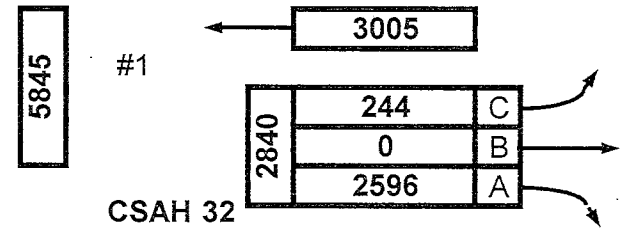
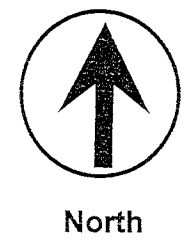
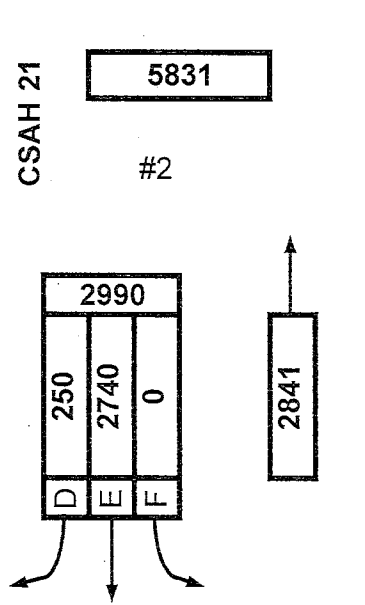


Date : 08/07/13

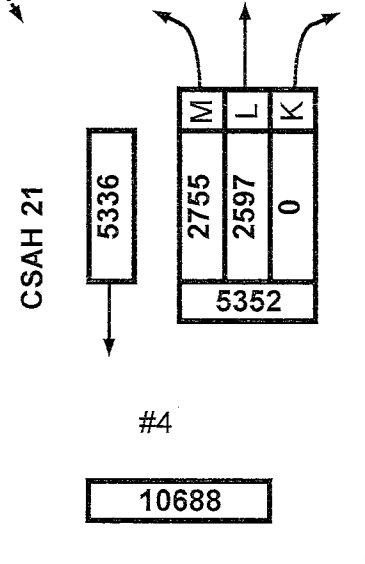
Count Number : TMC1329

Location : CSAH 21 (Centerville Rd.)
@ CSAH 32 (Ash St.)

Collection Period : 6:00 AM - 10:00 PM



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



Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study

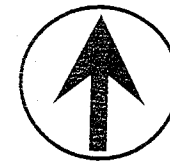
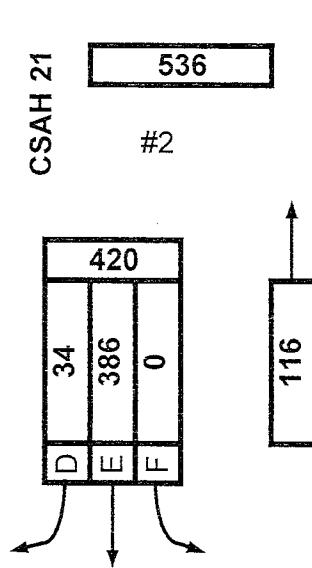
Date : 08/07/13

Count Number : TMC1329

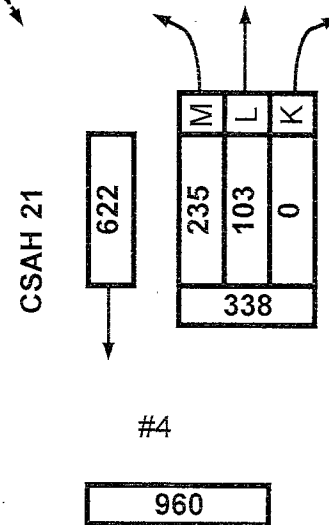
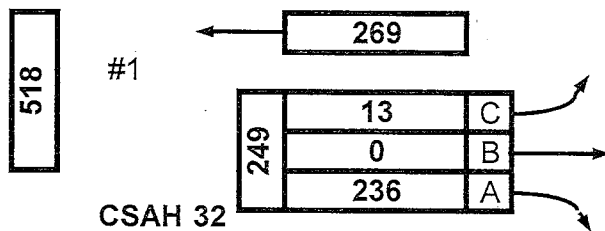
Location : CSAH 21 (Centerville Rd.)
 @ CSAH 32 (Ash St.)

Collection Period : AM PEAK

Hour : 7:00 AM - 8:00 AM



North



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

Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study

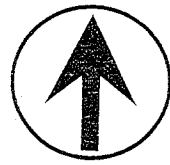
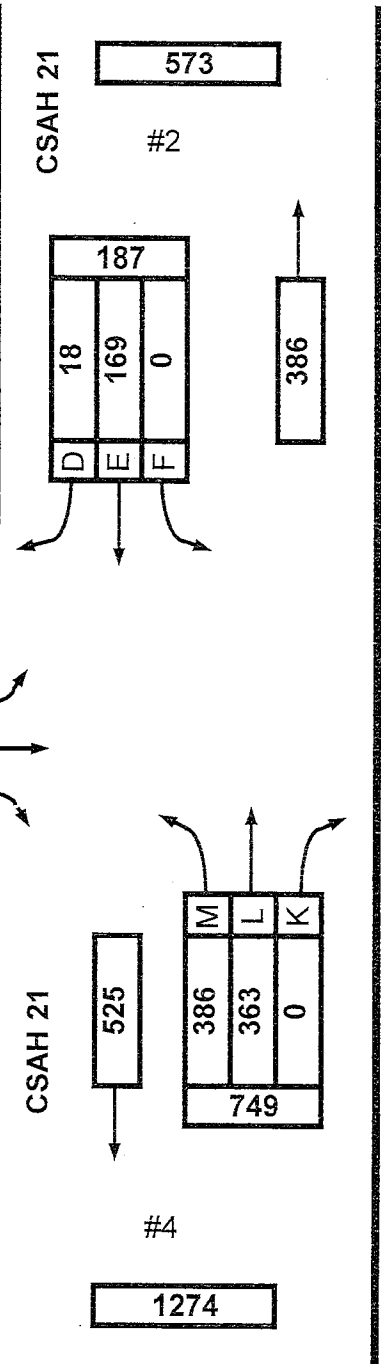
Date : 08/05/13

Count Number : TMC1329

Location : CSAH 21 (Centerville Rd.)
@ CSAH 32 (Ash St.)

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	1	0	2
#2	0	0	1	1
#3	0	0	0	0
#4	0	0	1	1

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 and P. Cloudy
 Counter: DB-400
 Study Conducted By: Kate and Kristin

File Name : TMC 1329
 Site Code : 13290202
 Start Date : 08/05/2013
 Page No : 1

Groups Printed- Unshifted

Start Time	CSAH 21 Southbound					NONE Westbound					CSAH 21 Northbound					CSAH 32 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	69	4	1	73	0	0	0	0	0	22	15	0	1	37	0	0	30	0	30	2	140	142
06:15	0	70	10	1	80	0	0	0	0	0	32	13	0	3	45	1	0	25	1	26	5	151	156
06:30	0	83	7	3	90	0	0	0	0	0	41	11	0	1	52	1	0	36	4	37	8	179	187
06:45	0	98	11	1	109	0	0	0	0	0	38	20	0	0	58	1	0	41	0	42	1	209	210
Total	0	320	32	6	352	0	0	0	0	0	133	59	0	5	192	3	0	132	5	135	16	679	695
07:00	0	99	9	1	108	0	0	0	0	0	47	16	0	0	63	1	0	45	2	46	3	217	220
07:15	0	104	11	0	115	0	0	0	0	0	66	25	0	4	91	6	0	42	3	48	7	254	261
07:30	0	90	5	0	95	0	0	0	0	0	67	33	0	2	100	1	0	82	2	83	4	278	282
07:45	0	93	9	0	102	0	0	0	0	0	55	29	0	5	84	5	0	67	3	72	8	258	266
Total	0	386	34	1	420	0	0	0	0	0	235	103	0	11	338	13	0	236	10	249	22	1007	1029
08:00	0	61	4	0	65	0	0	0	0	0	59	28	0	3	87	3	0	62	5	65	8	217	225
08:15	0	72	4	0	76	0	0	0	0	0	50	15	0	4	65	5	0	49	1	54	5	195	200
08:30	0	80	6	1	86	0	0	0	0	0	45	15	0	5	60	3	0	44	2	47	8	193	201
08:45	0	64	3	1	67	0	0	0	0	0	27	22	0	2	49	3	0	41	3	44	6	160	166
Total	0	277	17	2	294	0	0	0	0	0	181	80	0	14	261	14	0	196	11	210	27	765	792
09:00	0	53	6	0	59	0	0	0	0	0	31	16	0	3	47	5	0	39	4	44	7	150	157
09:15	0	54	3	0	57	0	0	0	0	0	22	17	0	1	39	2	0	32	3	34	4	130	134
09:30	0	59	8	0	67	0	0	0	0	0	23	22	0	3	45	3	0	37	1	40	4	152	156
09:45	0	62	0	0	62	0	0	0	0	0	28	22	0	3	50	3	0	33	1	36	4	148	152
Total	0	228	17	0	245	0	0	0	0	0	104	77	0	10	181	13	0	141	9	154	19	580	599
10:00	0	45	3	1	48	0	0	0	0	0	31	15	0	4	46	6	0	20	1	26	6	120	126
10:15	0	27	4	1	31	0	0	0	0	0	31	28	0	4	59	2	0	24	0	26	5	116	121
10:30	0	37	2	0	39	0	0	0	0	0	14	23	0	1	37	6	0	29	3	35	4	111	115
10:45	0	35	0	0	35	0	0	0	0	0	32	32	0	4	64	5	0	26	1	31	5	130	135
Total	0	144	9	2	153	0	0	0	0	0	108	98	0	13	206	19	0	99	5	118	20	477	497
11:00	0	30	4	0	34	0	0	0	0	0	37	33	0	6	70	3	0	44	2	47	8	151	159
11:15	0	31	2	1	33	0	0	0	0	0	42	48	0	0	90	3	0	44	1	47	2	170	172
11:30	0	35	2	0	37	0	0	0	0	0	33	55	0	2	88	3	0	39	1	42	3	167	170
11:45	0	32	7	0	39	0	0	0	0	0	49	36	0	0	85	4	0	29	0	33	0	157	157
Total	0	128	15	1	143	0	0	0	0	0	161	172	0	8	333	13	0	156	4	169	13	645	658
12:00	0	34	1	0	35	0	0	0	0	0	29	32	0	3	61	4	0	44	1	48	4	144	148
12:15	0	46	2	3	48	0	0	0	0	0	36	38	0	0	74	2	0	28	1	30	4	152	156
12:30	0	46	6	2	52	0	0	0	0	0	45	40	0	4	85	3	0	26	2	29	8	166	174
12:45	0	29	1	1	30	0	0	0	0	0	18	32	0	2	50	4	0	42	1	46	4	126	130
Total	0	155	10	6	165	0	0	0	0	0	128	142	0	9	270	13	0	140	5	153	20	588	608
13:00	0	36	2	0	38	0	0	0	0	0	23	20	0	0	43	4	0	33	0	37	0	118	118
13:15	0	31	1	1	32	0	0	0	0	0	32	37	0	4	69	4	0	31	3	35	8	136	144
13:30	0	41	8	0	49	0	0	0	0	0	29	36	0	2	65	0	0	25	2	25	4	139	143
13:45	0	42	5	0	47	0	0	0	0	0	35	40	0	1	75	7	0	42	0	49	1	171	172
Total	0	150	16	1	166	0	0	0	0	0	119	133	0	7	252	15	0	131	5	146	13	564	577
14:00	0	39	6	1	45	0	0	0	0	0	24	38	0	1	62	8	0	22	1	30	3	137	140
14:15	0	27	2	1	29	0	0	0	0	0	20	27	0	1	47	6	0	49	1	55	3	131	134
14:30	0	32	4	0	36	0	0	0	0	0	44	49	0	1	93	7	0	31	2	38	3	167	170
14:45	0	19	4	0	23	0	0	0	0	0	54	52	0	1	106	6	0	37	3	43	4	172	176
Total	0	117	16	2	133	0	0	0	0	0	142	166	0	4	308	27	0	139	7	166	13	607	620
15:00	0	29	6	0	35	0	0	0	0	0	47	54	0	2	101	3	0	23	1	26	3	162	165
15:15	0	34	4	1	38	0	0	0	0	0	40	50	0	2	90	7	0	52	1	59	4	187	191
15:30	0	26	3	0	29	0	0	0	0	0	80	67	0	1	147	10	0	53	2	63	3	239	242
15:45	0	42	4	1	46	0	0	0	0	0	74	88	0	4	162	7	0	94	4	101	9	309	318
Total	0	131	17	2	148	0	0	0	0	0	241	259	0	9	500	27	0	222	8	249	19	897	916
16:00	0	29	5	0	34	0	0	0	0	0	82	75	0	5	157	4	0	69	0	73	5	264	269
16:15	0	32	4	0	36	0	0	0	0	0	98	72	0	0	170	2	0	58	1	60	1	266	267
16:30	0	38	6	0	44	0	0	0	0	0	111	91	0	4	202	5	0	89	1	94	5	340	345
16:45	0	53	2	0	55	0	0	0	0	0	93	99	0	7	192	6	0	95	6	101	13	348	361
Total	0	152	17	0	169	0	0	0	0	0	384	337	0	16	721	17	0	311	8	328	24	1218	1242
17:00	0	36	6	2	42	0	0	0	0	0	110	78	0	3	188	4	0	74	0	78	5	308	313
17:15	0	42	4	0	46	0	0	0	0	0	72	95	0	4	167	8	0	98	3	106	7	319	326
17:30	0	48	5	1	53	0	0	0	0	0	100	72	0	4	172	7	0	87	1	94	6	319	325



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

Weather: Warm and P. Cloudy
 Counter: DB-400
 Study Conducted By: Kate and Kristin

File Name : TMC 1329
 Site Code : 13290202
 Start Date : 08/05/2013
 Page No : 2

Groups Printed- Unshifted

Start Time	CSAH 21 Southbound					NONE Westbound					CSAH 21 Northbound					CSAH 32 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			
17:45	0	40	4	1	44	0	0	0	0	0	61	75	0	0	136	4	0	85	0	89	1	269	270
Total	0	166	19	4	185	0	0	0	0	0	343	320	0	11	663	23	0	344	4	367	19	1215	1234
18:00	0	47	2	1	49	0	0	0	0	0	49	68	0	1	117	7	0	80	1	87	3	253	256
18:15	0	39	5	0	44	0	0	0	0	0	43	66	0	1	109	6	0	35	0	41	1	194	195
18:30	0	40	1	0	41	0	0	0	0	0	32	47	0	1	79	4	0	27	0	31	1	151	152
18:45	0	29	3	0	32	0	0	0	0	0	38	50	0	0	88	4	0	24	0	28	0	148	148
Total	0	155	11	1	166	0	0	0	0	0	162	231	0	3	393	21	0	166	1	187	5	746	751
19:00	0	28	4	0	32	0	0	0	0	0	32	48	0	0	80	2	0	35	0	37	0	149	149
19:15	0	30	3	1	33	0	0	0	0	0	29	42	0	0	71	4	0	29	0	33	1	137	138
19:30	0	19	1	0	20	0	0	0	0	0	42	31	0	0	73	0	0	11	0	11	0	104	104
19:45	0	20	1	0	21	0	0	0	0	0	22	30	0	0	52	2	0	8	1	10	1	83	84
Total	0	97	9	1	106	0	0	0	0	0	125	151	0	0	276	8	0	83	1	91	2	473	475
20:00	0	23	0	0	23	0	0	0	0	0	27	34	0	2	61	6	0	18	0	24	2	108	110
20:15	0	24	0	1	24	0	0	0	0	0	27	35	0	1	62	1	0	16	0	17	2	103	105
20:30	0	16	1	0	17	0	0	0	0	0	26	37	0	0	63	7	0	21	0	28	0	108	108
20:45	0	27	1	1	28	0	0	0	0	0	28	43	0	1	71	2	0	8	0	10	2	109	111
Total	0	90	2	2	92	0	0	0	0	0	108	149	0	4	257	16	0	63	0	79	6	428	434
21:00	0	13	2	0	15	0	0	0	0	0	27	36	0	0	63	2	0	7	0	9	0	87	87
21:15	0	12	3	0	15	0	0	0	0	0	29	45	0	0	74	0	0	14	1	14	1	103	104
21:30	0	10	1	1	11	0	0	0	0	0	10	21	0	0	31	0	0	8	1	8	2	50	52
21:45	0	9	3	0	12	0	0	0	0	0	15	18	0	0	33	0	0	8	0	8	0	53	53
Total	0	44	9	1	53	0	0	0	0	0	81	120	0	0	201	2	0	37	2	39	3	293	296
Grand Total	0	2740	250	32	2990	0	0	0	0	0	2755	2597	0	124	5352	244	0	2596	85	2840	241	11182	11423
Apprch %	0	91.6	8.4			0	0	0			51.5	48.5	0			8.6	0	91.4					
Total %	0	24.5	2.2		26.7	0	0	0			24.6	23.2	0		47.9	2.2	0	23.2		25.4	2.1	97.9	

Peak Hour Analysis From 06:00 to 11:45 - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00

Start Time	CSAH 21 Southbound				NONE Westbound				CSAH 21 Northbound				CSAH 32 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00	0	99	9	108	0	0	0	0	47	16	0	63	1	0	45	46	217
07:15	0	104	11	115	0	0	0	0	66	25	0	91	6	0	42	48	254
07:30	0	90	5	95	0	0	0	0	67	33	0	100	1	0	82	83	278
07:45	0	93	9	102	0	0	0	0	55	29	0	84	5	0	67	72	258
Total Volume	0	386	34	420	0	0	0	0	235	103	0	338	13	0	236	249	1007
% App. Total	0	91.9	8.1		0	0	0		69.5	30.5	0		5.2	0	94.8		
PHF	.000	.928	.773	.913	.000	.000	.000	.000	.877	.780	.000	.845	.542	.000	.720	.750	.906

Peak Hour Analysis From 12:00 to 21:45 - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 16:30

Start Time	CSAH 21 Southbound				NONE Westbound				CSAH 21 Northbound				CSAH 32 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
16:30	0	38	6	44	0	0	0	0	111	91	0	202	5	0	89	94	340
16:45	0	53	2	55	0	0	0	0	93	99	0	192	6	0	95	101	348
17:00	0	36	6	42	0	0	0	0	110	78	0	188	4	0	74	78	308
17:15	0	42	4	46	0	0	0	0	72	95	0	167	8	0	98	106	319
Total Volume	0	169	18	187	0	0	0	0	386	363	0	749	23	0	356	379	1315
% App. Total	0	90.4	9.6		0	0	0		51.5	48.5	0		6.1	0	93.9		
PHF	.000	.797	.750	.850	.000	.000	.000	.000	.869	.917	.000	.927	.719	.000	.908	.894	.945



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

Study Name : TMC 1329
Study Date : 08/09/13
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 21

Number of Lanes: 1
85% Speed > 40 MPH.
Total Approach Volume: 5,352

Southbound: CSAH 21

Number of Lanes: 1
85% Speed > 40 MPH.
Total Approach Volume: 2,990

Minor Street Approaches

Eastbound: CSAH 32

Number of Lanes: 2

Total Approach Volume: 2,840

Warrant Summary (Rural values apply.)

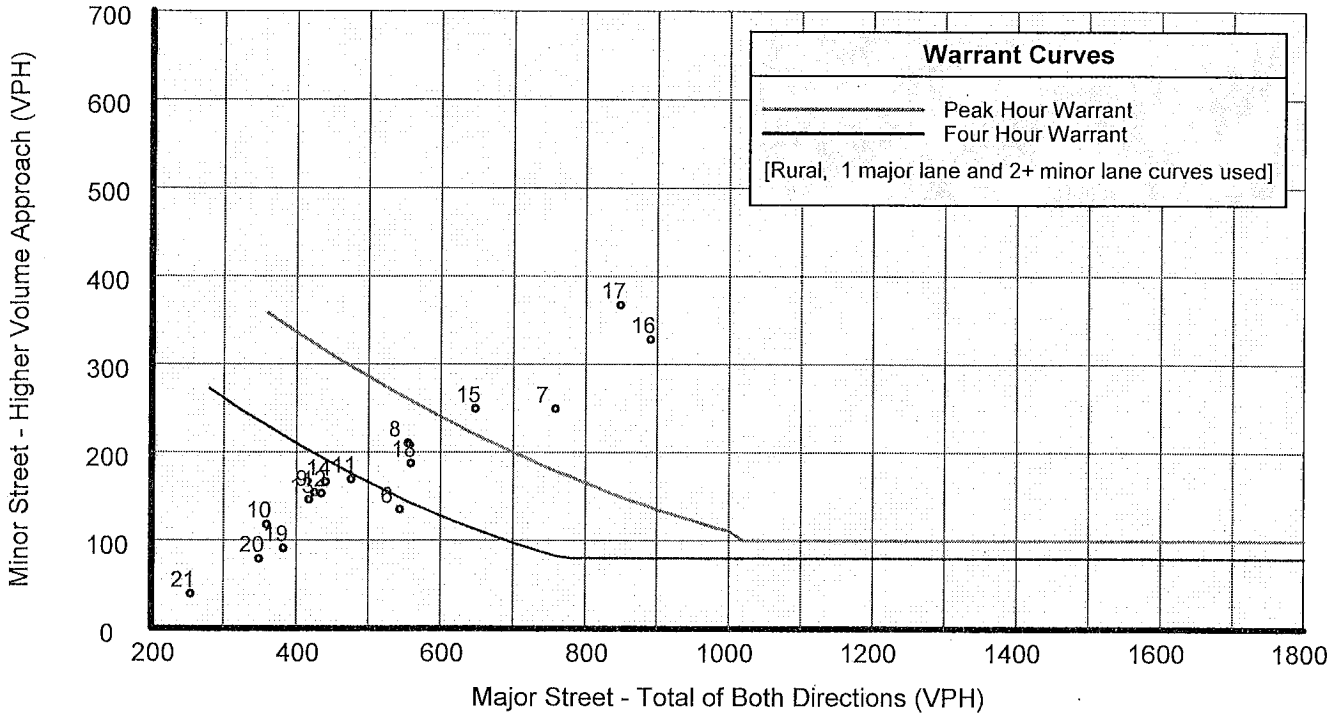
Warrant 1 - Eight Hour Vehicular Volumes	Satisfied
Warrant 1A - Minimum Vehicular Volume	Satisfied
Required volumes reached for 11 hours, 8 are needed	
Warrant 1B - Interruption of Continuous Traffic	Not Satisfied
Required volumes reached for 7 hours, 8 are needed	
Warrant 1 A&B - Combination of Warrants	Satisfied
Required volumes reached for 12 hours, 8 are needed	
Warrant 2 - Four Hour Volumes	Satisfied
Number of hours (7) volumes exceed minimum < minimum required (4).	
Warrant 3 - Peak Hour	Satisfied
Warrant 3A - Peak Hour Delay	Satisfied
Number of hours (24) 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 1329
Study Date : 08/09/13
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 350	Min 140	Hour Begin	Major Total	Minor Vol Dir	Maj 525	Min 70	Hour Begin	Major Total	Minor Vol Dir	Maj 420	Min 112
16:30	936	379 EB	Yes	Yes	16:45	915	379 EB	Yes	Yes	16:15	929	333 EB	Yes	Yes
15:30	781	297 EB	Yes	Yes	15:45	851	328 EB	Yes	Yes	17:15	784	376 EB	Yes	Yes
07:15	739	268 EB	Yes	Yes	07:00	758	249 EB	Yes	Yes	07:00	758	249 EB	Yes	Yes
17:30	724	311 EB	Yes	Yes	17:45	619	248 EB	Yes	Yes	15:15	703	296 EB	Yes	Yes
06:15	605	151 EB	Yes	Yes	14:45	569	191 EB	Yes	Yes	08:00	555	210 EB	Yes	Yes
14:30	522	166 EB	Yes	Yes	08:00	555	210 EB	Yes	Yes	06:00	544	135 EB	Yes	Yes
08:15	509	189 EB	Yes	Yes	06:00	544	135 EB	Yes	Yes	18:15	505	137 EB	Yes	Yes
11:30	467	153 EB	Yes	Yes	14:30	522	166 EB	No	Yes	11:45	479	140 EB	Yes	Yes
13:30	419	159 EB	Yes	Yes	11:45	479	140 EB	No	Yes	14:15	470	162 EB	Yes	Yes
10:30	402	160 EB	Yes	Yes	11:00	476	169 EB	No	Yes	10:45	451	167 EB	Yes	Yes
12:30	399	147 EB	Yes	Yes	14:15	470	162 EB	No	Yes	13:15	444	139 EB	Yes	Yes
06:00	544	135 EB	Yes	No	11:15	468	170 EB	No	Yes	09:00	426	154 EB	Yes	Yes
18:30	456	129 EB	Yes	No	11:30	467	153 EB	No	Yes	13:00	418	146 EB	No	Yes
18:45	429	109 EB	Yes	No	10:45	451	167 EB	No	Yes	10:30	402	160 EB	No	Yes
09:15	414	136 EB	Yes	No	13:15	444	139 EB	No	Yes	05:45	377	93 EB	No	No
09:30	408	128 EB	Yes	No	14:00	441	166 EB	No	Yes	12:45	376	143 EB	No	Yes
19:00	382	91 EB	Yes	No	12:00	435	153 EB	No	Yes	10:15	369	139 EB	No	Yes
05:45	377	93 EB	Yes	No	13:45	434	172 EB	No	Yes	10:00	359	118 EB	No	Yes
09:45	372	123 EB	Yes	No	18:45	429	109 EB	No	Yes	19:15	354	78 EB	No	No
10:15	369	139 EB	Yes	No	09:00	426	154 EB	No	Yes	20:00	349	79 EB	No	No
10:00	359	118 EB	Yes	No	12:15	420	142 EB	No	Yes	20:30	346	61 EB	No	No
19:15	354	78 EB	Yes	No	13:30	419	159 EB	No	Yes	20:15	343	64 EB	No	No
20:00	349	79 EB	No	No	13:00	418	146 EB	No	Yes	19:30	336	62 EB	No	No
20:30	346	61 EB	No	No	09:15	414	136 EB	No	Yes	19:45	323	79 EB	No	No



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

Study Name : TMC 1329
Study Date : 08/09/13
Page No. : 1

Multi-Way Stop Warrant Report

Major Street Approaches

Northbound: CSAH 21

Total Approach Volume: 5,352
85% Speed > 40 MPH.

Southbound: CSAH 21

Total Approach Volume: 2,990
85% Speed > 40 MPH.

Minor Street Approaches

Eastbound: CSAH 32

Total Approach Volume: 2,840

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

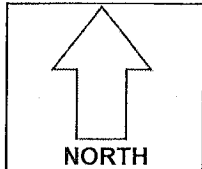
Delay data not evaluated
Required volumes reached for 11 hours, 8 are needed

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 9 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?
06:15 - 07:15	605	151	210-Yes	140-Yes	Both	240-Yes	160-No	Major
07:15 - 08:15	739	268	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
08:15 - 09:15	509	189	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
10:30 - 11:30	402	160	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
11:30 - 12:30	467	153	210-Yes	140-Yes	Both	240-Yes	160-No	Major
12:30 - 13:30	399	147	210-Yes	140-Yes	Both	240-Yes	160-No	Major
13:30 - 14:30	419	159	210-Yes	140-Yes	Both	240-Yes	160-No	Major
14:30 - 15:30	522	166	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
15:30 - 16:30	781	297	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
16:30 - 17:30	936	379	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
17:30 - 18:30	724	311	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
05:30 - 06:30	235	56	210-Yes	140-No	Major	240-No	160-No	No
05:45 - 06:45	377	93	210-Yes	140-No	Major	240-Yes	160-No	Major
06:00 - 07:00	544	135	210-Yes	140-No	Major	240-Yes	160-No	Major
09:15 - 10:15	414	136	210-Yes	140-No	Major	240-Yes	160-No	Major
09:30 - 10:30	408	128	210-Yes	140-No	Major	240-Yes	160-No	Major
09:45 - 10:45	372	123	210-Yes	140-No	Major	240-Yes	160-No	Major
10:00 - 11:00	359	118	210-Yes	140-No	Major	240-Yes	160-No	Major
10:15 - 11:15	369	139	210-Yes	140-No	Major	240-Yes	160-No	Major
18:30 - 19:30	456	129	210-Yes	140-No	Major	240-Yes	160-No	Major
18:45 - 19:45	429	109	210-Yes	140-No	Major	240-Yes	160-No	Major
19:00 - 20:00	382	91	210-Yes	140-No	Major	240-Yes	160-No	Major
19:15 - 20:15	354	78	210-Yes	140-No	Major	240-Yes	160-No	Major
19:30 - 20:30	336	62	210-Yes	140-No	Major	240-Yes	160-No	Major



COUNT LOCATION:

CSAH 21 (Centerville Rd.)

DATE:

08/07/2013

@ CSAH 32 (Ash St.)

APP. #1 = CSAH 32
APP. #2 = CSAH 21
APP. #3 = NONE
APP. #4 = CSAH 21

APP.
#2

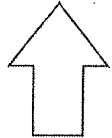
APP.
#1

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
6:15-6:30						4		
6:30-6:45	1				1	8		
6:45-7:00		1		1	2	2		1
HOURLY TOTAL					3	HOURLY TOTAL		17
7:00-7:15								1
7:15-7:30						5		1
7:30-7:45						5		
7:45-8:00						11		
HOURLY TOTAL						HOURLY TOTAL		23
8:00-8:15						6		1
8:15-8:30						3		1
8:30-8:45						9		
8:45-9:00						5		1
HOURLY TOTAL						HOURLY TOTAL		26
9:00-9:15						5		
9:15-9:30						4		
9:30-9:45						4		
9:45-10:00				2	2	5		
HOURLY TOTAL					2	HOURLY TOTAL		18
10:00-10:15						6		
10:15-10:30						4	1	
10:30-10:45						5		
10:45-11:00						6		
HOURLY TOTAL						HOURLY TOTAL		22
11:00-11:15	1				1	7		1
11:15-11:30						2		
11:30-11:45		1			1	3		
11:45-12:00								
HOURLY TOTAL					2	HOURLY TOTAL		13
12:00-12:15				1	1	4		
12:15-12:30				4	4	4		
12:30-12:45						8		
12:45-1:00				3	3	4		
HOURLY TOTAL					8	HOURLY TOTAL		20
1:00-1:15								
1:15-1:30						9		
1:30-1:45						2		
1:45-2:00						1		
HOURLY TOTAL						HOURLY TOTAL		12
					TOTAL		TOTAL	
					15			151

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COUNT LOCATION:

CSAH 21 (Centerville Rd.)

DATE:

08/05/2013

@ CSAH 32 (Ash St.)

NORTH

APP. #1 = CSAH 32

APP. #2 = CSAH 21

APP. #3 = NONE

APP. #4 = CSAH 21

APP. #2

APP. #1

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						2	1	
2:15-2:30				2	2	2		2
2:30-2:45						3		
2:45-3:00						4		
HOURLY TOTAL					2	HOURLY TOTAL		14
3:00-3:15						3		
3:15-3:30				1	1	4		
3:30-3:45						3		
3:45-4:00						9		
HOURLY TOTAL					1	HOURLY TOTAL		19
4:00-4:15						4		1
4:15-4:30						1		
4:30-4:45						4		
4:45-5:00						10	2	
HOURLY TOTAL						HOURLY TOTAL		22
5:00-5:15			2		2	4		1
5:15-5:30			2		2	6		
5:30-5:45			2		2	4	1	
5:45-6:00						2		
HOURLY TOTAL					6	HOURLY TOTAL		18
6:00-6:15	1				1	3		
6:15-6:30						1		
6:30-6:45						1		
6:45-7:00	14				14			
HOURLY TOTAL					15	HOURLY TOTAL		5
7:00-7:15	2			1	3			
7:15-7:30						1		
7:30-7:45				3	3	1		
7:45-8:00								
HOURLY TOTAL					6	HOURLY TOTAL		2
8:00-8:15						3		
8:15-8:30						1		
8:30-8:45						1		
8:45-9:00						1		
HOURLY TOTAL						HOURLY TOTAL		6
9:00-9:15						1		
9:15-9:30								
9:30-9:45						1		
9:45-10:00								
HOURLY TOTAL						HOURLY TOTAL		2
					TOTAL 45		TOTAL 239	

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