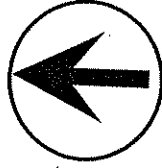


Date : 7/11/06

Count Number : TMC0616

Location : CSAH 52 (Radisson)

@ Quail Creek Dr.



North

CSAH 52

7582

#2

3642	43	D
3460	43	E
139	43	F

3940

43	205	G
24	205	H
138	205	J

#3

618

413

Quail Creek Dr.

264

#1

517

253	34	C
30	30	B
189	189	A

Quail Creek Dr.

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

CSAH 52

197	4304	M
3863	4304	L
244	4304	K

3787

#4

8091

Anoka County Highway Department

Traffic Volume and Turning

Movement Study

Anoka County Highway Department  
Traffic Engineering  
Traffic Volume and Turning Movement Study

File Name : tmc0616  
Site Code : 06160101  
Start Date : 07/11/2006  
Page No : 1

Weather: sunny and warm  
Counter: DB-400  
Counted by: Jordan/Tom

Groups Printed- 1 - Unshifted

Start Time	CSAH 52 Southbound					Quail Creek Dr. Westbound					CSAH 52 Northbound					Quail Creek Dr. Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Heavy	App. Total	Left	Thru	Right	Heavy	App. Total	Left	Thru	Right	Heavy	App. Total	Left	Thru	Right	Heavy	App. Total			
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
06:00	1	90	1	2	92	6	0	0	0	6	1	11	1	1	13	0	0	3	0	3	3	114	117
06:15	0	111	0	3	111	3	0	0	0	3	0	13	0	7	13	1	0	9	0	10	10	137	147
06:30	1	106	0	2	107	11	1	1	0	13	0	13	0	1	13	0	1	8	0	9	3	142	145
06:45	0	146	1	4	147	10	0	1	0	11	1	18	0	2	19	1	0	12	0	13	6	190	196
Total	2	453	2	11	457	30	1	2	0	33	2	55	1	11	58	2	1	32	0	35	22	583	605
07:00	2	114	0	4	116	20	0	4	1	24	0	29	0	5	29	1	0	7	0	8	10	177	187
07:15	2	169	1	4	172	12	0	4	0	16	1	17	2	1	20	0	0	15	0	15	5	223	228
07:30	2	153	0	2	155	9	0	4	0	13	1	25	3	4	29	0	0	7	0	7	6	204	210
07:45	3	148	0	4	151	14	0	5	0	19	0	29	5	3	34	0	1	5	0	6	7	210	217
Total	9	584	1	14	594	55	0	17	1	72	2	100	10	13	112	1	1	34	0	36	28	814	842
08:00	0	91	0	1	91	2	0	3	0	5	1	15	0	1	16	0	0	5	0	5	2	117	119
08:15	1	87	0	3	88	10	0	3	1	13	1	19	1	1	21	0	0	4	0	4	5	126	131
08:30	1	63	0	0	64	7	0	2	0	9	0	15	3	2	18	1	0	4	0	5	2	96	98
08:45	4	67	0	2	71	4	0	3	0	7	0	28	1	4	29	0	0	7	0	7	6	114	120
Total	6	308	0	6	314	23	0	11	1	34	2	77	5	8	84	1	0	20	0	21	15	453	468
09:00	9	50	0	4	59	3	0	2	0	5	2	21	5	2	28	0	0	2	0	2	6	94	100
09:15	0	44	0	4	44	2	0	5	1	7	1	22	3	3	26	0	0	0	0	0	8	77	85
09:30	0	52	0	9	53	3	0	0	0	3	2	35	1	6	38	0	0	1	0	1	15	95	110
09:45	1	58	0	5	59	2	0	2	0	4	0	24	2	4	26	0	0	1	0	1	9	90	99
Total	11	204	0	22	215	10	0	9	1	19	5	102	11	15	118	0	0	4	0	4	38	356	394
10:00	0	56	0	4	56	4	1	1	0	6	3	23	0	5	26	1	1	2	1	4	10	92	102
10:15	2	43	0	3	45	4	0	0	1	4	0	21	2	1	23	1	0	3	0	4	5	76	81
10:30	2	43	0	1	45	5	1	2	0	8	1	26	1	2	28	2	2	3	0	7	3	88	91
10:45	3	45	0	2	48	3	0	5	0	8	1	36	4	2	41	0	1	1	1	2	5	99	104
Total	7	187	0	10	194	16	2	8	1	26	5	106	7	10	118	4	4	9	2	17	23	355	378
11:00	2	36	0	4	38	3	0	2	0	5	0	25	3	1	28	0	0	0	0	0	5	71	76
11:15	2	44	1	7	47	2	1	3	1	6	0	27	5	1	32	0	0	0	0	0	9	85	94
11:30	0	46	2	4	48	3	1	2	0	6	4	36	2	2	42	1	0	0	0	1	6	97	103
11:45	4	48	0	3	52	4	0	1	2	5	1	49	2	7	52	0	1	2	1	3	13	112	125
Total	8	174	3	18	185	12	2	8	3	22	5	137	12	11	154	1	1	2	1	4	33	365	398
12:00	1	29	0	2	30	5	0	5	0	10	5	31	6	2	42	0	2	0	0	2	4	84	88
12:15	2	59	1	9	62	3	0	0	0	3	1	49	2	4	52	0	0	2	0	2	13	119	132
12:30	1	43	1	1	45	1	2	1	1	4	1	43	5	2	49	1	0	0	0	1	4	99	103
12:45	1	47	0	3	48	2	0	0	0	2	2	41	1	5	44	0	0	1	0	1	8	95	103
Total	5	178	2	15	185	11	2	6	1	19	9	164	14	13	187	1	2	3	0	6	29	397	426
13:00	2	44	0	4	46	1	0	0	0	1	1	48	6	4	55	0	1	0	0	1	8	103	111
13:15	2	45	1	2	48	1	2	0	0	3	1	38	3	3	42	0	0	4	0	4	5	97	102
13:30	0	21	1	2	22	4	1	4	0	9	1	42	6	4	49	1	1	4	0	6	6	86	92
13:45	1	35	2	4	38	2	1	4	0	7	2	39	1	10	42	0	1	2	1	3	15	90	105
Total	5	145	4	12	154	8	4	8	0	20	5	167	16	21	188	1	3	10	1	14	34	376	410
14:00	0	36	0	4	36	2	0	1	0	3	1	66	1	6	68	0	1	0	0	1	10	108	118
14:15	2	56	0	8	58	2	0	1	0	3	1	56	3	7	60	1	0	3	0	4	15	125	140
14:30	3	46	0	3	49	2	0	2	0	4	5	83	1	6	89	0	0	0	0	0	9	142	151
14:45	4	37	0	2	41	1	1	2	0	4	2	79	2	6	83	0	0	1	0	1	8	129	137
Total	9	175	0	17	184	7	1	6	0	14	9	284	7	25	300	1	1	4	0	6	42	504	546
15:00	0	50	0	6	50	3	0	2	0	5	3	83	4	7	90	0	0	2	0	2	13	147	160
15:15	2	42	0	7	44	1	0	3	0	4	2	91	3	7	96	0	0	2	0	2	14	146	160
15:30	0	36	1	4	37	7	0	0	0	7	8	133	4	8	145	0	0	5	0	5	12	194	206
15:45	1	40	0	5	41	1	0	1	0	2	5	128	3	6	136	1	2	2	0	5	11	184	195
Total	3	168	1	22	172	12	0	6	0	18	18	435	14	28	467	1	2	11	0	14	50	671	721
16:00	6	40	2	6	48	2	0	2	0	4	5	150	6	14	161	1	0	5	0	6	20	219	239
16:15	5	47	0	7	52	1	1	5	0	7	0	155	4	12	159	0	0	5	0	5	19	223	242
16:30	4	42	0	2	46	3	0	2	0	5	6	172	9	5	187	0	1	5	0	6	7	244	251
16:45	6	52	2	3	60	3	2	1	0	6	4	172	15	5	191	2	1	2	0	5	8	262	270
Total	21	181	4	18	206	9	3	10	0	22	15	649	34	36	698	3	2	17	0	22	54	948	1002
17:00	3	60	1	5	64	9	0	4	0	13	12	148	9	4	169	2	1	2	0	5	9	251	260
17:15	5	45	1	1	51	5	2	7	0	14	9	169	12	4	190	2	3	3	0	8	5	263	268
17:30	2	67	1	1	70	6	1	5	0	12	12	149	9	6	170	0	0	0	0	0	7	252	259
17:45	1	64	1	1	66	6	0	6	0	12	10	140	13	3	163	3	2	5	0	10	4	251	255
Total	11	236	4	8	251	26	3	22	0	51	43	606	43	17	692	7	6	10	0	23	25	1017	1042
18:00	4	45	0	0	49	7	0	3	0	10	3	118	8	2	129	0	3	2	0	5	2	193	195
18:15	3	47	1	1	51	4	2	4	0	10	2	93	6	1	101	1	1	4	0	6	2	168	170
18:30	3	45	1	2	49	5	0	4	0	9	7	102	4	4	113	1	0	5	0	6	6	177	183
18:45	1	37	2	0	40	3	3	3	0	9	8	67	3	4	78	1	1	3	0	5	4	132	136
Total	11	174	4	3	189	19	5	14	0	38	20	380	21	11	421	3	5	14	0	22	14	670	684

Anoka County Highway Department  
 Traffic Engineering  
 Traffic Volume and Turning Movement Stud

File Name : tmc0616  
 Site Code : 06160101  
 Start Date : 07/11/2006  
 Page No : 2

Weather: sunny and warm  
 Inter: DB-400  
 Counted by: Jordan/Tom

Groups Printed- 1 - Unshifted

Start Time	CSAH 52 Southbound					Quail Creek Dr. Westbound					CSAH 52 Northbound					Quail Creek Dr. Eastbound					Exclu. Total	Inclu. Total	Int. Total				
	Left	Thru	Right	Heavy	App. Total	Left	Thru	Right	Heavy	App. Total	Left	Thru	Right	Heavy	App. Total	Left	Thru	Right	Heavy	App. Total							
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0								
19:00	1	41	1	1	43	3	0	1	0	4	5	72	5	1	82	1	0	2	0	3	2	132	134				
19:15	3	28	0	1	31	1	0	1	0	2	4	95	5	1	104	0	0	2	0	2	2	139	141				
19:30	4	29	4	2	37	3	1	0	0	4	4	38	3	2	45	0	0	3	0	3	4	89	93				
19:45	1	15	3	0	19	3	0	0	0	3	2	51	2	1	55	1	0	2	0	3	1	80	81				
Total	9	113	8	4	130	10	1	2	0	13	15	256	15	5	286	2	0	9	0	11	9	440	449				
20:00	1	26	2	0	29	2	0	2	1	4	4	45	5	0	54	1	1	2	0	4	1	91	92				
20:15	0	23	0	0	23	2	0	0	0	2	4	53	2	0	59	0	0	0	0	0	0	84	84				
20:30	4	23	2	0	29	2	0	1	0	3	6	51	6	4	63	2	0	4	0	6	4	101	105				
20:45	9	33	2	0	44	7	0	1	0	8	3	57	5	1	65	1	1	1	0	3	1	120	121				
Total	14	105	6	0	125	13	0	4	1	17	17	206	18	5	241	4	2	7	0	13	6	396	402				
21:00	2	25	1	1	28	6	0	1	0	7	10	49	5	0	64	2	0	0	0	2	1	101	102				
21:15	2	25	3	0	30	3	0	1	0	4	5	37	3	0	45	0	0	1	0	1	0	80	80				
21:30	2	16	0	0	18	5	0	0	0	5	2	23	6	0	31	0	0	2	0	2	0	56	56				
21:45	2	9	0	0	11	3	0	3	0	6	8	30	2	0	40	0	0	0	0	0	0	57	57				
Total	8	75	4	1	87	17	0	5	0	22	25	139	16	0	180	2	0	3	0	5	1	294	295				
Grand Total	139	346	43	181	3642	278	24	138	9	440	197	386	244	229	4304	34	30	189	4	253	423	8639	9062				
Apprch %	3.8	95.0	1.2			63.2	5.5	31.4			4.6	89.8	5.7			13.4	11.9	74.7									
Total %	1.6	40.1	0.5		42.2	3.2	0.3	1.6		5.1	2.3	44.7	2.8		49.8	0.4	0.3	2.2		2.9	4.7	95.3					

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

Study Name : TMC0616  
Study Date : 07/14/06  
Page No. : 1

**Signal Warrants - Summary**

**Major Street Approaches**

**Eastbound: CSAH 52**  
Number of Lanes: 1  
Approach Speed: 55  
Total Approach Volume: 4,304

**Westbound: CSAH 52**  
Number of Lanes: 1  
Approach Speed: 55  
Total Approach Volume: 3,642

**Minor Street Approaches**

**Northbound: Quail Creek Dr.**  
Number of Lanes: 1  
  
Total Approach Volume: 440

**Southbound: Quail Creek Dr.**  
Number of Lanes: 1  
  
Total Approach Volume: 253

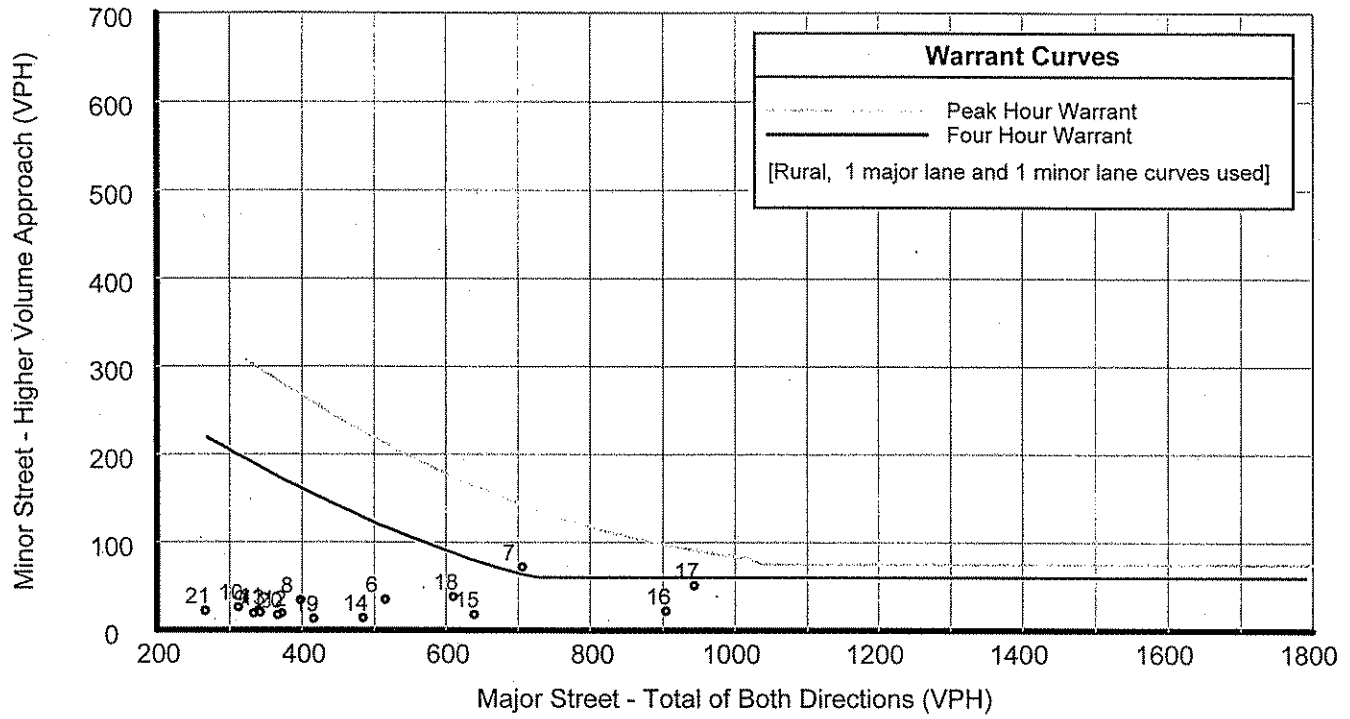
**Warrant Summary (Rural values apply.)**

- 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 1 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

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

Study Name : TMC0616  
Study Date : 07/14/06  
Page No. : 2

**Signal Warrants - Summary**



**Analysis of 8-Hour Volume Warrants:**

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
01:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
02:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
03:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
04:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
05:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
06:00	515	35	SB	350-Yes	105-No	Major	525-No	53-No	---	420-Yes	84-No	Major
07:00	706	72	NB	350-Yes	105-No	Major	525-Yes	53-Yes	Both	420-Yes	84-No	Major
08:00	398	34	NB	350-Yes	105-No	Major	525-No	53-No	---	420-No	84-No	---
09:00	333	19	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
10:00	312	26	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
11:00	339	22	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
12:00	372	19	NB	350-Yes	105-No	Major	525-No	53-No	---	420-No	84-No	---
13:00	342	20	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
14:00	484	14	NB	350-Yes	105-No	Major	525-No	53-No	---	420-Yes	84-No	Major
15:00	639	18	NB	350-Yes	105-No	Major	525-Yes	53-No	Major	420-Yes	84-No	Major
16:00	904	22	NB	350-Yes	105-No	Major	525-Yes	53-No	Major	420-Yes	84-No	Major
17:00	943	51	NB	350-Yes	105-No	Major	525-Yes	53-No	Major	420-Yes	84-No	Major
18:00	610	38	NB	350-Yes	105-No	Major	525-Yes	53-No	Major	420-Yes	84-No	Major
19:00	416	13	NB	350-Yes	105-No	Major	525-No	53-No	---	420-No	84-No	---
20:00	366	17	NB	350-Yes	105-No	Major	525-No	53-No	---	420-No	84-No	---
21:00	267	22	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
22:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
23:00	0	0	NB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---

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

Study Name : TMC0616  
Study Date : 07/14/06  
Page No. : 1

**Multi-Way Stop Warrant Report**

**Major Street Approaches**

**Eastbound: CSAH 52**  
Total Approach Volume: 4,304  
Approach Speed: 55

**Westbound: CSAH 52**  
Total Approach Volume: 3,642  
Approach Speed: 55

**Minor Street Approaches**

**Northbound: Quail Creek Dr.**  
Total Approach Volume: 440

**Southbound: Quail Creek Dr.**  
Total Approach Volume: 253

**Warrant Summary**

**Criteria A - Interim Measure** ..... Not Evaluated  
If traffic signals are justified, stop signs can be installed as an interim measure.

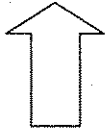
**Criteria B - Crash Experience** ..... Not Evaluated

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

**Criteria D - 80% of Volumes, Delays, and Crashes** ..... Not Evaluated  
Delay data not evaluated  
Number of crashes (-1) is less than the minimum required (4).  
Required volumes reached for 0 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?
00:00 - 01:00	0	0	210-No	140-No	No	240-No	160-No	No
01:00 - 02:00	0	0	210-No	140-No	No	240-No	160-No	No
02:00 - 03:00	0	0	210-No	140-No	No	240-No	160-No	No
03:00 - 04:00	0	0	210-No	140-No	No	240-No	160-No	No
04:00 - 05:00	0	0	210-No	140-No	No	240-No	160-No	No
05:00 - 06:00	0	0	210-No	140-No	No	240-No	160-No	No
06:00 - 07:00	515	68	210-Yes	140-No	Major	240-Yes	160-No	Major
07:00 - 08:00	706	108	210-Yes	140-No	Major	240-Yes	160-No	Major
08:00 - 09:00	398	55	210-Yes	140-No	Major	240-Yes	160-No	Major
09:00 - 10:00	333	23	210-Yes	140-No	Major	240-Yes	160-No	Major
10:00 - 11:00	312	43	210-Yes	140-No	Major	240-Yes	160-No	Major
11:00 - 12:00	339	26	210-Yes	140-No	Major	240-Yes	160-No	Major
12:00 - 13:00	372	25	210-Yes	140-No	Major	240-Yes	160-No	Major
13:00 - 14:00	342	34	210-Yes	140-No	Major	240-Yes	160-No	Major
14:00 - 15:00	484	20	210-Yes	140-No	Major	240-Yes	160-No	Major
15:00 - 16:00	639	32	210-Yes	140-No	Major	240-Yes	160-No	Major
16:00 - 17:00	904	44	210-Yes	140-No	Major	240-Yes	160-No	Major
17:00 - 18:00	943	74	210-Yes	140-No	Major	240-Yes	160-No	Major
18:00 - 19:00	610	60	210-Yes	140-No	Major	240-Yes	160-No	Major
19:00 - 20:00	416	24	210-Yes	140-No	Major	240-Yes	160-No	Major
20:00 - 21:00	366	30	210-Yes	140-No	Major	240-Yes	160-No	Major
21:00 - 22:00	267	27	210-Yes	140-No	Major	240-Yes	160-No	Major
22:00 - 23:00	0	0	210-No	140-No	No	240-No	160-No	No
23:00 - 00:00	0	0	210-No	140-No	No	240-No	160-No	No



NORTH

COUNT LOCATION:

CSAH 52 (Radisson.)

DATE:

07/13/2006

@ Quail Creek Dr.

APP.#1= Quail Creek Dr.

APP.#2= CSAH 52

APP.#3= Quail Creek Dr.

APP.#4= CSAH 52

APP. #2

APP. #1

APP. #3

APP. #4

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

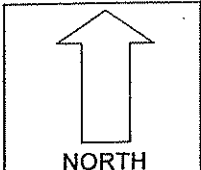
A. TRUCKS- A HEAVY VEHICLE INVOLVED PRIMARILY IN THE TRANSPORT OF GOODS OR IN THE DELIVERY OF A SERVICE.

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						4		
6:15-6:30						3		
6:30-6:45						6		
6:45-7:00						13		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>27</b>
7:00-7:15						13		1
7:15-7:30						9		
7:30-7:45						14		1
7:45-8:00						11		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		
8:00-8:15						6		
8:15-8:30						4		
8:30-8:45						6		
8:45-9:00						2		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>18</b>
9:00-9:15						9		
9:15-9:30						9		
9:30-9:45						6	1	
9:45-10:00						8		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>33</b>
10:00-10:15						3		1
10:15-10:30						5		
10:30-10:45						10		
10:45-11:00						13		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>32</b>
11:00-11:15						4		1
11:15-11:30						13		
11:30-11:45						7		
11:45-12:00		1			1	6		
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>31</b>
12:00-12:15						10		2
12:15-12:30						9		
12:30-12:45						13		1
12:45-1:00						8		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>43</b>
1:00-1:15						8		
1:15-1:30						8		
1:30-1:45						4		
1:45-2:00						8		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>29</b>
<b>TOTAL</b>						<b>TOTAL</b>		<b>213</b>

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COUNT LOCATION:

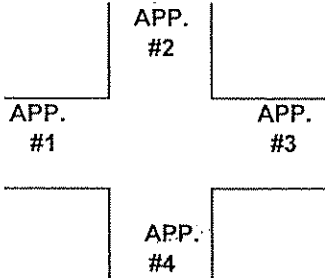
CSAH 52 (Radisson.)

DATE:

07/10/2006.

@ CSAH 116 (Bunker Lk. Blvd.)

APP.#1= Quail Creek Dr.
APP.#2= CSAH 52
APP.#3= Quail Creek Dr.
APP.#4= CSAH 52



- 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						8		
2:15-2:30						6		
2:30-2:45						9		
2:45-3:00						5		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>29</b>
3:00-3:15						8		
3:15-3:30						13		
3:30-3:45						9		
3:45-4:00						13		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>43</b>
4:00-4:15						11		
4:15-4:30						13		
4:30-4:45						6		
4:45-5:00						8		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>38</b>
5:00-5:15						11		
5:15-5:30						11		
5:30-5:45						2		
5:45-6:00						3		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>27</b>
6:00-6:15		1			1	7		
6:15-6:30						7		
6:30-6:45						4		
6:45-7:00						2		
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>20</b>
7:00-7:15						3		
7:15-7:30						2		
7:30-7:45						4		
7:45-8:00						2		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>11</b>
8:00-8:15						1		
8:15-8:30								
8:30-8:45						1		
8:45-9:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>2</b>
9:00-9:15								
9:15-9:30						1		
9:30-9:45								
9:45-10:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>1</b>
					<b>TOTAL</b>		<b>TOTAL</b>	<b>384</b>

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