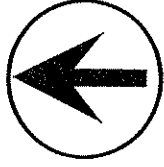


Date : 06/17/08

Count Number : TMC0814

Location : CSAH 52 (Radisson Rd.)

@ Cloud Drive



North

CSAH 52 (Radisson Rd.)
#2
10049

5105	F	120
4961	E	4944
24	D	

#1
530

330	C	38
200	B	96
	A	66

@ Cloud Drive

@ Cloud Drive
#3
1372

614	G	211
	H	75
	J	328

758

CSAH 52 (Radisson Rd.)
#4
10823

5355	M	231
5468	L	4695
	K	542

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

Anoka County Highway Department
Traffic Volume and Turning
Movement Study

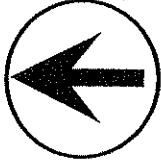
Date : 06/017/08

Count Number : TMC0814

Location : CSAH 52 (Radisson Rd.)

@ Cloud Drive

Am Peak:6:30-7:30



North

CSAH 52 (Radisson Rd.)
#2
987

889	F	26
863	E	
0	D	

98

@ Cloud Drive

7	G	32
1	H	
24	J	

#3

44

76

CSAH 52 (Radisson Rd.)
#4
902

5	M	109
89	L	
15	K	

1011

#1

26

@ Cloud Drive

6	C	2
	B	3
20	A	15

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

Anoka County Highway Department
Traffic Volume and Turning
Movement Study

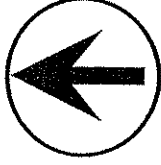
Date : 06/017/08

Count Number : TMC0814

Location : CSAH 52 (Radisson Rd.)

@ Cloud Drive

PM Peak:3:45-4:45



North

CSAH 52 (Radisson Rd.)
#2
1168

244	F	F	F
1	236	7	

924

@ Cloud Drive

G	23	65
H	10	
J	32	

#3

156

91

#1
91

20	C	B	A
4	15	1	

@ Cloud Drive

CSAH 52 (Radisson Rd.)
#4
1295

269

M	54	1026
L	897	
K	75	

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

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 : TMC0814
Site Code : 08140202
Start Date : 06/18/200
Page No : 1

Weather: Warm and Sunny
Counter: DB-400
Counted by: Jake/Mike

Groups Printed- Unshifted - Bank 1

Start Time	CSAH 52 (Radisson Rd) Southbound					Cloud Drive Westbound					CSAH 52 (Radisson Rd) Northbound					Cloud Drive 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				
06:00	1	86	0	1	87	0	0	0	0	0	3	62	3	0	68	0	1	0	0	1	1	1	156	157
06:15	7	188	1	2	196	9	0	1	0	10	5	22	1	2	28	1	1	4	0	6	4	4	240	244
06:30	6	213	0	4	219	11	0	2	0	13	1	29	6	7	36	0	1	6	0	7	11	275	286	
06:45	4	221	0	6	225	8	1	3	0	12	2	19	2	4	23	0	2	3	0	5	10	265	275	
Total	18	708	1	13	727	28	1	6	0	35	11	132	12	13	155	1	5	13	0	19	26	936	962	
07:00	12	201	0	3	213	1	0	0	0	1	1	9	5	1	15	0	0	2	0	2	4	231	235	
07:15	4	228	0	6	232	4	0	2	0	6	1	32	2	4	35	2	0	4	0	6	10	279	289	
07:30	1	207	0	8	208	4	0	1	0	5	1	35	3	6	39	0	0	0	0	0	14	252	266	
07:45	1	145	0	3	146	8	1	0	1	9	2	23	4	5	29	0	2	2	0	4	9	188	197	
Total	18	781	0	20	799	17	1	3	1	21	5	99	14	16	118	2	2	8	0	12	37	950	987	
08:00	0	113	0	5	113	11	0	2	0	13	2	16	0	0	18	1	0	1	0	2	5	146	151	
08:15	1	118	1	2	120	2	1	4	0	7	4	27	2	2	33	0	0	0	0	0	4	160	164	
08:30	0	102	1	3	103	9	2	3	0	14	2	30	8	2	40	0	4	0	0	4	5	161	166	
08:45	0	85	0	4	85	2	0	1	0	3	3	16	4	2	23	0	0	0	0	0	6	111	117	
Total	1	418	2	14	421	24	3	10	0	37	11	89	14	6	114	1	4	1	0	6	20	578	598	
09:00	2	83	1	6	86	4	0	2	0	6	3	37	4	6	44	3	1	0	0	4	12	140	152	
09:15	0	59	0	6	59	7	2	4	0	13	0	31	4	2	35	0	2	0	0	2	8	109	117	
09:30	0	80	0	2	80	7	3	2	0	12	3	39	5	6	47	0	0	1	0	1	8	140	148	
09:45	0	60	1	4	61	1	0	3	0	4	3	34	3	3	40	0	1	1	0	2	7	107	114	
Total	2	282	2	18	286	19	5	11	0	35	9	141	16	17	166	3	4	2	0	9	35	496	531	
10:00	1	72	0	4	73	3	0	4	0	7	3	34	5	1	42	0	0	1	0	1	5	123	128	
10:15	1	59	0	3	60	2	1	1	0	4	0	23	1	2	24	0	0	0	0	0	5	88	93	
10:30	2	71	0	3	73	8	0	1	0	9	0	35	1	6	36	0	1	0	0	1	9	119	128	
10:45	0	61	0	2	61	2	0	2	0	4	1	23	6	1	30	0	0	0	0	0	3	95	98	
Total	4	263	0	12	267	15	1	8	0	24	4	115	13	10	132	0	1	1	0	2	22	425	447	
11:00	1	105	0	5	106	2	0	1	0	3	0	29	2	5	31	0	0	1	0	1	10	141	151	
11:15	1	49	0	6	50	0	0	0	0	0	0	44	1	5	45	0	3	0	0	3	11	98	109	
11:30	0	101	0	6	101	7	0	5	0	12	2	52	7	7	61	2	0	1	0	3	13	177	190	
11:45	1	75	0	4	76	3	0	3	0	6	4	48	6	4	58	0	0	0	0	0	8	140	148	
Total	3	330	0	21	333	12	0	9	0	21	6	173	16	21	195	2	3	2	0	7	42	556	598	
12:00	0	82	0	5	82	5	0	4	0	9	6	61	23	4	90	1	0	0	0	1	9	182	191	
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12:30	4	60	0	1	64	10	1	2	0	13	2	54	1	2	57	0	1	0	0	1	3	135	138	
12:45	2	40	0	0	42	7	0	5	0	12	4	54	13	1	71	0	0	0	0	0	1	125	126	
Total	8	229	0	11	237	25	2	16	0	43	13	205	42	9	260	1	3	0	0	4	20	544	564	
13:00	1	65	0	3	66	1	0	4	1	5	2	64	9	6	75	0	0	0	0	0	10	146	156	
13:15	0	49	0	2	49	6	0	5	3	11	3	56	5	4	64	0	0	0	0	0	9	124	133	
13:30	6	37	0	2	43	6	3	4	0	13	4	49	14	5	67	0	0	1	0	1	7	124	131	
13:45	0	48	0	2	48	13	0	5	3	18	3	59	2	3	64	0	1	1	0	2	8	132	140	
Total	7	199	0	9	206	26	3	18	7	47	12	228	30	18	270	0	1	2	0	3	34	526	560	
14:00	3	35	0	1	38	8	0	4	0	12	3	68	9	4	80	0	0	2	0	2	5	132	137	
14:15	0	44	1	1	45	5	1	4	0	10	2	60	8	4	70	2	1	0	2	3	7	128	135	
14:30	1	58	0	3	59	5	0	2	0	7	4	73	9	2	86	2	0	0	0	2	5	154	159	
14:45	1	40	0	2	41	6	1	1	0	8	1	68	13	9	82	0	1	0	0	1	11	132	143	
Total	5	177	1	7	183	24	2	11	0	37	10	269	39	19	318	4	2	2	2	8	28	546	574	
15:00	1	39	0	1	40	5	0	1	0	6	3	121	8	6	132	1	1	2	0	4	7	182	189	
15:15	1	35	0	0	36	4	1	1	0	6	3	182	10	3	195	1	1	0	0	2	3	239	242	
15:30	2	47	1	1	50	2	0	1	0	3	3	108	8	2	119	0	0	0	0	0	3	172	175	
15:45	2	60	1	3	63	7	2	9	0	18	5	206	26	5	237	1	3	0	0	4	8	322	330	
Total	6	181	2	5	189	18	3	12	0	33	14	617	52	16	683	3	5	2	0	10	21	915	936	
16:00	1	57	0	2	58	6	3	6	0	15	8	202	15	3	225	0	8	1	0	9	5	307	312	
16:15	1	60	0	2	61	8	2	2	0	12	18	242	12	6	272	1	3	0	0	4	8	349	357	
16:30	3	59	0	1	62	11	3	6	0	20	23	247	22	4	292	2	1	0	0	3	5	377	382	
16:45	1	60	0	5	61	4	2	5	1	11	5	170	13	7	188	1	3	3	0	7	13	267	280	
Total	6	236	0	10	242	29	10	19	1	58	54	861	62	20	977	4	15	4	0	23	31	1300	1331	
17:00	5	56	0	1	61	8	1	6	0	15	13	224	20	2	257	2	10	4	0	16	3	349	352	
17:15	1	65	1	1	67	6	1	4	1	11	13	178	18	6	209	0	0	1	0	1	8	288	296	
17:30	4	128	3	1	135	5	1	6	0	12	8	176	24	3	208	2	4	1	0	7	4	362	366	
17:45	0	66	0	0	66	11	1	6	1	18	13	187	30	3	230	2	9	5	0	16	4	330	334	
Total	10	315	4	3	329	30	4	22	2	56	47	765	92	14	904	6	23	11	0	40	19	1329	1348	
18:																								

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

Study Name : TMC0814B
Study Date : 06/30/08
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 52 (Radisson Rd)
Number of Lanes: 2
Approach Speed: 55
Total Approach Volume: 5,468

Southbound: CSAH 52 (Radisson Rd)
Number of Lanes: 2
Approach Speed: 55
Total Approach Volume: 5,105

Minor Street Approaches

Eastbound: Cloud Drive
Number of Lanes: 1

Total Approach Volume: 200

Westbound: Cloud Drive
Number of Lanes: 1

Total Approach Volume: 614

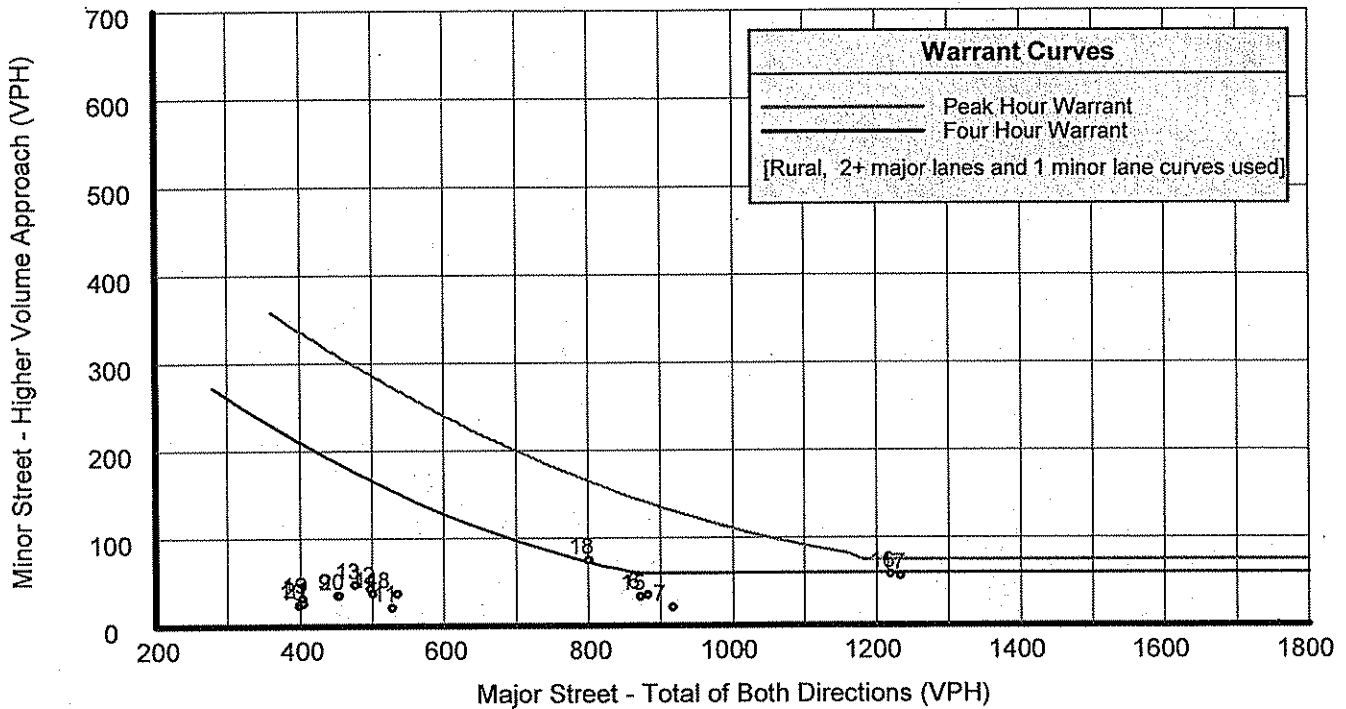
Warrant Summary (Rural values apply.)

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 3 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	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	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

ANOKA COUNTY HIGHWAY PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC0814B
Study Date : 06/30/08
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	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	882	35	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
07:00	917	21	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
08:00	535	37	WB	420-Yes	105-No	Major	630-No	53-No	---	504-Yes	84-No	Major
09:00	452	35	WB	420-Yes	105-No	Major	630-No	53-No	---	504-No	84-No	---
10:00	399	24	WB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	528	21	WB	420-Yes	105-No	Major	630-No	53-No	---	504-Yes	84-No	Major
12:00	497	43	WB	420-Yes	105-No	Major	630-No	53-No	---	504-No	84-No	---
13:00	476	47	WB	420-Yes	105-No	Major	630-No	53-No	---	504-No	84-No	---
14:00	501	37	WB	420-Yes	105-No	Major	630-No	53-No	---	504-No	84-No	---
15:00	872	33	WB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
16:00	1,219	58	WB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
17:00	1,233	56	WB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
18:00	801	75	WB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
19:00	403	31	WB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	454	35	WB	420-Yes	105-No	Major	630-No	53-No	---	504-No	84-No	---
21:00	404	26	WB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---

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

Study Name : **TMC0814**
Study Date : **06/30/08**
Page No. : **1**

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 52 (Radisson Rd)
Number of Lanes: **2**
Approach Speed: **55**
Total Approach Volume: **5,468**

Southbound: CSAH 52 (Radisson Rd)
Number of Lanes: **2**
Approach Speed: **55**
Total Approach Volume: **5,105**

Minor Street Approaches

Eastbound: Cloud Drive
Number of Lanes: **2**

Total Approach Volume: **200**

Westbound: Cloud Drive
Number of Lanes: **2**

Total Approach Volume: **614**

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 (0) 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**

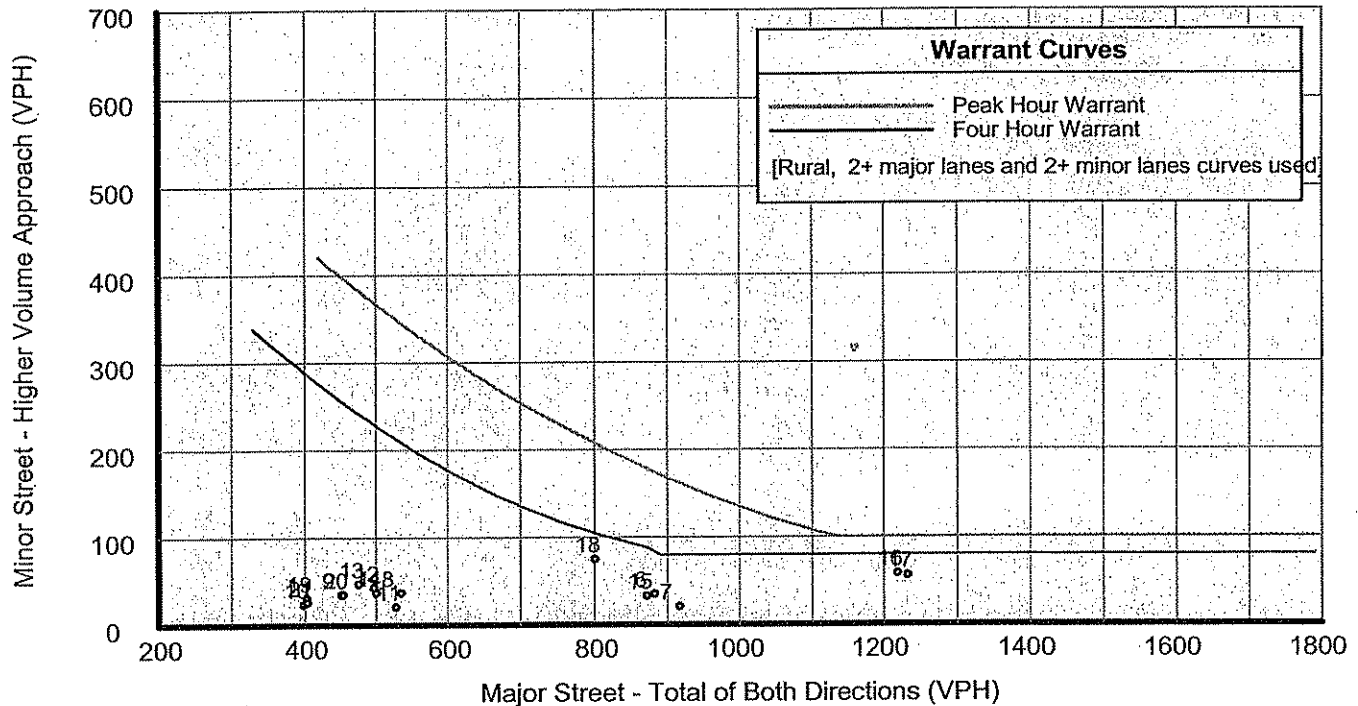
- Warrant 7 - Crash Experience** **Not Evaluated**

- Warrant 8 - Roadway Network** **Not Evaluated**

ANOKA COUNTY HIGHWAY PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC0814
Study Date : 06/30/08
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	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
01:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
02:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
03:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
04:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
05:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
06:00	882	35	WB	420-Yes	140-No	Major	630-Yes	70-No	Major	504-Yes	112-No	Major
07:00	917	21	WB	420-Yes	140-No	Major	630-Yes	70-No	Major	504-Yes	112-No	Major
08:00	535	37	WB	420-Yes	140-No	Major	630-No	70-No	---	504-Yes	112-No	Major
09:00	452	35	WB	420-Yes	140-No	Major	630-No	70-No	---	504-No	112-No	---
10:00	399	24	WB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
11:00	528	21	WB	420-Yes	140-No	Major	630-No	70-No	---	504-Yes	112-No	Major
12:00	497	43	WB	420-Yes	140-No	Major	630-No	70-No	---	504-No	112-No	---
13:00	476	47	WB	420-Yes	140-No	Major	630-No	70-No	---	504-No	112-No	---
14:00	501	37	WB	420-Yes	140-No	Major	630-No	70-No	---	504-No	112-No	---
15:00	872	33	WB	420-Yes	140-No	Major	630-Yes	70-No	Major	504-Yes	112-No	Major
16:00	1,219	58	WB	420-Yes	140-No	Major	630-Yes	70-No	Major	504-Yes	112-No	Major
17:00	1,233	56	WB	420-Yes	140-No	Major	630-Yes	70-No	Major	504-Yes	112-No	Major
18:00	801	75	WB	420-Yes	140-No	Major	630-Yes	70-Yes	Both	504-Yes	112-No	Major
19:00	403	31	WB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
20:00	454	35	WB	420-Yes	140-No	Major	630-No	70-No	---	504-No	112-No	---
21:00	404	26	WB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
22:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
23:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---

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

Study Name : TMC0814
Study Date : 06/30/08
Page No. : 1

Multi-Way Stop Warrant Report

Major Street Approaches

Northbound: CSAH 52 (Radisson Rd)
Total Approach Volume: 5,468
Approach Speed: 55

Southbound: CSAH 52 (Radisson Rd)
Total Approach Volume: 5,105
Approach Speed: 55

Minor Street Approaches

Eastbound: Cloud Drive
Total Approach Volume: 200

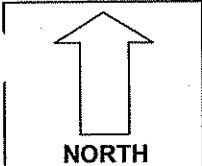
Westbound: Cloud Drive
Total Approach Volume: 614

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	882	54	210-Yes	140-No	Major	240-Yes	160-No	Major
07:00 - 08:00	917	33	210-Yes	140-No	Major	240-Yes	160-No	Major
08:00 - 09:00	535	43	210-Yes	140-No	Major	240-Yes	160-No	Major
09:00 - 10:00	452	44	210-Yes	140-No	Major	240-Yes	160-No	Major
10:00 - 11:00	399	26	210-Yes	140-No	Major	240-Yes	160-No	Major
11:00 - 12:00	528	28	210-Yes	140-No	Major	240-Yes	160-No	Major
12:00 - 13:00	497	47	210-Yes	140-No	Major	240-Yes	160-No	Major
13:00 - 14:00	476	50	210-Yes	140-No	Major	240-Yes	160-No	Major
14:00 - 15:00	501	45	210-Yes	140-No	Major	240-Yes	160-No	Major
15:00 - 16:00	872	43	210-Yes	140-No	Major	240-Yes	160-No	Major
16:00 - 17:00	1,219	81	210-Yes	140-No	Major	240-Yes	160-No	Major
17:00 - 18:00	1,233	96	210-Yes	140-No	Major	240-Yes	160-No	Major
18:00 - 19:00	801	97	210-Yes	140-No	Major	240-Yes	160-No	Major
19:00 - 20:00	403	45	210-Yes	140-No	Major	240-Yes	160-No	Major
20:00 - 21:00	454	50	210-Yes	140-No	Major	240-Yes	160-No	Major
21:00 - 22:00	404	32	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



COUNT LOCATION:

CSAH 52 (Radisson Rd)

DATE:

06/17/2007

Cloud Drive

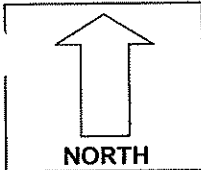
APP. #1 = Cloud
APP. #2 = CSAH 52
APP. #3 = Cloud
APP. #4 = CSAH 52

APP. #1	APP. #2	APP. #3
	APP. #4	

- HEAVY VEHICLE- ANY VEHICLE HAVING MORE THAN FOUR TIRES TOUCHING THE PAVEMENT
- A. TRUCKS- A HEAVY VEHICLE INVOLVED PRIMARILY IN THE TRANSPORT OF GOODS OR IN THE DELIVERY OF A SERVICE.
 - B. RV- A HEAVY VEHICLE OPERATED BY A PRIVATE MOTORIST AND INVOLVED IN THE TRANSPORT OF RECREATIONAL EQUIPMENT OR FACILITIES.
 - C. BUSES- A HEAVY VEHICLE INVOLVED IN THE TRANSPORTATION OF GROUPS OF PEOPLE.

TIME	PEDESTRIANS					HEAVY VEHICLES		
	APP. #1	APP. #2	APP. #3	APP. #4	15 MIN TOT	TRUCKS	RV	BUS
6:00-6:15AM						1		
6:15-6:30						3		1
6:30-6:45						10		1
6:45-7:00						7		1
HOURLY TOTAL						HOURLY TOTAL		24
7:00-7:15						2		
7:15-7:30						10		
7:30-7:45						14		
7:45-8:00						8		1
HOURLY TOTAL						HOURLY TOTAL		35
8:00-8:15						6		
8:15-8:30						4		
8:30-8:45						2		
8:45-9:00						6		
HOURLY TOTAL						HOURLY TOTAL		18
9:00-9:15						11		1
9:15-9:30						7		
9:30-9:45						8		
9:45-10:00						8		
HOURLY TOTAL						HOURLY TOTAL		35
10:00-10:15						5		
10:15-10:30						5		
10:30-10:45						9		
10:45-11:00						3		
HOURLY TOTAL						HOURLY TOTAL		22
11:00-11:15						10		
11:15-11:30						9		
11:30-11:45						10		1
11:45-12:00						8		
HOURLY TOTAL						HOURLY TOTAL		38
12:00-12:15						9		
12:15-12:30						6		
12:30-12:45						3		
12:45-1:00						1		
HOURLY TOTAL						HOURLY TOTAL		19
1:00-1:15						10		
1:15-1:30						9		
1:30-1:45						7		
1:45-2:00						8		
HOURLY TOTAL						HOURLY TOTAL		34
					TOTAL		TOTAL	225

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COUNT LOCATION:

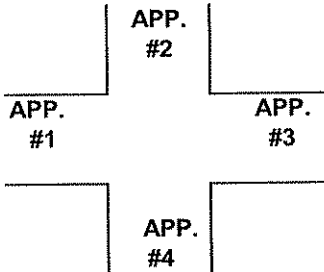
CSAH 52 (Radisson Rd)

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Cloud Drive

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APP. #4 = CSAH 52



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

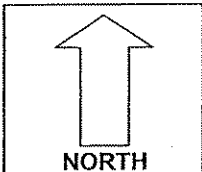
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TIME	PEDESTRIANS					HEAVY VEHICLES		
	APP. #1	APP. #2	APP. #3	APP. #4	15 MIN TOT	TRUCKS	RV	BUS
6:00-6:15AM						1		
6:15-6:30						3		1
6:30-6:45						10		1
6:45-7:00						7		1
HOURLY TOTAL						HOURLY TOTAL		24
7:00-7:15						2		
7:15-7:30						10		
7:30-7:45						14		
7:45-8:00						8		1
HOURLY TOTAL						HOURLY TOTAL		35
8:00-8:15						6		
8:15-8:30						4		
8:30-8:45						2		
8:45-9:00						6		
HOURLY TOTAL						HOURLY TOTAL		18
9:00-9:15						11		1
9:15-9:30						7		
9:30-9:45						8		
9:45-10:00						8		
HOURLY TOTAL						HOURLY TOTAL		35
10:00-10:15						5		
10:15-10:30						5		
10:30-10:45						9		
10:45-11:00						3		
HOURLY TOTAL						HOURLY TOTAL		22
11:00-11:15						10		
11:15-11:30						9		
11:30-11:45						10		1
11:45-12:00						8		
HOURLY TOTAL						HOURLY TOTAL		38
12:00-12:15						9		
12:15-12:30						6		
12:30-12:45						3		
12:45-1:00						1		
HOURLY TOTAL						HOURLY TOTAL		19
1:00-1:15						10		
1:15-1:30						9		
1:30-1:45						7		
1:45-2:00						8		
HOURLY TOTAL						HOURLY TOTAL		34
HOURLY TOTAL						HOURLY TOTAL	TOTAL	225

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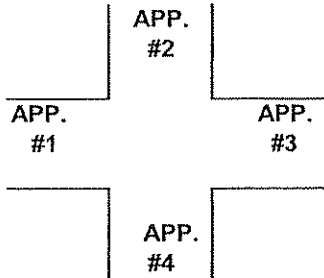
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TIME	PEDESTRIANS					HEAVY VEHICLES		
	APP. #1	APP. #2	APP. #3	APP. #4	15 MIN TOT	TRUCKS	RV	BUS
2:00-2:15PM						5		
2:15-2:30						6		1
2:30-2:45						5		
2:45-3:00						10		
HOURLY TOTAL						HOURLY TOTAL		27
3:00-3:15						7		
3:15-3:30						4		
3:30-3:45						3		
3:45-4:00						10		
HOURLY TOTAL						HOURLY TOTAL		24
4:00-4:15						5		
4:15-4:30						7		
4:30-4:45						5		
4:45-5:00						9		1
HOURLY TOTAL						HOURLY TOTAL		27
5:00-5:15						3		
5:15-5:30						8		
5:30-5:45		1			1	4		
5:45-6:00						5		
HOURLY TOTAL					1	HOURLY TOTAL		20
6:00-6:15		3			3	4		
6:15-6:30		1				3		
6:30-6:45						4		
6:45-7:00						1		
HOURLY TOTAL					3	HOURLY TOTAL		12
7:00-7:15						2		
7:15-7:30		2				1		
7:30-7:45								
7:45-8:00								
HOURLY TOTAL						HOURLY TOTAL		3
8:00-8:15		1			1	2	1	
8:15-8:30								
8:30-8:45								
8:45-9:00		1			1			
HOURLY TOTAL					2	HOURLY TOTAL		3
9:00-9:15								
9:15-9:30								
9:30-9:45						1		
9:45-10:00		1			1	2		
HOURLY TOTAL					1	HOURLY TOTAL		3
					TOTAL		TOTAL	119

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