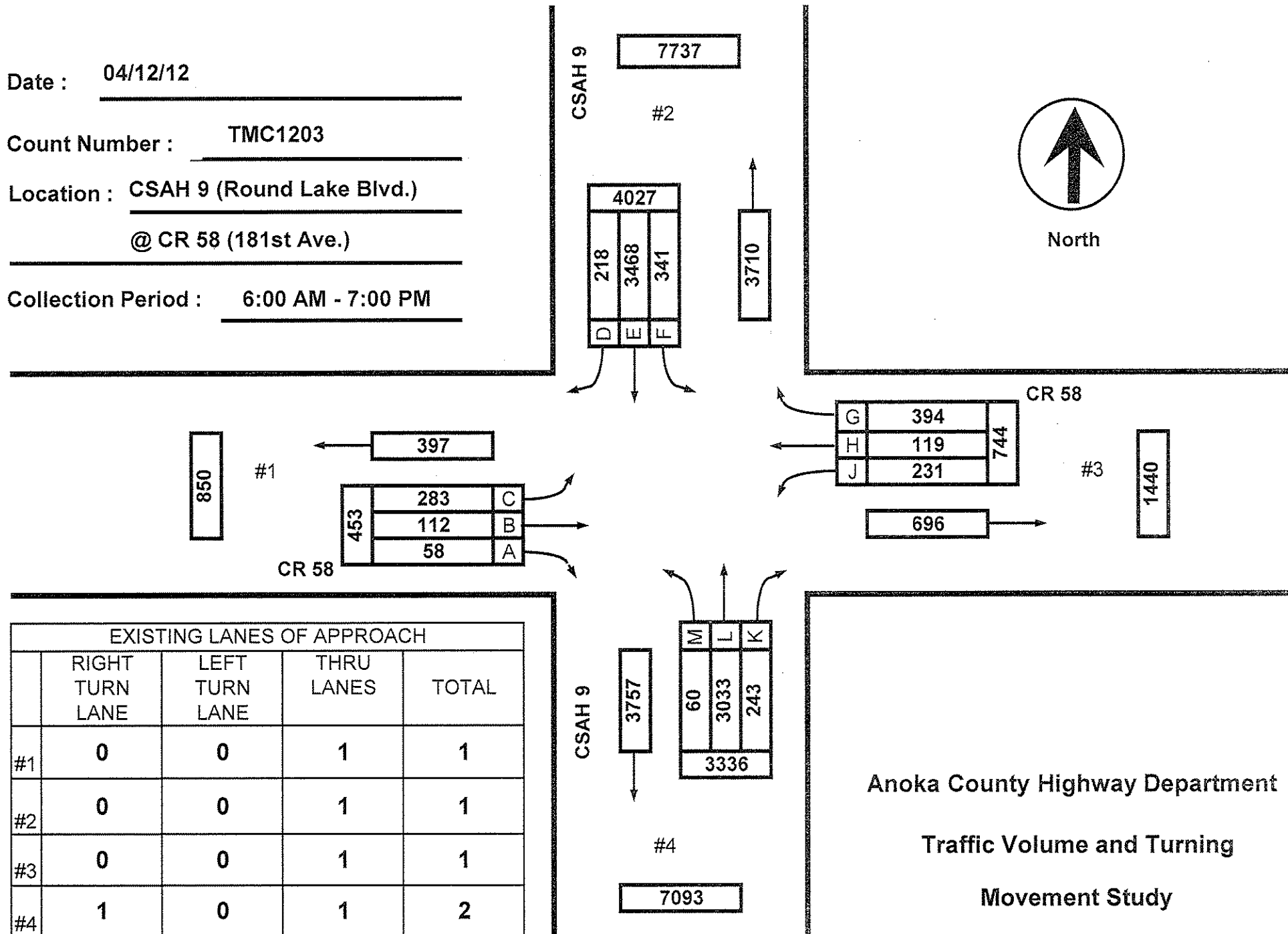


Date : 04/12/12

Count Number : TMC1203

Location : CSAH 9 (Round Lake Blvd.)  
@ CR 58 (181st Ave.)

Collection Period : 6:00 AM - 7:00 PM



CR 58

CR 58

CSAH 9

CSAH 9



North

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

Anoka County Highway Department  
 Traffic Volume and Turning  
 Movement Study

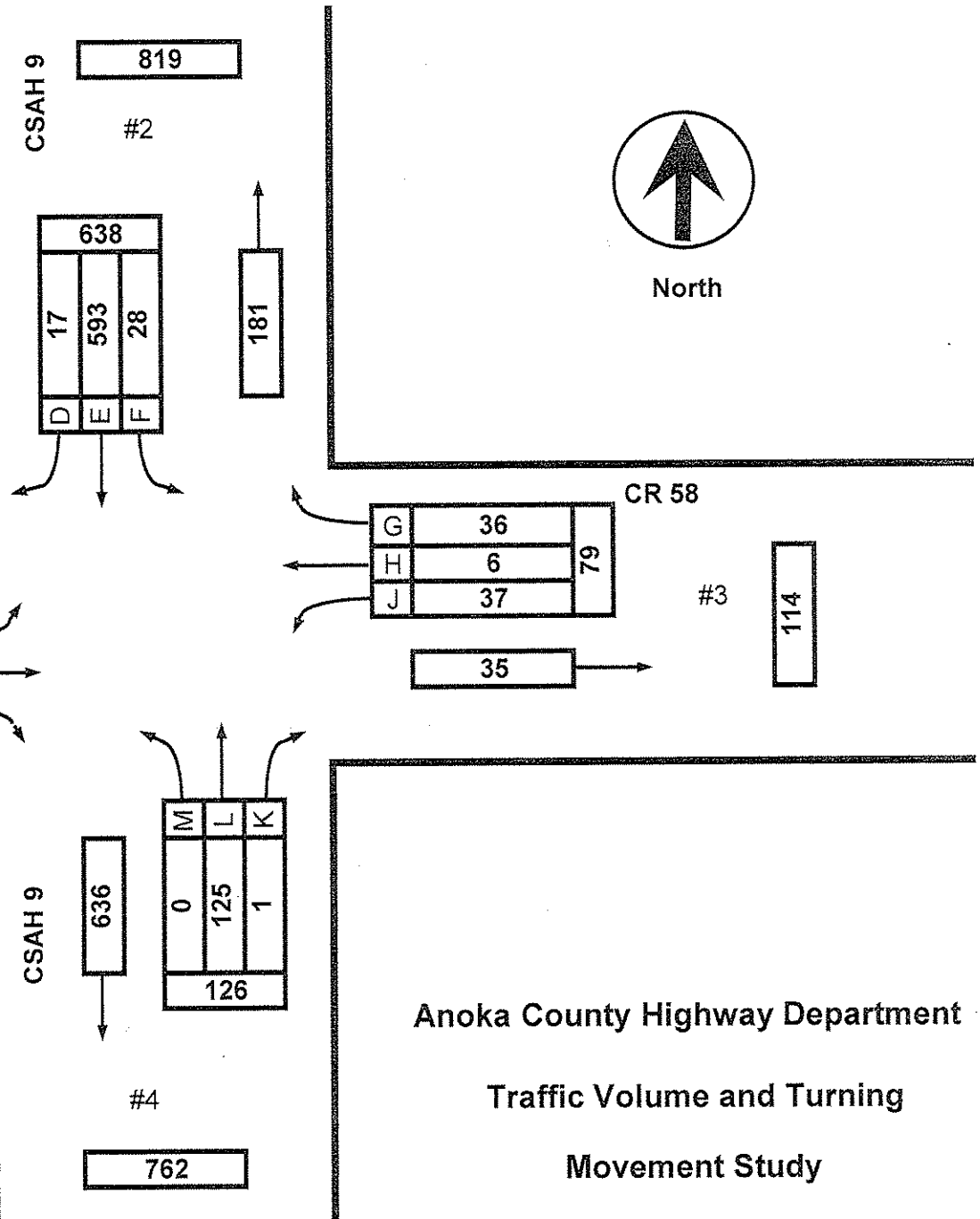
Date : 04/12/12

Count Number : TMC1203

Location : CSAH 9 (Round Lake Blvd.)  
@ CR 58 (181st Ave.)

Collection Period : AM PEAK

Hour : 6:30 AM - 7:30 AM



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

Anoka County Highway Department  
 Traffic Volume and Turning  
 Movement Study

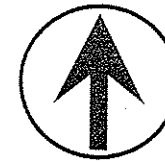
Date : 04/10/12

Count Number : TMC1203

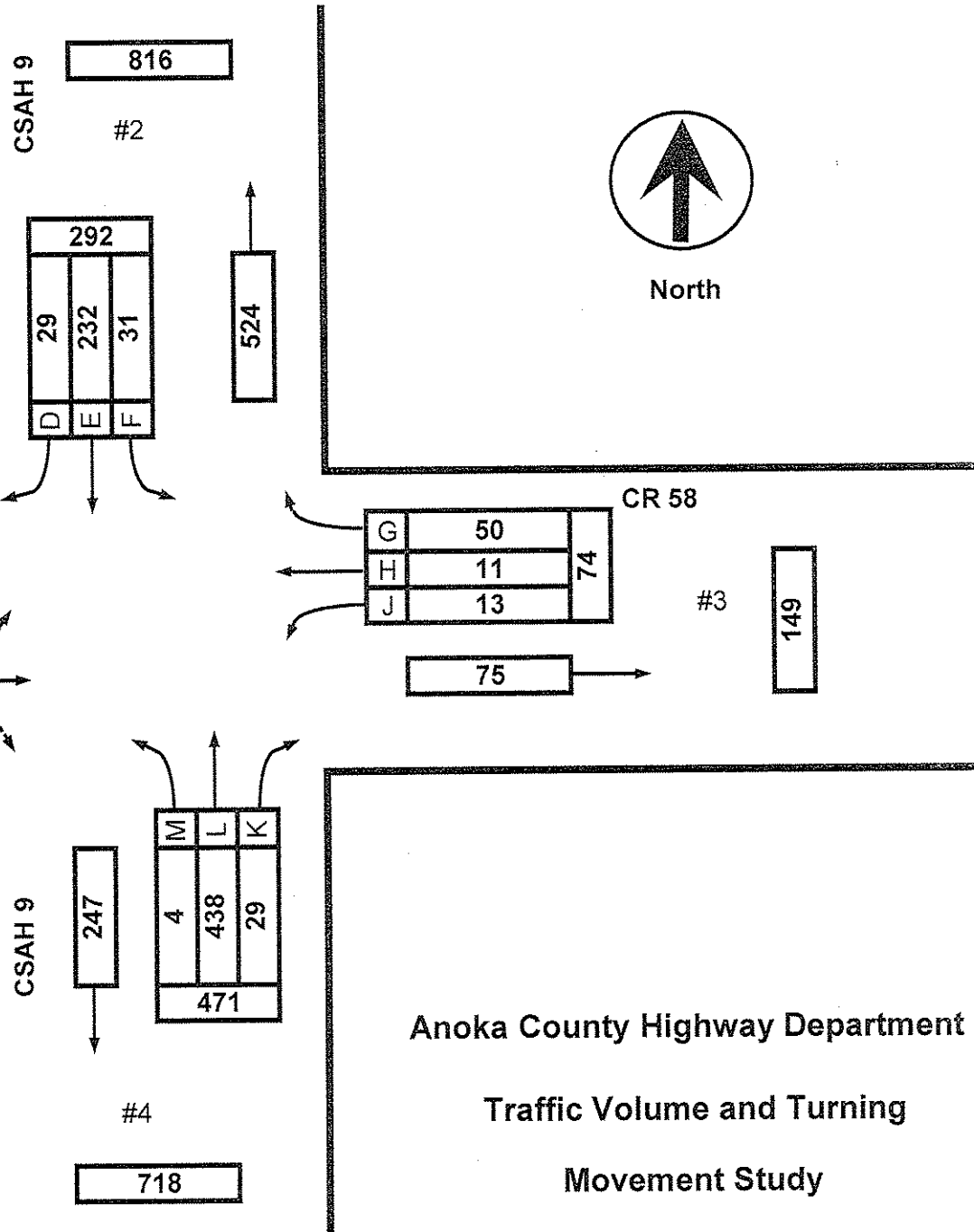
Location : CSAH 9 (Round Lake Blvd.)  
@ CR 58 (181st Ave.)

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

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 : TMC1203  
 Site Code : 12030202  
 Start Date : 04/10/2012  
 Page No : 1

Weather: Cool/Sunny  
 Counter: DB-400  
 Counted by: Andrea/Sam

**Groups Printed- Unshifted**

Start Time	CSAH 9 Southbound					CR 58 Westbound					CSAH 9 Northbound					CR 58 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	6	116	1	6	123	6	1	0	0	7	0	13	1	0	14	3	1	0	1	4	7	148	155
06:15	6	134	2	1	142	6	1	2	0	9	1	9	0	0	10	2	1	3	0	6	1	167	168
06:30	7	164	3	2	174	10	4	7	2	21	0	27	1	0	28	4	1	3	1	8	5	231	236
06:45	6	128	3	1	137	7	0	9	1	16	0	35	0	0	35	8	3	1	0	12	2	200	202
Total	25	542	9	10	576	29	6	18	3	53	1	84	2	0	87	17	6	7	2	30	15	746	761
07:00	5	138	6	2	149	8	0	15	0	23	0	26	0	0	26	5	0	1	0	6	2	204	206
07:15	10	163	5	1	178	12	2	5	1	19	0	37	0	0	37	3	2	1	0	6	2	240	242
07:30	12	129	5	4	146	10	0	5	2	15	1	26	5	1	32	8	2	2	1	12	8	205	213
07:45	8	104	5	2	117	6	3	9	0	18	1	24	3	1	28	2	4	1	1	7	4	170	174
Total	35	534	21	9	590	36	5	34	3	75	2	113	8	2	123	18	8	5	2	31	16	819	835
08:00	8	101	6	3	115	6	4	12	1	22	1	27	3	4	31	4	2	3	0	9	8	177	185
08:15	11	87	4	1	102	4	1	5	0	10	1	26	4	4	31	5	0	4	0	9	5	152	157
08:30	5	89	5	1	99	11	2	2	1	15	1	27	2	2	30	7	1	0	1	8	5	152	157
08:45	10	85	4	5	99	3	3	6	0	12	0	28	1	1	29	4	1	2	1	7	7	147	154
Total	34	362	19	10	415	24	10	25	2	59	3	108	10	11	121	20	4	9	2	33	25	628	653
09:00	16	54	0	2	70	8	5	7	1	20	1	32	1	3	34	2	4	1	1	7	7	131	138
09:15	7	76	4	2	87	5	3	11	0	19	1	37	2	2	40	3	2	2	1	7	5	153	158
09:30	6	83	4	2	93	2	5	8	1	15	2	22	3	1	27	4	0	2	0	6	4	141	145
09:45	3	61	3	1	67	5	1	3	1	9	0	31	2	0	33	7	3	1	0	11	2	120	122
Total	32	274	11	7	317	20	14	29	3	63	4	122	8	6	134	16	9	6	2	31	18	545	563
10:00	6	57	5	1	68	2	0	6	0	8	1	27	3	1	31	2	2	0	0	4	2	111	113
10:15	5	58	4	1	67	2	0	7	0	9	1	35	2	1	38	4	0	0	0	4	2	118	120
10:30	3	68	5	1	76	4	0	4	0	8	1	48	5	6	54	1	0	2	0	3	7	141	148
10:45	5	51	2	2	58	7	3	4	0	14	2	40	4	2	46	5	1	0	1	6	5	124	129
Total	19	234	16	5	269	15	3	21	0	39	5	150	14	10	169	12	3	2	1	17	16	494	510
11:00	9	44	2	2	55	3	2	6	0	11	0	47	2	2	49	5	2	2	1	9	5	124	129
11:15	3	54	3	1	60	2	1	7	0	10	1	45	2	0	48	4	2	2	1	8	2	126	128
11:30	6	43	0	3	49	3	3	7	0	13	2	41	4	1	47	5	0	2	0	7	4	116	120
11:45	3	42	8	4	53	3	0	2	3	5	0	44	4	2	48	6	2	0	2	8	11	114	125
Total	21	183	13	10	217	11	6	22	3	39	3	177	12	5	192	20	6	6	4	32	22	480	502
12:00	3	51	6	3	60	4	0	4	0	8	0	39	3	2	42	7	2	0	2	9	7	119	126
12:15	4	40	4	1	48	7	2	4	1	13	1	62	2	3	65	1	2	1	1	4	6	130	136
12:30	2	48	3	1	53	1	1	1	0	3	0	31	9	4	40	5	3	1	0	9	5	105	110
12:45	5	51	0	4	56	5	1	5	1	11	4	41	7	4	52	4	3	1	0	8	9	127	136
Total	14	190	13	9	217	17	4	14	2	35	5	173	21	13	199	17	10	3	3	30	27	481	508
13:00	2	39	2	2	43	3	1	6	0	10	0	49	2	4	51	3	0	1	1	4	7	108	115
13:15	2	44	2	4	48	2	1	8	1	11	0	56	1	2	57	2	3	4	1	9	8	125	133
13:30	7	45	4	3	56	2	0	3	2	5	1	56	3	5	60	4	2	0	0	6	10	127	137
13:45	5	33	5	1	43	2	2	3	0	7	4	56	8	4	68	3	2	1	0	6	5	124	129
Total	16	161	13	10	190	9	4	20	3	33	5	217	14	15	236	12	7	6	2	25	30	484	514
14:00	5	35	4	5	44	5	4	3	1	12	1	57	7	2	65	5	0	3	0	8	8	129	137
14:15	6	51	5	3	62	2	1	4	1	7	1	63	3	1	67	4	0	1	1	5	6	141	147
14:30	9	53	1	4	63	3	1	6	0	10	1	65	5	0	71	6	2	2	0	10	4	154	158
14:45	5	40	5	3	50	5	2	9	0	16	1	83	9	2	93	9	1	0	0	10	5	169	174
Total	25	179	15	15	219	15	8	22	2	45	4	268	24	5	296	24	3	6	1	33	23	593	616
15:00	4	50	5	6	59	3	2	6	1	11	0	85	6	2	91	4	1	1	1	6	10	167	177
15:15	5	54	5	4	64	2	2	7	1	11	3	111	9	3	123	8	2	0	2	10	10	208	218
15:30	13	53	5	3	71	8	2	9	1	19	4	103	7	2	114	10	7	1	0	18	6	222	228
15:45	6	45	2	2	53	7	2	6	0	15	2	99	8	0	109	14	4	0	0	18	2	195	197
Total	28	202	17	15	247	20	8	28	3	56	9	398	30	7	437	36	14	2	3	52	28	792	820
16:00	9	48	2	1	59	5	9	25	2	39	2	106	9	1	117	10	4	1	0	15	4	230	234
16:15	8	51	5	0	64	5	3	20	3	28	1	83	7	2	91	9	1	0	0	10	5	193	198
16:30	6	67	9	2	82	0	2	7	0	9	0	109	7	2	116	8	2	2	0	12	4	219	223
16:45	4	63	6	0	73	3	3	12	2	18	1	104	5	2	110	11	6	0	0	17	4	218	222
Total	27	229	22	3	278	13	17	64	7	94	4	402	28	7	434	38	13	3	0	54	17	860	877
17:00	11	53	7	0	71	6	1	14	0	21	0	99	10	1	109	9	2	0	1	11	2	212	214
17:15	10	49	7	0	66	4	5	17	0	26	3	126	7	1	136	8	5	0	0	13	1	241	242
17:30	10	34	7	2	51	1	4	7	0	12	2	116	16	1	134	10	3	0	0	13	3	210	213
17:45	4	37	3	0	44	5	3	11	0	19	3	104	14	4	121	4	2	0	0	6	4	190	194
Total	35	173	24	2	232	16	13	49	0	78	8	445	47	7	500	31	12	0	1	43	10	853	863



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

Weather: Cool/Sunny  
 Counter: DB-400  
 Counted by: Andrea/Sam

File Name : TMC1203  
 Site Code : 12030202  
 Start Date : 04/10/2012  
 Page No : 2

#### Groups Printed- Unshifted

Start Time	CSAH 9 Southbound					CR 58 Westbound					CSAH 9 Northbound					CR 58 Eastbound					Excl. Total	Incl. 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	8	63	5	0	76	1	10	13	0	24	2	87	11	0	100	4	5	2	0	11	0	211	211
18:15	10	56	5	0	71	3	3	11	0	17	0	103	8	1	111	6	4	0	0	10	1	209	210
18:30	7	59	9	2	75	0	4	16	0	20	3	91	1	1	95	7	3	0	0	10	3	200	203
18:45	5	27	6	1	38	2	4	8	1	14	2	95	5	2	102	5	5	1	0	11	4	165	169
<b>Total</b>	<b>30</b>	<b>205</b>	<b>25</b>	<b>3</b>	<b>260</b>	<b>6</b>	<b>21</b>	<b>48</b>	<b>1</b>	<b>75</b>	<b>7</b>	<b>376</b>	<b>25</b>	<b>4</b>	<b>408</b>	<b>22</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>42</b>	<b>8</b>	<b>785</b>	<b>793</b>
<b>Grand Total</b>	<b>341</b>	<b>3468</b>	<b>218</b>	<b>108</b>	<b>4027</b>	<b>231</b>	<b>119</b>	<b>394</b>	<b>32</b>	<b>744</b>	<b>60</b>	<b>3033</b>	<b>243</b>	<b>92</b>	<b>3336</b>	<b>283</b>	<b>112</b>	<b>58</b>	<b>23</b>	<b>453</b>	<b>255</b>	<b>8560</b>	<b>8815</b>
Apprch %	8.5	86.1	5.4			31	16	53			1.8	90.9	7.3			62.5	24.7	12.8					
Total %	4	40.5	2.5		47	2.7	1.4	4.6		8.7	0.7	35.4	2.8		39	3.3	1.3	0.7		5.3	2.9	97.1	

Start Time	CSAH 9 Southbound				CR 58 Westbound				CSAH 9 Northbound				CR 58 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 06:30																	
06:30	7	164	3	174	10	4	7	21	0	27	1	28	4	1	3	8	231
06:45	6	128	3	137	7	0	9	16	0	35	0	35	8	3	1	12	200
07:00	5	138	6	149	8	0	15	23	0	26	0	26	5	0	1	6	204
07:15	10	163	5	178	12	2	5	19	0	37	0	37	3	2	1	6	240
<b>Total Volume</b>	<b>28</b>	<b>593</b>	<b>17</b>	<b>638</b>	<b>37</b>	<b>6</b>	<b>36</b>	<b>79</b>	<b>0</b>	<b>125</b>	<b>1</b>	<b>126</b>	<b>20</b>	<b>6</b>	<b>6</b>	<b>32</b>	<b>875</b>
% App. Total	4.4	92.9	2.7		46.8	7.6	45.6		0	99.2	0.8		62.5	18.8	18.8		
PHF	.700	.904	.708	.896	.771	.375	.600	.859	.000	.845	.250	.851	.625	.500	.500	.667	.911

Start Time	CSAH 9 Southbound				CR 58 Westbound				CSAH 9 Northbound				CR 58 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 18:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	6	67	9	82	0	2	7	9	0	109	7	116	8	2	2	12	219
16:45	4	63	6	73	3	3	12	18	1	104	5	110	11	6	0	17	218
17:00	11	53	7	71	6	1	14	21	0	99	10	109	9	2	0	11	212
17:15	10	49	7	66	4	5	17	26	3	126	7	136	8	5	0	13	241
<b>Total Volume</b>	<b>31</b>	<b>232</b>	<b>29</b>	<b>292</b>	<b>13</b>	<b>11</b>	<b>50</b>	<b>74</b>	<b>4</b>	<b>438</b>	<b>29</b>	<b>471</b>	<b>36</b>	<b>15</b>	<b>2</b>	<b>53</b>	<b>890</b>
% App. Total	10.6	79.5	9.9		17.6	14.9	67.6		0.8	93	6.2		67.9	28.3	3.8		
PHF	.705	.866	.806	.890	.542	.550	.735	.712	.333	.869	.725	.866	.818	.625	.250	.779	.923



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

Study Name : TMC1203  
Study Date : 04/13/12  
Page No. : 1

**Signal Warrants - Summary**

**Major Street Approaches**

**Northbound: CSAH 9**  
Number of Lanes: 2  
85% Speed > 40 MPH.  
Total Approach Volume: 3,336

**Southbound: CSAH 9**  
Number of Lanes: 1  
85% Speed > 40 MPH.  
Total Approach Volume: 4,027

**Minor Street Approaches**

**Eastbound: CR 58**  
Number of Lanes: 1  
Total Approach Volume: 453

**Westbound: CR 58**  
Number of Lanes: 1  
Total Approach Volume: 744

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

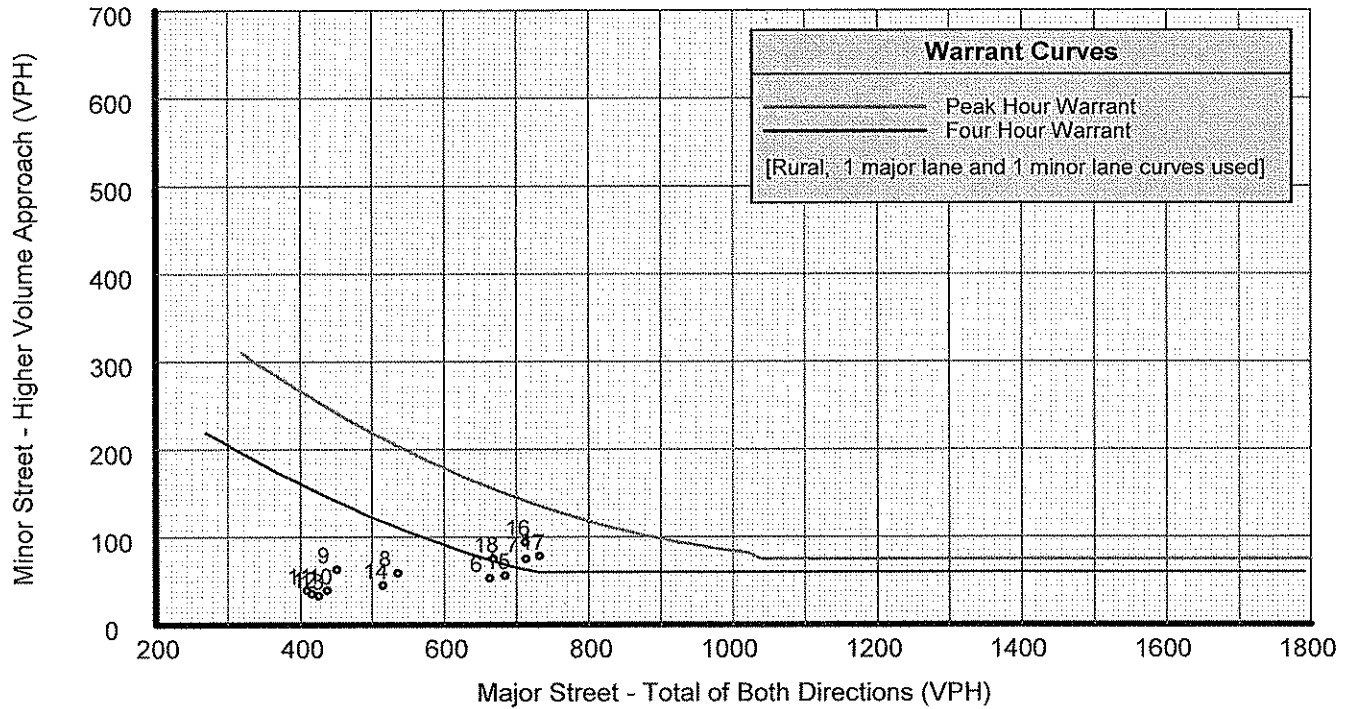
<b>Warrant 1 - Eight Hour Vehicular Volumes</b> .....	<b>Not Satisfied</b>
<b>Warrant 1A - Minimum Vehicular Volume</b> .....	<b>Not Satisfied</b>
Required volumes reached for 0 hours, 8 are needed	
<b>Warrant 1B - Interruption of Continuous Traffic</b> .....	<b>Not Satisfied</b>
Required volumes reached for 7 hours, 8 are needed	
<b>Warrant 1 A&amp;B - Combination of Warrants</b> .....	<b>Not Satisfied</b>
Required volumes reached for 1 hours, 8 are needed	
<b>Warrant 2 - Four Hour Volumes</b> .....	<b>Satisfied</b>
Number of hours (4) volumes exceed minimum >= minimum required (4).	
<b>Warrant 3 - Peak Hour</b> .....	<b>Satisfied</b>
<b>Warrant 3A - Peak Hour Delay</b> .....	<b>Satisfied</b>
Number of hours (1) volumes exceed minimum >= required (1). Delay data not evaluated.	
<b>Warrant 3B - Peak Hour Volumes</b> .....	<b>Not Satisfied</b>
Volumes do not exceed minimums for any hour.	
<b>Warrant 4 - Pedestrian Volumes</b> .....	<b>Not Evaluated</b>
<b>Warrant 5 - School Crossing</b> .....	<b>Not Evaluated</b>
<b>Warrant 6 - Coordinated Signal System</b> .....	<b>Not Evaluated</b>
<b>Warrant 7 - Crash Experience</b> .....	<b>Not Evaluated</b>
<b>Warrant 8 - Roadway Network</b> .....	<b>Not Evaluated</b>
<b>Warrant 9 - Intersection Near a Grade Crossing</b> .....	<b>Not Evaluated</b>



# ANOKA COUNTY HIGHWAY PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC1203  
Study Date : 04/13/12  
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	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
01:00	0	0	EB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
02:00	0	0	EB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
03:00	0	0	EB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
04:00	0	0	EB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
05:00	0	0	EB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
06:00	663	53	WB	350-Yes	105-No	Major	525-Yes	53-Yes	Both	420-Yes	84-No	Major
07:00	713	75	WB	350-Yes	105-No	Major	525-Yes	53-Yes	Both	420-Yes	84-No	Major
08:00	536	59	WB	350-Yes	105-No	Major	525-Yes	53-Yes	Both	420-Yes	84-No	Major
09:00	451	63	WB	350-Yes	105-No	Major	525-No	53-Yes	Minor	420-Yes	84-No	Major
10:00	438	39	WB	350-Yes	105-No	Major	525-No	53-No	---	420-Yes	84-No	Major
11:00	409	39	WB	350-Yes	105-No	Major	525-No	53-No	---	420-No	84-No	---
12:00	416	35	WB	350-Yes	105-No	Major	525-No	53-No	---	420-No	84-No	---
13:00	426	33	WB	350-Yes	105-No	Major	525-No	53-No	---	420-Yes	84-No	Major
14:00	515	45	WB	350-Yes	105-No	Major	525-No	53-No	---	420-Yes	84-No	Major
15:00	684	56	WB	350-Yes	105-No	Major	525-Yes	53-Yes	Both	420-Yes	84-No	Major
16:00	712	94	WB	350-Yes	105-No	Major	525-Yes	53-Yes	Both	420-Yes	84-Yes	Both
17:00	732	78	WB	350-Yes	105-No	Major	525-Yes	53-Yes	Both	420-Yes	84-No	Major
18:00	668	75	WB	350-Yes	105-No	Major	525-Yes	53-Yes	Both	420-Yes	84-No	Major
19:00	0	0	EB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
20:00	0	0	EB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
21:00	0	0	EB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
22:00	0	0	EB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---
23:00	0	0	EB	350-No	105-No	---	525-No	53-No	---	420-No	84-No	---



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

Study Name : TMC1203  
Study Date : 04/13/12  
Page No. : 1

**Multi-Way Stop Warrant Report**

**Major Street Approaches**

**Northbound: CSAH 9**  
Total Approach Volume: 3,336  
85% Speed > 40 MPH.

**Southbound: CSAH 9**  
Total Approach Volume: 4,027  
85% Speed > 40 MPH.

**Minor Street Approaches**

**Eastbound: CR 58**  
Total Approach Volume: 453

**Westbound: CR 58**  
Total Approach Volume: 744

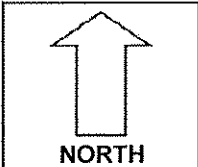
**Warrant Summary**

- 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 1 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 1 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?
15:15 - 16:15	710	145	210-Yes	140-Yes	Both	240-Yes	160-No	Major
05:30 - 06:30	289	26	210-Yes	140-No	Major	240-Yes	160-No	Major
05:45 - 06:45	491	55	210-Yes	140-No	Major	240-Yes	160-No	Major
06:00 - 07:00	663	83	210-Yes	140-No	Major	240-Yes	160-No	Major
06:15 - 07:15	701	101	210-Yes	140-No	Major	240-Yes	160-No	Major
06:30 - 07:30	764	111	210-Yes	140-No	Major	240-Yes	160-No	Major
06:45 - 07:45	740	109	210-Yes	140-No	Major	240-Yes	160-No	Major
07:00 - 08:00	713	106	210-Yes	140-No	Major	240-Yes	160-No	Major
07:15 - 08:15	684	108	210-Yes	140-No	Major	240-Yes	160-No	Major
07:30 - 08:30	602	102	210-Yes	140-No	Major	240-Yes	160-No	Major
07:45 - 08:45	553	98	210-Yes	140-No	Major	240-Yes	160-No	Major
08:00 - 09:00	536	92	210-Yes	140-No	Major	240-Yes	160-No	Major
08:15 - 09:15	494	88	210-Yes	140-No	Major	240-Yes	160-No	Major
08:30 - 09:30	488	95	210-Yes	140-No	Major	240-Yes	160-No	Major
08:45 - 09:45	479	93	210-Yes	140-No	Major	240-Yes	160-No	Major
09:00 - 10:00	451	94	210-Yes	140-No	Major	240-Yes	160-No	Major
09:15 - 10:15	446	79	210-Yes	140-No	Major	240-Yes	160-No	Major
09:30 - 10:30	424	66	210-Yes	140-No	Major	240-Yes	160-No	Major
09:45 - 10:45	434	56	210-Yes	140-No	Major	240-Yes	160-No	Major
10:00 - 11:00	438	56	210-Yes	140-No	Major	240-Yes	160-No	Major
10:15 - 11:15	443	64	210-Yes	140-No	Major	240-Yes	160-No	Major
10:30 - 11:30	446	69	210-Yes	140-No	Major	240-Yes	160-No	Major
10:45 - 11:45	412	78	210-Yes	140-No	Major	240-Yes	160-No	Major
11:00 - 12:00	409	71	210-Yes	140-No	Major	240-Yes	160-No	Major





**COUNT LOCATION:**

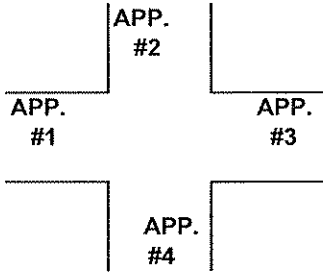
CSAH 9 (Round Lake Blvd.)

**DATE:**

04/12/2012

@ CR 58 (181st Ave.)

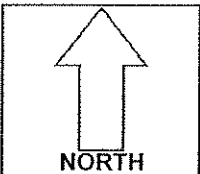
APP. #1 = CR 58
APP. #2 = CSAH 9
APP. #3 = CR 58
APP. #4 = CSAH 9



- 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						5		1
6:15-6:30						1		
6:30-6:45						2		3
6:45-7:00						2		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>14</b>
7:00-7:15						1		1
7:15-7:30						1		1
7:30-7:45						5		3
7:45-8:00						3		2
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>17</b>
8:00-8:15						6		3
8:15-8:30						6		1
8:30-8:45						3		2
8:45-9:00						5		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>27</b>
9:00-9:15						5		2
9:15-9:30						6		
9:30-9:45						4		
9:45-10:00						2		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>19</b>
10:00-10:15								2
10:15-10:30						2		
10:30-10:45						7		
10:45-11:00						5		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>16</b>
11:00-11:15						4		1
11:15-11:30								2
11:30-11:45						3		1
11:45-12:00						8		3
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>22</b>
12:00-12:15						4		1
12:15-12:30						5		1
12:30-12:45						5		
12:45-1:00						9		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>25</b>
1:00-1:15						7		
1:15-1:30						8		
1:30-1:45						9		1
1:45-2:00						6		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>31</b>
					<b>TOTAL</b>		<b>TOTAL</b>	<b>171</b>

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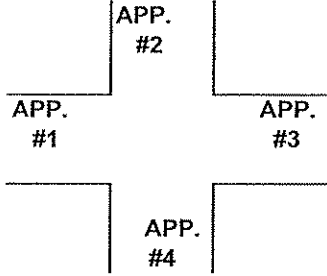
CSAH 9 (Round Lake Blvd.)

DATE:

04/10/2012

@ CR 58 (181st Ave.)

APP. #1 = CR 58
APP. #2 = CSAH 9
APP. #3 = CR 58
APP. #4 = CSAH 9



- 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.
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  - C. BUSES- A HEAVY VEHICLE INVOLVED IN THE TRANSPORTATION OF GROUPS OF PEOPLE.

TIME	PEDESTRIANS				15 MIN TOT	HEAVY VEHICLES		
	APP. #1	APP. #2	APP. #3	APP. #4		TRUCKS	RV	BUS
2:00-2:15PM						7		
2:15-2:30						6		
2:30-2:45						3		1
2:45-3:00						2		3
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>22</b>
3:00-3:15		1			1	5		4
3:15-3:30						8		3
3:30-3:45						3		3
3:45-4:00						2		
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>28</b>
4:00-4:15						1		3
4:15-4:30	1				1	2		3
4:30-4:45						4		1
4:45-5:00						3		1
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>18</b>
5:00-5:15						1		1
5:15-5:30						1		
5:30-5:45						3		
5:45-6:00						4		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>10</b>
6:00-6:15								
6:15-6:30						1		
6:30-6:45						1		2
6:45-7:00						3		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>8</b>
7:00-7:15								
7:15-7:30								
7:30-7:45								
7:45-8:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		
8:00-8:15								
8:15-8:30								
8:30-8:45								
8:45-9:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		
9:00-9:15								
9:15-9:30								
9:30-9:45								
9:45-10:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		
					<b>TOTAL</b>		<b>TOTAL</b>	<b>257</b>
					<b>2</b>			

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