

Date : 09/24/13

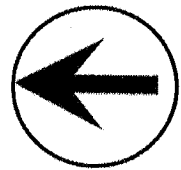
Count Number : TMC1341

Location : CSAH 17 (Lexington Ave.)

@ Woodland Pkwy

Collection Period : PEAK HOURS

6-8 AM, 4-6 PM



North

3499

#2

CSAH 17

1822

|      |   |      |
|------|---|------|
| 1677 | D | 9    |
| 1602 | F | 1602 |
| 66   | T | 66   |

Woodland Pkwy

|     |   |
|-----|---|
| 59  | G |
| 0   | H |
| 158 | J |

217

212

429

#3

20

#1

|    |   |   |
|----|---|---|
| 15 | C | 1 |
| 5  | B | 0 |
|    | A | 4 |

Church Driveway

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

|      |   |      |
|------|---|------|
| 1914 | M | 6    |
| 1762 | L | 1762 |
| 146  | K | 146  |

1764

CSAH 17

#4

3678

Anoka County Highway Department

Traffic Volume and Turning

Movement Study

Date : 09/24/13

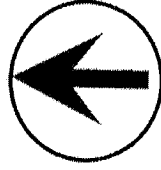
Count Number : TMC1341

Location : CSAH 17 (Lexington Ave.)

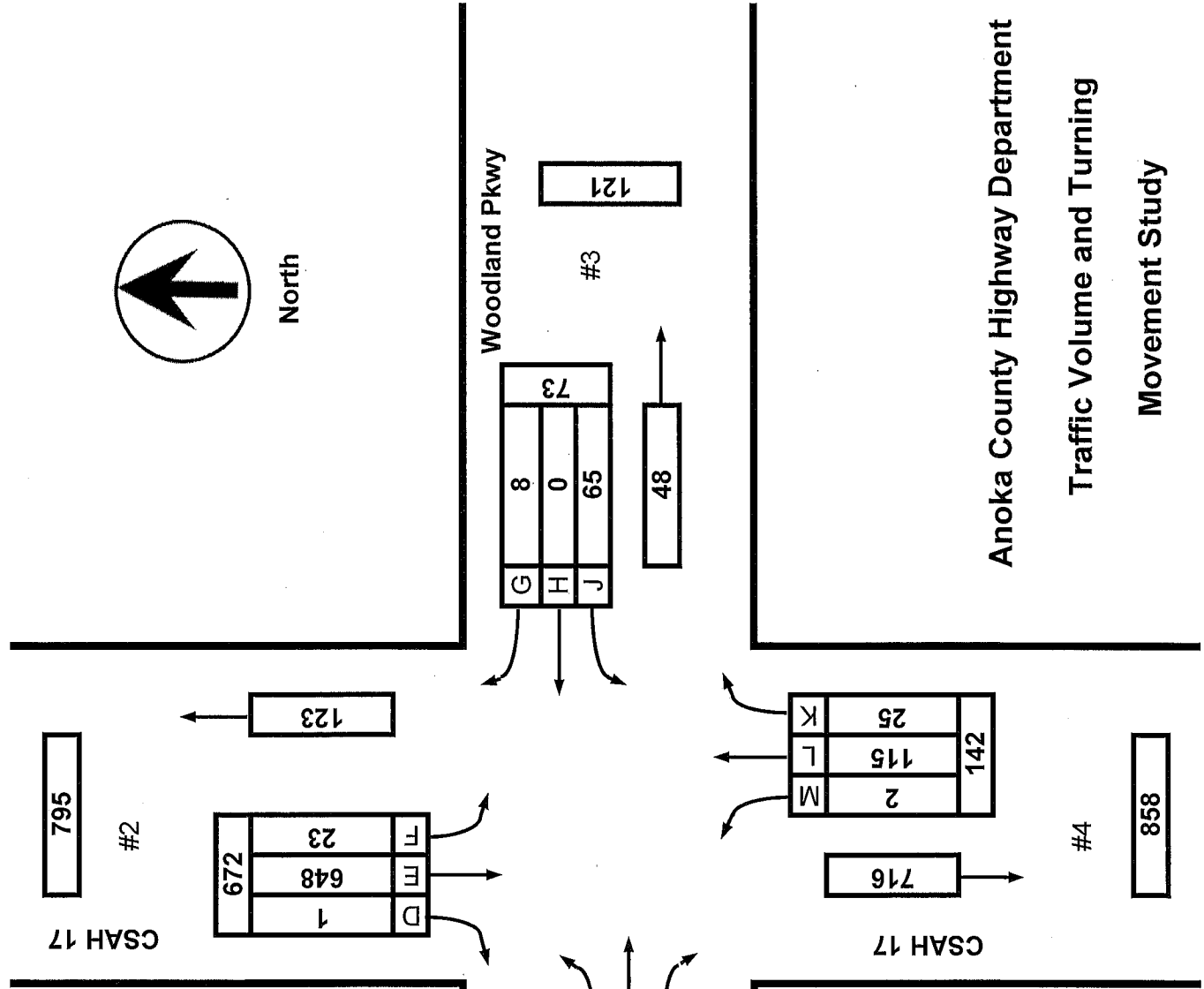
@ Woodland Pkwy

Collection Period : AM PEAK

Hour : 6:45 - 7:45 AM



North



Church Driveway

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

Anoka County Highway Department  
 Traffic Volume and Turning  
 Movement Study

Date : 09/24/13

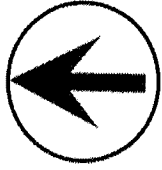
Count Number : TMC1341

Location : CSAH 17 (Lexington Ave.)

@ Woodland Pkwy

Collection Period : PM PEAK

Hour : 4:30 PM - 5:30 PM



North

1107  
#2  
CSAH 17

|     |     |    |   |
|-----|-----|----|---|
| 240 | D   | E  | F |
| 1   | 225 | 14 |   |

867

3  
#1

|   |   |   |   |
|---|---|---|---|
| 2 | A | B | C |
| 1 | 1 | 0 | 0 |

Church Driveway

Woodland Pkwy

|    |   |
|----|---|
| 23 | G |
| 0  | H |
| 24 | J |

#3

69

116

250  
#4  
CSAH 17

|     |     |    |   |
|-----|-----|----|---|
| 900 | M   | L  | K |
| 1   | 844 | 55 |   |

1150

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

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 1341  
 Site Code : 13410202  
 Start Date : 09/24/2013  
 Page No : 1

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

Groups Printed- Unshifted

| Start Time   | CSAH 17 Southbound |            |          |           |            | Woodland Pkwy Westbound |          |           |          |            | CSAH 17 Northbound |            |           |           |            | Church Driveway 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                  | 98         | 3        | 3         | 101        | 10                      | 0        | 1         | 0        | 11         | 0                  | 20         | 0         | 4         | 20         | 0                         | 0        | 0        | 0        | 0          | 7            | 132          | 139        |
| 06:15        | 2                  | 125        | 0        | 6         | 127        | 7                       | 0        | 0         | 0        | 7          | 0                  | 21         | 0         | 2         | 21         | 0                         | 0        | 0        | 0        | 0          | 8            | 155          | 163        |
| 06:30        | 2                  | 126        | 0        | 1         | 128        | 12                      | 0        | 1         | 0        | 13         | 0                  | 31         | 1         | 4         | 32         | 0                         | 0        | 0        | 0        | 0          | 5            | 173          | 178        |
| 06:45        | 8                  | 168        | 1        | 1         | 177        | 21                      | 0        | 0         | 1        | 21         | 1                  | 24         | 5         | 4         | 30         | 0                         | 0        | 3        | 0        | 3          | 6            | 231          | 237        |
| <b>Total</b> | <b>12</b>          | <b>517</b> | <b>4</b> | <b>11</b> | <b>533</b> | <b>50</b>               | <b>0</b> | <b>2</b>  | <b>1</b> | <b>52</b>  | <b>1</b>           | <b>96</b>  | <b>6</b>  | <b>14</b> | <b>103</b> | <b>0</b>                  | <b>0</b> | <b>3</b> | <b>0</b> | <b>3</b>   | <b>26</b>    | <b>691</b>   | <b>717</b> |
| 07:00        | 2                  | 175        | 0        | 0         | 177        | 10                      | 0        | 4         | 0        | 14         | 0                  | 33         | 6         | 6         | 39         | 0                         | 0        | 0        | 0        | 0          | 6            | 230          | 236        |
| 07:15        | 6                  | 158        | 0        | 3         | 164        | 13                      | 0        | 4         | 1        | 17         | 1                  | 28         | 7         | 5         | 36         | 0                         | 0        | 0        | 0        | 0          | 9            | 217          | 226        |
| 07:30        | 7                  | 147        | 0        | 1         | 154        | 21                      | 0        | 0         | 1        | 21         | 0                  | 30         | 7         | 3         | 37         | 0                         | 0        | 0        | 0        | 0          | 5            | 212          | 217        |
| 07:45        | 9                  | 158        | 0        | 2         | 167        | 11                      | 0        | 2         | 0        | 13         | 0                  | 30         | 8         | 4         | 38         | 0                         | 0        | 0        | 0        | 0          | 6            | 218          | 224        |
| <b>Total</b> | <b>24</b>          | <b>638</b> | <b>0</b> | <b>6</b>  | <b>662</b> | <b>55</b>               | <b>0</b> | <b>10</b> | <b>2</b> | <b>65</b>  | <b>1</b>           | <b>121</b> | <b>28</b> | <b>18</b> | <b>150</b> | <b>0</b>                  | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>   | <b>26</b>    | <b>877</b>   | <b>903</b> |

\*\*\* BREAK \*\*\*

|                    |            |             |            |           |             |             |          |             |           |            |            |             |            |           |             |           |          |            |          |            |            |             |             |
|--------------------|------------|-------------|------------|-----------|-------------|-------------|----------|-------------|-----------|------------|------------|-------------|------------|-----------|-------------|-----------|----------|------------|----------|------------|------------|-------------|-------------|
| 16:00              | 4          | 51          | 0          | 3         | 55          | 6           | 0        | 9           | 5         | 15         | 0          | 162         | 15         | 3         | 177         | 0         | 0        | 0          | 0        | 0          | 11         | 247         | 258         |
| 16:15              | 2          | 60          | 0          | 6         | 62          | 6           | 0        | 2           | 1         | 8          | 0          | 186         | 12         | 5         | 198         | 1         | 0        | 0          | 0        | 1          | 12         | 269         | 281         |
| 16:30              | 7          | 59          | 0          | 2         | 66          | 7           | 0        | 10          | 1         | 17         | 1          | 210         | 16         | 2         | 227         | 0         | 0        | 0          | 0        | 0          | 5          | 310         | 315         |
| 16:45              | 1          | 59          | 1          | 3         | 61          | 5           | 0        | 8           | 0         | 13         | 0          | 218         | 15         | 0         | 233         | 0         | 0        | 1          | 0        | 1          | 3          | 308         | 311         |
| <b>Total</b>       | <b>14</b>  | <b>229</b>  | <b>1</b>   | <b>14</b> | <b>244</b>  | <b>24</b>   | <b>0</b> | <b>29</b>   | <b>7</b>  | <b>53</b>  | <b>1</b>   | <b>776</b>  | <b>58</b>  | <b>10</b> | <b>835</b>  | <b>1</b>  | <b>0</b> | <b>1</b>   | <b>0</b> | <b>2</b>   | <b>31</b>  | <b>1134</b> | <b>1165</b> |
| 17:00              | 4          | 55          | 0          | 3         | 59          | 4           | 0        | 2           | 1         | 6          | 0          | 200         | 10         | 6         | 210         | 0         | 0        | 0          | 0        | 0          | 10         | 275         | 285         |
| 17:15              | 2          | 52          | 0          | 2         | 54          | 8           | 0        | 3           | 0         | 11         | 0          | 216         | 14         | 2         | 230         | 0         | 0        | 0          | 0        | 0          | 4          | 295         | 299         |
| 17:30              | 6          | 62          | 0          | 1         | 68          | 5           | 0        | 4           | 0         | 9          | 1          | 179         | 12         | 4         | 192         | 0         | 0        | 0          | 0        | 0          | 5          | 269         | 274         |
| 17:45              | 4          | 49          | 4          | 1         | 57          | 12          | 0        | 9           | 4         | 21         | 2          | 174         | 18         | 6         | 194         | 0         | 0        | 0          | 0        | 0          | 11         | 272         | 283         |
| <b>Total</b>       | <b>16</b>  | <b>218</b>  | <b>4</b>   | <b>7</b>  | <b>238</b>  | <b>29</b>   | <b>0</b> | <b>18</b>   | <b>5</b>  | <b>47</b>  | <b>3</b>   | <b>769</b>  | <b>54</b>  | <b>18</b> | <b>826</b>  | <b>0</b>  | <b>0</b> | <b>0</b>   | <b>0</b> | <b>0</b>   | <b>30</b>  | <b>1111</b> | <b>1141</b> |
| <b>Grand Total</b> | <b>66</b>  | <b>1602</b> | <b>9</b>   | <b>38</b> | <b>1677</b> | <b>158</b>  | <b>0</b> | <b>59</b>   | <b>15</b> | <b>217</b> | <b>6</b>   | <b>1762</b> | <b>146</b> | <b>60</b> | <b>1914</b> | <b>1</b>  | <b>0</b> | <b>4</b>   | <b>0</b> | <b>5</b>   | <b>113</b> | <b>3813</b> | <b>3926</b> |
| <b>Apprch %</b>    | <b>3.9</b> | <b>95.5</b> | <b>0.5</b> |           |             | <b>72.8</b> | <b>0</b> | <b>27.2</b> |           |            | <b>0.3</b> | <b>92.1</b> | <b>7.6</b> |           |             | <b>20</b> | <b>0</b> | <b>80</b>  |          |            |            |             |             |
| <b>Total %</b>     | <b>1.7</b> | <b>42</b>   | <b>0.2</b> |           | <b>44</b>   | <b>4.1</b>  | <b>0</b> | <b>1.5</b>  |           | <b>5.7</b> | <b>0.2</b> | <b>46.2</b> | <b>3.8</b> |           | <b>50.2</b> | <b>0</b>  | <b>0</b> | <b>0.1</b> |          | <b>0.1</b> | <b>2.9</b> | <b>97.1</b> |             |

| Start Time   | CSAH 17 Southbound |             |             |             | Woodland Pkwy Westbound |             |             |             | CSAH 17 Northbound |             |             |             | Church Driveway 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 06:45    |                    |             |             |             |                         |             |             |             |                    |             |             |             |                           |             |             |             |             |
| 06:45  | 8                  | 168         | 1           | 177         | 21                      | 0           | 0           | 21          | 1                  | 24          | 5           | 30          | 0                         | 0           | 3           | 3           | 231         |
| 07:00  | 2                  | 175         | 0           | 177         | 10                      | 0           | 4           | 14          | 0                  | 33          | 6           | 39          | 0                         | 0           | 0           | 0           | 230         |
| 07:15  | 6                  | 158         | 0           | 164         | 13                      | 0           | 4           | 17          | 1                  | 28          | 7           | 36          | 0                         | 0           | 0           | 0           | 217         |
| 07:30  | 7                  | 147         | 0           | 154         | 21                      | 0           | 0           | 21          | 0                  | 30          | 7           | 37          | 0                         | 0           | 0           | 0           | 212         |
| <b>Total Volume</b>                                  | <b>23</b>          | <b>648</b>  | <b>1</b>    | <b>672</b>  | <b>65</b>               | <b>0</b>    | <b>8</b>    | <b>73</b>   | <b>2</b>           | <b>115</b>  | <b>25</b>   | <b>142</b>  | <b>0</b>                  | <b>0</b>    | <b>3</b>    | <b>3</b>    | <b>890</b>  |
| <b>% App. Total</b>                                  | <b>3.4</b>         | <b>96.4</b> | <b>0.1</b>  |             | <b>89</b>               | <b>0</b>    | <b>11</b>   |             | <b>1.4</b>         | <b>81</b>   | <b>17.6</b> |             | <b>0</b>                  | <b>0</b>    | <b>100</b>  |             |             |
| <b>PHF</b>   | <b>.719</b>        | <b>.926</b> | <b>.250</b> | <b>.949</b> | <b>.774</b>             | <b>.000</b> | <b>.500</b> | <b>.869</b> | <b>.500</b>        | <b>.871</b> | <b>.893</b> | <b>.910</b> | <b>.000</b>               | <b>.000</b> | <b>.250</b> | <b>.250</b> | <b>.963</b> |

|  |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1 |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
| Peak Hour for Entire Intersection Begins at 16:30    |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |
| 16:30  | 7           | 59          | 0           | 66          | 7           | 0           | 10          | 17          | 1           | 210         | 16          | 227         | 0           | 0           | 0           | 0           | 310         |
| 16:45  | 1           | 59          | 1           | 61          | 5           | 0           | 8           | 13          | 0           | 218         | 15          | 233         | 0           | 0           | 1           | 1           | 308         |
| 17:00  | 4           | 55          | 0           | 59          | 4           | 0           | 2           | 6           | 0           | 200         | 10          | 210         | 0           | 0           | 0           | 0           | 275         |
| 17:15  | 2           | 52          | 0           | 54          | 8           | 0           | 3           | 11          | 0           | 216         | 14          | 230         | 0           | 0           | 0           | 0           | 295         |
| <b>Total Volume</b>                                  | <b>14</b>   | <b>225</b>  | <b>1</b>    | <b>240</b>  | <b>24</b>   | <b>0</b>    | <b>23</b>   | <b>47</b>   | <b>1</b>    | <b>844</b>  | <b>55</b>   | <b>900</b>  | <b>0</b>    | <b>0</b>    | <b>1</b>    | <b>1</b>    | <b>1188</b> |
| <b>% App. Total</b>                                  | <b>5.8</b>  | <b>93.8</b> | <b>0.4</b>  |             | <b>51.1</b> | <b>0</b>    | <b>48.9</b> |             | <b>0.1</b>  | <b>93.8</b> | <b>6.1</b>  |             | <b>0</b>    | <b>0</b>    | <b>100</b>  |             |             |
| <b>PHF</b>   | <b>.500</b> | <b>.953</b> | <b>.250</b> | <b>.909</b> | <b>.750</b> | <b>.000</b> | <b>.575</b> | <b>.691</b> | <b>.250</b> | <b>.968</b> | <b>.859</b> | <b>.966</b> | <b>.000</b> | <b>.000</b> | <b>.250</b> | <b>.250</b> | <b>.958</b> |



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

Study Name : TMC 1341  
Study Date : 10/18/13  
Page No. : 1

**Signal Warrants - Summary**

**Major Street Approaches**

**Northbound: CSAH 17**  
Number of Lanes: 2  
85% Speed > 40 MPH.  
Total Approach Volume: 1,918

**Southbound: CSAH 17**  
Number of Lanes: 2  
85% Speed > 40 MPH.  
Total Approach Volume: 1,681

**Minor Street Approaches**

**Eastbound: Church Driveway**  
Number of Lanes: 1  
  
Total Approach Volume: 5

**Westbound: Woodland Pkwy**  
Number of Lanes: 1  
  
Total Approach Volume: 221

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

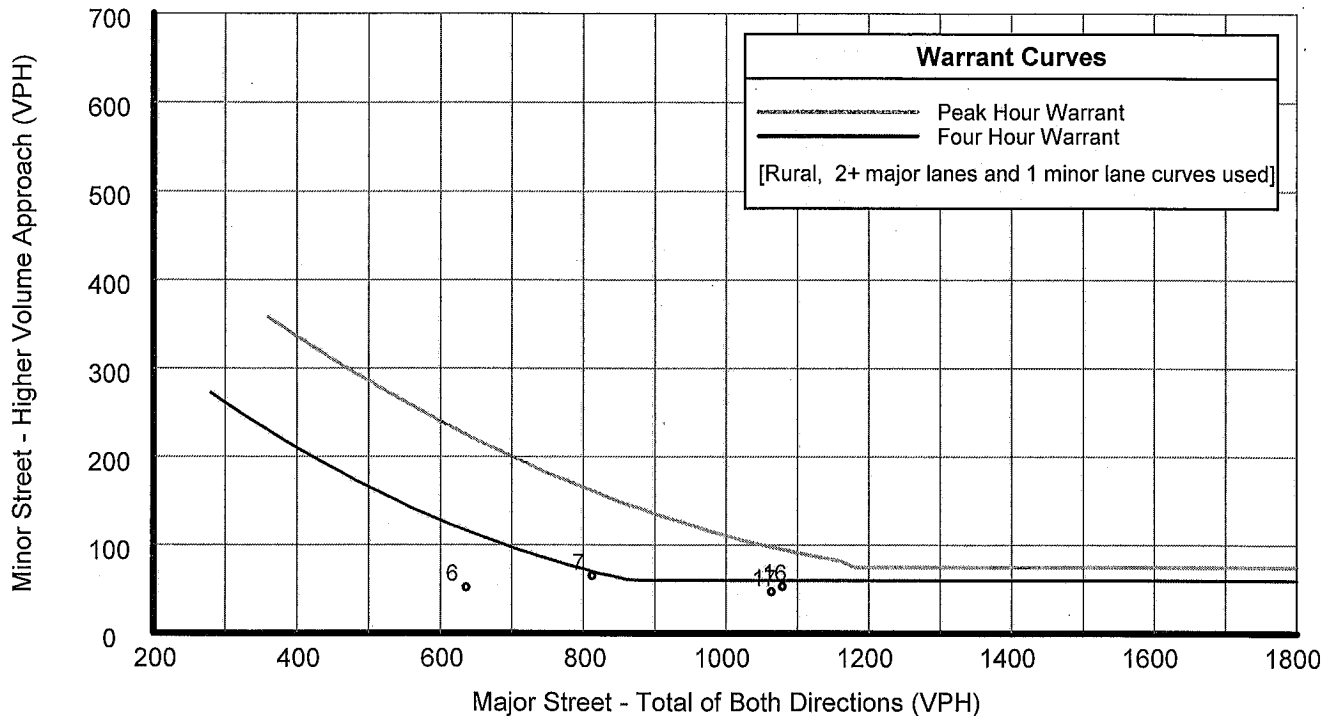
- Warrant 1 - Eight Hour Vehicular Volumes ..... Not Satisfied**  
  - Warrant 1A - Minimum Vehicular Volume ..... Not Satisfied**  
Required volumes reached for 0 hours, 8 are needed
  - Warrant 1B - Interruption of Continuous Traffic ..... Not Satisfied**  
Required volumes reached for 2 hours, 8 are 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 (1) 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 1341  
Study Date : 10/18/13  
Page No. : 2

## Signal Warrants - Summary



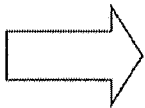
### Analysis of 8-Hour Volume Warrants:

#### War 1A-Minimum Volume

#### War 1B-Interruption of Traffic

#### War 1C-Combination of Warrants

| Hour Begin | Major Total | Minor Vol | Dir | Maj 420 | Min 105 | Hour Begin | Major Total | Minor Vol | Dir | Maj 630 | Min 53 | Hour Begin | Major Total | Minor Vol | Dir | Maj 504 | Min 84 |
|------------|-------------|-----------|-----|---------|---------|------------|-------------|-----------|-----|---------|--------|------------|-------------|-----------|-----|---------|--------|
| 16:30      | 1,140       | 47        | W   | Yes     | No      | 16:00      | 1,079       | 53        | W   | Yes     | Yes    | 16:30      | 1,140       | 47        | W   | Yes     | No     |
| 16:15      | 1,116       | 44        | W   | Yes     | No      | 06:15      | 731         | 55        | W   | Yes     | Yes    | 16:15      | 1,116       | 44        | W   | Yes     | No     |
| 16:45      | 1,107       | 39        | W   | Yes     | No      | 17:00      | 1,064       | 47        | W   | Yes     | No     | 16:45      | 1,107       | 39        | W   | Yes     | No     |
| 16:00      | 1,079       | 53        | W   | Yes     | No      | 17:15      | 796         | 41        | W   | Yes     | No     | 16:00      | 1,079       | 53        | W   | Yes     | No     |
| 17:00      | 1,064       | 47        | W   | Yes     | No      | 15:45      | 785         | 40        | W   | Yes     | No     | 17:00      | 1,064       | 47        | W   | Yes     | No     |
| 06:45      | 814         | 73        | W   | Yes     | No      | 06:00      | 636         | 52        | W   | Yes     | No     | 06:45      | 814         | 73        | W   | Yes     | No     |
| 07:00      | 812         | 65        | W   | Yes     | No      | 07:15      | 597         | 51        | W   | No      | No     | 07:00      | 812         | 65        | W   | Yes     | No     |
| 17:15      | 796         | 41        | W   | Yes     | No      | 17:30      | 512         | 31        | W   | No      | No     | 17:15      | 796         | 41        | W   | Yes     | No     |
| 15:45      | 785         | 40        | W   | Yes     | No      | 15:30      | 492         | 23        | W   | No      | No     | 15:45      | 785         | 40        | W   | Yes     | No     |
| 06:30      | 783         | 65        | W   | Yes     | No      | 05:45      | 429         | 31        | W   | No      | No     | 06:30      | 783         | 65        | W   | Yes     | No     |
| 06:15      | 731         | 55        | W   | Yes     | No      | 07:30      | 397         | 35        | W   | No      | No     | 06:15      | 731         | 55        | W   | Yes     | No     |
| 06:00      | 636         | 52        | W   | Yes     | No      | 05:30      | 269         | 18        | W   | No      | No     | 06:00      | 636         | 52        | W   | Yes     | No     |
| 07:15      | 597         | 51        | W   | Yes     | No      | 17:45      | 252         | 22        | W   | No      | No     | 07:15      | 597         | 51        | W   | Yes     | No     |
| 17:30      | 512         | 31        | W   | Yes     | No      | 15:15      | 232         | 15        | W   | No      | No     | 17:30      | 512         | 31        | W   | Yes     | No     |
| 15:30      | 492         | 23        | W   | Yes     | No      | 07:45      | 206         | 14        | W   | No      | No     | 15:30      | 492         | 23        | W   | No      | No     |
| 05:45      | 429         | 31        | W   | Yes     | No      | 05:15      | 121         | 11        | W   | No      | No     | 05:45      | 429         | 31        | W   | No      | No     |
| 07:30      | 397         | 35        | W   | No      | No      | 18:45      | 3           | 1         | W   | No      | No     | 07:30      | 397         | 35        | W   | No      | No     |
| 05:30      | 269         | 18        | W   | No      | No      | 08:45      | 3           | 1         | W   | No      | No     | 05:30      | 269         | 18        | W   | No      | No     |
| 17:45      | 252         | 22        | W   | No      | No      | 08:30      | 3           | 0         | W   | No      | No     | 17:45      | 252         | 22        | W   | No      | No     |
| 15:15      | 232         | 15        | W   | No      | No      | 19:15      | 2           | 0         | W   | No      | No     | 15:15      | 232         | 15        | W   | No      | No     |
| 07:45      | 206         | 14        | W   | No      | No      | 19:00      | 2           | 1         | W   | No      | No     | 07:45      | 206         | 14        | W   | No      | No     |
| 05:15      | 121         | 11        | W   | No      | No      | 18:30      | 2           | 1         | W   | No      | No     | 05:15      | 121         | 11        | W   | No      | No     |
| 18:45      | 3           | 1         | W   | No      | No      | 18:00      | 2           | 1         | W   | No      | No     | 18:45      | 3           | 1         | W   | No      | No     |
| 08:45      | 3           | 1         | W   | No      | No      | 09:15      | 2           | 1         | W   | No      | No     | 08:45      | 3           | 1         | W   | No      | No     |



**COUNT LOCATION:**

CSAH 17 (Lexington Ave.)

**DATE:**

09/24/2013

@ Woodland Pkwy.

**NORTH**

|                           |
|---------------------------|
| APP. #1 = CSAH 17         |
| APP. #2 = Church Driveway |
| APP. #3 = CSAH 17         |
| APP. #4 = Woodland Pkwy.  |

|         |         |         |
|---------|---------|---------|
|         | APP. #2 |         |
| 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         |             |         |         |         |              | 7                   |           | 1   |
| 6:15-6:30           |             |         |         |         |              | 6                   |           | 1   |
| 6:30-6:45           |             |         |         |         |              | 5                   |           | 1   |
| 6:45-7:00           |             |         |         |         |              | 3                   |           | 2   |
| <b>HOURLY TOTAL</b> |             |         |         |         |              | <b>HOURLY TOTAL</b> | <b>26</b> |     |
| 7:00-7:15AM         |             |         |         |         |              | 5                   |           | 2   |
| 7:15-7:30           |             |         |         |         |              | 5                   |           | 3   |
| 7:30-7:45           |             |         |         |         |              | 5                   |           |     |
| 7:45-8:00           |             |         |         |         |              | 6                   |           |     |
| <b>HOURLY TOTAL</b> |             |         |         |         |              | <b>HOURLY TOTAL</b> | <b>26</b> |     |
|                     |             |         |         |         | <b>TOTAL</b> | <b>TOTAL 52</b>     |           |     |

| TIME                | PEDESTRIANS |         |         |         |              | HEAVY VEHICLES      |           |     |
|---------------------|-------------|---------|---------|---------|--------------|---------------------|-----------|-----|
|                     | APP. #1     | APP. #2 | APP. #3 | APP. #4 | 15 MIN TOT   | TRUCKS              | RV        | BUS |
| 4:00-4:15PM         |             |         |         |         |              | 10                  |           | 1   |
| 4:15-4:30           |             |         |         |         |              | 10                  |           | 2   |
| 4:30-4:45           |             |         |         |         |              | 3                   |           | 1   |
| 4:45-5:00           |             |         |         |         |              | 2                   |           | 2   |
| <b>HOURLY TOTAL</b> |             |         |         |         |              | <b>HOURLY TOTAL</b> | <b>31</b> |     |
| 5:00-5:15PM         |             |         |         |         |              | 10                  |           | 1   |
| 5:15-5:30           |             |         |         |         |              | 2                   |           |     |
| 5:30-5:45           |             |         |         |         |              | 5                   |           |     |
| 5:45-6:00           |             |         |         |         |              | 11                  |           |     |
| <b>HOURLY TOTAL</b> |             |         |         |         |              | <b>HOURLY TOTAL</b> | <b>29</b> |     |
|                     |             |         |         |         | <b>TOTAL</b> | <b>TOTAL 60</b>     |           |     |