

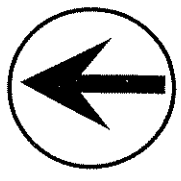
Date : 09/06/11

Count Number : TMC1130

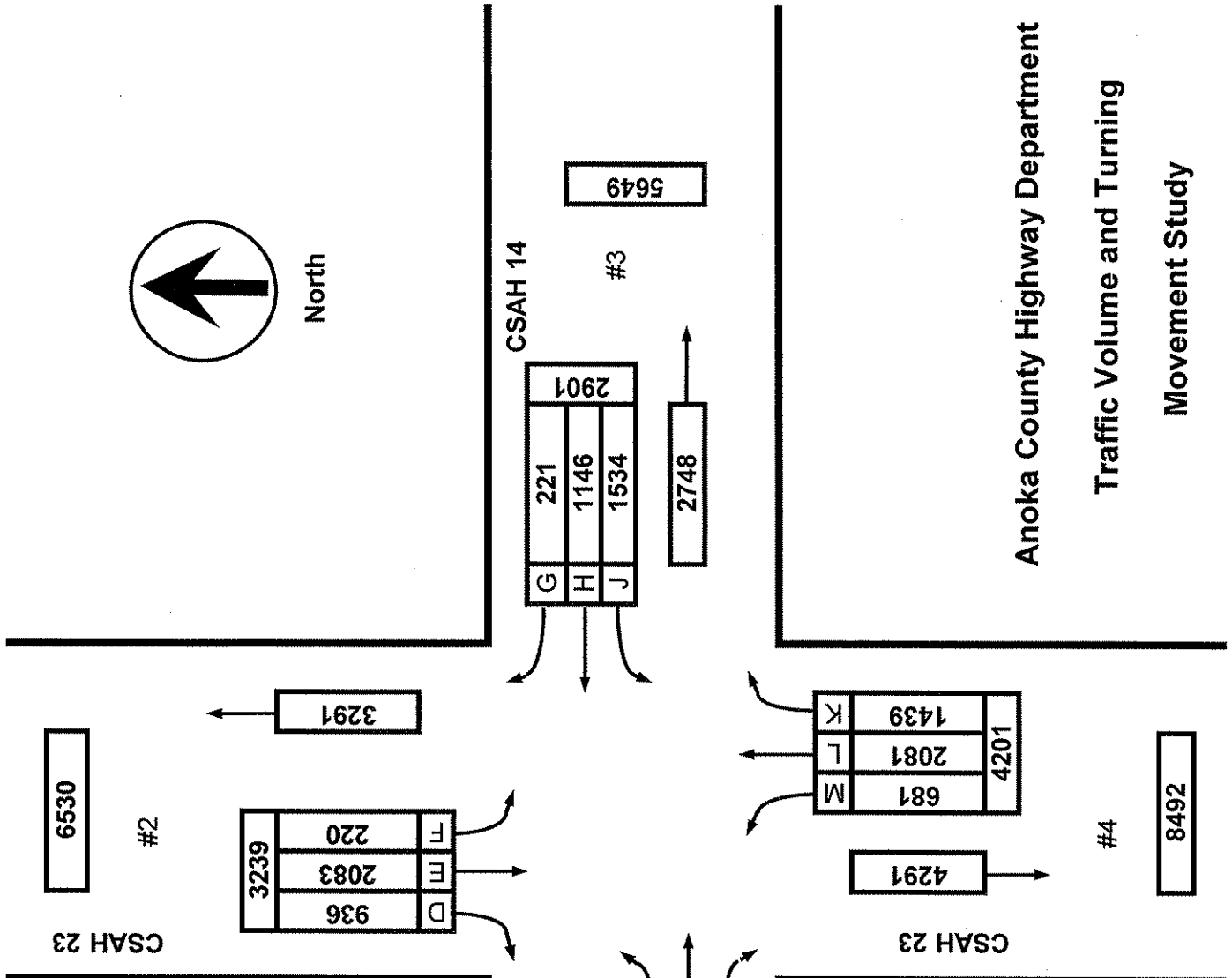
Location : CSAH 14 (Main St.)

@ CSAH 23 (Lake Drive)

Collection Period : 6:00AM - 7:00PM



North



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

Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study

Date : 09/07/11

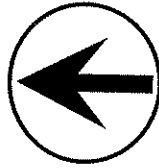
Count Number : TMC1130

Location : CSAH 14 (Main St.)

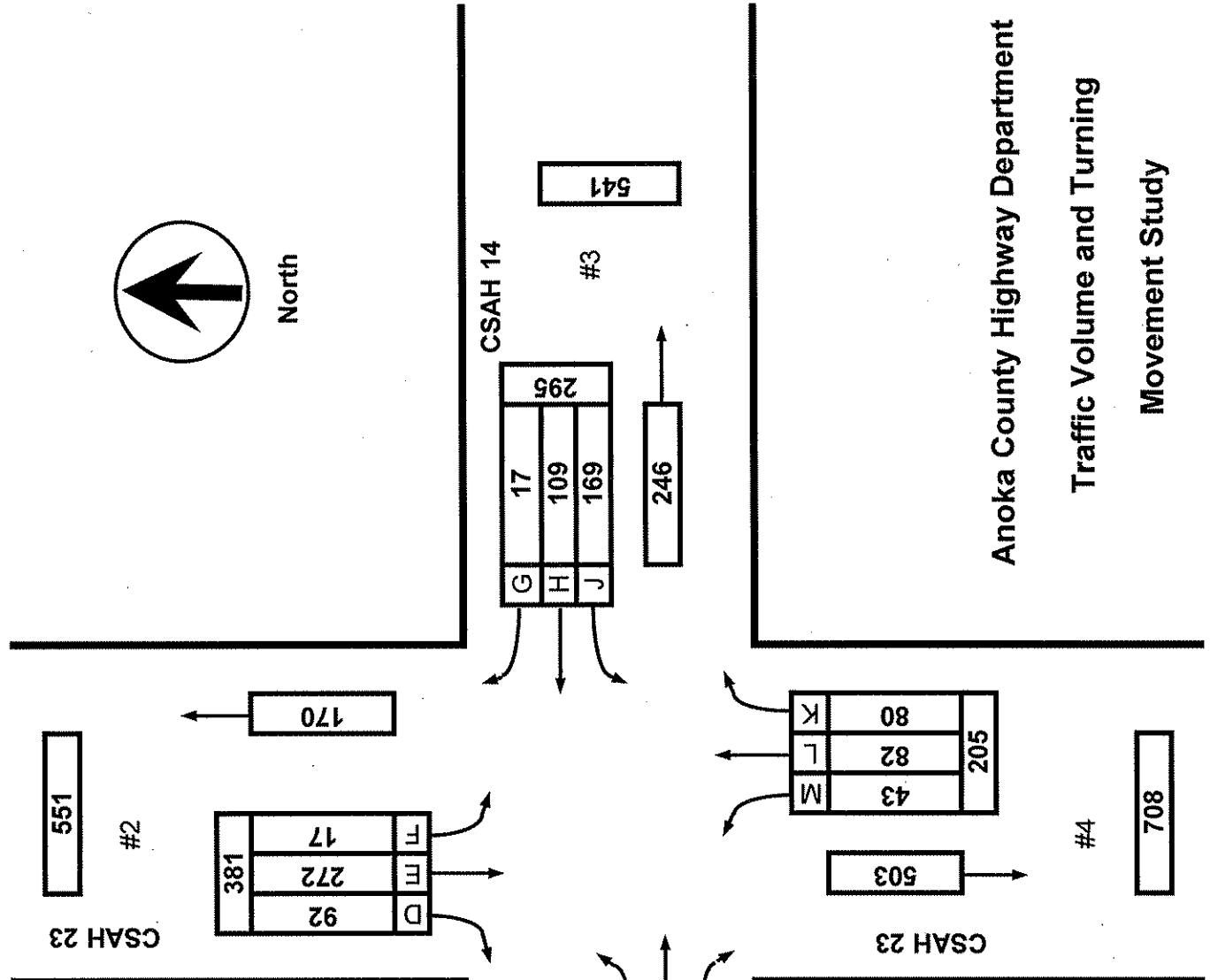
@ CSAH 23 (Lake Drive)

Collection Period : AM PEAK

Hour : 7:00 AM - 8:00 AM



North



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

Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study

Date : 09/06/11

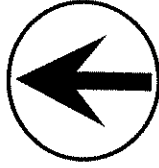
Count Number : TMC1130

Location : CSAH 14 (Main St.)

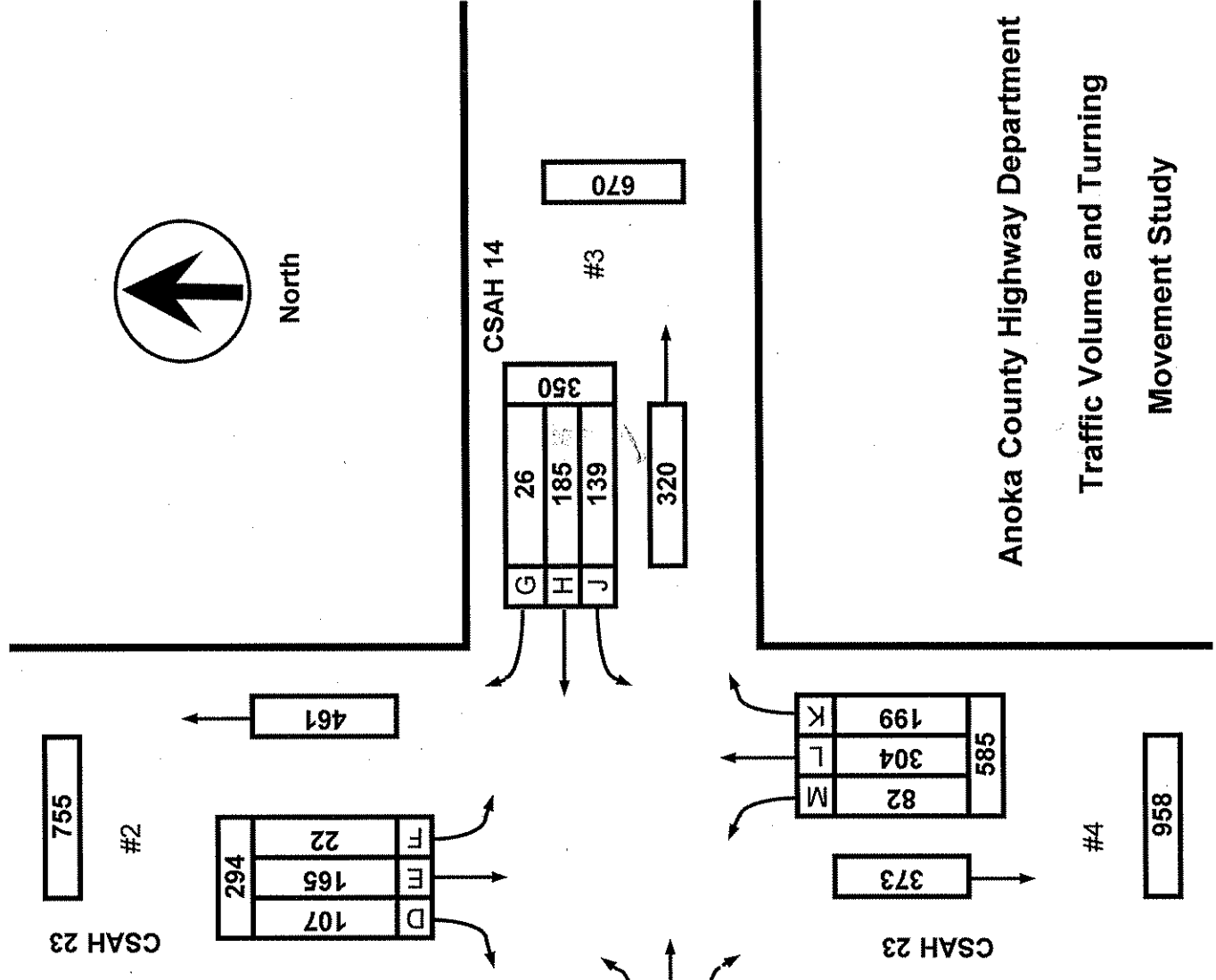
@ CSAH 23 (Lake Drive)

Collection Period : PM PEAK

Hour : 4:30 PM - 5:30 PM



North



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

Weather: Warm/Sunny
 Counter: DB-400
 study conducted by: Andrea/Sam

File Name : TMC1130
 Site Code : 11300202
 Start Date : 09/06/2011
 Page No : 2

Groups Printed- Unshifted

| Start Time | CSAH 23 Southbound | | | | | CSAH 14 Westbound | | | | | CSAH 23 Northbound | | | | | CSAH 14 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 | | | |
| 18:00 | 2 | 29 | 23 | 1 | 54 | 35 | 36 | 4 | 0 | 75 | 22 | 61 | 43 | 4 | 126 | 23 | 18 | 10 | 1 | 51 | 6 | 306 | 312 |
| 18:15 | 5 | 31 | 16 | 1 | 52 | 28 | 33 | 7 | 2 | 68 | 17 | 39 | 48 | 3 | 104 | 14 | 21 | 8 | 0 | 43 | 6 | 267 | 273 |
| 18:30 | 2 | 22 | 9 | 0 | 33 | 20 | 18 | 3 | 0 | 41 | 25 | 40 | 28 | 2 | 93 | 18 | 24 | 14 | 2 | 56 | 4 | 223 | 227 |
| 18:45 | 2 | 38 | 10 | 1 | 50 | 35 | 20 | 2 | 1 | 57 | 13 | 39 | 34 | 2 | 86 | 15 | 21 | 11 | 1 | 47 | 5 | 240 | 245 |
| Total | 11 | 120 | 58 | 3 | 189 | 118 | 107 | 16 | 3 | 241 | 77 | 179 | 153 | 11 | 409 | 70 | 84 | 43 | 4 | 197 | 21 | 1036 | 1057 |
| Grand Total | 220 | 2083 | 936 | 232 | 3239 | 1534 | 1146 | 221 | 147 | 2901 | 681 | 2081 | 1439 | 258 | 4201 | 989 | 1089 | 674 | 147 | 2752 | 784 | 13093 | 13877 |
| Apprch % | 6.8 | 64.3 | 28.9 | | | 52.9 | 39.5 | 7.6 | | | 16.2 | 49.5 | 34.3 | | | 35.9 | 39.6 | 24.5 | | | | | |
| Total % | 1.7 | 15.9 | 7.1 | | 24.7 | 11.7 | 8.8 | 1.7 | | 22.2 | 5.2 | 15.9 | 11 | | 32.1 | 7.6 | 8.3 | 5.1 | | 21 | 5.6 | 94.4 | |

| Start Time | CSAH 23 Southbound | | | | CSAH 14 Westbound | | | | CSAH 23 Northbound | | | | CSAH 14 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 07:00 | | | | | | | | | | | | | | | | | |
| 07:00 | 9 | 73 | 20 | 102 | 41 | 20 | 3 | 64 | 8 | 13 | 17 | 38 | 19 | 33 | 16 | 66 | 272 |
| 07:15 | 1 | 76 | 18 | 95 | 40 | 28 | 3 | 71 | 9 | 27 | 28 | 64 | 15 | 38 | 18 | 71 | 301 |
| 07:30 | 3 | 69 | 30 | 102 | 43 | 29 | 4 | 76 | 16 | 21 | 21 | 58 | 22 | 43 | 18 | 83 | 319 |
| 07:45 | 4 | 54 | 24 | 82 | 45 | 32 | 7 | 84 | 10 | 21 | 14 | 45 | 15 | 35 | 10 | 60 | 271 |
| Total Volume | 17 | 272 | 92 | 381 | 169 | 109 | 17 | 295 | 43 | 82 | 80 | 205 | 71 | 149 | 62 | 282 | 1163 |
| % App. Total | 4.5 | 71.4 | 24.1 | | 57.3 | 36.9 | 5.8 | | 21 | 40 | 39 | | 25.2 | 52.8 | 22 | | |
| PHF | .472 | .895 | .767 | .934 | .939 | .852 | .607 | .878 | .672 | .759 | .714 | .801 | .807 | .866 | .861 | .849 | .911 |

| Start Time | CSAH 23 Southbound | | | | CSAH 14 Westbound | | | | CSAH 23 Northbound | | | | CSAH 14 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 18:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | |
| 16:30 | 7 | 35 | 23 | 65 | 46 | 43 | 8 | 97 | 24 | 62 | 52 | 138 | 23 | 24 | 9 | 56 | 356 |
| 16:45 | 5 | 46 | 33 | 84 | 36 | 49 | 6 | 91 | 14 | 87 | 47 | 148 | 31 | 23 | 21 | 75 | 398 |
| 17:00 | 5 | 50 | 26 | 81 | 31 | 39 | 7 | 77 | 19 | 83 | 55 | 157 | 34 | 25 | 19 | 78 | 393 |
| 17:15 | 5 | 34 | 25 | 64 | 26 | 54 | 5 | 85 | 25 | 72 | 45 | 142 | 43 | 27 | 20 | 90 | 381 |
| Total Volume | 22 | 165 | 107 | 294 | 139 | 185 | 26 | 350 | 82 | 304 | 199 | 585 | 131 | 99 | 69 | 299 | 1528 |
| % App. Total | 7.5 | 56.1 | 36.4 | | 39.7 | 52.9 | 7.4 | | 14 | 52 | 34 | | 43.8 | 33.1 | 23.1 | | |
| PHF | .786 | .825 | .811 | .875 | .755 | .856 | .813 | .902 | .820 | .874 | .905 | .932 | .762 | .917 | .821 | .831 | .960 |



Anoka County Highway
PC-WARRANTS
 Traffic Signal Warrant Analysis

Study Name : TMC1130
 Study Date : 09/09/11
 Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 23

Number of Lanes: 2
 Approach Speed: 50
 Total Approach Volume: 4,201

Southbound: CSAH 23

Number of Lanes: 2
 Approach Speed: 55
 Total Approach Volume: 3,239

Minor Street Approaches

Eastbound: CSAH 14

Number of Lanes: 2
 Total Approach Volume: 2,752

Westbound: CSAH 14

Number of Lanes: 2
 Total Approach Volume: 2,901

Warrant Summary (Rural values apply.)

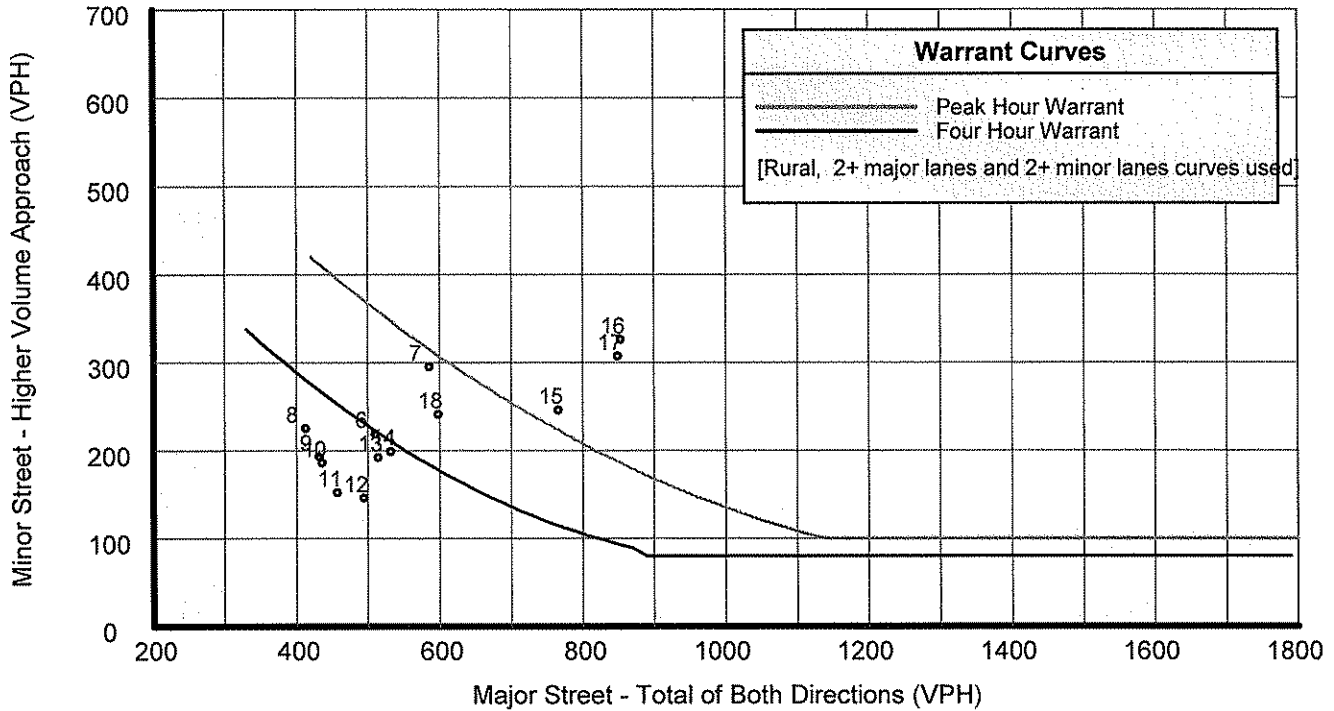
| | |
|--|----------------------|
| Warrant 1 - Eight Hour Vehicular Volumes | Satisfied |
| Warrant 1A - Minimum Vehicular Volume | Satisfied |
| Required volumes reached for 12 hours, 8 are needed | |
| Warrant 1B - Interruption of Continuous Traffic | Not Satisfied |
| Required volumes reached for 3 hours, 8 are needed | |
| Warrant 1 A&B - Combination of Warrants | Satisfied |
| Required volumes reached for 8 hours, 8 are needed | |
| Warrant 2 - Four Hour Volumes | Satisfied |
| Number of hours (5) volumes exceed minimum >= minimum required (4). | |
| Warrant 3 - Peak Hour | Satisfied |
| Warrant 3A - Peak Hour Delay | Satisfied |
| Number of hours (36) volumes exceed minimum >= required (1). Delay data not evaluated. | |
| Warrant 3B - Peak Hour Volumes | Satisfied |
| Volumes exceed minimums for at least one 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 : TMC1130
Study Date : 09/09/11
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 | 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 | 510 | 219 | EB | 420-Yes | 140-Yes | Both | 630-No | 70-Yes | Minor | 504-Yes | 112-Yes | Both |
| 07:00 | 586 | 295 | WB | 420-Yes | 140-Yes | Both | 630-No | 70-Yes | Minor | 504-Yes | 112-Yes | Both |
| 08:00 | 413 | 225 | WB | 420-No | 140-Yes | Minor | 630-No | 70-Yes | Minor | 504-No | 112-Yes | Minor |
| 09:00 | 432 | 193 | WB | 420-Yes | 140-Yes | Both | 630-No | 70-Yes | Minor | 504-No | 112-Yes | Minor |
| 10:00 | 436 | 186 | WB | 420-Yes | 140-Yes | Both | 630-No | 70-Yes | Minor | 504-No | 112-Yes | Minor |
| 11:00 | 457 | 152 | EB | 420-Yes | 140-Yes | Both | 630-No | 70-Yes | Minor | 504-No | 112-Yes | Minor |
| 12:00 | 494 | 146 | EB | 420-Yes | 140-Yes | Both | 630-No | 70-Yes | Minor | 504-No | 112-Yes | Minor |
| 13:00 | 514 | 192 | WB | 420-Yes | 140-Yes | Both | 630-No | 70-Yes | Minor | 504-Yes | 112-Yes | Both |
| 14:00 | 532 | 199 | EB | 420-Yes | 140-Yes | Both | 630-No | 70-Yes | Minor | 504-Yes | 112-Yes | Both |
| 15:00 | 766 | 246 | EB | 420-Yes | 140-Yes | Both | 630-Yes | 70-Yes | Both | 504-Yes | 112-Yes | Both |
| 16:00 | 853 | 326 | WB | 420-Yes | 140-Yes | Both | 630-Yes | 70-Yes | Both | 504-Yes | 112-Yes | Both |
| 17:00 | 849 | 307 | WB | 420-Yes | 140-Yes | Both | 630-Yes | 70-Yes | Both | 504-Yes | 112-Yes | Both |
| 18:00 | 598 | 241 | WB | 420-Yes | 140-Yes | Both | 630-No | 70-Yes | Minor | 504-Yes | 112-Yes | Both |
| 19:00 | 0 | 0 | EB | 420-No | 140-No | --- | 630-No | 70-No | --- | 504-No | 112-No | --- |
| 20:00 | 0 | 0 | EB | 420-No | 140-No | --- | 630-No | 70-No | --- | 504-No | 112-No | --- |
| 21:00 | 0 | 0 | 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 : TMC1130
 Study Date : 09/09/11
 Page No. : 1

Multi-Way Stop Warrant Report

Major Street Approaches

Northbound: CSAH 23
 Total Approach Volume: 4,201
 Approach Speed: 50

Southbound: CSAH 23
 Total Approach Volume: 3,239
 Approach Speed: 55

Minor Street Approaches

Eastbound: CSAH 14
 Total Approach Volume: 2,752

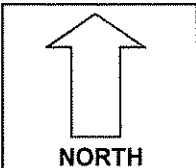
Westbound: CSAH 14
 Total Approach Volume: 2,901

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 14 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? |
| 05:30 - 06:30 | 230 | 172 | 210-Yes | 140-Yes | Both | 240-No | 160-Yes | Minor |
| 06:30 - 07:30 | 579 | 528 | 210-Yes | 140-Yes | Both | 240-Yes | 160-Yes | Both |
| 07:30 - 08:30 | 491 | 540 | 210-Yes | 140-Yes | Both | 240-Yes | 160-Yes | Both |
| 08:30 - 09:30 | 457 | 437 | 210-Yes | 140-Yes | Both | 240-Yes | 160-Yes | Both |
| 09:30 - 10:30 | 391 | 325 | 210-Yes | 140-Yes | Both | 240-Yes | 160-Yes | Both |
| 10:30 - 11:30 | 450 | 321 | 210-Yes | 140-Yes | Both | 240-Yes | 160-Yes | Both |
| 11:30 - 12:30 | 484 | 291 | 210-Yes | 140-Yes | Both | 240-Yes | 160-Yes | Both |
| 12:30 - 13:30 | 493 | 329 | 210-Yes | 140-Yes | Both | 240-Yes | 160-Yes | Both |
| 13:30 - 14:30 | 514 | 373 | 210-Yes | 140-Yes | Both | 240-Yes | 160-Yes | Both |
| 14:30 - 15:30 | 626 | 413 | 210-Yes | 140-Yes | Both | 240-Yes | 160-Yes | Both |
| 15:30 - 16:30 | 843 | 566 | 210-Yes | 140-Yes | Both | 240-Yes | 160-Yes | Both |
| 16:30 - 17:30 | 879 | 649 | 210-Yes | 140-Yes | Both | 240-Yes | 160-Yes | Both |
| 17:30 - 18:30 | 741 | 508 | 210-Yes | 140-Yes | Both | 240-Yes | 160-Yes | Both |
| 18:30 - 19:30 | 262 | 201 | 210-Yes | 140-Yes | Both | 240-Yes | 160-Yes | Both |
| 00:00 - 01:00 | 0 | 0 | 210-No | 140-No | No | 240-No | 160-No | No |
| 00:15 - 01:15 | 0 | 0 | 210-No | 140-No | No | 240-No | 160-No | No |
| 00:30 - 01:30 | 0 | 0 | 210-No | 140-No | No | 240-No | 160-No | No |
| 00:45 - 01:45 | 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 |
| 01:15 - 02:15 | 0 | 0 | 210-No | 140-No | No | 240-No | 160-No | No |
| 01:30 - 02:30 | 0 | 0 | 210-No | 140-No | No | 240-No | 160-No | No |
| 01:45 - 02:45 | 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 |
| 02:15 - 03:15 | 0 | 0 | 210-No | 140-No | No | 240-No | 160-No | No |



COUNT LOCATION:

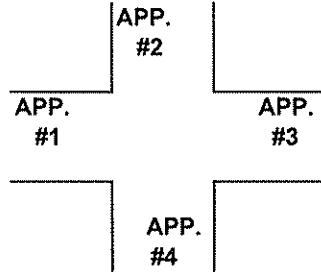
CSAH 14 (Main St.) @

DATE:

09/07/2011

CSAH 23 (Lake Drive)

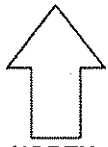
| |
|-------------------|
| APP. #1 = CSAH 14 |
| APP. #2 = CSAH 23 |
| APP. #3 = CSAH 14 |
| APP. #4 = CSAH 23 |



- 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.
 - 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 | | | | | | 7 | | 1 |
| 6:15-6:30 | | | | | | 16 | | 5 |
| 6:30-6:45 | | | | | | 13 | | 4 |
| 6:45-7:00 | | | | | | 9 | | 6 |
| HOURLY TOTAL | | | | | | HOURLY TOTAL | | 61 |
| 7:00-7:15 | 1 | | | | 1 | 15 | | 9 |
| 7:15-7:30 | | | 1 | 1 | 2 | 14 | | 2 |
| 7:30-7:45 | | | | | | 15 | | 3 |
| 7:45-8:00 | | | | | | 10 | | 2 |
| HOURLY TOTAL | | | | | 3 | HOURLY TOTAL | | 70 |
| 8:00-8:15 | | | | | | 14 | | |
| 8:15-8:30 | | | | 1 | 1 | 20 | | 1 |
| 8:30-8:45 | | | | | | 17 | | 7 |
| 8:45-9:00 | | | | 1 | 1 | 13 | | 2 |
| HOURLY TOTAL | | | | | 2 | HOURLY TOTAL | | 74 |
| 9:00-9:15 | | | 1 | | 1 | 16 | 1 | 12 |
| 9:15-9:30 | | | | | | 20 | | 2 |
| 9:30-9:45 | | | 1 | 1 | 2 | 17 | 1 | |
| 9:45-10:00 | | | | 1 | 1 | 17 | | |
| HOURLY TOTAL | | | | | 4 | HOURLY TOTAL | | 86 |
| 10:00-10:15 | | | 1 | | 1 | 17 | | |
| 10:15-10:30 | | | | | | 18 | | |
| 10:30-10:45 | | | | 1 | 1 | 18 | | 1 |
| 10:45-11:00 | | | | 1 | 1 | 20 | | 1 |
| HOURLY TOTAL | | | | | 3 | HOURLY TOTAL | | 75 |
| 11:00-11:15 | | | | | | 11 | 1 | 1 |
| 11:15-11:30 | | | | | | 10 | | |
| 11:30-11:45 | | | | | | 9 | 1 | |
| 11:45-12:00 | | | | | | 8 | | |
| HOURLY TOTAL | | | | | | HOURLY TOTAL | | 41 |
| 12:00-12:15 | | | | | | 21 | | |
| 12:15-12:30 | | | | | | 8 | | |
| 12:30-12:45 | | | | | | 12 | 1 | |
| 12:45-1:00 | 1 | 1 | | | 2 | 15 | | |
| HOURLY TOTAL | | | | | 2 | HOURLY TOTAL | | 57 |
| 1:00-1:15 | | 1 | | | 1 | 12 | | |
| 1:15-1:30 | | | | | | 14 | | 1 |
| 1:30-1:45 | | | | | | 12 | | 2 |
| 1:45-2:00 | 1 | 1 | | 1 | 3 | 18 | | |
| HOURLY TOTAL | | | | | 4 | HOURLY TOTAL | | 59 |
| TOTAL | | | | | 18 | TOTAL | | 523 |

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NORTH

COUNT LOCATION:

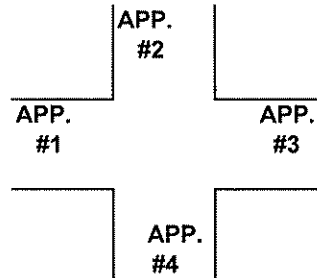
CSAH 14 (Main St.) @

DATE:

09/06/2011

CSAH 23 (Lake Drive)

| |
|-------------------|
| APP. #1 = CSAH 14 |
| APP. #2 = CSAH 23 |
| APP. #3 = CSAH 14 |
| 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 | | | | | | 17 | | 2 |
| 2:15-2:30 | | | | | | 15 | | 1 |
| 2:30-2:45 | | | | | | 9 | 2 | 6 |
| 2:45-3:00 | | | | | | 19 | | 1 |
| HOURLY TOTAL | | | | | | HOURLY TOTAL | | 72 |
| 3:00-3:15 | | | | | | 11 | | 2 |
| 3:15-3:30 | | | | | | 11 | | 8 |
| 3:30-3:45 | | | | | | 14 | | 7 |
| 3:45-4:00 | | 1 | | | 1 | 9 | | 5 |
| HOURLY TOTAL | | | | | 1 | HOURLY TOTAL | | 67 |
| 4:00-4:15 | | | 1 | | 1 | 10 | | 3 |
| 4:15-4:30 | | | 1 | | 1 | 12 | | 7 |
| 4:30-4:45 | | | 1 | | 1 | 11 | | |
| 4:45-5:00 | | | | 1 | 1 | 7 | | 1 |
| HOURLY TOTAL | | | | | 4 | HOURLY TOTAL | | 51 |
| 5:00-5:15 | | | | | | 11 | | 1 |
| 5:15-5:30 | | | | 1 | 1 | 11 | | 1 |
| 5:30-5:45 | | | | | | 10 | | 2 |
| 5:45-6:00 | | 1 | | | 1 | 6 | | 1 |
| HOURLY TOTAL | | | | | 2 | HOURLY TOTAL | | 43 |
| 6:00-6:15 | | | 1 | 1 | 2 | 6 | | |
| 6:15-6:30 | | | | 5 | 5 | 6 | | |
| 6:30-6:45 | 3 | | 1 | 1 | 5 | 4 | | |
| 6:45-7:00 | | | | 1 | 1 | 5 | | |
| HOURLY TOTAL | | | | | 13 | HOURLY TOTAL | | 21 |
| 7:00-7:15 | | | | | | | | |
| 7:15-7:30 | | | | | | | | |
| 7:30-7:45 | | | | | | | | |
| 7:45-8:00 | | | | | | | | |
| HOURLY TOTAL | | | | | | HOURLY TOTAL | | |
| 8:00-8:15 | | | | | | | | |
| 8:15-8:30 | | | | | | | | |
| 8:30-8:45 | | | | | | | | |
| 8:45-9:00 | | | | | | | | |
| HOURLY TOTAL | | | | | | HOURLY TOTAL | | |
| 9:00-9:15 | | | | | | | | |
| 9:15-9:30 | | | | | | | | |
| 9:30-9:45 | | | | | | | | |
| 9:45-10:00 | | | | | | | | |
| HOURLY TOTAL | | | | | | HOURLY TOTAL | | |
| | | | | | TOTAL | | TOTAL | 777 |
| | | | | | 38 | | | |

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