

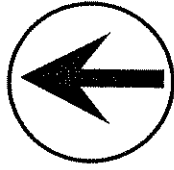
Date: 07/12/11

Count Number: TMC1120

Location: CSAH 17 (Lexington Ave.)

@ CSAH 18 (Crosstown Blvd. S. Jct.)

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



North

4916

CSAH 17

#2

2465	0	1144	1321	2451
D	E	F	G	H

4937	2802
#1	

2135	1073	0	1062
A	B	C	

CSAH 18

1658	1378	0	3036
M	L	K	

2383

CSAH 17

#4

5419

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

Anoka County Highway Department

Traffic Volume and Turning

Movement Study

Date : 07/14/11

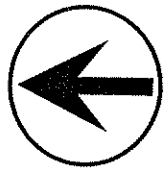
Count Number : TMC1120

Location : CSAH 17 (Lexington Ave.)

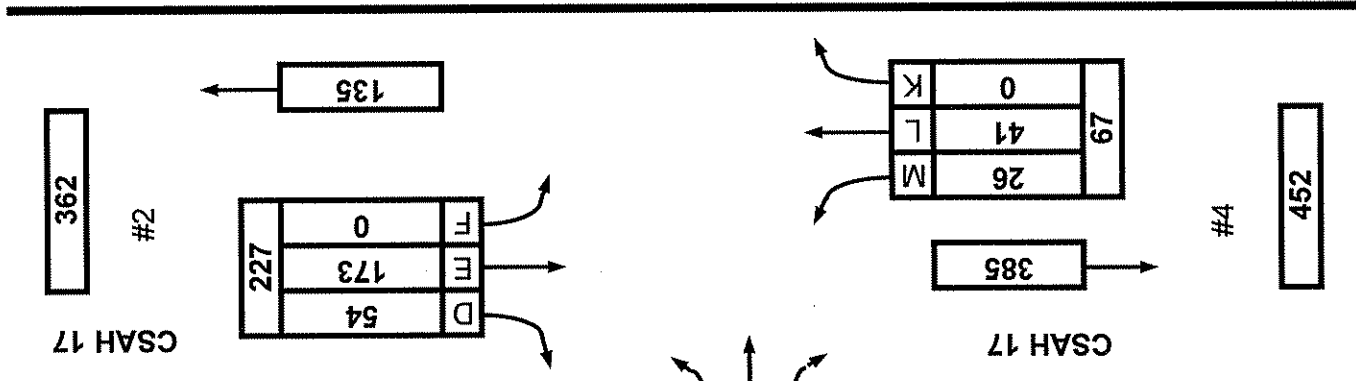
@ CSAH 18 (Crosstown Blvd. S. Jct.)

Collection Period : AM PEAK

Hour : 6:45 AM - 7:45 AM



North



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

Date : 07/12/11

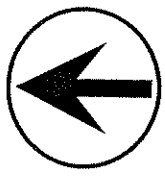
Count Number : TMC1120

Location : CSAH 17 (Lexington Ave.)

@ CSAH 18 (Crosstown Blvd. S. Jct.)

Collection Period : PM PEAK

Hour : 4:45 PM - 5:45 PM



North

554

#2

CSAH 17

244	0	L
89		T
155		D

310

494

#1

636

142	C
103	B
0	A
39	

CSAH 18

EXISTING 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	0	1	1

CSAH 17

128

#4

674

0	K
207	L
339	M
546	

Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

Weather: Warm/Cloudy
 Counter: DB-400
 study conducted by: Paige/Rachel

File Name : TMC1120
 Site Code : 11200202
 Start Date : 07/12/2011
 Page No : 1

Groups Printed- Unshifted

Start Time	CSAH 17 Southbound					NONE Westbound					CSAH 17 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								
05:45	0	6	3	0	9	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	13	13
Total	0	6	3	0	9	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	13	13
06:00	0	40	6	0	46	0	0	0	0	0	4	7	0	0	11	22	0	57	3	79	3	136	139					
06:15	0	57	10	0	67	0	0	0	0	0	3	7	0	1	10	15	0	39	0	54	1	131	132					
06:30	0	49	16	1	65	0	0	0	0	0	4	8	0	1	12	18	0	54	2	72	4	149	153					
06:45	0	48	12	1	60	0	0	0	0	0	8	10	0	1	18	21	0	44	2	65	4	143	147					
Total	0	194	44	2	238	0	0	0	0	0	19	32	0	3	51	76	0	194	7	270	12	559	571					
07:00	0	38	11	2	49	0	0	0	0	0	6	11	0	2	17	21	0	62	2	83	6	149	155					
07:15	0	41	18	0	59	0	0	0	0	0	6	8	0	1	14	19	0	54	3	73	4	146	150					
07:30	0	46	13	0	59	0	0	0	0	0	6	12	0	1	18	33	0	52	1	85	2	162	164					
07:45	0	34	11	1	45	0	0	0	0	0	7	11	0	0	18	28	0	37	0	65	1	128	129					
Total	0	159	53	3	212	0	0	0	0	0	25	42	0	4	67	101	0	205	6	306	13	585	598					
08:00	0	25	13	0	38	0	0	0	0	0	16	10	0	2	26	18	0	28	3	46	5	110	115					
08:15	0	24	19	2	43	0	0	0	0	0	8	11	0	2	19	16	0	33	5	49	9	111	120					
08:30	0	33	10	2	43	0	0	0	0	0	12	6	0	1	18	14	0	31	0	45	3	106	109					
08:45	0	25	10	1	35	0	0	0	0	0	4	7	0	0	11	20	0	18	4	38	5	84	89					
Total	0	107	52	5	159	0	0	0	0	0	40	34	0	5	74	68	0	110	12	178	22	411	433					
09:00	0	18	12	1	30	0	0	0	0	0	9	17	0	2	26	15	0	17	1	32	4	88	92					
09:15	0	20	10	1	30	0	0	0	0	0	8	10	0	0	18	13	0	22	0	35	1	83	84					
09:30	0	20	14	0	34	0	0	0	0	0	11	17	0	0	28	21	0	11	0	32	0	94	94					
09:45	0	22	17	3	39	0	0	0	0	0	13	8	0	2	21	13	0	13	2	26	7	86	93					
Total	0	80	53	5	133	0	0	0	0	0	41	52	0	4	93	62	0	63	3	125	12	351	363					
10:00	0	18	12	0	30	0	0	0	0	0	9	12	0	1	21	16	0	11	2	27	3	78	81					
10:15	0	10	12	2	22	0	0	0	0	0	11	5	0	3	16	11	0	11	1	22	6	60	66					
10:30	0	15	11	0	26	0	0	0	0	0	14	9	0	0	23	9	0	13	0	22	0	71	71					
10:45	0	12	7	1	19	0	0	0	0	0	11	13	0	2	24	15	0	16	2	31	5	74	79					
Total	0	55	42	3	97	0	0	0	0	0	45	39	0	6	84	51	0	51	5	102	14	283	297					
11:00	0	15	16	0	31	0	0	0	0	0	4	14	0	1	18	17	0	11	1	28	2	77	79					
11:15	0	11	25	6	36	0	0	0	0	0	10	16	0	2	26	15	0	10	1	25	9	87	96					
11:30	0	17	17	4	34	0	0	0	0	0	17	16	0	1	33	13	0	15	0	28	5	95	100					
11:45	0	10	16	0	26	0	0	0	0	0	20	12	0	1	32	14	0	11	0	25	1	83	84					
Total	0	53	74	10	127	0	0	0	0	0	51	58	0	5	109	59	0	47	2	106	17	342	359					
12:00	0	11	21	1	32	0	0	0	0	0	13	13	0	0	26	17	0	14	0	31	1	89	90					
12:15	0	19	13	2	32	0	0	0	0	0	16	12	0	0	28	18	0	11	0	29	2	89	91					
12:30	0	24	16	1	40	0	0	0	0	0	19	24	0	1	43	21	0	16	0	37	2	120	122					
12:45	0	22	12	1	34	0	0	0	0	0	17	14	0	2	31	14	0	8	2	22	5	87	92					
Total	0	76	62	5	138	0	0	0	0	0	65	63	0	3	128	70	0	49	2	119	10	385	395					
13:00	0	16	16	1	32	0	0	0	0	0	21	21	0	3	42	20	0	13	2	33	6	107	113					
13:15	0	13	18	0	31	0	0	0	0	0	17	15	0	1	32	14	0	12	0	26	1	89	90					
13:30	0	19	15	0	34	0	0	0	0	0	20	18	0	0	38	12	0	6	0	18	0	90	90					
13:45	0	0	0	0	0	0	0	0	0	0	24	21	0	3	45	11	0	14	2	25	5	70	75					
Total	0	48	49	1	97	0	0	0	0	0	82	75	0	7	157	57	0	45	4	102	12	356	368					
14:00	0	18	18	1	36	0	0	0	0	0	15	21	0	3	36	9	0	7	3	16	7	88	95					
14:15	0	16	25	2	41	0	0	0	0	0	24	30	0	1	54	10	0	12	0	22	3	117	120					
14:30	0	25	22	1	47	0	0	0	0	0	24	24	0	3	48	22	0	11	0	33	4	128	132					
14:45	0	11	13	0	24	0	0	0	0	0	29	29	0	2	58	12	0	11	0	23	2	105	107					
Total	0	70	78	4	148	0	0	0	0	0	92	104	0	9	196	53	0	41	3	94	16	438	454					
15:00	0	16	20	1	36	0	0	0	0	0	46	29	0	2	75	16	0	11	0	27	3	138	141					
15:15	0	12	19	2	31	0	0	0	0	0	50	32	0	5	82	14	0	10	0	24	7	137	144					
15:30	0	18	21	1	39	0	0	0	0	0	38	20	0	0	58	13	0	11	0	24	1	121	122					
15:45	0	13	36	2	49	0	0	0	0	0	67	32	0	0	99	14	0	9	0	23	2	171	173					
Total	0	59	96	6	155	0	0	0	0	0	201	113	0	7	314	57	0	41	0	98	13	567	580					
16:00	0	17	33	0	50	0	0	0	0	0	72	50	0	1	122	25	0	10	1	35	2	207	209					
16:15	0	21	35	0	56	0	0	0	0	0	66	38	0	4	104	22	0	20	1	42	5	202	207					
16:30	0	22	16	0	38	0	0	0	0	0	75	41	0	5	116	17	0	6	0	23	5	177	182					
16:45	0	22	40	0	62	0	0	0	0	0	89	55	0	1	144	20	0	7	2	27	3	233	236					
Total	0	82	124	0	206	0	0	0	0	0	302	184	0	11	486	84	0	43	4	127	15	819	834					
17:00	0	21	51	0	72	0	0	0	0	0	82	56	0	2	138	27	0	10	1	37	3	247	250					
17:15	0	23	32	0	55	0	0	0	0	0	97	35	0	1	132	19	0	13	1	32	2	219	221					
17:30	0	23	32	2	55	0	0	0	0	0	71	61	0	1	132	37	0	9	0	46	3	233	236					



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

Weather: Warm/Cloudy
 Counter: DB-400
 study conducted by: Paige/Rachel

File Name : TMC1120
 Site Code : 11200202
 Start Date : 07/12/2011
 Page No : 2

Groups Printed- Unshifted

Start Time	CSAH 17 Southbound					NONE Westbound					CSAH 17 Northbound					CSAH 18 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			
17:45	0	26	34	3	60	0	0	0	0	0	70	46	0	1	116	26	0	15	0	41	4	217	221
Total	0	93	149	5	242	0	0	0	0	0	320	198	0	5	518	109	0	47	2	156	12	916	928
18:00	0	23	20	0	43	0	0	0	0	0	51	43	0	1	94	23	0	7	0	30	1	167	168
18:15	0	21	31	0	52	0	0	0	0	0	44	36	0	1	80	27	0	8	2	35	3	167	170
18:30	0	15	21	1	36	0	0	0	0	0	35	32	0	0	67	27	0	8	0	35	1	138	139
18:45	0	12	23	0	35	0	0	0	0	0	32	33	0	0	65	13	0	10	0	23	0	123	123
Total	0	71	95	1	166	0	0	0	0	0	162	144	0	2	306	90	0	33	2	123	5	595	600
19:00	0	11	11	0	22	0	0	0	0	0	17	36	0	0	53	14	0	11	0	25	0	100	100
19:15	0	16	20	0	36	0	0	0	0	0	29	18	0	0	47	18	0	4	1	22	1	105	106
19:30	0	18	17	0	35	0	0	0	0	0	18	12	0	0	30	12	0	7	1	19	1	84	85
19:45	0	12	17	0	29	0	0	0	0	0	9	24	0	0	33	11	0	6	0	17	0	79	79
Total	0	57	65	0	122	0	0	0	0	0	73	90	0	0	163	55	0	28	2	83	2	368	370
20:00	0	13	8	0	21	0	0	0	0	0	20	12	0	0	32	11	0	9	0	20	0	73	73
20:15	0	15	15	2	30	0	0	0	0	0	15	18	0	0	33	12	0	13	0	25	2	88	90
20:30	0	18	14	0	32	0	0	0	0	0	23	27	0	1	50	5	0	9	0	14	1	96	97
20:45	0	16	11	0	27	0	0	0	0	0	18	29	0	0	47	10	0	13	0	23	0	97	97
Total	0	62	48	2	110	0	0	0	0	0	76	86	0	1	162	38	0	44	0	82	3	354	357
21:00	0	13	17	0	30	0	0	0	0	0	16	19	0	0	35	12	0	5	0	17	0	82	82
21:15	0	14	13	1	27	0	0	0	0	0	20	20	0	0	40	12	0	6	1	18	2	85	87
21:30	0	16	16	0	32	0	0	0	0	0	16	11	0	0	27	9	0	5	0	14	0	73	73
21:45	0	6	11	0	17	0	0	0	0	0	12	10	0	0	22	10	0	5	0	15	0	54	54
Total	0	49	57	1	106	0	0	0	0	0	64	60	0	0	124	43	0	21	1	64	2	294	296
Grand Total	0	1321	1144	53	2465	0	0	0	0	0	1658	1378	0	72	3036	1073	0	1062	55	2135	180	7636	7816
Apprch %	0	53.6	46.4			0	0	0			54.6	45.4	0			50.3	0	49.7					
Total %	0	17.3	15		32.3	0	0	0			21.7	18	0		39.8	14.1	0	13.9		28	2.3	97.7	

Start Time	CSAH 17 Southbound				NONE Westbound				CSAH 17 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 05:45 to 11:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:45																	
06:45	0	48	12	60	0	0	0	0	8	10	0	18	21	0	44	65	143
07:00	0	38	11	49	0	0	0	0	6	11	0	17	21	0	62	83	149
07:15	0	41	18	59	0	0	0	0	6	8	0	14	19	0	54	73	146
07:30	0	46	13	59	0	0	0	0	6	12	0	18	33	0	52	85	162
Total Volume	0	173	54	227	0	0	0	0	26	41	0	67	94	0	212	306	600
% App. Total	0	76.2	23.8		0	0	0		38.8	61.2	0		30.7	0	69.3		
PHF	.000	.901	.750	.946	.000	.000	.000	.000	.813	.854	.000	.931	.712	.000	.855	.900	.926

Start Time	CSAH 17 Southbound				NONE Westbound				CSAH 17 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 21:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	0	22	40	62	0	0	0	0	89	55	0	144	20	0	7	27	233
17:00	0	21	51	72	0	0	0	0	82	56	0	138	27	0	10	37	247
17:15	0	23	32	55	0	0	0	0	97	35	0	132	19	0	13	32	219
17:30	0	23	32	55	0	0	0	0	71	61	0	132	37	0	9	46	233
Total Volume	0	89	155	244	0	0	0	0	339	207	0	546	103	0	39	142	932
% App. Total	0	36.5	63.5		0	0	0		62.1	37.9	0		72.5	0	27.5		
PHF	.000	.967	.760	.847	.000	.000	.000	.000	.874	.848	.000	.948	.696	.000	.750	.772	.943



Anoka County Highway
PC-WARRANTS
 Traffic Signal Warrant Analysis

Study Name : **TMC1120**
 Study Date : **07/15/11**
 Page No. : **1**

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 17
 Number of Lanes: 1
 Approach Speed: 55
 Total Approach Volume: 3,036

Southbound: CSAH 17
 Number of Lanes: 2
 Approach Speed: 55
 Total Approach Volume: 2,465

Minor Street Approaches

Eastbound: CSAH 18
 Number of Lanes: 2
 Total Approach Volume: 2,135

Warrant Summary (Rural values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes Not Satisfied**
 - Warrant 1A - Minimum Vehicular Volume Not Satisfied**
 Required volumes reached for 1 hours, 8 are needed
 - Warrant 1B - Interruption of Continuous Traffic Not Satisfied**
 Required volumes reached for 2 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 (2) 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**

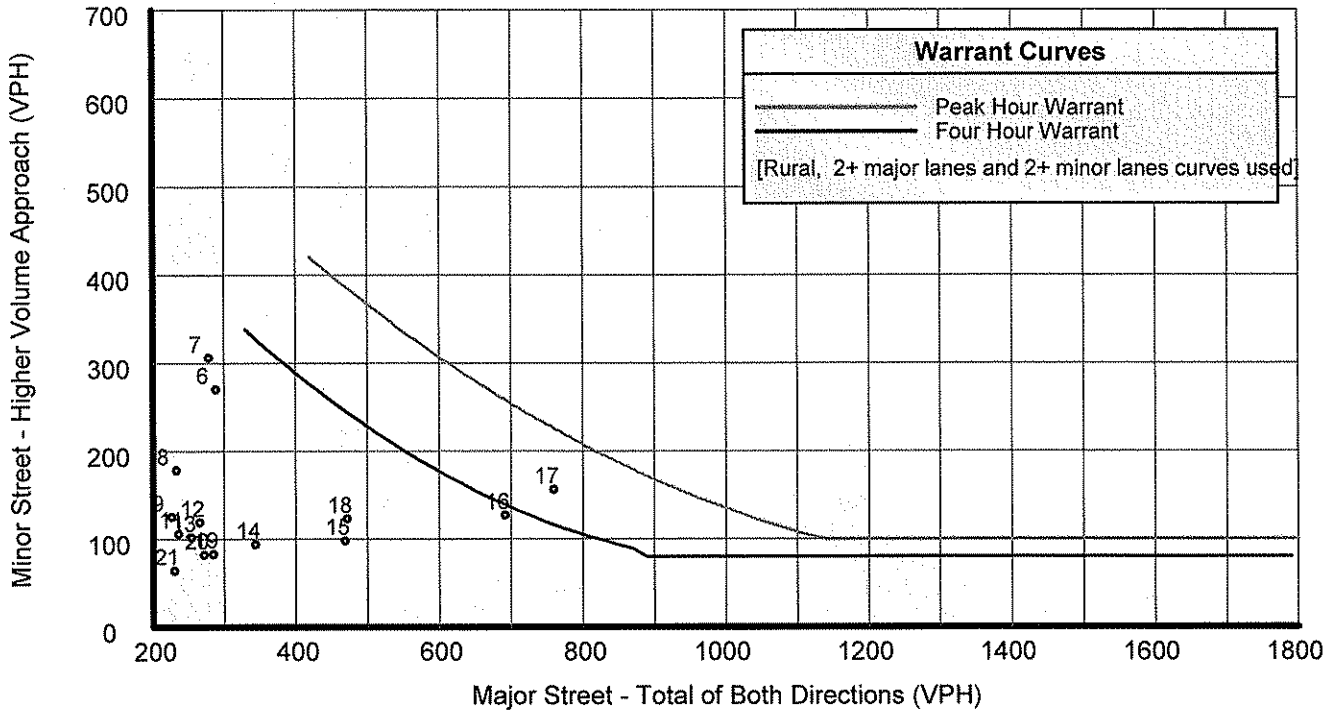
- Warrant 8 - Roadway Network Not Evaluated**



Anoka County Highway PC-WARRANTS Traffic Signal Warrant Analysis

Study Name : TMC1120
Study Date : 07/15/11
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	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	13	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
06:00	289	270	EB	420-No	140-Yes	Minor	630-No	70-Yes	Minor	504-No	112-Yes	Minor
07:00	279	306	EB	420-No	140-Yes	Minor	630-No	70-Yes	Minor	504-No	112-Yes	Minor
08:00	233	178	EB	420-No	140-Yes	Minor	630-No	70-Yes	Minor	504-No	112-Yes	Minor
09:00	226	125	EB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-Yes	Minor
10:00	181	102	EB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-No	---
11:00	236	106	EB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-No	---
12:00	266	119	EB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-Yes	Minor
13:00	254	102	EB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-No	---
14:00	344	94	EB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-No	---
15:00	469	98	EB	420-Yes	140-No	Major	630-No	70-Yes	Minor	504-No	112-No	---
16:00	692	127	EB	420-Yes	140-No	Major	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
17:00	760	156	EB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
18:00	472	123	EB	420-Yes	140-No	Major	630-No	70-Yes	Minor	504-No	112-Yes	Minor
19:00	285	83	EB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-No	---
20:00	272	82	EB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-No	---
21:00	230	64	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 : TMC1120
Study Date : 07/15/11
Page No. : 1

Multi-Way Stop Warrant Report

Major Street Approaches

Northbound: CSAH 17
Total Approach Volume: 3,036
Approach Speed: 55

Southbound: CSAH 17
Total Approach Volume: 2,465
Approach Speed: 55

Minor Street Approaches

Eastbound: CSAH 18
Total Approach Volume: 2,135

Warrant Summary

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

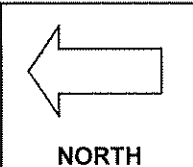
Criteria B - Crash Experience Not Evaluated

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?
05:45 - 06:45	224	205	210-Yes	140-Yes	Both	240-No	160-Yes	Minor
06:45 - 07:45	294	306	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
07:45 - 08:45	250	205	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
16:45 - 17:45	790	142	210-Yes	140-Yes	Both	240-Yes	160-No	Major
17:45 - 18:45	548	141	210-Yes	140-Yes	Both	240-Yes	160-No	Major
08:45 - 09:45	212	137	210-Yes	140-No	Major	240-No	160-No	No
09:00 - 10:00	226	125	210-Yes	140-No	Major	240-No	160-No	No
09:15 - 10:15	221	120	210-Yes	140-No	Major	240-No	160-No	No
09:30 - 10:30	211	107	210-Yes	140-No	Major	240-No	160-No	No
10:45 - 11:45	221	112	210-Yes	140-No	Major	240-No	160-No	No
11:00 - 12:00	236	106	210-Yes	140-No	Major	240-No	160-No	No
11:15 - 12:15	245	109	210-Yes	140-No	Major	240-Yes	160-No	Major
11:30 - 12:30	243	113	210-Yes	140-No	Major	240-Yes	160-No	Major
11:45 - 12:45	259	122	210-Yes	140-No	Major	240-Yes	160-No	Major
12:00 - 13:00	266	119	210-Yes	140-No	Major	240-Yes	160-No	Major
12:15 - 13:15	282	121	210-Yes	140-No	Major	240-Yes	160-No	Major
12:30 - 13:30	285	118	210-Yes	140-No	Major	240-Yes	160-No	Major
12:45 - 13:45	274	99	210-Yes	140-No	Major	240-Yes	160-No	Major
13:00 - 14:00	254	102	210-Yes	140-No	Major	240-Yes	160-No	Major
13:15 - 14:15	252	85	210-Yes	140-No	Major	240-Yes	160-No	Major
13:30 - 14:30	284	81	210-Yes	140-No	Major	240-Yes	160-No	Major
13:45 - 14:45	307	96	210-Yes	140-No	Major	240-Yes	160-No	Major
14:00 - 15:00	344	94	210-Yes	140-No	Major	240-Yes	160-No	Major
14:15 - 15:15	383	105	210-Yes	140-No	Major	240-Yes	160-No	Major



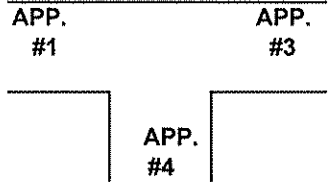
COUNT LOCATION:

CSAH 17 (Lexington Ave.)
 CSAH 18 (Crosstown Blvd. S. Junction)

DATE:

07/14/2011

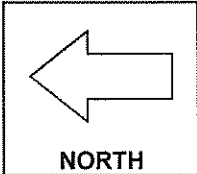
APP. #1 = CSAH 17
APP. #2 =
APP. #3 = CSAH 17
APP. #4 = CSAH 18



- 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						4		
6:45-7:00						2		2
HOURLY TOTAL						HOURLY TOTAL		12
7:00-7:15						2		2
7:15-7:30						4		3
7:30-7:45						2		
7:45-8:00								
HOURLY TOTAL						HOURLY TOTAL		13
8:00-8:15						7		
8:15-8:30						5		
8:30-8:45						4		
8:45-9:00						7		
HOURLY TOTAL						HOURLY TOTAL		23
9:00-9:15						4		
9:15-9:30						1		
9:30-9:45						1		
9:45-10:00						5		
HOURLY TOTAL						HOURLY TOTAL		11
10:00-10:15						5		
10:15-10:30						3		
10:30-10:45						1		
10:45-11:00						5		
HOURLY TOTAL						HOURLY TOTAL		14
11:00-11:15						2	1	
11:15-11:30						3		
11:30-11:45						7		
11:45-12:00						5		
HOURLY TOTAL						HOURLY TOTAL		18
12:00-12:15								
12:15-12:30						1		
12:30-12:45						3		
12:45-1:00						4		
HOURLY TOTAL						HOURLY TOTAL		8
1:00-1:15						5	1	
1:15-1:30						1	1	
1:30-1:45								
1:45-2:00						4		
HOURLY TOTAL						HOURLY TOTAL		12
					TOTAL		TOTAL	111

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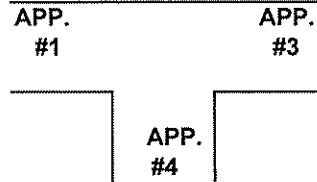


COUNT LOCATION:

CSAH 17 (Lexington Ave.)
 CSAH 18 (Crosstown Blvd. S. Junction)

DATE: 07/12/2011

APP. #1 = CSAH 17
APP. #2 =
APP. #3 = CSAH 17
APP. #4 = CSAH 18



- 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						7		
2:15-2:30						2		
2:30-2:45						2		
2:45-3:00								
HOURLY TOTAL						HOURLY TOTAL		11
3:00-3:15				1	1	2		
3:15-3:30						6		
3:30-3:45								
3:45-4:00						1		
HOURLY TOTAL					1	HOURLY TOTAL		9
4:00-4:15						1		
4:15-4:30						5		
4:30-4:45						5		
4:45-5:00						3		
HOURLY TOTAL						HOURLY TOTAL		14
5:00-5:15						2		
5:15-5:30						2		
5:30-5:45						2		
5:45-6:00						1		
HOURLY TOTAL						HOURLY TOTAL		7
6:00-6:15						1		
6:15-6:30						2		
6:30-6:45			1		1			
6:45-7:00								
HOURLY TOTAL					1	HOURLY TOTAL		3
7:00-7:15								
7:15-7:30	1			1	2			1
7:30-7:45							1	
7:45-8:00								
HOURLY TOTAL					2	HOURLY TOTAL		2
8:00-8:15	1				1			
8:15-8:30			2		2	2		
8:30-8:45						1		
8:45-9:00								
HOURLY TOTAL					3	HOURLY TOTAL		3
9:00-9:15								
9:15-9:30						2		
9:30-9:45								
9:45-10:00								
HOURLY TOTAL						HOURLY TOTAL		2
TOTAL					7	TOTAL		162

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