

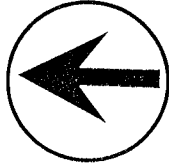
Date : 07/01/14

Count Number : TMC1421

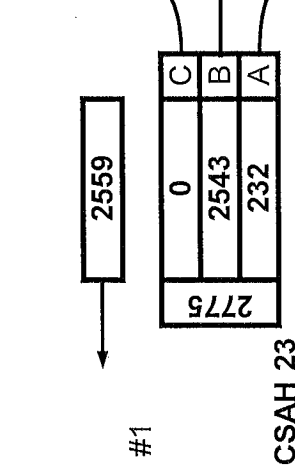
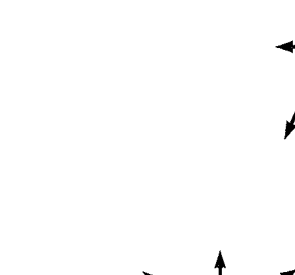
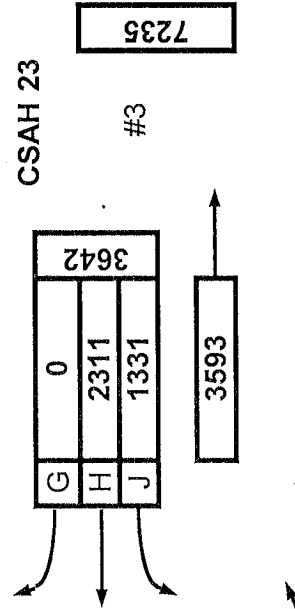
Location : CSAH 23 (Lake Drive)

@ Zurich Street

Collection Period 6:00 AM - 10:00 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

Zurich Street

Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study

#4

2861

#1

#3

Date : 07/01/14

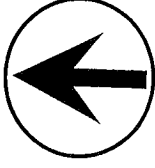
Count Number : TMC1421

Location : CSAH 23 (Lake Drive)

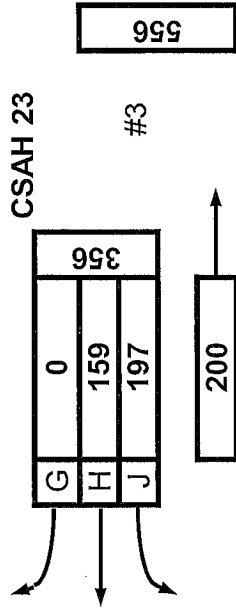
@ Zurich Street

Collection Period : AM PEAK

Hour : 6:15 - 7:15 AM



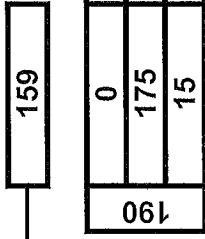
North



CSAH 23

#3

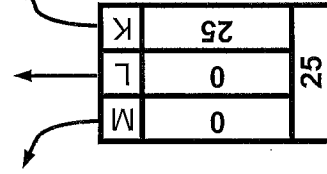
556



#1

CSAH 23

349



#4

Zurich Street

237

	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

Date : 06/30/14

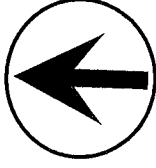
Count Number : TMC1421

Location : CSAH 23 (Lake Drive)

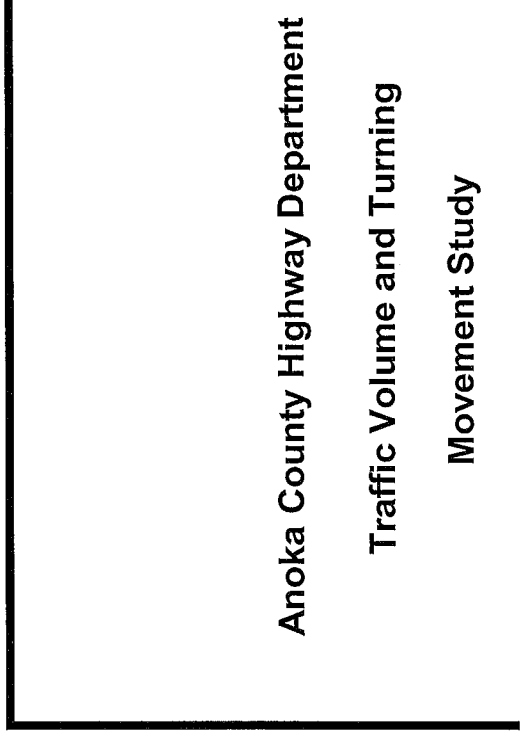
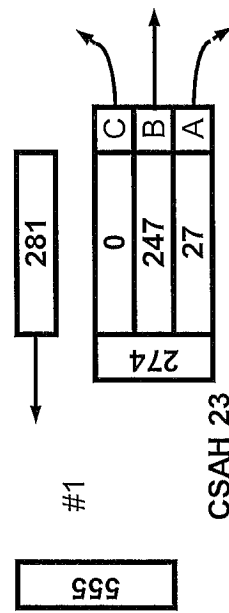
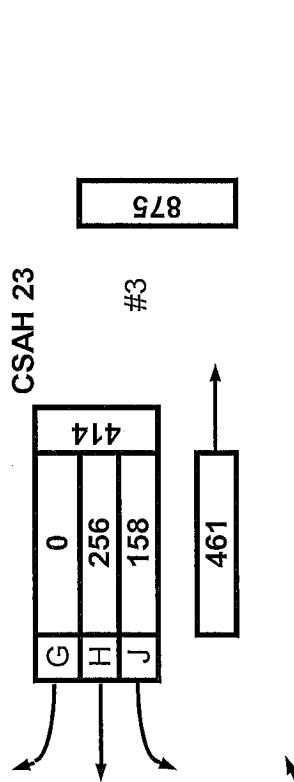
@ Zurich Street

Collection Period : PM PEAK

Hour : 4:45 - 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

Default Comments

Weather: Warm and PCloudy

Counter: DB-400

Study Conducted By: Jack and Ann

File Name : TMC 1421

Site Code : 14210202

Start Date : 06/30/2014

Page No : 1

Groups Printed- Unshifted

Start Time	NONE Southbound					CSAH 23 Westbound					Zurich St. 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	34	30	0	1	64	1	0	6	1	7	0	22	5	2	27	4	98	102
06:15	0	0	0	0	0	57	46	0	2	103	0	0	7	2	7	0	30	4	1	34	5	144	149
06:30	0	0	0	0	0	37	44	0	3	81	0	0	4	3	4	0	49	4	7	53	13	138	151
06:45	0	0	0	0	0	67	31	0	2	98	0	0	4	1	4	0	53	5	7	58	10	160	170
Total	0	0	0	0	0	195	151	0	8	346	1	0	21	7	22	0	154	18	17	172	32	540	572
07:00	0	0	0	0	0	36	38	0	5	74	0	0	10	3	10	0	43	2	4	45	12	129	141
07:15	0	0	0	0	0	29	34	0	3	63	0	0	3	0	3	0	46	5	3	51	6	117	123
07:30	0	0	0	0	0	17	51	0	3	68	7	0	8	1	15	0	59	5	6	64	10	147	157
07:45	0	0	0	0	0	10	35	0	2	45	2	0	7	2	9	0	51	4	2	55	6	109	115
Total	0	0	0	0	0	92	158	0	13	250	9	0	28	6	37	0	199	16	15	215	34	502	536
08:00	0	0	0	0	0	20	37	0	3	57	1	0	6	2	7	0	39	0	4	39	9	103	112
08:15	0	0	0	0	0	11	32	0	3	43	2	0	5	2	7	0	32	3	2	35	7	85	92
08:30	0	0	0	0	0	16	24	0	3	40	1	0	3	0	4	0	29	1	2	30	5	74	79
08:45	0	0	0	0	0	13	31	0	1	44	1	0	3	0	4	0	49	0	5	49	6	97	103
Total	0	0	0	0	0	60	124	0	10	184	5	0	17	4	22	0	149	4	13	153	27	359	386
09:00	0	0	0	0	0	6	21	0	3	27	1	0	1	2	2	0	26	3	3	29	8	58	66
09:15	0	0	0	0	0	20	35	0	5	55	0	0	6	1	6	0	39	0	6	39	12	100	112
09:30	0	0	0	0	0	30	28	0	2	58	1	0	6	2	7	0	43	7	8	50	12	115	127
09:45	0	0	0	0	0	21	30	0	5	51	2	0	7	0	9	0	36	3	3	39	8	99	107
Total	0	0	0	0	0	77	114	0	15	191	4	0	20	5	24	0	144	13	20	157	40	372	412
10:00	0	0	0	0	0	19	29	0	5	48	2	0	6	1	8	0	38	8	4	46	10	102	112
10:15	0	0	0	0	0	16	29	0	4	45	1	0	8	0	9	0	38	8	3	46	7	100	107
10:30	0	0	0	0	0	25	29	0	4	54	3	0	4	0	7	0	34	1	5	35	9	96	105
10:45	0	0	0	0	0	30	26	0	8	56	2	0	8	0	10	0	31	9	4	40	12	106	118
Total	0	0	0	0	0	90	113	0	21	203	8	0	26	1	34	0	141	26	16	167	38	404	442
11:00	0	0	0	0	0	25	25	0	1	50	3	0	7	0	10	0	35	5	3	40	4	100	104
11:15	0	0	0	0	0	13	32	0	7	45	2	0	10	1	12	0	28	5	3	33	11	90	101
11:30	0	0	0	0	0	12	37	0	5	49	1	0	7	0	8	0	28	1	6	29	11	86	97
11:45	0	0	0	0	0	22	33	0	4	55	7	0	16	1	23	0	31	3	1	34	6	112	118
Total	0	0	0	0	0	72	127	0	17	199	13	0	40	2	53	0	122	14	13	136	32	388	420
12:00	0	0	0	0	0	13	31	0	1	44	7	0	4	0	11	0	42	3	3	45	4	100	104
12:15	0	0	0	0	0	13	13	0	3	26	2	0	16	0	18	0	12	0	2	12	5	56	61
12:30	0	0	0	0	0	17	35	0	3	52	6	0	16	0	22	0	39	5	1	44	4	118	122
12:45	0	0	0	0	0	17	33	0	6	50	7	0	14	3	21	0	39	4	4	43	13	114	127
Total	0	0	0	0	0	60	112	0	13	172	22	0	50	3	72	0	132	12	10	144	26	388	414
13:00	0	0	0	0	0	16	49	0	9	65	5	0	6	0	11	0	34	4	1	38	10	114	124
13:15	0	0	0	0	0	21	32	0	6	53	1	0	12	0	13	0	24	3	3	27	9	93	102
13:30	0	0	0	0	0	21	39	0	1	60	3	0	15	0	18	0	45	3	4	48	5	126	131
13:45	0	0	0	0	0	18	35	0	6	53	3	0	14	1	17	0	41	1	5	42	12	112	124
Total	0	0	0	0	0	76	155	0	22	231	12	0	47	1	59	0	144	11	13	155	36	445	481
14:00	0	0	0	0	0	15	31	0	0	46	4	0	16	0	20	0	40	2	0	42	0	108	108
14:15	0	0	0	0	0	13	30	0	1	43	5	0	8	0	13	0	43	2	5	45	6	101	107
14:30	0	0	0	0	0	5	31	0	2	36	4	0	23	0	27	0	32	3	1	35	3	98	101
14:45	0	0	0	0	0	19	47	0	4	66	2	0	8	0	10	0	51	6	4	57	8	133	141
Total	0	0	0	0	0	52	139	0	7	191	15	0	55	0	70	0	166	13	10	179	17	440	457
15:00	0	0	0	0	0	18	44	0	6	62	3	0	9	0	12	0	39	4	2	43	8	117	125
15:15	0	0	0	0	0	17	50	0	5	67	8	0	20	0	28	0	39	3	2	42	7	137	144
15:30	0	0	0	0	0	19	43	0	3	62	10	0	25	0	35	0	66	7	8	73	11	170	181
15:45	0	0	0	0	0	20	49	0	2	69	5	0	18	0	23	0	64	2	3	66	5	158	163
Total	0	0	0	0	0	74	186	0	16	260	26	0	72	0	98	0	208	16	15	224	31	582	613
16:00	0	0	0	0	0	14	58	0	6	72	3	0	13	0	16	0	67	4	5	71	11	159	170
16:15	0	0	0	0	0	24	52	0	6	76	9	0	36	1	45	0	47	6	3	53	10	174	184
16:30	0	0	0	0	0	9	27	0	1	36	7	0	28	1	35	0	33	2	3	35	5	106	111
16:45	0	0	0	0	0	28	69	0	2	97	5	0	54	1	59	0	58	1	4	59	7	215	222
Total	0	0	0	0	0	75	206	0	15	281	24	0	131	3	155	0	205	13	15	218	33	654	687
17:00	0	0	0	0	0	31	66	0	6	97	7	0	58	2	65	0	59	6	0	65	8	227	235
17:15	0	0	0	0	0	43	65	0	5	108	5	0	30	1	35	0	70	10	1	80	7	223	230
17:30	0	0	0	0	0	56	56	0	1	112	8	0	72	3	80	0	60	10	1	70	5	262	267
17:45	0	0	0	0	0	35	48	0	3	83	6	0	17	0	23	0	65	11	3	76	6	182	188
Total	0	0	0	0	0	165	235	0	15	400	26	0	177	6	203	0	254	37	5	291	26	894	920



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

Default Comments

Weather: Warm and PCloudy

Counter: DB-400

Study Conducted By: Jack and Ann

File Name : TMC 1421

Site Code : 14210202

Start Date : 06/30/2014

Page No : 2

Groups Printed- Unshifted

Start Time	NONE Southbound					CSAH 23 Westbound					Zurich St. 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			
18:00	0	0	0	0	0	33	52	0	0	85	9	0	55	1	64	0	56	6	2	62	3	211	214
18:15	0	0	0	0	0	13	45	0	5	58	4	0	24	0	28	0	52	6	0	58	5	144	149
18:30	0	0	0	0	0	28	34	0	3	62	8	0	34	1	42	0	37	1	0	38	4	142	146
18:45	0	0	0	0	0	15	26	0	1	41	9	0	15	1	24	0	44	3	1	47	3	112	115
Total	0	0	0	0	0	89	157	0	9	246	30	0	128	3	158	0	189	16	3	205	15	609	624
19:00	0	0	0	0	0	17	30	0	4	47	10	0	19	0	29	0	35	4	1	39	5	115	120
19:15	0	0	0	0	0	12	38	0	1	50	9	0	20	1	29	0	32	0	1	32	3	111	114
19:30	0	0	0	0	0	20	20	0	1	40	2	0	14	2	16	0	30	0	3	30	6	86	92
19:45	0	0	0	0	0	11	23	0	0	34	3	0	22	0	25	0	25	6	1	31	1	90	91
Total	0	0	0	0	0	60	111	0	6	171	24	0	75	3	99	0	122	10	6	132	15	402	417
20:00	0	0	0	0	0	9	34	0	2	43	3	0	20	0	23	0	28	1	0	29	2	95	97
20:15	0	0	0	0	0	5	35	0	2	40	3	0	30	0	33	0	30	3	0	33	2	106	108
20:30	0	0	0	0	0	14	26	0	1	40	2	0	15	0	17	0	27	2	1	29	2	86	88
20:45	0	0	0	0	0	16	24	0	1	40	6	0	18	0	24	0	34	1	2	35	3	99	102
Total	0	0	0	0	0	44	119	0	6	163	14	0	83	0	97	0	119	7	3	126	9	386	395
21:00	0	0	0	0	0	16	24	0	0	40	2	0	8	0	10	0	26	0	1	26	1	76	77
21:15	0	0	0	0	0	12	22	0	0	34	8	0	21	1	29	0	23	2	0	25	1	88	89
21:30	0	0	0	0	0	7	22	0	0	29	1	0	23	0	24	0	21	1	2	22	2	75	77
21:45	0	0	0	0	0	8	25	0	0	33	2	0	14	0	16	0	12	1	0	13	0	62	62
Total	0	0	0	0	0	43	93	0	0	136	13	0	66	1	79	0	82	4	3	86	4	301	305
22:00	0	0	0	0	0	7	11	0	0	18	2	0	14	0	16	0	13	2	0	15	0	49	49
Grand Total	0	0	0	0	0	1331	2311	0	193	3642	248	0	1050	45	1298	0	2543	232	177	2775	415	7715	8130
Apprch %	0	0	0			36.5	63.5	0			19.1	0	80.9			0	91.6	8.4					
Total %	0	0	0			17.3	30	0		47.2	3.2	0	13.6		16.8	0	33	3		36	5.1	94.9	

Start Time	NONE Southbound					CSAH 23 Westbound					Zurich St. Northbound					CSAH 23 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 06:15																					
06:15	0	0	0	0	57	46	0	103	0	0	7	7	0	30	4	34	144				
06:30	0	0	0	0	37	44	0	81	0	0	4	4	0	49	4	53	138				
06:45	0	0	0	0	67	31	0	98	0	0	4	4	0	53	5	58	160				
07:00	0	0	0	0	36	38	0	74	0	0	10	10	0	43	2	45	129				
Total Volume	0	0	0	0	197	159	0	356	0	0	25	25	0	175	15	190	571				
% App. Total	0	0	0	0	55.3	44.7	0		0	0	100		0	92.1	7.9						
PHF	.000	.000	.000	.000	.735	.864	.000	.864	.000	.000	.625	.625	.000	.825	.750	.819	.892				

Start Time	NONE Southbound					CSAH 23 Westbound					Zurich St. Northbound					CSAH 23 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 22:00 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	28	69	0	97	5	0	54	59	0	58	1	59	215				
17:00	0	0	0	0	31	66	0	97	7	0	58	65	0	59	6	65	227				
17:15	0	0	0	0	43	65	0	108	5	0	30	35	0	70	10	80	223				
17:30	0	0	0	0	56	56	0	112	8	0	72	80	0	60	10	70	262				
Total Volume	0	0	0	0	158	256	0	414	25	0	214	239	0	247	27	274	927				
% App. Total	0	0	0	0	38.2	61.8	0		10.5	0	89.5		0	90.1	9.9						
PHF	.000	.000	.000	.000	.705	.928	.000	.924	.781	.000	.743	.747	.000	.882	.675	.856	.885				



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

Study Name : TMC 1421
Study Date : 07/02/14
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: CSAH 23
Number of Lanes: 2
85% Speed > 40 MPH.
Total Approach Volume: 2,775

Westbound: CSAH 23
Number of Lanes: 2
85% Speed > 40 MPH.
Total Approach Volume: 3,642

Minor Street Approaches

Northbound: Zurich St.
Number of Lanes: 2

Total Approach Volume: 1,298

Southbound: NONE
Number of Lanes: 1

Total Approach Volume: 0

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Not Satisfied
Warrant 1A - Minimum Vehicular Volume	Not Satisfied
Required volumes reached for 3 hours, 8 are needed	
Warrant 1B - Interruption of Continuous Traffic	Not Satisfied
Required volumes reached for 1 hours, 8 are needed	
Warrant 1 A&B - Combination of Warrants	Not Satisfied
Required volumes reached for 3 hours, 8 are needed	
Warrant 2 - Four Hour Volumes	Not Satisfied
Number of hours (2) volumes exceed minimum < minimum required (4).	
Warrant 3 - Peak Hour	Satisfied
Warrant 3A - Peak Hour Delay	Satisfied
Number of hours (3) 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
Warrant 9 - Intersection Near a Grade Crossing	Not Evaluated



ANOKA COUNTY HIGHWAY

PC-WARRANTS

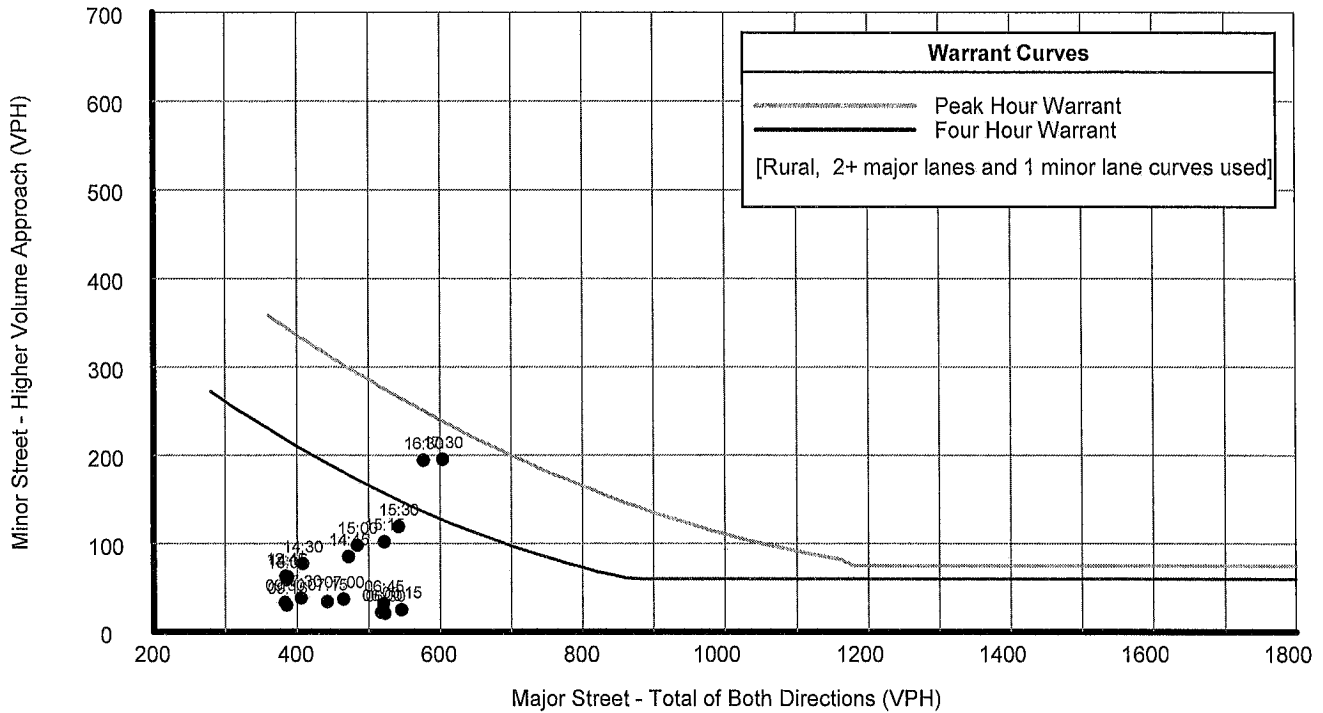
TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC 1421

Study Date : 07/02/14

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 52	Hour Begin	Major Total	Minor Vol	Dir	Maj 504	Min 84
17:30	604	195	NB	Yes	Yes	16:45	688	239	NB	Yes	Yes	17:15	676	202	NB	Yes	Yes
16:30	577	194	NB	Yes	Yes	16:30	577	194	NB	No	Yes	15:15	522	102	NB	Yes	Yes
15:30	542	119	NB	Yes	Yes	06:15	546	25	NB	No	No	16:15	518	204	NB	Yes	Yes
06:15	546	25	NB	Yes	No	15:30	542	119	NB	No	Yes	06:15	546	25	NB	Yes	No
06:30	523	21	NB	Yes	No	06:30	523	21	NB	No	No	06:30	523	21	NB	Yes	No
15:15	522	102	NB	Yes	No	17:45	522	157	NB	No	Yes	06:45	521	32	NB	Yes	No
06:45	521	32	NB	Yes	No	15:15	522	102	NB	No	Yes	06:00	518	22	NB	Yes	No
06:00	518	22	NB	Yes	No	06:45	521	32	NB	No	No	15:00	484	98	NB	No	Yes
15:00	484	98	NB	Yes	No	16:15	518	204	NB	No	Yes	14:45	472	85	NB	No	Yes
14:45	472	85	NB	Yes	No	06:00	518	22	NB	No	No	07:00	465	37	NB	No	No
07:00	465	37	NB	Yes	No	16:00	499	155	NB	No	Yes	07:15	442	34	NB	No	No
07:15	442	34	NB	Yes	No	15:00	484	98	NB	No	Yes	14:30	408	77	NB	No	No
14:30	408	77	NB	No	No	15:45	478	119	NB	No	Yes	07:30	406	38	NB	No	No
07:30	406	38	NB	No	No	14:45	472	85	NB	No	Yes	18:15	390	123	NB	No	Yes
14:15	387	62	NB	No	No	07:00	465	37	NB	No	No	14:15	387	62	NB	No	No
13:00	386	59	NB	No	No	18:00	451	158	NB	No	Yes	13:00	386	59	NB	No	No
09:15	386	30	NB	No	No	07:15	442	34	NB	No	No	09:15	386	30	NB	No	No
12:45	384	63	NB	No	No	14:30	408	77	NB	No	Yes	12:45	384	63	NB	No	No
09:30	383	33	NB	No	No	07:30	406	38	NB	No	No	09:30	383	33	NB	No	No
13:30	379	68	NB	No	No	18:15	390	123	NB	No	Yes	13:30	379	68	NB	No	No
12:30	372	67	NB	No	No	14:15	387	62	NB	No	Yes	12:30	372	67	NB	No	No
13:15	371	68	NB	No	No	13:00	386	59	NB	No	Yes	13:15	371	68	NB	No	No
14:00	370	70	NB	No	No	09:15	386	30	NB	No	No	14:00	370	70	NB	No	No
10:00	370	34	NB	No	No	12:45	384	63	NB	No	Yes	10:00	370	34	NB	No	No



ANOKA COUNTY HIGHWAY PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC 1421
Study Date : 07/02/14
Page No. : 1

Multi-Way Stop Warrant Report

Major Street Approaches

Eastbound: CSAH 23
Total Approach Volume: 2,775
85% Speed > 40 MPH.

Westbound: CSAH 23
Total Approach Volume: 3,642
85% Speed > 40 MPH.

Minor Street Approaches

Northbound: Zurich St.
Total Approach Volume: 1,298

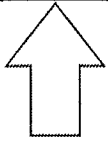
Southbound: NONE
Total Approach Volume: 0

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 3 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 2 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?
16:00 - 17:00	499	155	210-Yes	140-Yes	Both	240-Yes	160-No	Major
17:00 - 18:00	691	203	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
18:00 - 19:00	451	158	210-Yes	140-Yes	Both	240-Yes	160-No	Major
05:30 - 06:30	228	14	210-Yes	140-No	Major	240-No	160-No	No
05:45 - 06:45	362	18	210-Yes	140-No	Major	240-Yes	160-No	Major
06:00 - 07:00	518	22	210-Yes	140-No	Major	240-Yes	160-No	Major
06:15 - 07:15	546	25	210-Yes	140-No	Major	240-Yes	160-No	Major
06:30 - 07:30	523	21	210-Yes	140-No	Major	240-Yes	160-No	Major
06:45 - 07:45	521	32	210-Yes	140-No	Major	240-Yes	160-No	Major
07:00 - 08:00	465	37	210-Yes	140-No	Major	240-Yes	160-No	Major
07:15 - 08:15	442	34	210-Yes	140-No	Major	240-Yes	160-No	Major
07:30 - 08:30	406	38	210-Yes	140-No	Major	240-Yes	160-No	Major
07:45 - 08:45	344	27	210-Yes	140-No	Major	240-Yes	160-No	Major
08:00 - 09:00	337	22	210-Yes	140-No	Major	240-Yes	160-No	Major
08:15 - 09:15	297	17	210-Yes	140-No	Major	240-Yes	160-No	Major
08:30 - 09:30	313	16	210-Yes	140-No	Major	240-Yes	160-No	Major
08:45 - 09:45	351	19	210-Yes	140-No	Major	240-Yes	160-No	Major
09:00 - 10:00	348	24	210-Yes	140-No	Major	240-Yes	160-No	Major
09:15 - 10:15	386	30	210-Yes	140-No	Major	240-Yes	160-No	Major
09:30 - 10:30	383	33	210-Yes	140-No	Major	240-Yes	160-No	Major
09:45 - 10:45	364	33	210-Yes	140-No	Major	240-Yes	160-No	Major
10:00 - 11:00	370	34	210-Yes	140-No	Major	240-Yes	160-No	Major
10:15 - 11:15	366	36	210-Yes	140-No	Major	240-Yes	160-No	Major
10:30 - 11:30	353	39	210-Yes	140-No	Major	240-Yes	160-No	Major



NORTH

COUNT LOCATION:

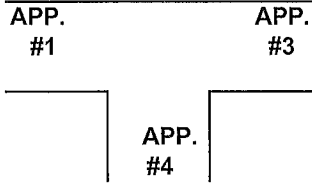
CSAH 23 (Lake Drive)

DATE:

07/01/2014

@ Zurich Street

APP. #1 = CSAH 23
APP. #3 = CSAH 23
APP. #4 = Zurich Street

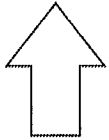


HEAVY VEHICLE- ANY VEHICLE HAVING MORE THAN FOUR TIRES TOUCHING THE PAVEMENT

- 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						3		2
6:15-6:30						2		3
6:30-6:45						8		4
6:45-7:00						8		2
HOURLY TOTAL						HOURLY TOTAL		32
7:00-7:15						6		6
7:15-7:30						6		
7:30-7:45						7		3
7:45-8:00				1	1	6		
HOURLY TOTAL					1	HOURLY TOTAL		34
8:00-8:15						7		2
8:15-8:30						6		
8:30-8:45						5		
8:45-9:00						6		
HOURLY TOTAL						HOURLY TOTAL		26
9:00-9:15						8		
9:15-9:30	1				1	10		
9:30-9:45						12		1
9:45-10:00						8		
HOURLY TOTAL					1	HOURLY TOTAL		39
10:00-10:15						10		
10:15-10:30						5	1	
10:30-10:45						8		1
10:45-11:00						11		1
HOURLY TOTAL						HOURLY TOTAL		37
11:00-11:15						3		
11:15-11:30						12		
11:30-11:45						10		1
11:45-12:00						7		
HOURLY TOTAL						HOURLY TOTAL		33
12:00-12:15						5		1
12:15-12:30						4		1
12:30-12:45						3		1
12:45-1:00						13		
HOURLY TOTAL						HOURLY TOTAL		28
1:00-1:15						9		
1:15-1:30						8	1	
1:30-1:45						4		1
1:45-2:00						10		1
HOURLY TOTAL						HOURLY TOTAL		34
					TOTAL		TOTAL	263
					2			

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NORTH

COUNT LOCATION:

CSAH 23 (Lake Drive)

DATE:

06/30/2014

@ Zurich Street

APP. #1 = CSAH 23

APP. #3 = CSAH 23

APP. #4 = Zurich Street

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						6		
2:15-2:30				2	2	3		
2:30-2:45						8		
2:45-3:00						8		
HOURLY TOTAL					2	HOURLY TOTAL		25
3:00-3:15						7		
3:15-3:30						7		4
3:30-3:45						7	1	1
3:45-4:00						3		1
HOURLY TOTAL						HOURLY TOTAL		31
4:00-4:15						5	1	4
4:15-4:30						4		2
4:30-4:45						5		2
4:45-5:00						4		4
HOURLY TOTAL						HOURLY TOTAL		31
5:00-5:15						4		3
5:15-5:30						4		2
5:30-5:45						5		
5:45-6:00						5		1
HOURLY TOTAL						HOURLY TOTAL		24
6:00-6:15				1	1	3	1	
6:15-6:30						2		2
6:30-6:45						3		
6:45-7:00	1				1	5		
HOURLY TOTAL					2	HOURLY TOTAL		16
7:00-7:15						4		
7:15-7:30						3	1	
7:30-7:45						4		
7:45-8:00				1	1	2		
HOURLY TOTAL					1	HOURLY TOTAL		14
8:00-8:15						2		
8:15-8:30	1				1	2		
8:30-8:45						3		
8:45-9:00						1		
HOURLY TOTAL					1	HOURLY TOTAL		8
9:00-9:15				2	2	1		
9:15-9:30				1	1	1		
9:30-9:45				1	1	2		
9:45-10:00								
HOURLY TOTAL					4	HOURLY TOTAL		4
					TOTAL		TOTAL	416

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