

Date : 07/26/11

Count Number : TMC1124

Location : CSAH 24 (Bridge St.)

@ CSAH 28 (Ambassador Blvd.)

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

4373

#2

CSAH 28

2026			
0	D	193	M
1833	T	1833	H

2347

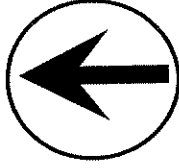
CSAH 24

#3

7425

2129	G	3963
0	H	
1834	J	

3462



North

1629	K	1847
218	L	
0	M	

2027

CSAH 24/28

#4

3874

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

Anoka County Highway Department

Traffic Volume and Turning

Movement Study

Date : 07/27/11

Count Number : TMC1124

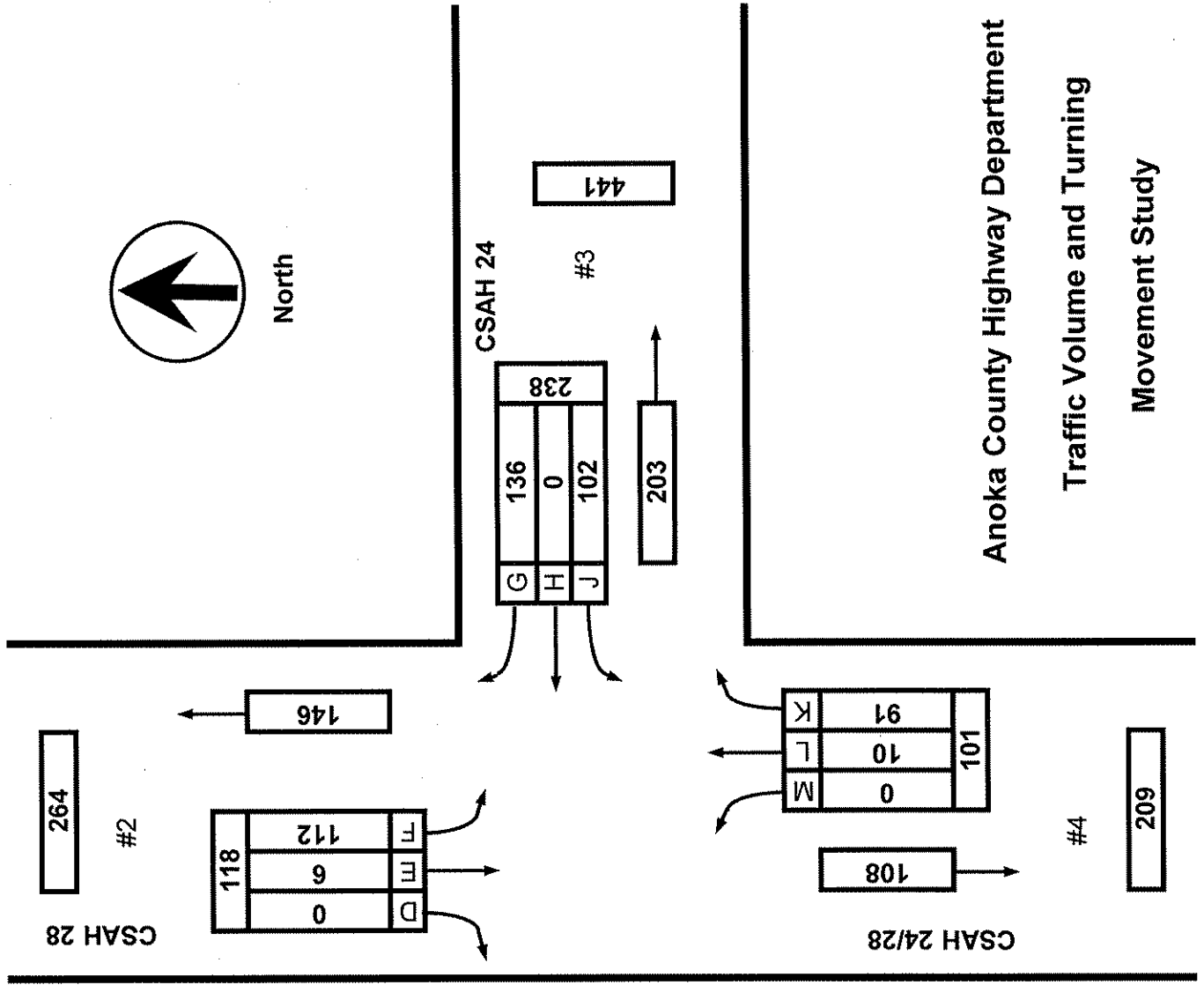
Location : CSAH 24 (Bridge St.)

@ CSAH 28 (Ambassador Blvd.)

Collection Period : AM PEAK

Hour : 11:00 AM - 12:00 PM

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



Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study

Date : 07/26/11

Count Number : TMC1124

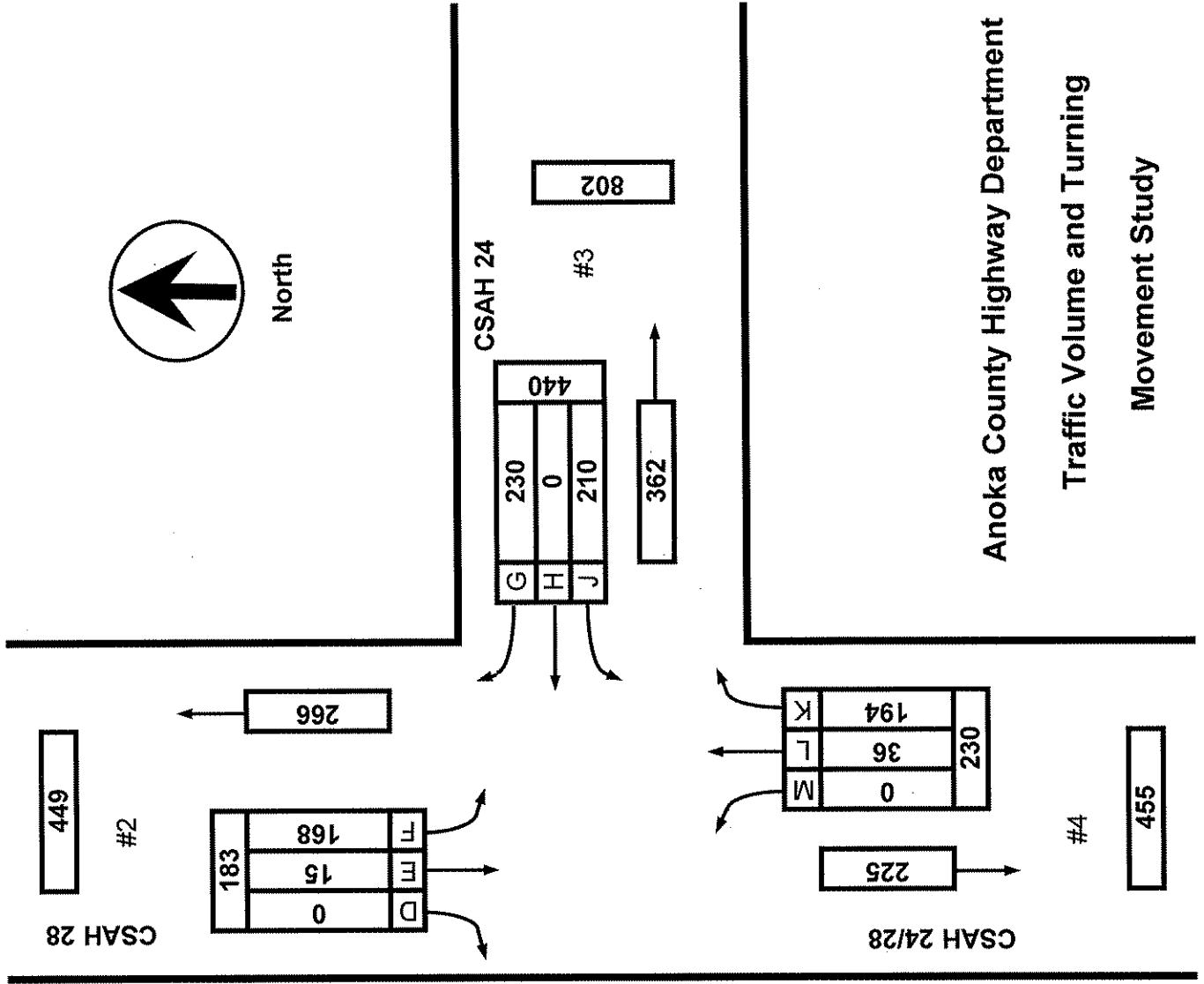
Location : CSAH 24 (Bridge St.)

@ CSAH 28 (Ambassador Blvd.)

Collection Period : PM PEAK

Hour : 5:15 PM - 6:15 PM

	EXISTING LANES OF APPROACH			TOTAL
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	
#1	0	0	0	0
#2	0	0	1	1
#3	0	0	1	1
#4	1	0	0	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 : TMC1124
 Site Code : 11240202
 Start Date : 07/25/2011
 Page No : 1

Weather: Warm/Cloudy
 Counter: DB-400
 Counted by: Rachel/Kristen

Groups Printed- Unshifted

Start Time	CSAH 28 Southbound					CSAH 24 Westbound					CSAH 24 Northbound					NONE 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	24	7	0	0	31	17	0	8	1	25	0	1	10	1	11	0	0	0	0	0	2	67	69
06:15	26	8	0	0	34	27	0	6	1	33	0	1	10	0	11	0	0	0	0	0	1	78	79
06:30	23	0	0	0	23	19	0	14	1	33	0	0	11	3	11	0	0	0	0	0	4	67	71
06:45	22	6	0	1	28	26	0	20	1	46	0	0	10	1	10	0	0	0	0	0	3	84	87
Total	95	21	0	1	116	89	0	48	4	137	0	2	41	5	43	0	0	0	0	0	10	296	306
07:00	30	4	0	0	34	27	0	13	3	40	0	2	12	0	14	0	0	0	0	0	3	88	91
07:15	23	6	0	0	29	20	0	23	3	43	0	1	13	1	14	0	0	0	0	0	4	86	90
07:30	26	4	0	0	30	21	0	18	2	39	0	1	15	0	16	0	0	0	0	0	2	85	87
07:45	31	0	0	0	31	23	0	24	1	47	0	0	22	0	22	0	0	0	0	0	1	100	101
Total	110	14	0	0	124	91	0	78	9	169	0	4	62	1	66	0	0	0	0	0	10	359	369
08:00	24	4	0	1	28	31	0	20	2	51	0	1	14	1	15	0	0	0	0	0	4	94	98
08:15	22	3	0	1	25	23	0	29	6	52	0	0	11	2	11	0	0	0	0	0	9	88	97
08:30	25	2	0	2	27	24	0	19	5	43	0	2	19	3	21	0	0	0	0	0	10	91	101
08:45	22	2	0	2	24	40	0	23	2	63	0	0	17	0	17	0	0	0	0	0	4	104	108
Total	93	11	0	6	104	118	0	91	15	209	0	3	61	6	64	0	0	0	0	0	27	377	404
09:00	17	5	0	1	22	25	0	26	3	51	0	2	18	1	20	0	0	0	0	0	5	93	98
09:15	24	0	0	1	24	15	0	32	4	47	0	2	16	1	18	0	0	0	0	0	6	89	95
09:30	27	4	0	1	31	32	0	23	1	55	0	2	16	1	18	0	0	0	0	0	3	104	107
09:45	19	4	0	2	23	14	0	23	0	37	0	0	15	2	15	0	0	0	0	0	4	75	79
Total	87	13	0	5	100	86	0	104	8	190	0	6	65	5	71	0	0	0	0	0	18	361	379
10:00	24	1	0	1	25	18	0	25	2	43	0	6	14	1	20	0	0	0	0	0	4	88	92
10:15	31	1	0	1	32	17	0	19	0	36	0	3	18	0	21	0	0	0	0	0	1	89	90
10:30	29	8	0	1	37	25	0	26	2	51	0	1	15	0	16	0	0	0	0	0	3	104	107
10:45	22	5	0	1	27	18	0	35	3	53	0	3	20	2	23	0	0	0	0	0	6	103	109
Total	106	15	0	4	121	78	0	105	7	183	0	13	67	3	80	0	0	0	0	0	14	384	398
11:00	29	3	0	3	32	27	0	28	2	55	0	0	20	1	20	0	0	0	0	0	6	107	113
11:15	22	0	0	1	22	23	0	36	1	59	0	1	20	2	21	0	0	0	0	0	4	102	106
11:30	28	2	0	2	30	30	0	26	1	56	0	5	23	0	28	0	0	0	0	0	3	114	117
11:45	33	1	0	2	34	22	0	46	4	68	0	4	28	0	32	0	0	0	0	0	6	134	140
Total	112	6	0	8	118	102	0	136	8	238	0	10	91	3	101	0	0	0	0	0	19	457	476
12:00	31	5	0	1	36	29	0	32	0	61	0	5	26	0	31	0	0	0	0	0	1	128	129
12:15	37	1	0	0	38	35	0	32	3	67	0	1	25	1	26	0	0	0	0	0	4	131	135
12:30	36	4	0	0	40	44	0	35	3	79	0	5	35	1	40	0	0	0	0	0	4	159	163
12:45	34	4	0	3	38	34	0	43	4	77	0	1	33	1	34	0	0	0	0	0	8	149	157
Total	138	14	0	4	152	142	0	142	10	284	0	12	119	3	131	0	0	0	0	0	17	567	584
13:00	34	2	0	0	36	50	0	43	2	93	0	6	23	2	29	0	0	0	0	0	4	158	162
13:15	30	1	0	1	31	25	0	28	1	53	0	4	22	0	26	0	0	0	0	0	2	110	112
13:30	38	3	0	1	41	37	0	40	2	77	0	4	19	1	23	0	0	0	0	0	4	141	145
13:45	0	0	0	0	0	0	0	0	0	0	0	4	24	0	28	0	0	0	0	0	0	28	28
Total	102	6	0	2	108	112	0	111	5	223	0	18	88	3	106	0	0	0	0	0	10	437	447
14:00	30	4	0	1	34	23	0	36	1	59	0	3	24	1	27	0	0	0	0	0	3	120	123
14:15	23	6	0	0	29	30	0	29	3	59	0	3	28	1	31	0	0	0	0	0	4	119	123
14:30	29	2	0	0	31	26	0	38	2	64	0	6	37	0	43	0	0	0	0	0	2	138	140
14:45	40	2	0	0	42	29	0	38	0	67	0	5	28	1	33	0	0	0	0	0	1	142	143
Total	122	14	0	1	136	108	0	141	6	249	0	17	117	3	134	0	0	0	0	0	10	519	529
15:00	39	1	0	1	40	30	0	51	4	81	0	4	19	2	23	0	0	0	0	0	7	144	151
15:15	29	5	0	0	34	29	0	38	0	67	0	3	29	3	32	0	0	0	0	0	3	133	136
15:30	28	5	0	0	33	28	0	55	1	83	0	6	27	2	33	0	0	0	0	0	3	149	152
15:45	36	4	0	2	40	22	0	53	1	75	0	4	39	2	43	0	0	0	0	0	5	158	163
Total	132	15	0	3	147	109	0	197	6	306	0	17	114	9	131	0	0	0	0	0	18	584	602
16:00	36	8	0	1	44	36	0	57	1	93	0	5	49	0	54	0	0	0	0	0	2	191	193
16:15	27	3	0	0	30	32	0	48	0	80	0	5	31	0	36	0	0	0	0	0	0	146	146
16:30	46	2	0	1	48	35	0	65	2	100	0	7	37	1	44	0	0	0	0	0	4	192	196
16:45	30	3	0	0	33	35	0	64	0	99	0	6	37	0	43	0	0	0	0	0	0	175	175
Total	139	16	0	2	155	138	0	234	3	372	0	23	154	1	177	0	0	0	0	0	6	704	710
17:00	42	2	0	0	44	34	0	51	0	85	0	7	47	1	54	0	0	0	0	0	1	183	184
17:15	47	5	0	0	52	43	0	46	2	89	0	13	55	0	68	0	0	0	0	0	2	209	211
17:30	36	4	0	1	40	60	0	63	1	123	0	10	46	0	56	0	0	0	0	0	2	219	221
17:45	41	3	0	0	44	58	0	52	0	110	0	7	54	0	61	0	0	0	0	0	0	215	215
Total	166	14	0	1	180	195	0	212	3	407	0	37	202	1	239	0	0	0	0	0	5	826	831



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

Weather: Warm/Cloudy
 Counter: DB-400
 Counted by: Rachel/Kristen

File Name : TMC1124
 Site Code : 11240202
 Start Date : 07/25/2011
 Page No : 2

Groups Printed- Unshifted

Start Time	CSAH 28 Southbound					CSAH 24 Westbound					CSAH 24 Northbound					NONE 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	44	3	0	0	47	49	0	69	3	118	0	6	39	0	45	0	0	0	0	0	3	210	213
18:15	32	4	0	0	36	32	0	54	2	86	0	4	45	1	49	0	0	0	0	0	3	171	174
18:30	32	4	0	0	36	36	0	37	2	73	0	1	41	0	42	0	0	0	0	0	2	151	153
18:45	36	1	0	0	37	34	0	36	0	70	0	5	39	0	44	0	0	0	0	0	0	151	151
Total	144	12	0	0	156	151	0	196	7	347	0	16	164	1	180	0	0	0	0	0	8	683	691
19:00	25	2	0	0	27	31	0	47	0	78	0	5	35	1	40	0	0	0	0	0	1	145	146
19:15	24	5	0	1	29	32	0	30	0	62	0	3	37	0	40	0	0	0	0	0	1	131	132
19:30	31	3	0	0	34	24	0	33	1	57	0	7	21	1	28	0	0	0	0	0	2	119	121
19:45	29	1	0	0	30	28	0	26	0	54	0	3	18	0	21	0	0	0	0	0	0	105	105
Total	109	11	0	1	120	115	0	136	1	251	0	18	111	2	129	0	0	0	0	0	4	500	504
20:00	23	3	0	0	26	19	0	33	0	52	0	2	26	0	28	0	0	0	0	0	0	106	106
20:15	36	0	0	0	36	23	0	33	0	56	0	2	21	0	23	0	0	0	0	0	0	115	115
20:30	25	1	0	0	26	35	0	26	0	61	0	3	26	0	29	0	0	0	0	0	0	116	116
20:45	18	0	0	0	18	40	0	24	0	64	0	0	21	0	21	0	0	0	0	0	0	103	103
Total	102	4	0	0	106	117	0	116	0	233	0	7	94	0	101	0	0	0	0	0	0	440	440
21:00	21	1	0	1	22	32	0	17	0	49	0	6	19	0	25	0	0	0	0	0	1	96	97
21:15	17	3	0	0	20	20	0	28	1	48	0	3	26	0	29	0	0	0	0	0	1	97	98
21:30	22	1	0	0	23	16	0	25	1	41	0	3	15	0	18	0	0	0	0	0	1	82	83
21:45	16	2	0	0	18	15	0	12	0	27	0	3	19	0	22	0	0	0	0	0	0	67	67
Total	76	7	0	1	83	83	0	82	2	165	0	15	79	0	94	0	0	0	0	0	3	342	345
Grand Total	1833	193	0	39	2026	1834	0	2129	94	3963	0	218	1629	46	1847	0	0	0	0	0	179	7836	8015
Apprch %	90.5	9.5	0			46.3	0	53.7			0	11.8	88.2			0	0	0					
Total %	23.4	2.5	0		25.9	23.4	0	27.2		50.6	0	2.8	20.8		23.6	0	0	0		0	2.2	97.8	

Start Time	CSAH 28 Southbound				CSAH 24 Westbound				CSAH 24 Northbound				NONE 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 11:00																	
11:00	29	3	0	32	27	0	28	55	0	0	20	20	0	0	0	0	107
11:15	22	0	0	22	23	0	36	59	0	1	20	21	0	0	0	0	102
11:30	28	2	0	30	30	0	26	56	0	5	23	28	0	0	0	0	114
11:45	33	1	0	34	22	0	46	68	0	4	28	32	0	0	0	0	134
Total Volume	112	6	0	118	102	0	136	238	0	10	91	101	0	0	0	0	457
% App. Total	94.9	5.1	0		42.9	0	57.1		0	9.9	90.1		0	0	0		
PHF	.848	.500	.000	.868	.850	.000	.739	.875	.000	.500	.813	.789	.000	.000	.000	.000	.853

Peak Hour Analysis From 12:00 to 21:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:15																	
17:15	47	5	0	52	43	0	46	89	0	13	55	68	0	0	0	0	209
17:30	36	4	0	40	60	0	63	123	0	10	46	56	0	0	0	0	219
17:45	41	3	0	44	58	0	52	110	0	7	54	61	0	0	0	0	215
18:00	44	3	0	47	49	0	69	118	0	6	39	45	0	0	0	0	210
Total Volume	168	15	0	183	210	0	230	440	0	36	194	230	0	0	0	0	853
% App. Total	91.8	8.2	0		47.7	0	52.3		0	15.7	84.3		0	0	0		
PHF	.894	.750	.000	.880	.875	.000	.833	.894	.000	.692	.882	.846	.000	.000	.000	.000	.974



Anoka County Highway
PC-WARRANTS
 Traffic Signal Warrant Analysis

Study Name : TMC1124
 Study Date : 08/09/11
 Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Westbound: CSAH 24
 Number of Lanes: 1
 Approach Speed: 30
 Total Approach Volume: 3,963

Minor Street Approaches

Northbound: CSAH 24
 Number of Lanes: 1
 Total Approach Volume: 1,847
Southbound: CSAH 28
 Number of Lanes: 1
 Total Approach Volume: 2,026

Warrant Summary (Urban values apply.)

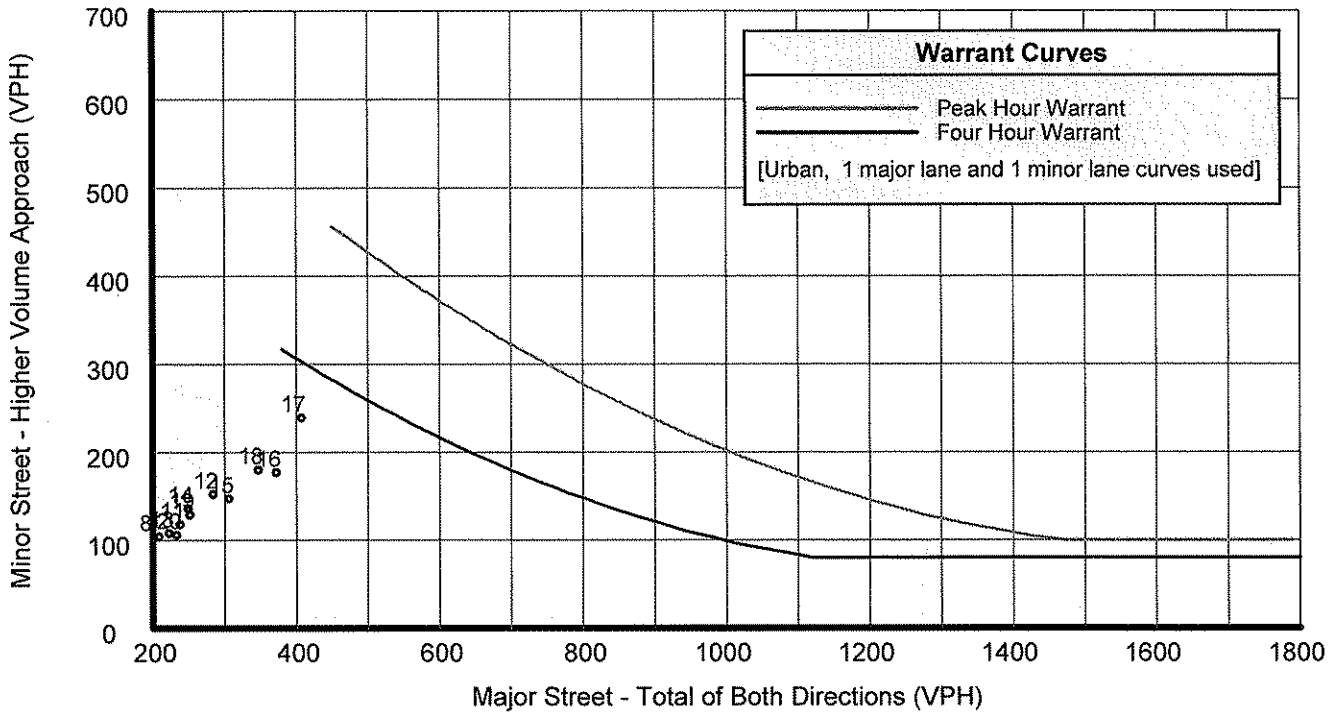
- Warrant 1 - Eight Hour Vehicular Volumes** Not Satisfied
 - Warrant 1A - Minimum Vehicular Volume** Not Satisfied
 Required volumes reached for 0 hours, 8 are needed
 - Warrant 1B - Interruption of Continuous Traffic** Not Satisfied
 Required volumes reached for 0 hours, 8 are needed
 - Warrant 1 A&B - Combination of Warrants** Not Satisfied
 Required volumes reached for 0 hours, 8 are needed
- Warrant 2 - Four Hour Volumes** Not Satisfied
 Number of hours (0) volumes exceed minimum < minimum required (4).
- Warrant 3 - Peak Hour** Satisfied
 - Warrant 3A - Peak Hour Delay** Satisfied
 Number of hours (10) 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 : TMC1124
Study Date : 08/09/11
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	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
01:00	0	0	NB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
02:00	0	0	NB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
03:00	0	0	NB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
04:00	0	0	NB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
05:00	0	0	NB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
06:00	137	116	SB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-No	---
07:00	169	124	SB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-Yes	Minor
08:00	209	104	SB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-No	---
09:00	190	100	SB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-No	---
10:00	183	121	SB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-Yes	Minor
11:00	238	118	SB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-No	---
12:00	284	152	SB	500-No	150-Yes	Minor	750-No	75-Yes	Minor	600-No	120-Yes	Minor
13:00	223	108	SB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-No	---
14:00	249	136	SB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-Yes	Minor
15:00	306	147	SB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-Yes	Minor
16:00	372	177	NB	500-No	150-Yes	Minor	750-No	75-Yes	Minor	600-No	120-Yes	Minor
17:00	407	239	NB	500-No	150-Yes	Minor	750-No	75-Yes	Minor	600-No	120-Yes	Minor
18:00	347	180	NB	500-No	150-Yes	Minor	750-No	75-Yes	Minor	600-No	120-Yes	Minor
19:00	251	129	NB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-Yes	Minor
20:00	233	106	SB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-No	---
21:00	165	94	NB	500-No	150-No	---	750-No	75-Yes	Minor	600-No	120-No	---
22:00	0	0	NB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
23:00	0	0	NB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---



Anoka County Highway
PC-WARRANTS
 Traffic Signal Warrant Analysis

Study Name : TMC1124
 Study Date : 08/09/11
 Page No. : 1

Multi-Way Stop Warrant Report

Major Street Approaches

Westbound: CSAH 24
 Total Approach Volume: 3,963
 Approach Speed: 30

Minor Street Approaches

Northbound: CSAH 24
 Total Approach Volume: 1,847

Southbound: CSAH 28
 Total Approach Volume: 2,026

Warrant Summary

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

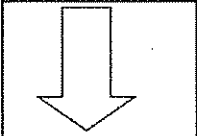
Criteria B - Crash Experience Not Evaluated

Criteria C - Minimum Volumes and Delays Satisfied
 Delay data not evaluated
 Required volumes reached for 10 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 7 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?
12:15 - 13:15	316	281	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
15:00 - 16:00	306	278	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
16:00 - 17:00	372	332	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
17:00 - 18:00	407	419	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
18:00 - 19:00	347	336	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
00:00 - 01:00	0	0	300-No	200-No	No	240-No	160-No	No
00:15 - 01:15	0	0	300-No	200-No	No	240-No	160-No	No
00:30 - 01:30	0	0	300-No	200-No	No	240-No	160-No	No
00:45 - 01:45	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
01:15 - 02:15	0	0	300-No	200-No	No	240-No	160-No	No
01:30 - 02:30	0	0	300-No	200-No	No	240-No	160-No	No
01:45 - 02:45	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
02:15 - 03:15	0	0	300-No	200-No	No	240-No	160-No	No
02:30 - 03:30	0	0	300-No	200-No	No	240-No	160-No	No
02:45 - 03:45	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
03:15 - 04:15	0	0	300-No	200-No	No	240-No	160-No	No
03:30 - 04:30	0	0	300-No	200-No	No	240-No	160-No	No
03:45 - 04:45	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
04:15 - 05:15	0	0	300-No	200-No	No	240-No	160-No	No
04:30 - 05:30	0	0	300-No	200-No	No	240-No	160-No	No



COUNT LOCATION:

CSAH 24 (Bridge St.) @

DATE:

07/27/2011

CSAH 28/24 (Ambassador Blvd.)

NORTH
APP. #1 = CSAH 24
APP. #2 = CSAH 24
APP. #3 =
APP. #4 = CSAH 28

APP. #2
APP. #1
APP. #4

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

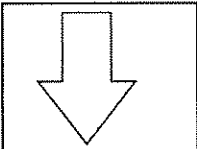
A. TRUCKS- A HEAVY VEHICLE INVOLVED PRIMARILY IN THE TRANSPORT OF GOODS OR IN THE DELIVERY OF A SERVICE.

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						1		
6:30-6:45						3		1
6:45-7:00						3		
HOURLY TOTAL						HOURLY TOTAL		10
7:00-7:15						3		
7:15-7:30						4		
7:30-7:45						2		
7:45-8:00				1	1	1		
HOURLY TOTAL					1	HOURLY TOTAL		10
8:00-8:15						5		
8:15-8:30				1	1	8		
8:30-8:45				2	2	6		2
8:45-9:00						3		1
HOURLY TOTAL					3	HOURLY TOTAL		25
9:00-9:15						5		
9:15-9:30				1	1	2		4
9:30-9:45				1	1	3		
9:45-10:00						4		
HOURLY TOTAL					2	HOURLY TOTAL		18
10:00-10:15				1	1	3		
10:15-10:30						1		
10:30-10:45				1	1	3		
10:45-11:00						4	1	
HOURLY TOTAL					2	HOURLY TOTAL		12
11:00-11:15						5		
11:15-11:30						4		
11:30-11:45				6	6	3		
11:45-12:00	1			4	5	4		1
HOURLY TOTAL					11	HOURLY TOTAL		17
12:00-12:15				1	1	1		
12:15-12:30				3	3	3		1
12:30-12:45				4	4	3		1
12:45-1:00				7	7	6		2
HOURLY TOTAL					15	HOURLY TOTAL		17
1:00-1:15				4	4	3		1
1:15-1:30						3		1
1:30-1:45				4	4	1		
1:45-2:00				1	1	1		
HOURLY TOTAL					9	HOURLY TOTAL		10
TOTAL					43	TOTAL		119

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NORTH

COUNT LOCATION:

CSAH 24 (Bridge St.) @

DATE:

07/25/2011

CSAH 28/24 (Ambassador Blvd.)

APP. #1 = CSAH 24
APP. #2 = CSAH 24
APP. #3 =
APP. #4 = CSAH 28

APP. #2
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
2:00-2:15PM	1				1	3		
2:15-2:30						4		
2:30-2:45						2		
2:45-3:00						1		
HOURLY TOTAL					1	HOURLY TOTAL		10
3:00-3:15						7		
3:15-3:30						3		
3:30-3:45						2		
3:45-4:00						5		
HOURLY TOTAL						HOURLY TOTAL		17
4:00-4:15						2		
4:15-4:30				1	1			
4:30-4:45	1				1	4		
4:45-5:00	1				1			
HOURLY TOTAL					3	HOURLY TOTAL		6
5:00-5:15		1			1	1		
5:15-5:30						1		1
5:30-5:45				2	2	1	1	
5:45-6:00								
HOURLY TOTAL					3	HOURLY TOTAL		5
6:00-6:15						2		
6:15-6:30				5	5	2		
6:30-6:45				4	4	2		
6:45-7:00				1	1			
HOURLY TOTAL					10	HOURLY TOTAL		6
7:00-7:15								
7:15-7:30				3	3	1		
7:30-7:45	1				1	2		
7:45-8:00		2		2	4			
HOURLY TOTAL					8	HOURLY TOTAL		3
8:00-8:15		2			2			
8:15-8:30				2	2			
8:30-8:45		1		3	4			
8:45-9:00				1	1			
HOURLY TOTAL					9	HOURLY TOTAL		
9:00-9:15				3	3		1	
9:15-9:30						1		
9:30-9:45						1		
9:45-10:00								
HOURLY TOTAL					3	HOURLY TOTAL		3
TOTAL					80	TOTAL		169

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