4).

- Warrant 3 - Peak Hour** **Satisfied**
 - Warrant 3A - Peak Hour Delay** **Satisfied**
 Number of hours (25) 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**

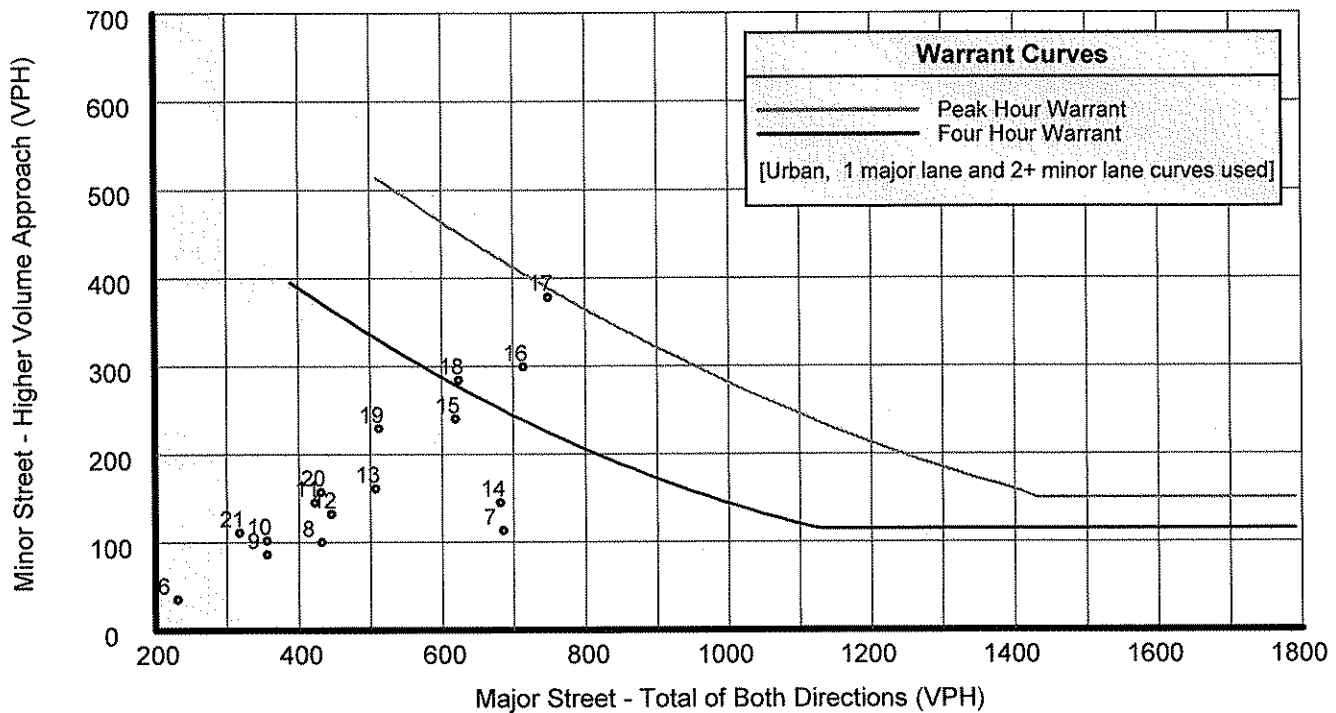
- Warrant 8 - Roadway Network** **Not Evaluated**



Anoka County Highway PC-WARRANTS Traffic Signal Warrant Analysis

Study Name : TMC1109
Study Date : 06/10/11
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	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	231	35	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
07:00	686	113	NB	500-Yes	200-No	Major	750-No	100-Yes	Minor	600-Yes	160-No	Major
08:00	432	100	NB	500-No	200-No	---	750-No	100-Yes	Minor	600-No	160-No	---
09:00	356	86	NB	500-No	200-No	---	750-No	100-No	---	600-No	160-No	---
10:00	356	102	NB	500-No	200-No	---	750-No	100-Yes	Minor	600-No	160-No	---
11:00	422	145	NB	500-No	200-No	---	750-No	100-Yes	Minor	600-No	160-No	---
12:00	446	132	NB	500-No	200-No	---	750-No	100-Yes	Minor	600-No	160-No	---
13:00	507	161	NB	500-Yes	200-No	Major	750-No	100-Yes	Minor	600-No	160-Yes	Minor
14:00	682	145	NB	500-Yes	200-No	Major	750-No	100-Yes	Minor	600-Yes	160-No	Major
15:00	619	240	NB	500-Yes	200-Yes	Both	750-No	100-Yes	Minor	600-Yes	160-Yes	Both
16:00	714	299	NB	500-Yes	200-Yes	Both	750-No	100-Yes	Minor	600-Yes	160-Yes	Both
17:00	749	378	NB	500-Yes	200-Yes	Both	750-No	100-Yes	Minor	600-Yes	160-Yes	Both
18:00	624	284	NB	500-Yes	200-Yes	Both	750-No	100-Yes	Minor	600-Yes	160-Yes	Both
19:00	512	229	NB	500-Yes	200-Yes	Both	750-No	100-Yes	Minor	600-No	160-Yes	Minor
20:00	431	157	NB	500-No	200-No	---	750-No	100-Yes	Minor	600-No	160-No	---
21:00	318	111	NB	500-No	200-No	---	750-No	100-Yes	Minor	600-No	160-No	---
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 : TMC1109
 Study Date : 06/10/11
 Page No. : 1

Multi-Way Stop Warrant Report

Major Street Approaches

Eastbound: CSAH 24
 Total Approach Volume: 4,575
 Approach Speed: 40

Westbound: CSAH 24
 Total Approach Volume: 3,510
 Approach Speed: 40

Minor Street Approaches

Northbound: CSAH 9
 Total Approach Volume: 2,717

Warrant Summary

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

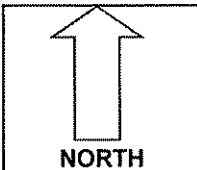
Criteria B - Crash Experience Not Evaluated

Criteria C - Minimum Volumes and Delays Not Satisfied
 Delay data not evaluated
 Required volumes reached for 5 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?
14:30 - 15:30	717	200	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
15:30 - 16:30	650	275	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
16:30 - 17:30	705	336	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
17:30 - 18:30	750	328	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
18:30 - 19:30	507	272	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
06:15 - 07:15	474	62	300-Yes	200-No	Major	240-Yes	160-No	Major
06:30 - 07:30	661	88	300-Yes	200-No	Major	240-Yes	160-No	Major
06:45 - 07:45	809	114	300-Yes	200-No	Major	240-Yes	160-No	Major
07:00 - 08:00	686	113	300-Yes	200-No	Major	240-Yes	160-No	Major
07:15 - 08:15	550	112	300-Yes	200-No	Major	240-Yes	160-No	Major
07:30 - 08:30	462	115	300-Yes	200-No	Major	240-Yes	160-No	Major
07:45 - 08:45	422	117	300-Yes	200-No	Major	240-Yes	160-No	Major
08:00 - 09:00	432	100	300-Yes	200-No	Major	240-Yes	160-No	Major
08:15 - 09:15	421	89	300-Yes	200-No	Major	240-Yes	160-No	Major
08:30 - 09:30	401	85	300-Yes	200-No	Major	240-Yes	160-No	Major
08:45 - 09:45	392	85	300-Yes	200-No	Major	240-Yes	160-No	Major
09:00 - 10:00	356	86	300-Yes	200-No	Major	240-Yes	160-No	Major
09:15 - 10:15	345	89	300-Yes	200-No	Major	240-Yes	160-No	Major
09:30 - 10:30	355	92	300-Yes	200-No	Major	240-Yes	160-No	Major
09:45 - 10:45	341	85	300-Yes	200-No	Major	240-Yes	160-No	Major
10:00 - 11:00	356	102	300-Yes	200-No	Major	240-Yes	160-No	Major
10:15 - 11:15	373	122	300-Yes	200-No	Major	240-Yes	160-No	Major
10:30 - 11:30	393	126	300-Yes	200-No	Major	240-Yes	160-No	Major
10:45 - 11:45	409	141	300-Yes	200-No	Major	240-Yes	160-No	Major



COUNT LOCATION:

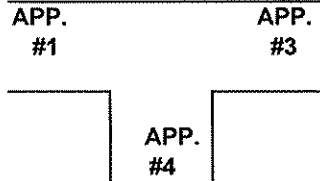
CSAH 9 (Lake George Blvd.) @

DATE:

06/07/2011

CSAH 24 (Bridge St.)

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

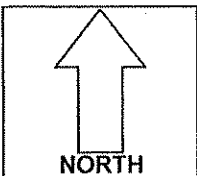


HEAVY VEHICLE- ANY VEHICLE HAVING MORE THAN FOUR TIRES TOUCHING THE PAVEMENT

- 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								
6:15-6:30								
6:30-6:45								
6:45-7:00	2		2		4	3		16
HOURLY TOTAL					4	HOURLY TOTAL		19
7:00-7:15	1		1		2	3		6
7:15-7:30						3		12
7:30-7:45		1		1	2	2		7
7:45-8:00						3		3
HOURLY TOTAL					4	HOURLY TOTAL		39
8:00-8:15	1		1		2	1		3
8:15-8:30						2	1	
8:30-8:45						3		
8:45-9:00						2		17
HOURLY TOTAL					2	HOURLY TOTAL		29
9:00-9:15		1		1	2	3		
9:15-9:30	1		1		2	6		
9:30-9:45						5		4
9:45-10:00	5		5		10	1		
HOURLY TOTAL					14	HOURLY TOTAL		19
10:00-10:15						5		7
10:15-10:30						5		1
10:30-10:45						4		
10:45-11:00						4		1
HOURLY TOTAL						HOURLY TOTAL		27
11:00-11:15						8	1	2
11:15-11:30						6		1
11:30-11:45						5		3
11:45-12:00						6		
HOURLY TOTAL						HOURLY TOTAL		32
12:00-12:15						5		
12:15-12:30						5		1
12:30-12:45	6		6	1	13	12		2
12:45-1:00						1		6
HOURLY TOTAL					13	HOURLY TOTAL		32
1:00-1:15						2		1
1:15-1:30						5		2
1:30-1:45	1		1		2	1		1
1:45-2:00	1		1		2	6		5
HOURLY TOTAL					4	HOURLY TOTAL		23
TOTAL					41	TOTAL		220

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COUNT LOCATION:

CSAH 9 (Lake George Blvd.) @
CSAH 24 (Bridge St.)

DATE: 06/06/2011

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

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						4	1	3
2:15-2:30	6	1	6		13	5		4
2:30-2:45		1		1	2	5		25
2:45-3:00						4		3
HOURLY TOTAL					15	HOURLY TOTAL		54
3:00-3:15						2		1
3:15-3:30								1
3:30-3:45								4
3:45-4:00						2		1
HOURLY TOTAL						HOURLY TOTAL		11
4:00-4:15		1		1	2	1		5
4:15-4:30						2	1	7
4:30-4:45						2		8
4:45-5:00								1
HOURLY TOTAL					2	HOURLY TOTAL		27
5:00-5:15								
5:15-5:30						1		
5:30-5:45						3		
5:45-6:00	2		2		4	1		
HOURLY TOTAL					4	HOURLY TOTAL		5
6:00-6:15						3		
6:15-6:30						2		
6:30-6:45						3		
6:45-7:00	11		1	10	22	1		
HOURLY TOTAL					22	HOURLY TOTAL		9
7:00-7:15						1		
7:15-7:30	1		1		2	1	1	
7:30-7:45						1		
7:45-8:00		1		1	2			
HOURLY TOTAL					4	HOURLY TOTAL		4
8:00-8:15	4		4		8			
8:15-8:30							1	
8:30-8:45						1		
8:45-9:00						1		
HOURLY TOTAL					8	HOURLY TOTAL		3
9:00-9:15	2		2		4			
9:15-9:30								
9:30-9:45	1		1		2	1		
9:45-10:00								
HOURLY TOTAL					6	HOURLY TOTAL		1
				TOTAL	102		TOTAL	334

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