

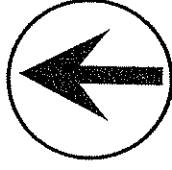
Date : 06/13/11

Count Number : TMC1111

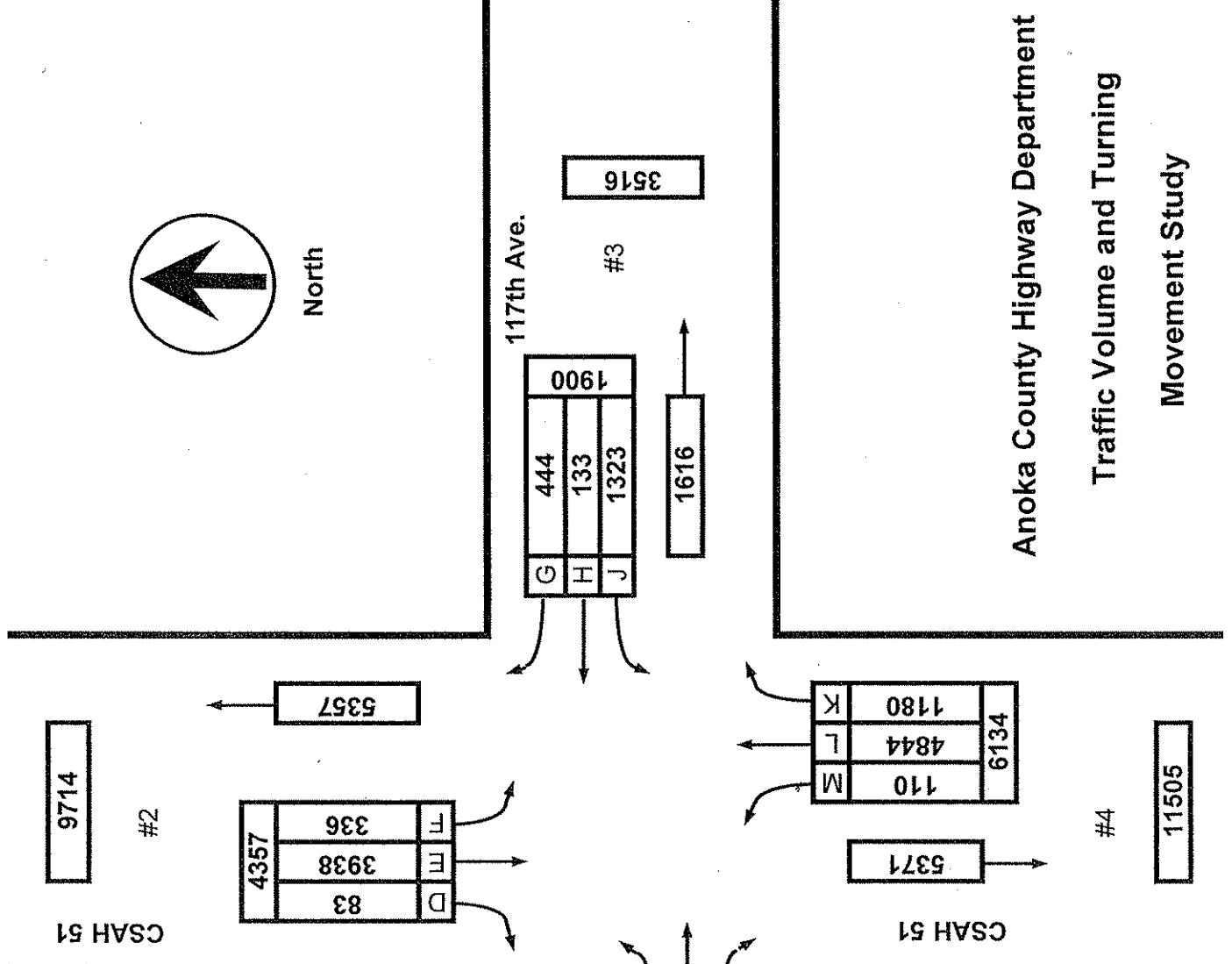
Location : CSAH 51 (University Ave.)

@ 117th Ave.

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



North



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

Anoka County Highway Department  
 Traffic Volume and Turning  
 Movement Study

Date : 06/24/11

Count Number : TMC1111

Location : CSAH 51 (University Ave.)

@ 117th Ave.

Collection Period : AM PEAK

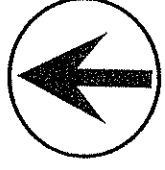
Hour : 6:45 AM - 7:45 AM

613

#2

497		
11	F	
483	E	
3	D	

116



North

117th Ave.

11	G	
5	H	
204	J	

10

#1

1	C	
3	B	
7	A	

117th Ave.

21

#3

220		
41		

261

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

27	K	
104	L	
2	M	
133		

694

CSAH 51

#4

827

Anoka County Highway Department

Traffic Volume and Turning

Movement Study

Date : 06/13/11

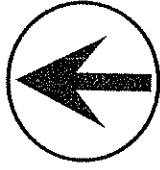
Count Number : TMC1111

Location : CSAH 51 (University Ave.)

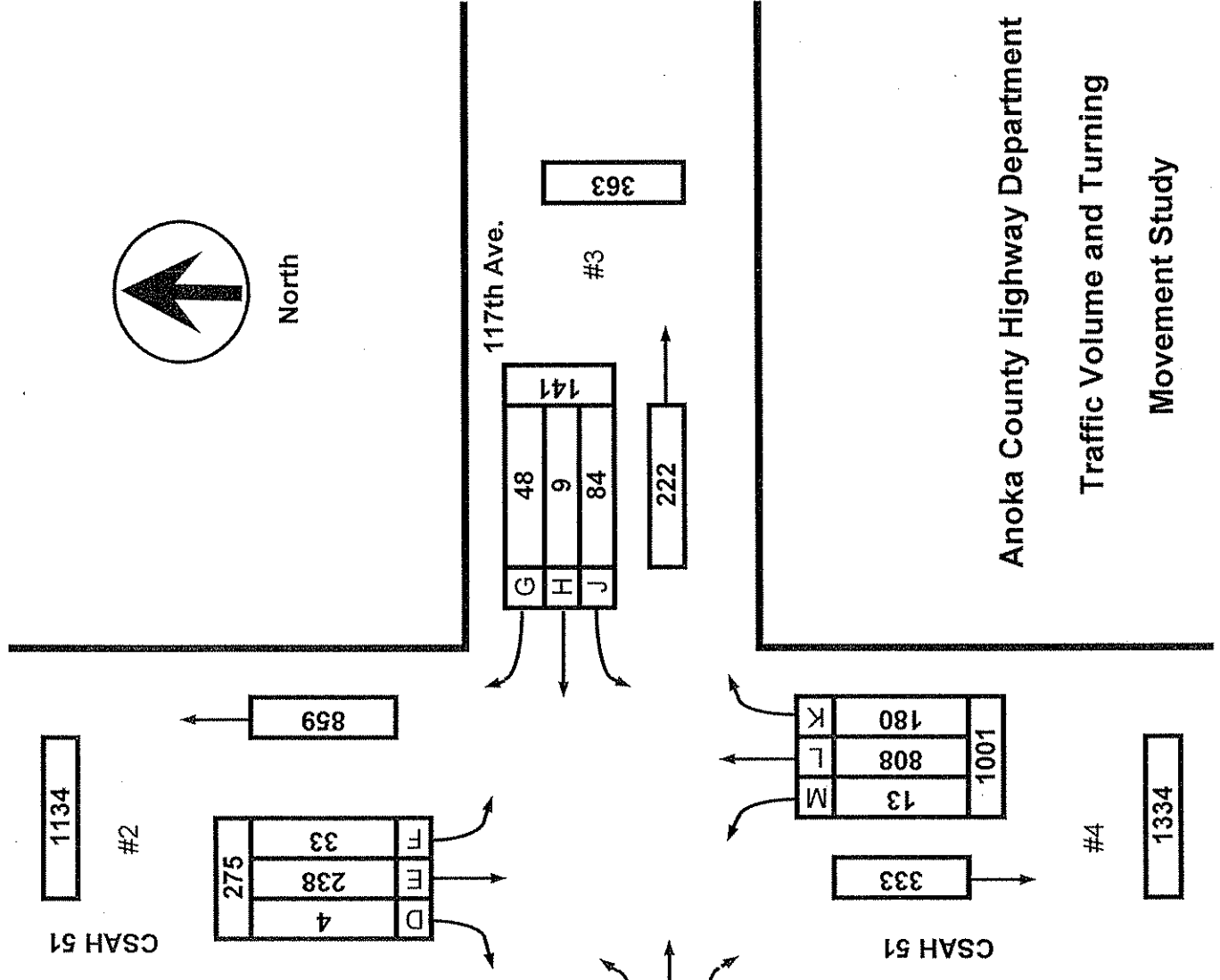
@ 117th Ave.

Collection Period : PM PEAK

Hour : 4:45 PM - 5:45 PM



North



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

Anoka County Highway Department  
 Traffic Volume and Turning  
 Movement Study



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

Weather: Sunny and Hot  
Counter: DB-400  
Study conducted by: Paige/Rachel

File Name : TMC1111  
Site Code : 11110102  
Start Date : 06/24/2011  
Page No : 1

**Groups Printed - Unshifted**

Start Time	Southbound				Westbound				CSAH 51 Northbound				Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
06:00	1	70	0	71	8	0	0	8	14	0	0	14	0	0	0	0
06:15	5	98	0	103	33	0	3	36	33	1	1	35	0	0	0	0
06:30	0	107	0	107	50	0	3	53	18	3	0	21	0	0	0	0
06:45	1	117	0	118	48	1	1	50	1	30	4	35	0	0	0	0
Total	7	392	0	399	139	1	7	147	2	76	13	91	0	0	0	0
07:00	5	124	0	129	58	1	5	64	0	21	5	26	1	2	4	0
07:15	1	133	0	134	52	0	3	55	0	26	9	35	0	0	0	0
07:30	4	109	0	116	46	0	2	51	1	1	9	11	0	0	0	0
07:45	3	116	3	122	33	1	2	36	2	24	10	36	0	0	0	0
Total	13	482	6	501	189	5	12	206	3	98	33	134	1	3	7	0
08:00	3	90	1	94	27	1	5	33	0	17	5	25	0	0	0	0
08:15	1	69	1	71	28	2	4	34	1	17	5	25	0	0	0	0
08:30	5	80	1	86	22	1	3	26	1	1	3	40	0	0	0	0
08:45	5	79	3	87	21	1	2	24	1	28	9	38	6	5	7	0
Total	14	318	6	338	98	5	14	117	3	98	25	126	7	5	5	0
09:00	5	51	3	59	24	3	4	31	1	27	4	32	4	5	5	0
09:15	2	49	1	52	21	2	5	28	4	32	10	46	3	2	1	0
09:30	7	55	3	65	24	2	0	26	0	29	10	39	1	1	4	0
09:45	1	48	1	50	18	1	6	25	6	114	34	154	10	9	12	0
Total	15	203	8	226	87	8	15	110	6	114	34	154	10	9	12	0
10:00	6	56	0	62	13	2	7	22	1	41	16	58	0	3	2	0
10:15	2	47	3	52	7	5	10	22	0	34	3	43	0	3	5	0
10:30	2	49	0	51	19	2	3	24	1	31	3	35	2	2	2	0
10:45	11	52	1	64	20	7	7	34	2	61	9	72	2	5	5	0
Total	21	204	4	229	59	16	27	102	4	167	37	208	5	14	11	0
11:00	4	60	2	66	16	1	10	27	4	36	13	53	3	1	8	0
11:15	3	56	2	61	13	4	4	20	2	40	17	54	0	2	2	0
11:30	8	57	2	65	21	3	7	29	2	59	17	76	3	3	0	0
11:45	3	58	3	64	21	2	16	39	5	49	13	67	1	4	2	0
Total	18	231	7	256	71	7	37	115	11	184	57	252	10	10	14	0
12:00	3	54	3	60	22	2	8	32	2	46	14	64	2	6	1	0
12:15	7	62	1	70	21	3	5	29	2	86	25	113	3	2	2	0
12:30	11	77	2	90	19	4	5	28	1	60	15	76	1	2	5	0
12:45	7	56	2	65	23	4	9	36	4	64	18	86	5	3	5	0
Total	28	249	8	285	85	13	27	125	9	258	72	339	6	13	13	0
13:00	4	55	2	61	17	5	6	28	3	67	12	82	2	3	2	0
13:15	9	69	1	79	20	5	5	30	3	70	20	93	0	0	0	0
13:30	3	56	2	65	13	3	9	24	1	82	19	103	2	7	2	0
13:45	7	41	1	49	19	6	16	38	2	86	15	103	1	5	5	0
Total	23	221	6	250	69	21	36	126	9	285	66	360	5	17	16	1
14:00	7	44	2	53	21	2	2	25	2	65	16	83	0	0	0	0
14:15	6	57	1	64	12	2	8	22	0	71	14	85	0	0	0	0
14:30	6	60	0	66	15	0	6	21	1	63	19	83	0	0	0	0
14:45	5	51	3	59	12	0	0	18	1	90	23	113	0	0	0	0
Total	24	212	6	242	60	4	22	86	3	289	72	364	0	0	0	0
15:00	6	51	0	57	10	2	9	21	2	93	26	121	0	0	0	0
15:15	6	73	0	79	19	1	8	25	0	106	29	134	1	1	1	0
15:30	5	60	1	66	20	2	11	33	4	149	33	186	1	0	0	0
15:45	3	55	1	59	15	2	11	28	4	121	30	160	1	0	0	0
Total	20	239	2	261	68	6	33	107	7	476	118	601	5	2	2	0
16:00	9	49	3	61	20	0	6	26	0	142	30	172	0	0	0	0
16:15	8	57	0	65	19	2	9	33	4	167	45	216	1	1	1	0
16:30	5	53	0	58	12	4	15	38	3	174	31	208	1	0	0	0
16:45	11	63	0	74	26	1	14	41	10	199	53	255	2	2	2	0
Total	33	222	3	258	87	7	44	138	10	682	159	851	4	5	5	0
17:00	3	61	1	65	20	0	17	41	1	202	34	237	0	0	0	0
17:15	13	50	1	64	18	1	9	29	6	215	50	271	0	5	4	0
17:30	6	64	2	72	18	4	8	30	3	192	43	238	1	0	0	0
17:45	4	68	1	73	15	5	9	29	5	179	46	230	0	0	0	0
Total	26	243	5	274	91	11	43	145	15	788	173	976	1	6	10	0
17:00	3	61	1	65	20	0	17	41	1	202	34	237	0	0	0	0
17:15	13	50	1	64	18	1	9	29	6	215	50	271	0	5	4	0
17:30	6	64	2	72	18	4	8	30	3	192	43	238	1	0	0	0
17:45	4	68	1	73	15	5	9	29	5	179	46	230	0	0	0	0
Total	26	243	5	274	91	11	43	145	15	788	173	976	1	6	10	0

Start Time	Southbound				Westbound				CSAH 51 Northbound				Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
06:00	1	70	0	71	8	0	0	8	14	0	0	14	0	0	0	0
06:15	5	98	0	103	33	0	3	36	1	27	4	32	4	5	5	0
06:30	0	107	0	107	50	0	3	53	1	17	3	21	0	0	0	0
06:45	1	117	0	118	48	1	1	50	1	30	4	35	0	0	0	0
Total	7	392	0	399	139	1	7	147	2	76	13	91	0	0	0	0



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

Weather: Sunny and Hot  
 Counter: DB-400  
 study conducted by: Paige/Rachel

File Name : TMC1111  
 Site Code : 11110102  
 Start Date : 06/24/2011  
 Page No : 2

Groups Printed - Unshifted

Start Time	CSAH 51 Southbound			CSAH 51 Northbound			117th Ave. Westbound			117th Ave. Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
18:00	12	60	1	2	2	2	2	2	2	2	2	2
18:15	6	52	3	3	4	4	3	3	3	3	3	3
18:30	12	74	0	7	74	0	7	74	0	7	74	0
18:45	7	41	2	7	41	2	7	41	2	7	41	2
Total	37	227	6	37	227	6	37	227	6	37	227	6
19:00	7	56	2	7	56	2	7	56	2	7	56	2
19:15	4	23	0	4	23	0	4	23	0	4	23	0
19:30	4	39	2	4	39	2	4	39	2	4	39	2
19:45	4	41	1	4	41	1	4	41	1	4	41	1
Total	19	159	5	19	159	5	19	159	5	19	159	5
20:00	4	75	3	4	75	3	4	75	3	4	75	3
20:15	8	55	1	8	55	1	8	55	1	8	55	1
20:30	8	39	1	8	39	1	8	39	1	8	39	1
20:45	5	23	2	5	23	2	5	23	2	5	23	2
Total	25	213	7	25	213	7	25	213	7	25	213	7
21:00	2	42	1	2	42	1	2	42	1	2	42	1
21:15	3	29	0	3	29	0	3	29	0	3	29	0
21:30	2	30	0	2	30	0	2	30	0	2	30	0
21:45	6	22	1	6	22	1	6	22	1	6	22	1
Total	13	123	4	13	123	4	13	123	4	13	123	4
Grand Total	336	3938	83	336	3938	83	336	3938	83	336	3938	83
veh %	7.7	90.4	1.9	7.7	90.4	1.9	7.7	90.4	1.9	7.7	90.4	1.9
Vol %	2.7	31.1	0.7	2.7	31.1	0.7	2.7	31.1	0.7	2.7	31.1	0.7

Start Time	CSAH 51 Southbound			CSAH 51 Northbound			117th Ave. Westbound			117th Ave. Eastbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
06:45	1	117	0	1	117	0	1	117	0	1	117	0
07:00	5	124	0	5	124	0	5	124	0	5	124	0
07:15	1	133	0	1	133	0	1	133	0	1	133	0
07:30	4	109	3	4	109	3	4	109	3	4	109	3
Total Volume	11	483	3	11	483	3	11	483	3	11	483	3
% App. Total	2.2	97.2	0.6	2.2	97.2	0.6	2.2	97.2	0.6	2.2	97.2	0.6
PHF	.550	.908	.250	.550	.908	.250	.550	.908	.250	.550	.908	.250
Peak Hour Analysis From 12:00 to 21:45 - Peak 1 of 1	Peak Hour for Entire Intersection Begins at 16:45											
16:45	11	63	0	11	63	0	11	63	0	11	63	0
17:00	3	61	1	3	61	1	3	61	1	3	61	1
17:15	13	50	1	13	50	1	13	50	1	13	50	1
17:30	6	64	2	6	64	2	6	64	2	6	64	2
Total Volume	33	238	4	33	238	4	33	238	4	33	238	4
% App. Total	12	86.5	1.5	12	86.5	1.5	12	86.5	1.5	12	86.5	1.5
PHF	.635	.930	.500	.635	.930	.500	.635	.930	.500	.635	.930	.500
Peak Hour Analysis From 12:00 to 21:45 - Peak 1 of 1	Peak Hour for Entire Intersection Begins at 16:45											
16:45	11	63	0	11	63	0	11	63	0	11	63	0
17:00	3	61	1	3	61	1	3	61	1	3	61	1
17:15	13	50	1	13	50	1	13	50	1	13	50	1
17:30	6	64	2	6	64	2	6	64	2	6	64	2
Total Volume	33	238	4	33	238	4	33	238	4	33	238	4
% App. Total	12	86.5	1.5	12	86.5	1.5	12	86.5	1.5	12	86.5	1.5
PHF	.635	.930	.500	.635	.930	.500	.635	.930	.500	.635	.930	.500



**Anoka County Highway  
PC-WARRANTS  
Traffic Signal Warrant Analysis**

Study Name :  
Study Date : 07/06/11  
Page No. : 1

**Signal Warrants - Summary**

**Minor Street Approaches**

**Eastbound: 117th Ave.**  
Number of Lanes: 2  
Total Approach Volume: 279

**Westbound: 117th Ave.**  
Number of Lanes: 2  
Total Approach Volume: 1,900

**Major Street Approaches**

**Northbound: CSAH 51**  
Number of Lanes: 2  
Approach Speed: 50  
Total Approach Volume: 6,134

**Southbound: CSAH 51**  
Number of Lanes: 2  
Approach Speed: 50  
Total Approach Volume: 4,357

**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 5 hours, 8 are needed

Warrant 1 A&B - Combination of Warrants ..... Not Satisfied  
Required volumes reached for 7 hours, 8 are needed

**Warrant 2 - Four Hour Volumes** ..... Satisfied  
Number of hours (5) volumes exceed minimum >= minimum required (4).

**Warrant 3 - Peak Hour** ..... Satisfied  
Warrant 3A - Peak Hour Delay ..... Satisfied  
Number of hours (4) 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

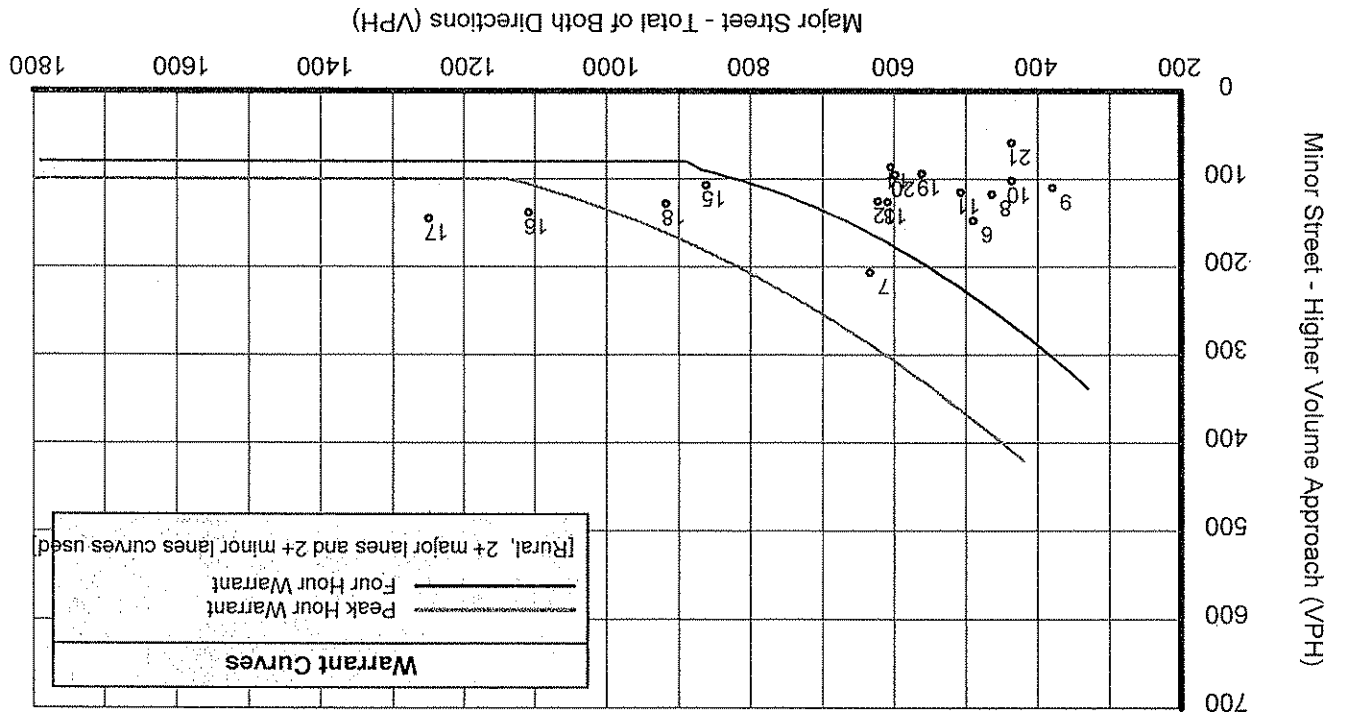
**Warrant 8 - Roadway Network** ..... Not Evaluated



# Anoka County Highway PC-WARRANTS Traffic Signal Warrant Analysis

Study Name :  
Study Date : 07/06/11  
Page No. : 2

## Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour	Major	Higher Minor	Dir	Major Crit	Minor Crit	Meets?	War-1A	Major Crit	Minor Crit	Meets?	War-1B	Major Crit	Minor Crit	Meets?	War-1A&B	Major Crit	Minor Crit	Meets?
23:00	0	0	EB	420-No	140-No	---	420-No	630-No	70-No	---	420-No	630-No	70-No	---	420-No	630-No	70-No	---
22:00	0	0	EB	420-No	140-No	---	420-No	630-No	70-No	---	420-No	630-No	70-No	---	420-No	630-No	70-No	---
21:00	437	59	WB	420-Yes	140-No	Major	420-Yes	630-No	70-Yes	Minor	420-Yes	630-No	70-Yes	Minor	420-Yes	630-No	70-Yes	Minor
20:00	599	95	WB	420-Yes	140-No	Major	420-Yes	630-No	70-Yes	Minor	420-Yes	630-No	70-Yes	Minor	420-Yes	630-No	70-Yes	Minor
19:00	562	94	WB	420-Yes	140-No	Major	420-Yes	630-No	70-Yes	Minor	420-Yes	630-No	70-Yes	Minor	420-Yes	630-No	70-Yes	Minor
18:00	918	128	WB	420-Yes	140-No	Major	420-Yes	630-Yes	70-Yes	Both	420-Yes	630-Yes	70-Yes	Both	420-Yes	630-Yes	70-Yes	Both
17:00	1,250	145	WB	420-Yes	140-Yes	Both	420-Yes	630-Yes	70-Yes	Both	420-Yes	630-Yes	70-Yes	Both	420-Yes	630-Yes	70-Yes	Both
16:00	1,109	138	WB	420-Yes	140-No	Major	420-Yes	630-Yes	70-Yes	Both	420-Yes	630-Yes	70-Yes	Both	420-Yes	630-Yes	70-Yes	Both
15:00	862	107	WB	420-Yes	140-No	Major	420-Yes	630-Yes	70-Yes	Both	420-Yes	630-Yes	70-Yes	Both	420-Yes	630-Yes	70-Yes	Both
14:00	606	86	WB	420-Yes	140-No	Major	420-Yes	630-No	70-Yes	Minor	420-Yes	630-No	70-Yes	Minor	420-Yes	630-No	70-Yes	Minor
13:00	610	126	WB	420-Yes	140-No	Major	420-Yes	630-No	70-Yes	Minor	420-Yes	630-No	70-Yes	Minor	420-Yes	630-No	70-Yes	Minor
12:00	624	125	WB	420-Yes	140-No	Major	420-Yes	630-No	70-Yes	Minor	420-Yes	630-No	70-Yes	Minor	420-Yes	630-No	70-Yes	Minor
11:00	508	115	WB	420-Yes	140-No	Major	420-Yes	630-No	70-Yes	Minor	420-Yes	630-No	70-Yes	Minor	420-Yes	630-No	70-Yes	Minor
10:00	437	102	WB	420-Yes	140-No	Major	420-Yes	630-No	70-Yes	Minor	420-Yes	630-No	70-Yes	Minor	420-Yes	630-No	70-Yes	Minor
09:00	380	110	WB	420-No	140-No	---	420-No	630-No	70-Yes	Minor	420-No	630-No	70-Yes	Minor	420-No	630-No	70-Yes	Minor
08:00	464	117	WB	420-Yes	140-No	Major	420-Yes	630-No	70-Yes	Minor	420-Yes	630-No	70-Yes	Minor	420-Yes	630-No	70-Yes	Minor
07:00	635	206	WB	420-Yes	140-Yes	Both	420-Yes	630-Yes	70-Yes	Both	420-Yes	630-Yes	70-Yes	Both	420-Yes	630-Yes	70-Yes	Both
06:00	490	147	WB	420-Yes	140-Yes	Both	420-Yes	630-No	70-Yes	Minor	420-Yes	630-No	70-Yes	Minor	420-Yes	630-No	70-Yes	Minor
05:00	0	0	EB	420-No	140-No	---	420-No	630-No	70-No	---	420-No	630-No	70-No	---	420-No	630-No	70-No	---
04:00	0	0	EB	420-No	140-No	---	420-No	630-No	70-No	---	420-No	630-No	70-No	---	420-No	630-No	70-No	---
03:00	0	0	EB	420-No	140-No	---	420-No	630-No	70-No	---	420-No	630-No	70-No	---	420-No	630-No	70-No	---
02:00	0	0	EB	420-No	140-No	---	420-No	630-No	70-No	---	420-No	630-No	70-No	---	420-No	630-No	70-No	---
01:00	0	0	EB	420-No	140-No	---	420-No	630-No	70-No	---	420-No	630-No	70-No	---	420-No	630-No	70-No	---
00:00	0	0	EB	420-No	140-No	---	420-No	630-No	70-No	---	420-No	630-No	70-No	---	420-No	630-No	70-No	---
Begin	Total	Vol	Dir	Major Crit	Minor Crit	Meets?	War-1A	Major Crit	Minor Crit	Meets?	War-1B	Major Crit	Minor Crit	Meets?	War-1A&B	Major Crit	Minor Crit	Meets?



**Anoka County Highway  
PC-WARRANTS  
Traffic Signal Warrant Analysis**

**Multi-Way Stop Warrant Report**

Study Name :  
Study Date : 07/06/11  
Page No. : 1

**Minor Street Approaches**

**Eastbound: 117th Ave.**  
Total Approach Volume: 279

**Westbound: 117th Ave.**  
Total Approach Volume: 1,900

**Major Street Approaches**

**Northbound: CSAH 51**  
Total Approach Volume: 6,134  
Approach Speed: 50

**Southbound: CSAH 51**  
Total Approach Volume: 4,357  
Approach Speed: 50

**Warrant Summary**

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

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

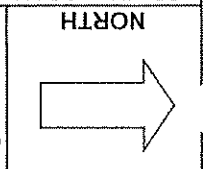
**Criteria C - Minimum Volumes and Delays** ..... Delay data not evaluated  
Required volumes reached for 10 hours, 8 are needed **Satisfied**

**Criteria D - 80% of Volumes, Delays, and Crashes** ..... Delay data not evaluated  
Number of crashes (-1) is less than the minimum required (4).  
Required volumes reached for 0 hours, 8 are needed **Not Evaluated**

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

Time	Major	Minor	Major	Minor Crit	Major Crit	Minor Crit	Major Crit	Minor Crit	Major Crit	Minor Crit	Major Crit	Minor Crit
06:00 - 07:00	490	149	210-Yes	140-Yes	Both	240-Yes	160-No	Major	Both	240-Yes	160-No	Major
07:00 - 08:00	635	217	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both	Both	240-Yes	160-Yes	Both
08:15 - 09:15	436	147	210-Yes	140-Yes	Both	240-Yes	160-No	Major	Both	240-Yes	160-No	Major
10:15 - 11:15	436	144	210-Yes	140-Yes	Both	240-Yes	160-No	Major	Both	240-Yes	160-No	Major
11:15 - 12:15	513	151	210-Yes	140-Yes	Both	240-Yes	160-No	Major	Both	240-Yes	160-No	Major
12:15 - 13:15	643	151	210-Yes	140-Yes	Both	240-Yes	160-No	Major	Both	240-Yes	160-No	Major
13:15 - 14:15	603	154	210-Yes	140-Yes	Both	240-Yes	160-No	Major	Both	240-Yes	160-No	Major
16:00 - 17:00	1,109	152	210-Yes	140-Yes	Both	240-Yes	160-No	Major	Both	240-Yes	160-No	Major
17:00 - 18:00	1,250	162	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both	Both	240-Yes	160-Yes	Both
18:00 - 19:00	918	143	210-Yes	140-Yes	Both	240-Yes	160-No	Major	Both	240-Yes	160-No	Major
05:45 - 06:45	337	98	210-Yes	140-No	Major	240-Yes	160-No	Major	Major	240-Yes	160-No	Major
08:00 - 09:00	464	136	210-Yes	140-No	Major	240-Yes	160-No	Major	Major	240-Yes	160-No	Major
09:15 - 10:15	409	123	210-Yes	140-No	Major	240-Yes	160-No	Major	Major	240-Yes	160-No	Major
09:30 - 10:30	406	121	210-Yes	140-No	Major	240-Yes	160-No	Major	Major	240-Yes	160-No	Major
09:45 - 10:45	388	121	210-Yes	140-No	Major	240-Yes	160-No	Major	Major	240-Yes	160-No	Major
10:00 - 11:00	437	132	210-Yes	140-No	Major	240-Yes	160-No	Major	Major	240-Yes	160-No	Major
14:15 - 15:15	648	84	210-Yes	140-No	Major	240-Yes	160-No	Major	Major	240-Yes	160-No	Major
14:30 - 15:30	712	88	210-Yes	140-No	Major	240-Yes	160-No	Major	Major	240-Yes	160-No	Major
14:45 - 15:45	789	100	210-Yes	140-No	Major	240-Yes	160-No	Major	Major	240-Yes	160-No	Major
15:00 - 16:00	862	115	210-Yes	140-No	Major	240-Yes	160-No	Major	Major	240-Yes	160-No	Major
15:15 - 16:15	917	122	210-Yes	140-No	Major	240-Yes	160-No	Major	Major	240-Yes	160-No	Major
15:30 - 16:30	985	131	210-Yes	140-No	Major	240-Yes	160-No	Major	Major	240-Yes	160-No	Major
15:45 - 16:45	1,025	139	210-Yes	140-No	Major	240-Yes	160-No	Major	Major	240-Yes	160-No	Major
19:00 - 20:00	562	107	210-Yes	140-No	Major	240-Yes	160-No	Major	Major	240-Yes	160-No	Major





APP. #1 = CSAH 51  
 APP. #2 = 117th Ave  
 APP. #3 = CSAH 51  
 APP. #4 = 117th Ave

COUNT LOCATION:

CSAH 51 (University Ave.) @

DATE:

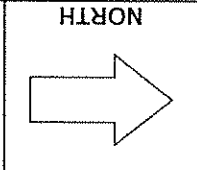
06/24/2011

117th Ave.

- 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	TRUCKS	RV	BUS	
6:00-6:15AM					1			1
6:15-6:30					1			2
6:30-6:45				1	1			2
6:45-7:00					1			1
7:00-7:15					2			1
7:15-7:30								
7:30-7:45	1	1	1	1	4			1
7:45-8:00								
8:00-8:15		1			1			4
8:15-8:30					1			1
8:30-8:45	1			1	2			2
8:45-9:00					1			
9:00-9:15	1				1		1	13
9:15-9:30					3			
9:30-9:45			3		3			2
9:45-10:00								
10:00-10:15			1		1			3
10:15-10:30		1			1			1
10:30-10:45					2			1
10:45-11:00		2			2			8
11:00-11:15					4			
11:15-11:30					3			
11:30-11:45		2			3			2
11:45-12:00	21			1	22			1
12:00-12:15		1			1			1
12:15-12:30		3			4			
12:30-12:45	2	1			10			2
12:45-1:00					5			1
1:00-1:15					3			3
1:15-1:30			1		1			1
1:30-1:45	2		1		3			2
1:45-2:00					1			
<b>HOURLY TOTAL</b>					<b>60</b>			<b>89</b>
<b>HOURLY TOTAL</b>					<b>4</b>			<b>13</b>

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APP. #1 = CSAH 51  
 APP. #2 = 117th Ave  
 APP. #3 = CSAH 51  
 APP. #4 = 117th Ave

COUNT LOCATION:

CSAH 51 (University Ave.) @ 117th Ave.

DATE:

06/13/2011

- 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	TRUCKS	RV	BUS	
2:00-2:15PM	5			2	7			
2:15-2:30				1	1			
2:30-2:45					4			
2:45-3:00	1			1	2			
<b>HOURLY TOTAL</b>	<b>10</b>			<b>2</b>	<b>7</b>			
3:00-3:15				2	2			
3:15-3:30	2		1	1	4			
3:30-3:45				1	1			
3:45-4:00					3			
<b>HOURLY TOTAL</b>	<b>7</b>			<b>1</b>	<b>7</b>			
4:00-4:15					1			
4:15-4:30					3			
4:30-4:45	1			1	2			
4:45-5:00				1	1			
<b>HOURLY TOTAL</b>	<b>3</b>			<b>1</b>	<b>3</b>			
5:00-5:15				3	3			
5:15-5:30	2		1	1	4			
5:30-5:45	1			3	4			
5:45-6:00		2		1	3			
<b>HOURLY TOTAL</b>	<b>14</b>			<b>4</b>	<b>12</b>			
6:00-6:15					3			
6:15-6:30	1		1	1	3			
6:30-6:45				3	7			
6:45-7:00	1				1			
<b>HOURLY TOTAL</b>	<b>11</b>			<b>4</b>	<b>11</b>			
7:00-7:15	3				3			
7:15-7:30		2		2	4			
7:30-7:45								
7:45-8:00								
<b>HOURLY TOTAL</b>	<b>7</b>			<b>2</b>	<b>7</b>			
8:00-8:15			1	1	2			
8:15-8:30			2	4	6			
8:30-8:45								
8:45-9:00	1				3			
<b>HOURLY TOTAL</b>	<b>11</b>			<b>2</b>	<b>11</b>			
9:00-9:15	1				3			
9:15-9:30				3	4			
9:30-9:45				1	2			
9:45-10:00								
<b>HOURLY TOTAL</b>	<b>9</b>			<b>1</b>	<b>9</b>			
<b>TOTAL</b>	<b>132</b>			<b>153</b>	<b>132</b>			

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