

Date : 07/25/13

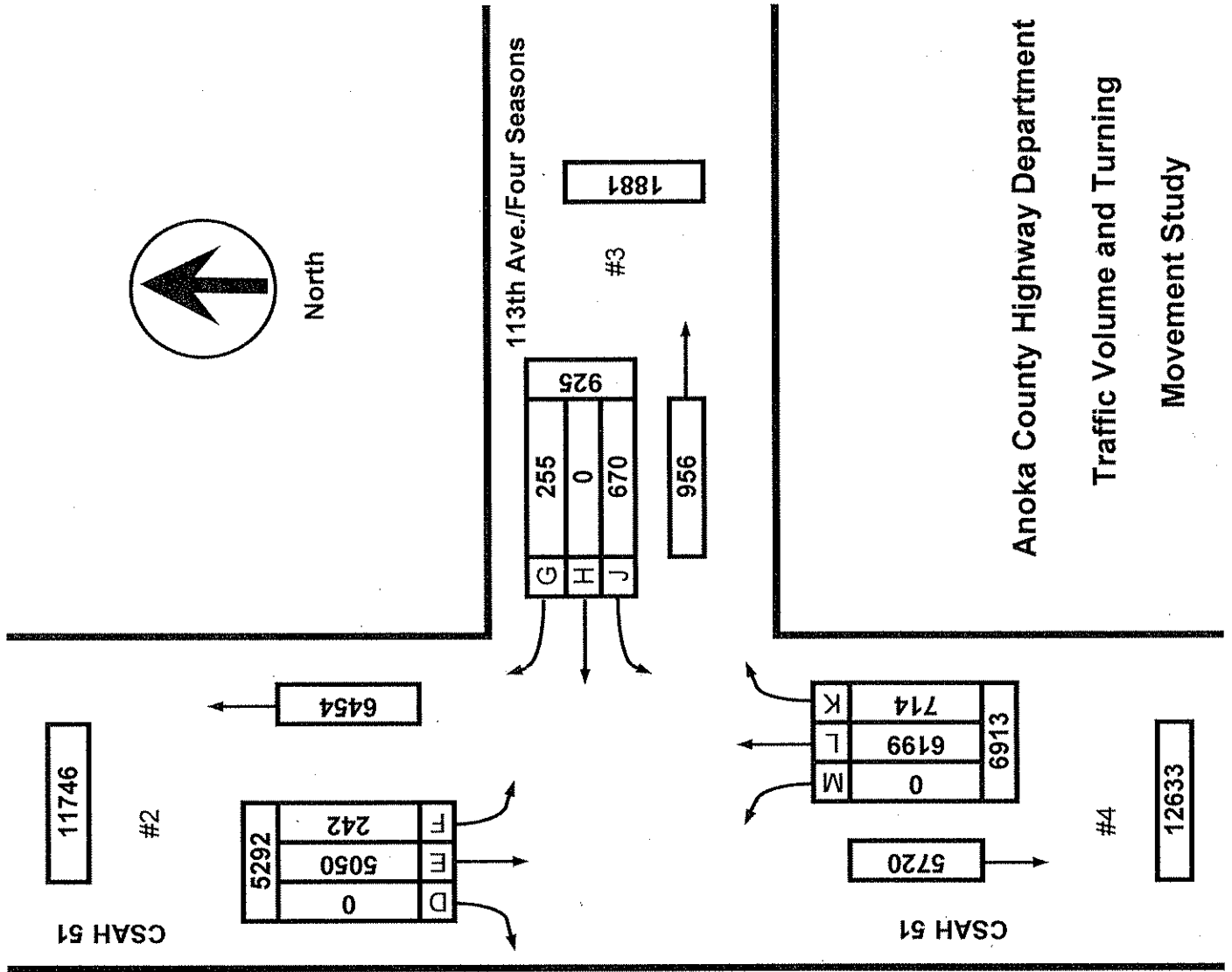
Count Number : TMC1326

Location : CSAH 51 (University Ave.)

@ 113th Ave./Four Seasons

Collection Period : 6 AM - 10 PM

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



Date : 07/25/13

Count Number : TMC1326

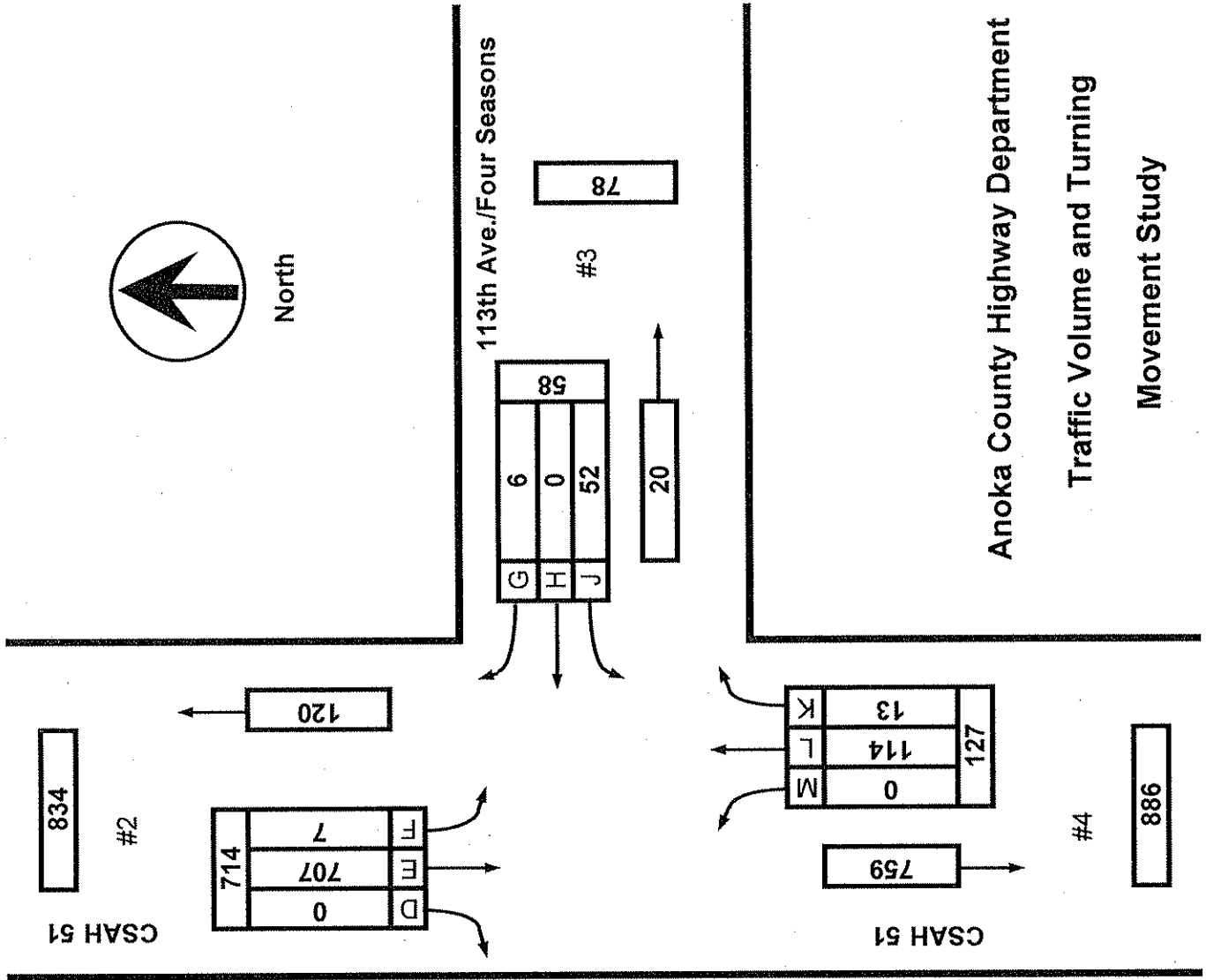
Location : CSAH 51 (University Ave.)

@ 113th Ave./Four Seasons

Collection Period : AM PEAK

Hour : 7:00 - 8:00 AM

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



Anoka County Highway Department  
 Traffic Volume and Turning  
 Movement Study

Date : 07/23/13

Count Number : TMC1326

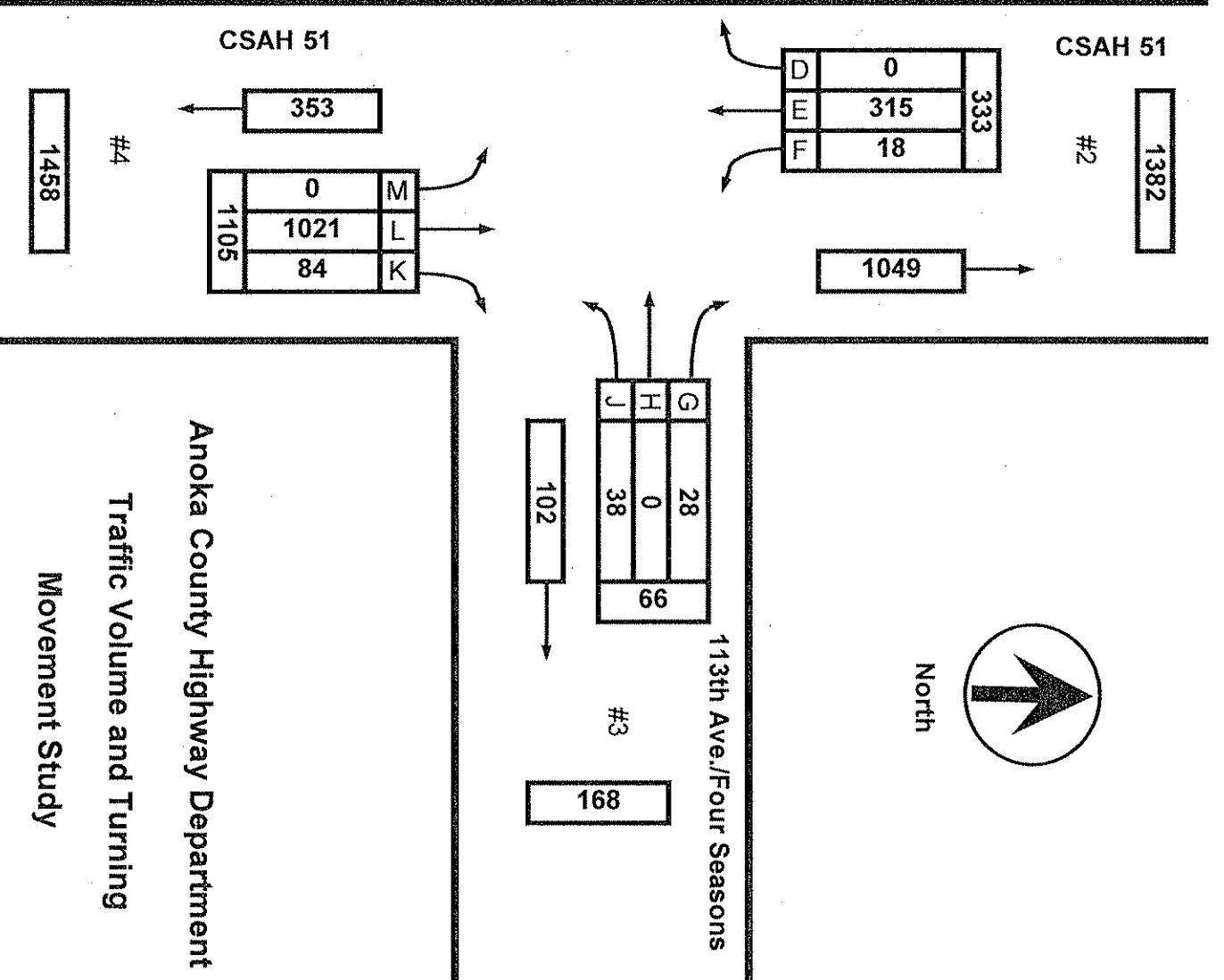
Location : CSAH 51 (University Ave.)

@ 113th Ave./Four Seasons

Collection Period : PM PEAK

Hour : 4:30 PM - 5:30 PM

EXISTING LANES OF APPROACH				
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	TOTAL
#1	0	0	0	0
#2	0	0	2	2
#3	1	1	0	2
#4	0	0	2	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 : tmc 1326  
 Site Code : 13260202  
 Start Date : 07/23/2013  
 Page No : 1

Weather: Warm & Cloudy  
 Counter: DB-400  
 study conducted by: Kate & Katelyn

Groups Printed- Unshifted

Start Time	CSAH 51 Southbound					113th Ave. Westbound					CSAH 51 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	0	113	0	0	113	13	0	5	0	18	0	12	2	0	14	0	0	0	0	0	0	0	145	145
06:15	4	142	0	6	146	23	0	4	2	27	0	33	5	2	38	0	0	0	0	0	0	10	211	221
06:30	0	168	0	0	168	17	0	3	1	20	0	22	3	0	25	0	0	0	0	0	0	1	213	214
06:45	0	110	0	1	110	5	0	1	0	6	0	40	4	3	44	0	0	0	0	0	0	4	160	164
Total	4	533	0	7	537	58	0	13	3	71	0	107	14	5	121	0	0	0	0	0	0	15	729	744
07:00	1	155	0	0	156	18	0	3	0	21	0	25	3	2	28	0	0	0	0	0	0	2	205	207
07:15	2	199	0	2	201	11	0	2	1	13	0	36	2	3	38	0	0	0	0	0	0	6	252	258
07:30	2	187	0	0	189	14	0	1	1	15	0	21	6	1	27	0	0	0	0	0	0	2	231	233
07:45	2	166	0	0	166	9	0	0	0	9	0	32	2	1	34	0	0	0	0	0	0	1	211	212
Total	7	707	0	2	714	52	0	6	2	58	0	114	13	7	127	0	0	0	0	0	0	11	899	910
08:00	4	107	0	1	111	9	0	2	0	11	0	41	1	1	42	0	0	0	0	0	0	2	164	166
08:15	0	85	0	1	85	9	0	4	0	13	0	31	5	2	36	0	0	0	0	0	0	3	134	137
08:30	1	89	0	3	90	9	0	5	2	14	0	32	8	1	40	0	0	0	0	0	0	6	144	150
08:45	1	98	0	0	99	6	0	0	0	6	0	45	7	2	52	0	0	0	0	0	0	2	157	159
Total	6	379	0	5	385	33	0	11	2	44	0	149	21	6	170	0	0	0	0	0	0	13	599	612
09:00	1	84	0	0	85	7	0	3	0	10	0	38	4	3	42	0	0	0	0	0	0	3	137	140
09:15	3	63	0	1	66	6	0	8	0	14	0	49	6	2	55	0	0	0	0	0	0	3	135	138
09:30	3	94	0	3	97	9	0	4	3	13	0	46	8	5	54	0	0	0	0	0	0	11	164	175
09:45	1	71	0	2	72	14	0	4	1	18	0	47	9	1	56	0	0	0	0	0	0	4	146	150
Total	8	312	0	6	320	36	0	19	4	55	0	180	27	11	207	0	0	0	0	0	0	21	582	603
10:00	4	73	0	1	77	7	0	1	0	8	0	50	9	4	59	0	0	0	0	0	0	5	144	149
10:15	1	65	0	0	66	11	0	2	0	13	0	53	5	3	58	0	0	0	0	0	0	3	137	140
10:30	3	66	0	1	69	16	0	3	2	19	0	57	8	2	65	0	0	0	0	0	0	5	153	158
10:45	1	67	0	2	68	10	0	5	0	15	0	46	15	1	61	0	0	0	0	0	0	3	144	147
Total	9	271	0	4	280	44	0	11	2	55	0	206	37	10	243	0	0	0	0	0	0	16	578	594
11:00	2	76	0	2	78	7	0	4	0	11	0	47	4	0	51	0	0	0	0	0	0	2	140	142
11:15	3	65	0	0	68	7	0	3	0	10	0	44	11	1	55	0	0	0	0	0	0	1	133	134
11:30	2	63	0	2	65	12	0	4	2	16	0	62	10	5	72	0	0	0	0	0	0	9	153	162
11:45	2	73	0	1	75	10	0	4	0	14	0	61	12	3	73	0	0	0	0	0	0	4	162	166
Total	9	277	0	5	286	36	0	15	2	51	0	214	37	9	251	0	0	0	0	0	0	16	588	604
12:00	3	62	0	0	65	13	0	5	1	18	0	70	6	3	76	0	0	0	0	0	0	4	159	163
12:15	0	65	0	2	65	12	0	3	0	15	0	71	9	4	80	0	0	0	0	0	0	6	160	166
12:30	4	59	0	3	63	9	0	3	2	12	0	69	11	1	80	0	0	0	0	0	0	6	155	161
12:45	2	65	0	1	67	9	0	7	0	16	0	93	6	3	99	0	0	0	0	0	0	4	182	186
Total	9	251	0	6	260	43	0	18	3	61	0	303	32	11	335	0	0	0	0	0	0	20	656	676
13:00	6	76	0	2	82	8	0	6	0	14	0	82	8	2	90	0	0	0	0	0	0	4	186	190
13:15	5	71	0	1	76	12	0	7	0	19	0	81	12	6	93	0	0	0	0	0	0	7	188	195
13:30	10	75	0	2	85	6	0	8	2	14	0	84	10	4	94	0	0	0	0	0	0	8	193	201
13:45	4	62	0	0	66	9	0	5	0	14	0	86	11	1	97	0	0	0	0	0	0	1	177	178
Total	25	284	0	5	309	35	0	26	2	61	0	333	41	13	374	0	0	0	0	0	0	20	744	764
14:00	3	62	0	0	65	11	0	3	0	14	0	95	10	0	105	0	0	0	0	0	0	0	184	184
14:15	5	70	0	0	75	15	0	3	2	18	0	84	18	4	102	0	0	0	0	0	0	6	195	201
14:30	3	60	0	3	63	13	0	5	1	18	0	117	12	3	129	0	0	0	0	0	0	7	210	217
14:45	8	78	0	0	86	9	0	2	0	11	0	115	15	2	130	0	0	0	0	0	0	2	227	229
Total	19	270	0	3	289	48	0	13	3	61	0	411	55	9	466	0	0	0	0	0	0	15	816	831
15:00	8	71	0	1	79	9	0	6	0	15	0	118	13	3	131	0	0	0	0	0	0	4	225	229
15:15	7	44	0	1	51	13	0	4	0	17	0	138	11	3	149	0	0	0	0	0	0	4	217	221
15:30	5	76	0	3	81	14	0	5	2	19	0	172	10	2	182	0	0	0	0	0	0	7	282	289
15:45	4	65	0	0	69	10	0	4	0	14	0	177	29	0	206	0	0	0	0	0	0	0	289	289
Total	24	256	0	5	280	46	0	19	2	65	0	605	63	8	668	0	0	0	0	0	0	15	1013	1028
16:00	4	66	0	0	70	12	0	4	0	16	0	193	13	0	206	0	0	0	0	0	0	0	292	292
16:15	5	89	0	0	94	11	0	4	0	15	0	227	20	1	247	0	0	0	0	0	0	1	356	357
16:30	4	78	0	1	82	12	0	10	2	22	0	264	18	3	282	0	0	0	0	0	0	6	386	392
16:45	6	84	0	2	90	11	0	5	0	16	0	271	23	2	294	0	0	0	0	0	0	4	400	404
Total	19	317	0	3	336	46	0	23	2	69	0	955	74	6	1029	0	0	0	0	0	0	11	1434	1445
17:00	7	74	0	0	81	9	0	5	0	14	0	239	19	1	258	0	0	0	0	0	0	1	353	354
17:15	1	79	0	0	80	6	0	8	1	14	0	247	24	4	271	0	0	0	0	0	0	5	365	370
17:30	9	89	0	2	98	15	0	5	2	20	0	241	10	4	251	0	0	0	0	0	0	8	369	377



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : tmc 1326  
 Site Code : 13260202  
 Start Date : 07/23/2013  
 Page No : 2

Weather: Warm & Cloudy  
 Counter: DB-400  
 study conducted by: Kate & Katelyn

Groups Printed- Unshifted

Start Time	CSAH 51 Southbound					113th Ave. Westbound					CSAH 51 Northbound					NONE Eastbound					Excl. 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	6	85	0	0	91	6	0	3	0	9	0	223	18	2	241	0	0	0	0	0	2	341	343
Total	23	327	0	2	350	36	0	21	3	57	0	950	71	11	1021	0	0	0	0	0	16	1428	1444
18:00	8	98	0	1	106	16	0	5	1	21	0	196	18	0	214	0	0	0	0	0	2	341	343
18:15	5	70	0	1	75	10	0	1	0	11	0	173	24	1	197	0	0	0	0	0	2	283	285
18:30	7	74	0	1	81	18	0	8	1	26	0	158	20	3	178	0	0	0	0	0	5	285	290
18:45	6	66	0	0	72	13	0	8	1	21	0	122	22	2	144	0	0	0	0	0	3	237	240
Total	26	308	0	3	334	57	0	22	3	79	0	649	84	6	733	0	0	0	0	0	12	1146	1158
19:00	5	54	0	0	59	7	0	0	0	7	0	91	13	2	104	0	0	0	0	0	2	170	172
19:15	4	49	0	0	53	14	0	4	0	18	0	102	20	2	122	0	0	0	0	0	2	193	195
19:30	2	46	0	1	48	8	0	5	1	13	0	107	12	1	119	0	0	0	0	0	3	180	183
19:45	7	49	0	0	56	6	0	8	0	14	0	87	15	1	102	0	0	0	0	0	1	172	173
Total	18	198	0	1	216	35	0	17	1	52	0	387	60	6	447	0	0	0	0	0	8	715	723
20:00	2	48	0	0	50	12	0	3	0	15	0	90	9	1	99	0	0	0	0	0	1	164	165
20:15	10	65	0	0	75	7	0	4	1	11	0	92	15	1	107	0	0	0	0	0	2	193	195
20:30	6	40	0	0	46	7	0	3	0	10	0	106	7	0	113	0	0	0	0	0	0	169	169
20:45	4	45	0	0	49	7	0	0	0	7	0	81	14	0	95	0	0	0	0	0	0	151	151
Total	22	198	0	0	220	33	0	10	1	43	0	369	45	2	414	0	0	0	0	0	3	677	680
21:00	4	44	0	0	48	12	0	5	0	17	0	81	13	0	94	0	0	0	0	0	0	159	159
21:15	2	43	0	0	45	6	0	3	0	9	0	61	6	0	67	0	0	0	0	0	0	121	121
21:30	6	43	0	0	49	11	0	2	0	13	0	68	9	0	77	0	0	0	0	0	0	139	139
21:45	2	32	0	0	34	3	0	1	0	4	0	57	12	0	69	0	0	0	0	0	0	107	107
Total	14	162	0	0	176	32	0	11	0	43	0	267	40	0	307	0	0	0	0	0	0	526	526
Grand Total	242	5050	0	57	5292	670	0	255	35	925	0	6199	714	120	6913	0	0	0	0	0	212	13130	13342
Apprch %	4.6	95.4	0			72.4	0	27.6			0	89.7	10.3			0	0	0					
Total %	1.8	38.5	0		40.3	5.1	0	1.9		7	0	47.2	5.4		52.7	0	0	0			1.6	98.4	

Start Time	CSAH 51 Southbound				113th Ave. Westbound				CSAH 51 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 07:00																	
07:00	1	155	0	156	18	0	3	21	0	25	3	28	0	0	0	0	205
07:15	2	199	0	201	11	0	2	13	0	36	2	38	0	0	0	0	252
07:30	2	187	0	189	14	0	1	15	0	21	6	27	0	0	0	0	231
07:45	2	166	0	168	9	0	0	9	0	32	2	34	0	0	0	0	211
Total Volume	7	707	0	714	52	0	6	58	0	114	13	127	0	0	0	0	899
% App. Total	1	99	0		89.7	0	10.3		0	89.8	10.2		0	0	0		
PHF	.875	.888	.000	.888	.722	.000	.500	.690	.000	.792	.542	.836	.000	.000	.000	.000	.892

Start Time	CSAH 51 Southbound				113th Ave. Westbound				CSAH 51 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 12:00 to 21:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	4	78	0	82	12	0	10	22	0	264	18	282	0	0	0	0	386
16:45	6	84	0	90	11	0	5	16	0	271	23	294	0	0	0	0	400
17:00	7	74	0	81	9	0	5	14	0	239	19	258	0	0	0	0	353
17:15	1	79	0	80	6	0	8	14	0	247	24	271	0	0	0	0	365
Total Volume	18	315	0	333	38	0	28	66	0	1021	84	1105	0	0	0	0	1504
% App. Total	5.4	94.6	0		57.6	0	42.4		0	92.4	7.6		0	0	0		
PHF	.643	.938	.000	.925	.792	.000	.700	.750	.000	.942	.875	.940	.000	.000	.000	.000	.940



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

Study Name : TMC 1326  
Study Date : 07/29/13  
Page No. : 1

**Signal Warrants - Summary**

**Major Street Approaches**

**Northbound: CSAH 51**  
Number of Lanes: 2  
85% Speed > 40 MPH.  
Total Approach Volume: 6,914

**Southbound: CSAH 51**  
Number of Lanes: 2  
85% Speed > 40 MPH.  
Total Approach Volume: 5,292

**Minor Street Approaches**

**Westbound: 113th Ave.**  
Number of Lanes: 2  
Total Approach Volume: 926

**Warrant Summary (Rural values apply.)**

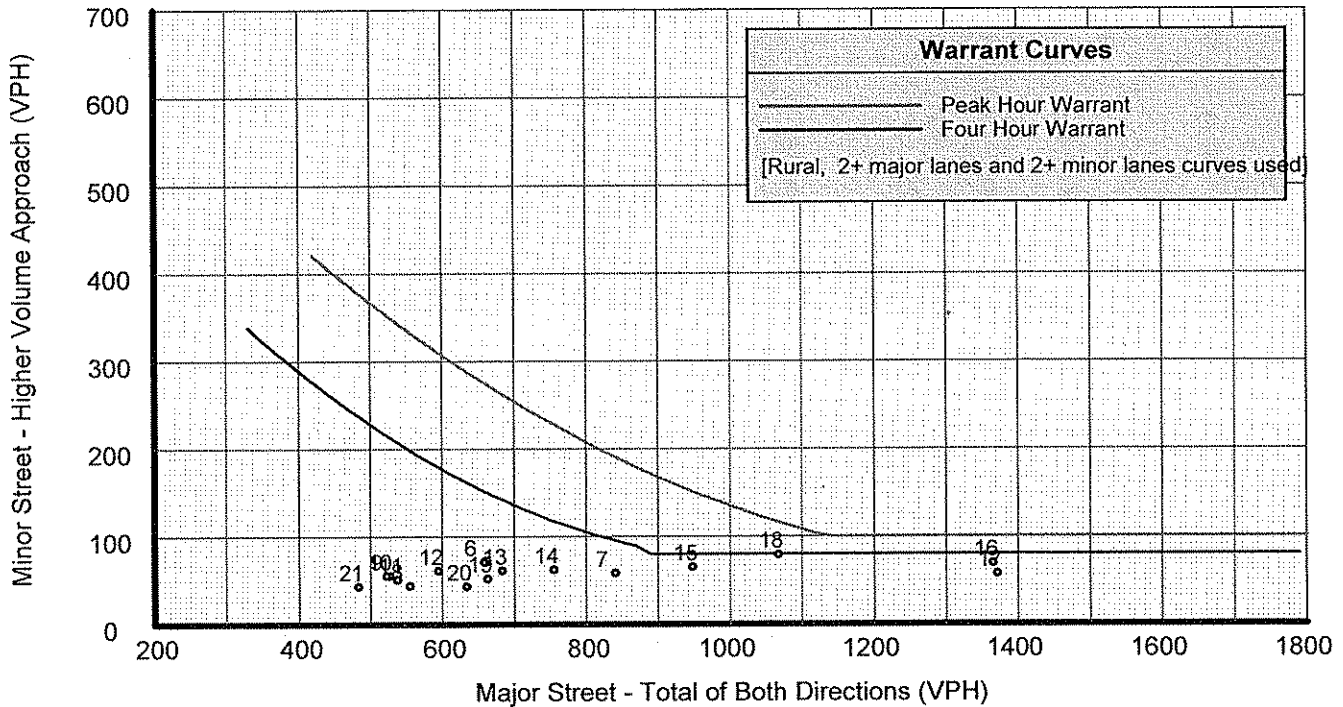
- Warrant 1 - Eight Hour Vehicular Volumes** ..... Not Satisfied
  - Warrant 1A - Minimum Vehicular Volume** ..... Not Satisfied  
Required volumes reached for 0 hours, 8 are needed
  - Warrant 1B - Interruption of Continuous Traffic** ..... Not Satisfied  
Required volumes reached for 2 hours, 8 are 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
  
- Warrant 9 - Intersection Near a Grade Crossing** ..... Not Evaluated



# ANOKA COUNTY HIGHWAY PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC 1326  
Study Date : 07/29/13  
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	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
06:00	658	71	WB	420-Yes	140-No	Major	630-Yes	70-Yes	Both	504-Yes	112-No	Major
07:00	841	58	WB	420-Yes	140-No	Major	630-Yes	70-No	Major	504-Yes	112-No	Major
08:00	555	44	WB	420-Yes	140-No	Major	630-No	70-No	---	504-Yes	112-No	Major
09:00	527	55	WB	420-Yes	140-No	Major	630-No	70-No	---	504-Yes	112-No	Major
10:00	523	55	WB	420-Yes	140-No	Major	630-No	70-No	---	504-Yes	112-No	Major
11:00	538	51	WB	420-Yes	140-No	Major	630-No	70-No	---	504-Yes	112-No	Major
12:00	595	61	WB	420-Yes	140-No	Major	630-No	70-No	---	504-Yes	112-No	Major
13:00	683	61	WB	420-Yes	140-No	Major	630-Yes	70-No	Major	504-Yes	112-No	Major
14:00	755	62	WB	420-Yes	140-No	Major	630-Yes	70-No	Major	504-Yes	112-No	Major
15:00	948	65	WB	420-Yes	140-No	Major	630-Yes	70-No	Major	504-Yes	112-No	Major
16:00	1,365	69	WB	420-Yes	140-No	Major	630-Yes	70-No	Major	504-Yes	112-No	Major
17:00	1,371	57	WB	420-Yes	140-No	Major	630-Yes	70-No	Major	504-Yes	112-No	Major
18:00	1,067	79	WB	420-Yes	140-No	Major	630-Yes	70-Yes	Both	504-Yes	112-No	Major
19:00	663	52	WB	420-Yes	140-No	Major	630-Yes	70-No	Major	504-Yes	112-No	Major
20:00	634	43	WB	420-Yes	140-No	Major	630-Yes	70-No	Major	504-Yes	112-No	Major
21:00	483	43	WB	420-Yes	140-No	Major	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 : TMC 1326 MW  
Study Date : 07/29/13  
Page No. : 1

**Multi-Way Stop Warrant Report**

**Major Street Approaches**

**Northbound: CSAH 51**

Total Approach Volume: 6,914  
85% Speed > 40 MPH.

**Southbound: CSAH 51**

Total Approach Volume: 5,292  
85% Speed > 40 MPH.

**Minor Street Approaches**

**Westbound: 113th Ave.**

Total Approach Volume: 926

**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

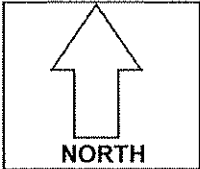
**Criteria C - Minimum Volumes and Delays** ..... Not Satisfied  
Delay data not evaluated  
Required volumes reached for 0 hours, 8 are needed

**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 16 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	311	46	210-Yes	140-No	Major	240-Yes	160-No	Major
05:45 - 06:45	504	66	210-Yes	140-No	Major	240-Yes	160-No	Major
06:00 - 07:00	658	72	210-Yes	140-No	Major	240-Yes	160-No	Major
06:15 - 07:15	715	74	210-Yes	140-No	Major	240-Yes	160-No	Major
06:30 - 07:30	770	60	210-Yes	140-No	Major	240-Yes	160-No	Major
06:45 - 07:45	793	55	210-Yes	140-No	Major	240-Yes	160-No	Major
07:00 - 08:00	841	58	210-Yes	140-No	Major	240-Yes	160-No	Major
07:15 - 08:15	810	48	210-Yes	140-No	Major	240-Yes	160-No	Major
07:30 - 08:30	692	48	210-Yes	140-No	Major	240-Yes	160-No	Major
07:45 - 08:45	606	47	210-Yes	140-No	Major	240-Yes	160-No	Major
08:00 - 09:00	555	44	210-Yes	140-No	Major	240-Yes	160-No	Major
08:15 - 09:15	529	43	210-Yes	140-No	Major	240-Yes	160-No	Major
08:30 - 09:30	529	44	210-Yes	140-No	Major	240-Yes	160-No	Major
08:45 - 09:45	550	43	210-Yes	140-No	Major	240-Yes	160-No	Major
09:00 - 10:00	527	55	210-Yes	140-No	Major	240-Yes	160-No	Major
09:15 - 10:15	536	53	210-Yes	140-No	Major	240-Yes	160-No	Major
09:30 - 10:30	539	52	210-Yes	140-No	Major	240-Yes	160-No	Major
09:45 - 10:45	522	58	210-Yes	140-No	Major	240-Yes	160-No	Major
10:00 - 11:00	523	55	210-Yes	140-No	Major	240-Yes	160-No	Major
10:15 - 11:15	517	58	210-Yes	140-No	Major	240-Yes	160-No	Major
10:30 - 11:30	516	55	210-Yes	140-No	Major	240-Yes	160-No	Major
10:45 - 11:45	519	52	210-Yes	140-No	Major	240-Yes	160-No	Major
11:00 - 12:00	538	51	210-Yes	140-No	Major	240-Yes	160-No	Major
11:15 - 12:15	549	58	210-Yes	140-No	Major	240-Yes	160-No	Major





COUNT LOCATION:

CSAH 51 (University Ave.)

DATE:

07/25/2013

@ 113th Ave. / Four Seasons

APP. #1 = NONE
APP. #2 = CSAH 51
APP. #3 = 113th Ave.
APP. #4 = CSAH 51

APP. #2

- 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.

APP. #3

APP. #4

TIME	PEDESTRIANS					HEAVY VEHICLES		
	APP. #1	APP. #2	APP. #3	APP. #4	15 MIN TOT	TRUCKS	RV	BUS
6:00-6:15AM			1		1			
6:15-6:30						5		4
6:30-6:45			1		1			1
6:45-7:00		1			1	3		
<b>HOURLY TOTAL</b>					<b>3</b>	<b>HOURLY TOTAL</b>		<b>13</b>
7:00-7:15		2		1	3	2		
7:15-7:30				1	1	2		4
7:30-7:45			1	2	3	1		1
7:45-8:00						1		
<b>HOURLY TOTAL</b>					<b>7</b>	<b>HOURLY TOTAL</b>		<b>11</b>
8:00-8:15		1			1			2
8:15-8:30						1		2
8:30-8:45				2	2	3		3
8:45-9:00			1		1	2		
<b>HOURLY TOTAL</b>					<b>4</b>	<b>HOURLY TOTAL</b>		<b>13</b>
9:00-9:15				1	1	3		
9:15-9:30						2		1
9:30-9:45				2	2	8		3
9:45-10:00		2		1	3	4		
<b>HOURLY TOTAL</b>					<b>6</b>	<b>HOURLY TOTAL</b>		<b>21</b>
10:00-10:15						5		
10:15-10:30				1	1	2		1
10:30-10:45		1			1	2		3
10:45-11:00						3		
<b>HOURLY TOTAL</b>					<b>2</b>	<b>HOURLY TOTAL</b>		<b>16</b>
11:00-11:15			2		2	2		
11:15-11:30		1			1	1		
11:30-11:45				1	1	5		4
11:45-12:00						4		
<b>HOURLY TOTAL</b>					<b>4</b>	<b>HOURLY TOTAL</b>		<b>16</b>
12:00-12:15						3		1
12:15-12:30		1			1	6		
12:30-12:45						2		4
12:45-1:00		2			2	4		
<b>HOURLY TOTAL</b>					<b>3</b>	<b>HOURLY TOTAL</b>		<b>20</b>
1:00-1:15						5		
1:15-1:30		1	1		2	6		
1:30-1:45						4		4
1:45-2:00		5	3	2	10	1		
<b>HOURLY TOTAL</b>					<b>12</b>	<b>HOURLY TOTAL</b>		<b>20</b>
<b>TOTAL</b>					<b>41</b>	<b>TOTAL</b>		<b>130</b>

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