

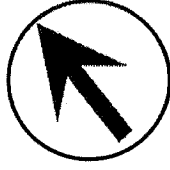
Date : 09/05/13

Count Number : TMC1338

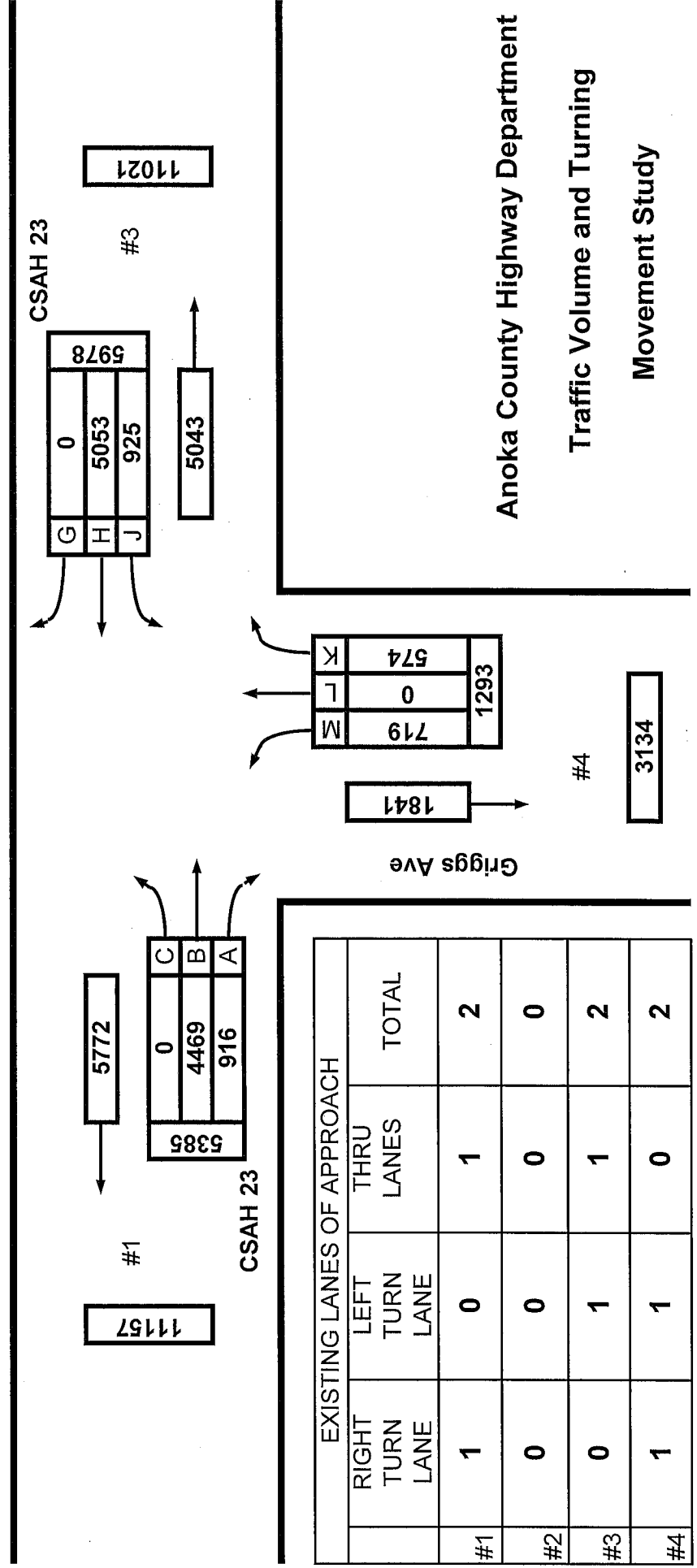
Location : CSAH 23 (Lake Dr.)

@ Griggs Ave.

Collection Period : 6:00 AM - 8:30 PM



North



Anoka County Highway Department  
Traffic Volume and Turning  
Movement Study

Date : 09/05/13

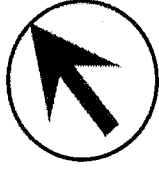
Count Number : TMC1338

Location : CSAH 23 (Lake Dr.)

@ Griggs Ave.

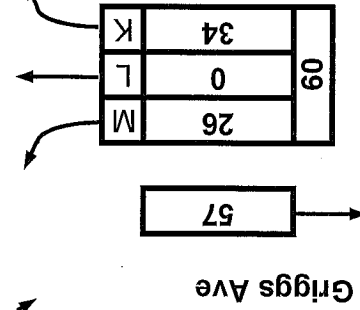
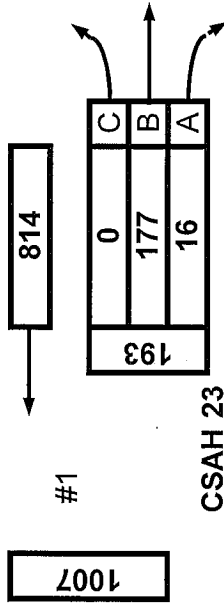
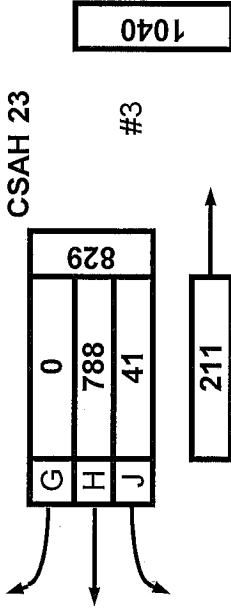
Collection Period : AM PEAK

Hour : 7:00 AM - 8:00 AM



North

CSAH 23



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

Anoka County Highway Department  
 Traffic Volume and Turning  
 Movement Study

Date : 09/05/13

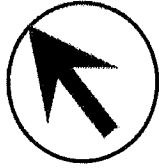
Count Number : TMC1338

Location : CSAH 23 (Lake Dr.)

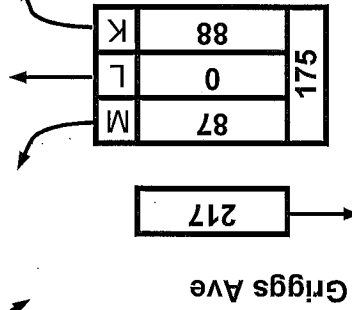
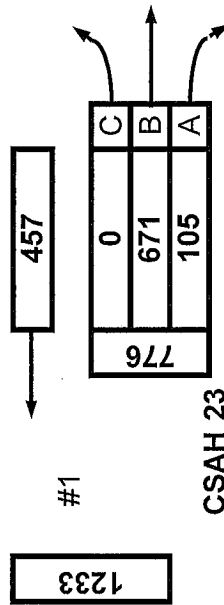
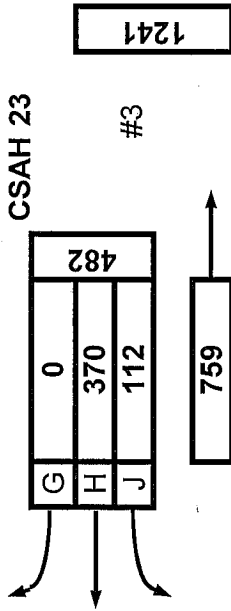
@ Griggs Ave.

Collection Period : PM PEAK

Hour : 4:45 PM - 5:45 PM



North



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

Counter: DB-400

study conducted by: Josie/Terri

File Name : TMC 1338

Site Code : 13380202

Start Date : 09/05/2013

Page No : 1

Groups Printed- Unshifted

Start Time	None Southbound					CSAH 23 Westbound					Griggs Ave Northbound					CSAH 23 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	0	0	0	0	3	135	0	2	138	3	0	2	0	5	0	15	1	1	16	3	159	162
06:15	0	0	0	0	0	2	156	0	1	158	6	0	1	1	7	0	17	4	5	21	7	186	193
06:30	0	0	0	0	0	4	204	0	1	208	5	0	3	1	8	0	35	2	4	37	6	253	259
06:45	0	0	0	0	0	8	150	0	3	158	3	0	3	0	6	0	35	3	2	38	5	202	207
Total	0	0	0	0	0	17	645	0	7	662	17	0	9	2	26	0	102	10	12	112	21	800	821
07:00	0	0	0	0	0	9	206	0	3	215	6	0	4	0	10	0	32	3	1	35	4	260	264
07:15	0	0	0	0	0	10	202	0	4	212	6	0	9	1	15	0	44	3	1	47	6	274	280
07:30	0	0	0	0	0	7	210	0	2	217	6	0	7	0	13	0	49	2	3	51	5	281	286
07:45	0	0	0	0	0	15	170	0	4	185	8	0	14	1	22	0	52	8	6	60	11	267	278
Total	0	0	0	0	0	41	788	0	13	829	26	0	34	2	60	0	177	16	11	193	26	1082	1108
08:00	0	0	0	0	0	9	128	0	1	137	8	0	4	1	12	0	44	5	10	49	12	198	210
08:15	0	0	0	0	0	10	134	0	8	144	6	0	13	0	19	0	35	6	4	41	12	204	216
08:30	0	0	0	0	0	12	92	0	4	104	7	0	5	0	12	0	45	8	6	53	10	169	179
08:45	0	0	0	0	0	14	88	0	2	102	7	0	6	0	13	0	50	11	6	61	8	176	184
Total	0	0	0	0	0	45	442	0	15	487	28	0	28	1	56	0	174	30	26	204	42	747	789
09:00	0	0	0	0	0	18	105	0	3	123	13	0	8	1	21	0	40	7	1	47	5	191	196
09:15	0	0	0	0	0	10	102	0	2	112	15	0	6	2	21	0	45	15	1	60	5	193	198
09:30	0	0	0	0	0	12	78	0	2	90	3	0	6	1	9	0	43	4	1	47	4	146	150
09:45	0	0	0	0	0	18	69	0	0	87	11	0	8	1	19	0	53	14	4	67	5	173	178
Total	0	0	0	0	0	58	354	0	7	412	42	0	28	5	70	0	181	40	7	221	19	703	722
10:00	0	0	0	0	0	19	78	0	5	97	12	0	4	0	16	0	62	8	2	70	7	183	190
10:15	0	0	0	0	0	16	75	0	2	91	7	0	8	0	15	0	44	15	4	59	6	165	171
10:30	0	0	0	0	0	14	79	0	3	93	12	0	8	1	20	0	53	14	7	67	11	180	191
10:45	0	0	0	0	0	14	67	0	2	81	16	0	2	2	18	0	64	22	5	86	9	185	194
Total	0	0	0	0	0	63	299	0	12	362	47	0	22	3	69	0	223	59	18	282	33	713	746
11:00	0	0	0	0	0	15	62	0	1	77	13	0	7	0	20	0	68	9	3	77	4	174	178
11:15	0	0	0	0	0	19	73	0	6	92	3	0	9	1	12	0	86	23	8	109	15	213	228
11:30	0	0	0	0	0	14	74	0	2	88	12	0	6	3	18	0	66	23	4	89	9	195	204
11:45	0	0	0	0	0	18	82	0	1	100	18	0	7	0	25	0	70	27	0	97	1	222	223
Total	0	0	0	0	0	66	291	0	10	357	46	0	29	4	75	0	290	82	15	372	29	804	833
12:00	0	0	0	0	0	14	74	0	5	88	9	0	14	2	23	0	79	25	5	104	12	215	227
12:15	0	0	0	0	0	28	80	0	1	108	13	0	7	1	20	0	90	22	2	112	4	240	244
12:30	0	0	0	0	0	20	58	0	1	78	16	0	10	2	26	0	65	13	3	78	6	182	188
12:45	0	0	0	0	0	17	74	0	2	91	10	0	11	1	21	0	48	15	3	63	6	175	181
Total	0	0	0	0	0	79	286	0	9	365	48	0	42	6	90	0	282	75	13	357	28	812	840
13:00	0	0	0	0	0	11	63	0	2	74	23	0	17	1	40	0	51	18	1	69	4	183	187
13:15	0	0	0	0	0	10	59	0	4	69	11	0	3	0	14	0	61	16	0	77	4	160	164
13:30	0	0	0	0	0	19	69	0	7	88	20	0	9	2	29	0	56	14	3	70	12	187	199
13:45	0	0	0	0	0	16	59	0	3	75	9	0	10	1	19	0	73	18	3	91	7	185	192
Total	0	0	0	0	0	56	250	0	16	306	63	0	39	4	102	0	241	66	7	307	27	715	742
14:00	0	0	0	0	0	14	62	0	6	76	15	0	9	2	24	0	69	18	2	87	10	187	197
14:15	0	0	0	0	0	10	60	0	4	70	23	0	5	1	28	0	110	23	5	133	10	231	241
14:30	0	0	0	0	0	20	75	0	2	95	9	0	7	0	16	0	89	22	6	111	8	222	230
14:45	0	0	0	0	0	17	54	0	7	71	18	0	10	1	28	0	83	25	2	108	10	207	217
Total	0	0	0	0	0	61	251	0	19	312	65	0	31	4	96	0	351	88	15	439	38	847	885
15:00	0	0	0	0	0	18	53	0	1	71	8	0	18	0	26	0	105	16	6	121	7	218	225
15:15	0	0	0	0	0	23	58	0	2	81	18	0	6	1	24	0	112	18	6	130	9	235	244
15:30	0	0	0	0	0	18	78	0	3	96	19	0	9	1	28	0	103	20	4	123	8	247	255
15:45	0	0	0	0	0	14	75	0	4	89	12	0	16	1	28	0	119	30	3	149	8	266	274
Total	0	0	0	0	0	73	264	0	10	337	57	0	49	3	106	0	439	84	19	523	32	966	998
16:00	0	0	0	0	0	27	87	0	9	114	13	0	12	1	25	0	153	26	5	179	15	318	333
16:15	0	0	0	0	0	28	82	0	4	110	21	0	21	1	42	0	144	27	3	171	8	323	331
16:30	0	0	0	0	0	26	85	0	1	111	18	0	13	0	31	0	154	20	2	174	3	316	319
16:45	0	0	0	0	0	27	85	0	1	112	22	0	23	0	45	0	173	32	3	205	4	362	366
Total	0	0	0	0	0	108	339	0	15	447	74	0	69	2	143	0	624	105	13	729	30	1319	1349
17:00	0	0	0	0	0	19	95	0	0	114	17	0	21	2	38	0	176	22	3	198	5	350	355
17:15	0	0	0	0	0	32	106	0	5	138	21	0	17	1	38	0	174	21	2	195	8	371	379
17:30	0	0	0	0	0	34	84	0	0	118	27	0	27	1	54	0	148	30	3	178	4	350	354
17:45	0	0	0	0	0	25	77	0	1	102	18	0	23	0	41	0	141	26	2	167	3	310	313
Total	0	0	0	0	0	110	362	0	6	472	83	0	88	4	171	0	639	99	10	738	20	1381	1401



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

Weather: Cloudy and Warm  
 Counter: DB-400  
 study conducted by: Josie/Terri

File Name : TMC 1338  
 Site Code : 13380202  
 Start Date : 09/05/2013  
 Page No : 2

Groups Printed- Unshifted

Start Time	None Southbound					CSAH 23 Westbound					Griggs Ave Northbound					CSAH 23 Eastbound					Excl. 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	0	0	0	0	0	27	60	0	0	87	21	0	13	0	34	0	115	30	1	145	1	266	267
18:15	0	0	0	0	0	18	71	0	1	89	10	0	14	0	24	0	95	30	3	125	4	238	242
18:30	0	0	0	0	0	21	58	0	2	79	21	0	16	0	37	0	89	14	3	103	5	219	224
18:45	0	0	0	0	0	16	52	0	0	68	9	0	11	0	20	0	84	18	0	102	0	190	190
<b>Total</b>	0	0	0	0	0	82	241	0	3	323	61	0	54	0	115	0	383	92	7	475	10	913	923
19:00	0	0	0	0	0	12	58	0	0	70	16	0	12	0	28	0	74	17	0	91	0	189	189
19:15	0	0	0	0	0	11	54	0	1	65	15	0	12	0	27	0	61	11	0	72	1	164	165
19:30	0	0	0	0	0	16	28	0	1	44	13	0	12	0	25	0	60	12	1	72	2	141	143
19:45	0	0	0	0	0	14	44	0	1	58	7	0	9	0	16	0	56	12	0	68	1	142	143
<b>Total</b>	0	0	0	0	0	53	184	0	3	237	51	0	45	0	96	0	251	52	1	303	4	636	640
20:00	0	0	0	0	0	7	25	0	0	32	7	0	5	0	12	0	56	13	0	69	0	113	113
20:15	0	0	0	0	0	6	32	0	0	38	4	0	2	0	6	0	56	5	1	61	1	105	106
<b>Grand Total</b>	0	0	0	0	0	925	5053	0	145	5978	719	0	574	40	1293	0	4489	916	175	5385	360	12656	13016
Appreh %	0	0	0	0	0	15.5	84.5	0			55.6	0	44.4			0	83	17					
Total %	0	0	0	0	0	7.3	39.9	0	47.2		5.7	0	4.5	10.2		0	35.3	7.2	42.5		2.8	97.2	

Start Time	None Southbound					CSAH 23 Westbound					Griggs Ave Northbound					CSAH 23 Eastbound					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	
Peak Hour Analysis From 06:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	9	206	0	0	215	6	0	4	0	10	0	32	3	0	35	260
07:15	0	0	0	0	0	10	202	0	0	212	6	0	9	0	15	0	44	3	0	47	274
07:30	0	0	0	0	0	7	210	0	0	217	6	0	7	0	13	0	49	2	0	51	281
07:45	0	0	0	0	0	15	170	0	0	185	8	0	14	0	22	0	52	8	0	60	267
<b>Total Volume</b>	0	0	0	0	0	41	788	0	0	829	26	0	34	0	60	0	177	16	0	193	1082
<b>% App. Total</b>	0	0	0	0	0	4.9	95.1	0	0		43.3	0	56.7	0		0	91.7	8.3	0		
PHF	.000	.000	.000	.000	.000	.683	.938	.000	.955		.813	.000	.607	.682		.000	.851	.500	.804		.963

Start Time	None Southbound					CSAH 23 Westbound					Griggs Ave Northbound					CSAH 23 Eastbound					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	
Peak Hour Analysis From 12:00 to 20:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	27	85	0	0	112	22	0	23	0	45	0	173	32	0	205	362
17:00	0	0	0	0	0	19	95	0	0	114	17	0	21	0	38	0	176	22	0	198	350
17:15	0	0	0	0	0	32	106	0	0	138	21	0	17	0	38	0	174	21	0	195	371
17:30	0	0	0	0	0	34	84	0	0	118	27	0	27	0	54	0	148	30	0	178	350
<b>Total Volume</b>	0	0	0	0	0	112	370	0	0	482	87	0	88	0	175	0	671	105	0	776	1433
<b>% App. Total</b>	0	0	0	0	0	23.2	76.8	0	0		49.7	0	50.3	0		0	86.5	13.5	0		
PHF	.000	.000	.000	.000	.000	.824	.873	.000	.873		.806	.000	.815	.810		.000	.953	.820	.946		.966



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

Study Name : TMC 1338  
Study Date : 10/09/13  
Page No. : 1

**Signal Warrants - Summary**

**Major Street Approaches**

**Eastbound: CSAH 23**  
Number of Lanes: 2  
85% Speed > 40 MPH.  
Total Approach Volume: **5,385**

**Westbound: CSAH 23**  
Number of Lanes: 2  
85% Speed > 40 MPH.  
Total Approach Volume: **5,978**

**Minor Street Approaches**

**Northbound: Griggs Ave**  
Number of Lanes: 2  
  
Total Approach Volume: **1,293**

**Southbound: None**  
Number of Lanes: 2  
  
Total Approach Volume: **0**

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

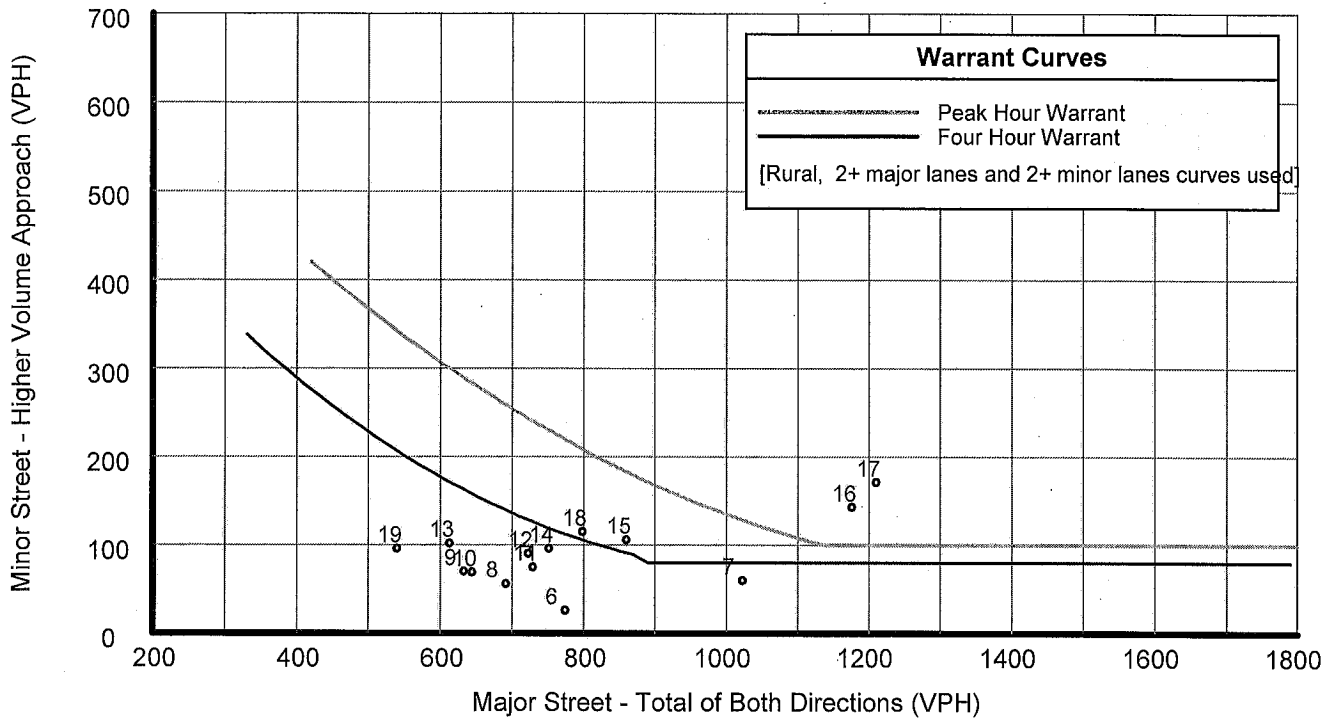
<b>Warrant 1 - Eight Hour Vehicular Volumes</b> .....	<b>Satisfied</b>
<b>Warrant 1A - Minimum Vehicular Volume</b> .....	<b>Not Satisfied</b>
Required volumes reached for 2 hours, 8 are needed	
<b>Warrant 1B - Interruption of Continuous Traffic</b> .....	<b>Satisfied</b>
Required volumes reached for 10 hours, 8 are needed	
<b>Warrant 1 A&amp;B - Combination of Warrants</b> .....	<b>Not Satisfied</b>
Required volumes reached for 4 hours, 8 are needed	
<b>Warrant 2 - Four Hour Volumes</b> .....	<b>Satisfied</b>
Number of hours (4) volumes exceed minimum < minimum required (4).	
<b>Warrant 3 - Peak Hour</b> .....	<b>Satisfied</b>
<b>Warrant 3A - Peak Hour Delay</b> .....	<b>Satisfied</b>
Number of hours (6) volumes exceed minimum >= required (1). Delay data not evaluated.	
<b>Warrant 3B - Peak Hour Volumes</b> .....	<b>Satisfied</b>
Volumes exceed minimums for at least one hour.	
<b>Warrant 4 - Pedestrian Volumes</b> .....	<b>Not Evaluated</b>
<b>Warrant 5 - School Crossing</b> .....	<b>Not Evaluated</b>
<b>Warrant 6 - Coordinated Signal System</b> .....	<b>Not Evaluated</b>
<b>Warrant 7 - Crash Experience</b> .....	<b>Not Evaluated</b>
<b>Warrant 8 - Roadway Network</b> .....	<b>Not Evaluated</b>
<b>Warrant 9 - Intersection Near a Grade Crossing</b> .....	<b>Not Evaluated</b>



# ANOKA COUNTY HIGHWAY PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC 1338  
Study Date : 10/09/13  
Page No. : 2

## Signal Warrants - Summary



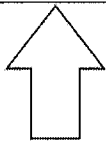
### Analysis of 8-Hour Volume Warrants:

#### War 1A-Minimum Volume

#### War 1B-Interruption of Traffic

#### War 1C-Combination of Warrants

Hour Begin	Major Total	Minor Vol Dir	Maj 420	Min 140	Hour Begin	Major Total	Minor Vol Dir	Maj 630	Min 70	Hour Begin	Major Total	Minor Vol Dir	Maj 504	Min 112
17:00	1,210	171 NB	Yes	Yes	16:15	1,195	156 NB	Yes	Yes	16:30	1,247	152 NB	Yes	Yes
16:00	1,176	143 NB	Yes	Yes	17:15	1,130	167 NB	Yes	Yes	15:30	1,031	123 NB	Yes	Yes
15:45	1,097	126 NB	Yes	No	15:15	961	105 NB	Yes	Yes	17:30	1,011	153 NB	Yes	Yes
15:30	1,031	123 NB	Yes	No	14:15	780	98 NB	Yes	Yes	18:30	650	112 NB	Yes	Yes
07:00	1,022	60 NB	Yes	No	11:15	767	78 NB	Yes	Yes	07:00	1,022	60 NB	Yes	No
06:45	973	44 NB	Yes	No	18:15	727	109 NB	Yes	Yes	06:45	973	44 NB	Yes	No
15:15	961	105 NB	Yes	No	12:15	673	107 NB	Yes	Yes	15:15	961	105 NB	Yes	No
07:15	958	62 NB	Yes	No	13:15	633	86 NB	Yes	Yes	07:15	958	62 NB	Yes	No
06:30	950	39 NB	Yes	No	09:00	633	70 NB	Yes	Yes	06:30	950	39 NB	Yes	No
07:30	884	66 NB	Yes	No	10:15	631	73 NB	Yes	Yes	07:30	884	66 NB	Yes	No
06:15	870	31 NB	Yes	No	07:00	1,022	60 NB	Yes	No	06:15	870	31 NB	Yes	No
15:00	860	106 NB	Yes	No	06:45	973	44 NB	Yes	No	15:00	860	106 NB	Yes	No
14:45	801	106 NB	Yes	No	07:15	958	62 NB	Yes	No	14:45	801	106 NB	Yes	No
18:00	798	115 NB	Yes	No	06:30	950	39 NB	Yes	No	14:30	788	94 NB	Yes	No
14:30	788	94 NB	Yes	No	07:30	884	66 NB	Yes	No	11:30	786	86 NB	Yes	No
11:30	786	86 NB	Yes	No	06:15	870	31 NB	Yes	No	14:15	780	98 NB	Yes	No
14:15	780	98 NB	Yes	No	06:00	774	26 NB	Yes	No	06:00	774	26 NB	Yes	No
06:00	774	26 NB	Yes	No	07:45	773	65 NB	Yes	No	07:45	773	65 NB	Yes	No
07:45	773	65 NB	Yes	No	08:00	691	56 NB	Yes	No	11:15	767	78 NB	Yes	No
11:15	767	78 NB	Yes	No	08:15	675	65 NB	Yes	No	11:45	765	94 NB	Yes	No
11:45	765	94 NB	Yes	No	08:30	662	67 NB	Yes	No	14:00	751	96 NB	Yes	No
14:00	751	96 NB	Yes	No	10:00	644	69 NB	Yes	No	13:45	738	87 NB	Yes	No
13:45	738	87 NB	Yes	No	08:45	642	64 NB	Yes	No	11:00	729	75 NB	Yes	No
11:00	729	75 NB	Yes	No	05:45	578	20 NB	No	No	12:00	722	90 NB	Yes	No



**NORTH**

**COUNT LOCATION:**

CSAH 23 ( Lake Dr. )

**DATE:**

09/05/2013

@ Griggs Ave.

APP. #1 = CSAH 23

APP. #2 = None

APP. #3 = CSAH 23

APP. #4 = Griggs Ave.

APP.  
#1

APP.  
#3

APP.  
#4

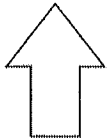
HEAVY VEHICLE- ANY VEHICLE HAVING MORE THAN FOUR TIRES TOUCHING THE PAVEMENT

- 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
6:00-6:15AM			1		1	1		2
6:15-6:30			1		1	5		2
6:30-6:45			1		1	5		1
6:45-7:00			2	1	3	2		3
<b>HOURLY TOTAL</b>					<b>6</b>	<b>HOURLY TOTAL</b>		<b>21</b>
7:00-7:15			2		2	2		2
7:15-7:30			1		1	4		2
7:30-7:45			1		1	3		2
7:45-8:00						5		6
<b>HOURLY TOTAL</b>					<b>4</b>	<b>HOURLY TOTAL</b>		<b>26</b>
8:00-8:15						9		3
8:15-8:30			2		2	10		2
8:30-8:45						4		8
8:45-9:00						4		2
<b>HOURLY TOTAL</b>					<b>2</b>	<b>HOURLY TOTAL</b>		<b>42</b>
9:00-9:15						4	1	
9:15-9:30						4		1
9:30-9:45						4		
9:45-10:00						5		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>19</b>
10:00-10:15						7		
10:15-10:30						6		
10:30-10:45						10		1
10:45-11:00						8		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>33</b>
11:00-11:15			1		1	4		
11:15-11:30			1		1	11		4
11:30-11:45						11		1
11:45-12:00			7		7	1		
<b>HOURLY TOTAL</b>					<b>9</b>	<b>HOURLY TOTAL</b>		<b>32</b>
12:00-12:15			6		6	7		3
12:15-12:30			3		3	3		1
12:30-12:45						5		1
12:45-1:00			6		6	6		
<b>HOURLY TOTAL</b>					<b>15</b>	<b>HOURLY TOTAL</b>		<b>26</b>
1:00-1:15			2		2	3		
1:15-1:30			4		4	4		
1:30-1:45			1		1	12		
1:45-2:00			5		5	5		
<b>HOURLY TOTAL</b>					<b>12</b>	<b>HOURLY TOTAL</b>		<b>24</b>
<b>TOTAL</b>					<b>48</b>	<b>TOTAL</b>		<b>223</b>

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**NORTH**

**COUNT LOCATION:**

CSAH 23 (Lake Dr.)

**DATE:**

09/26/2013

@ Griggs Ave.

APP. #1 = CSAH 23
APP. #2 = None
APP. #3 = CSAH 23
APP. #4 = Griggs Ave.

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						9		1
2:15-2:30			2		2	7		3
2:30-2:45			1		1	7	1	1
2:45-3:00			7		7	7		3
<b>HOURLY TOTAL</b>					<b>10</b>	<b>HOURLY TOTAL</b>		<b>39</b>
3:00-3:15			1		1	5		2
3:15-3:30			1		1	6		3
3:30-3:45			3		3	3		6
3:45-4:00								7
<b>HOURLY TOTAL</b>					<b>5</b>	<b>HOURLY TOTAL</b>		<b>32</b>
4:00-4:15			1		1	5		10
4:15-4:30						5		3
4:30-4:45			2		2	1		2
4:45-5:00			3		3	4		
<b>HOURLY TOTAL</b>					<b>6</b>	<b>HOURLY TOTAL</b>		<b>30</b>
5:00-5:15			4		4	4		1
5:15-5:30						2		3
5:30-5:45			5		5	7		
5:45-6:00			2		2	3		
<b>HOURLY TOTAL</b>					<b>11</b>	<b>HOURLY TOTAL</b>		<b>20</b>
6:00-6:15			14		14			1
6:15-6:30						5		
6:30-6:45			3		3	5		
6:45-7:00			5		5			
<b>HOURLY TOTAL</b>					<b>22</b>	<b>HOURLY TOTAL</b>		<b>11</b>
7:00-7:15			4		4			
7:15-7:30			6		6	1		
7:30-7:45			4		4	2		
7:45-8:00			2		2	1		
<b>HOURLY TOTAL</b>					<b>16</b>	<b>HOURLY TOTAL</b>		<b>4</b>
8:00-8:15			2		2			
8:15-8:30			2		2	1		
<b>HOURLY TOTAL</b>					<b>4</b>	<b>HOURLY TOTAL</b>		<b>1</b>
					<b>TOTAL</b>		<b>TOTAL</b>	<b>360</b>
					<b>122</b>			

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