

Date : 5/7/96

Count Number : TMC9623

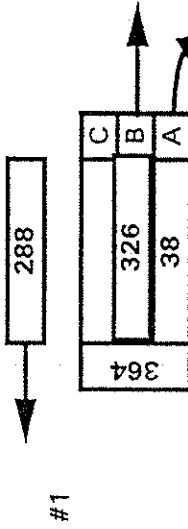
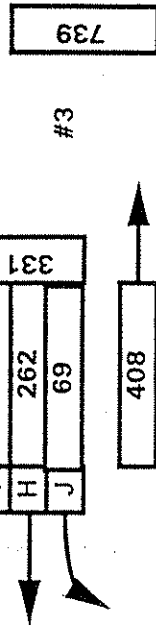
Location : CSAH 17 (LEXINGTON AVE)

@ BALL ROAD PM PEAK ONLY 4-7PM



North

SB CSAH 17 (LEXINGTON AVE)



NB CSAH 17 (LEXINGTON AVE)

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

Anoka County Highway Department
Traffic Volume and Turning
Movement Study

WB BALL RD.

107

215

653

288

739

CSAH 17 (LEXINGTON AVE)		BALL ROAD		CSAH 17 (LEXINGTON AVE)		Other		Vehicle	
Southbound	Westbound	Other	Right	Left	Thru	Right	Thru	Other	Total

CSAH 17 (LEXINGTON AVE)		BALL ROAD		CSAH 17 (LEXINGTON AVE)		Other		Vehicle	
Southbound	Westbound	Other	Right	Left	Thru	Right	Thru	Other	Total
21	0	786	303	0	1,045	288	10	10	288
21	0	786	303	0	1,045	288	10	10	288
1,089		2,422		1,171		1,171		288	
Vehicle group 1									
377		0		89		89		89	
Intersection Total									
2,637		2,046		1,171		1,171		303	
89		786		0		875		126	
21		0		875		0		126	
CSAH 17 (LEXINGTON AVE)									

Major Street Approaches:

Northbound:

CSAH 17 (LEXINGTON AVE)

Data File: C:\PETRA2\DATAFILE\TMC9023.PDF
 Count Type: IMC. Channel: 0. Count Date: 5/ 7/96
 Number of Lanes: 1
 Approach Speed: 45
 Total Approach Traffic: 1171

Southbound:

CSAH 17 (LEXINGTON AVE)

Data File: C:\PETRA2\DATAFILE\TMC9023.PDF
 Count Type: IMC. Channel: 0. Count Date: 5/ 7/96
 Number of Lanes: 1
 Approach Speed: 45
 Total Approach Traffic: 1089

Minor Street Approaches:

Eastbound:

Data File: C:\PETRA2\DATAFILE\TMC9023.PDF
 Count Type: IMC. Channel: 0. Count Date: 5/ 7/96
 Number of Lanes: 1
 Approach Speed: 0
 Total Approach Traffic: 0

Westbound:

BALL ROAD

Data File: C:\PETRA2\DATAFILE\TMC9023.PDF
 Count Type: IMC. Channel: 0. Count Date: 5/ 7/96
 Number of Lanes: 1
 Approach Speed: 30
 Total Approach Traffic: 377

Analysis of 8-Hour Volume Warrants (Criteria refers to high volume side street for that hour):

Hour	Main	Side	Warrant 1	Warrant 2	Warrant 8
Begin	(Total)	Vol. Dir. Rank	Meets? Criteria	Meets? Criteria	Meets? Criteria
0	0	0 W 4	105	52	84
1	0	0 W 5	105	52	84
2	0	0 W 6	105	52	84
3	0	0 W 7	105	52	84
4	0	0 W 8	105	52	84
5	0	0 W 9	105	52	84
6	0	0 W 10	105	52	84
7	0	0 W 11	105	52	84
8	0	0 W 12	105	52	84
9	0	0 W 13	105	52	84
10	0	0 W 14	105	52	84
11	0	0 W 15	105	52	84
12	0	0 W 16	105	52	84
13	0	0 W 17	105	52	84
14	0	0 W 18	105	52	84
15	0	0 W 19	105	52	84
16	761	123 W 2	--BOTH-- 105	--BOTH-- 52	--BOTH-- 84
17	804	146 W 1	--BOTH-- 105	--BOTH-- 52	--BOTH-- 84
18	695	108 W 3	--BOTH-- 105	--BOTH-- 52	--BOTH-- 84
19	0	0 W 20	105	52	84
20	0	0 W 21	105	52	84
21	0	0 W 22	105	52	84
22	0	0 W 23	105	52	84
23	0	0 W 24	105	52	84

Warrant Summary:

Rural values apply.

Warrant 1 - Minimum Vehicular Volumes

NOT SATISFIED. Required values reached for 3 hours. Criteria--Main St.: 350; Side St.: See Volume Summary.

Warrant 2 - Interruption of Continuous Traffic

NOT SATISFIED. Required values reached for 3 hours. Criteria--Main St.: 525; Side St.: See Volume Summary.

Warrant 3 - Minimum Pedestrian Volumes

NOT SATISFIED. Ped volumes too low. Criteria--190 Peds in peak hour, 100 peds in 4th high hour.

Warrant 4 - School Crossing

NOT APPLICABLE. Gap data has not been defined.

Warrant 5 - Progressive Movement

NOT SATISFIED. Adjacent signals closer than 1000 feet and/or not part of coordinated system.

Warrant 6 - Accident Experience

NOT SATISFIED. 0 correctable accidents is fewer than required 5.

Correctable Accidents: 0; Right Angle Accidents: 0; Left Turn Accidents: 0; Other Accidents: 0.

Warrant 7 - Systems Warrant

NOT SATISFIED. Peak hour total entering volume 950 does not meet criteria of 1000

- Approaches which are part of the principal through traffic roadway network.
- Approaches which include rural or suburban highways outside, entering or traversing a city.
- Approaches which appear as a major route in an official transportation plan.

Warrant 8 - Combination of Warrants

NOT SATISFIED. Required values reached for 3 hours. Criteria--Main: 420; Side: See Volume Summary.

Warrant 9 - Four Hour Volumes

NOT SATISFIED. Required values reached for 3 hours.

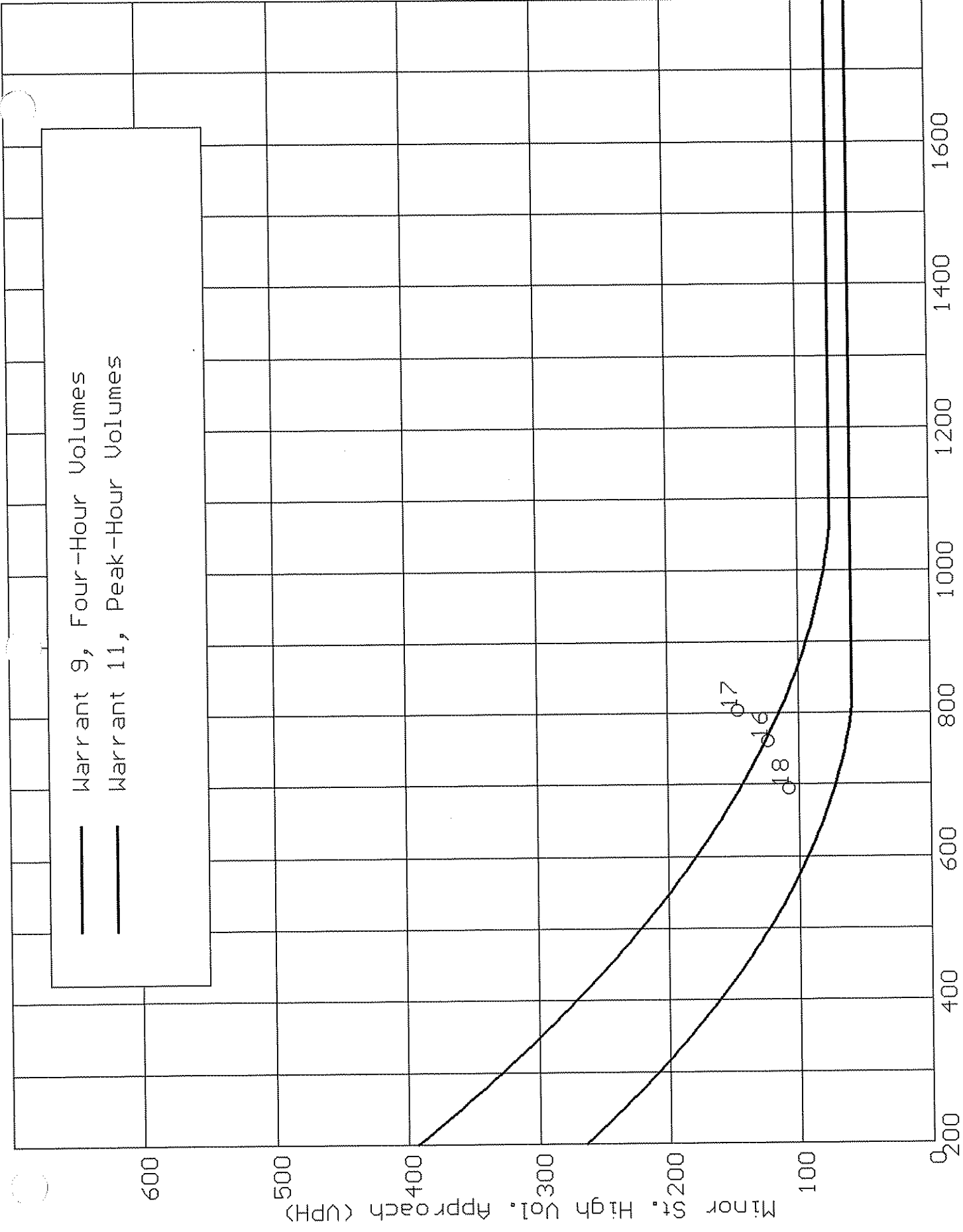
Warrant 10 - Peak Hour Delay

NOT APPLICABLE. Volume requirements satisfied, but side street peak hour delay not defined.

Criteria--Main St.: 800 (4 approaches), 650 (3 approaches); Side St.: 100.

Warrant 11 - Peak Hour Volume

SATISFIED for 2 hours.



Major St. Total of Both Approaches (UPH)

ANOKA COUNTY HIGHWAY DEPARTMENT

TRAFFIC ENGINEERING SECTION

TRAFFIC STUDY

Study Name: TMC9023

Site Code : 96230102

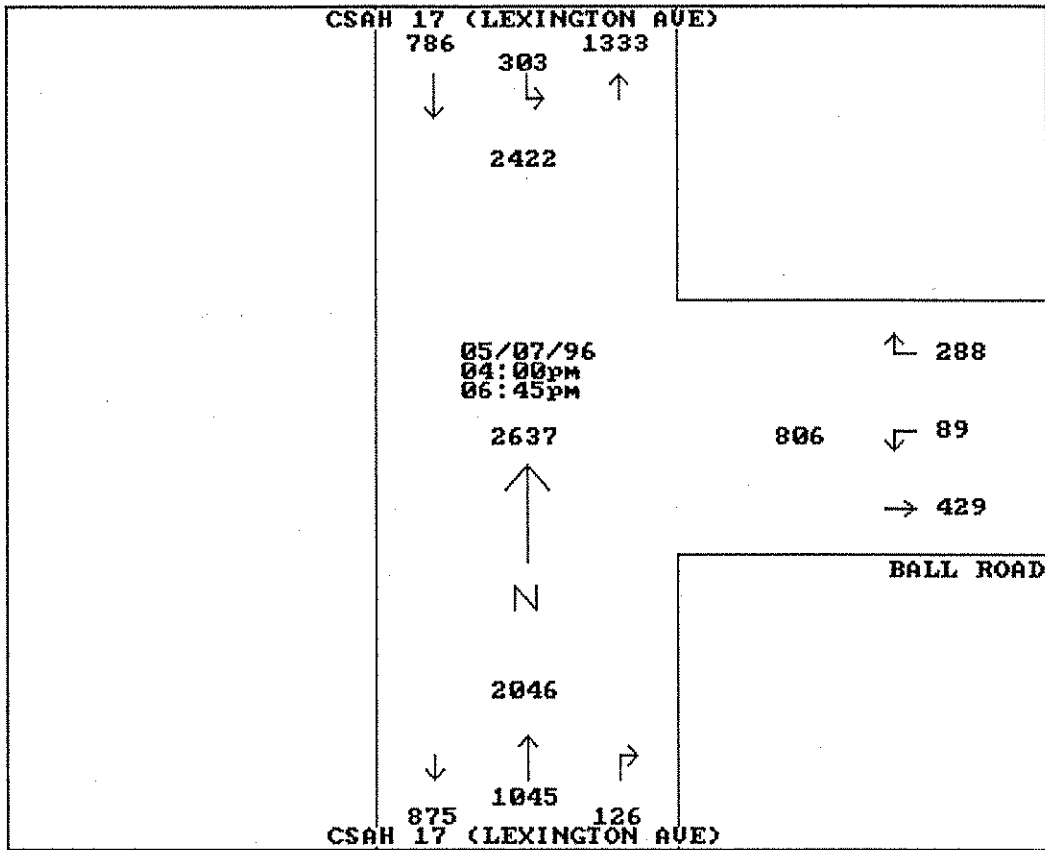
Start Date: 05/07/96

Weather :
Counted by: JOSIE
Board # : 1
Other :

From North: CSAH 17 (LEXINGTON AVE)

From East: BALL ROAD

From South: CSAH 17 (LEXINGTON AVE)



ANOKA COUNTY HIGHWAY DEPARTMENT

TRAFFIC ENGINEERING SECTION

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Weather :

Counted by: JOSIE

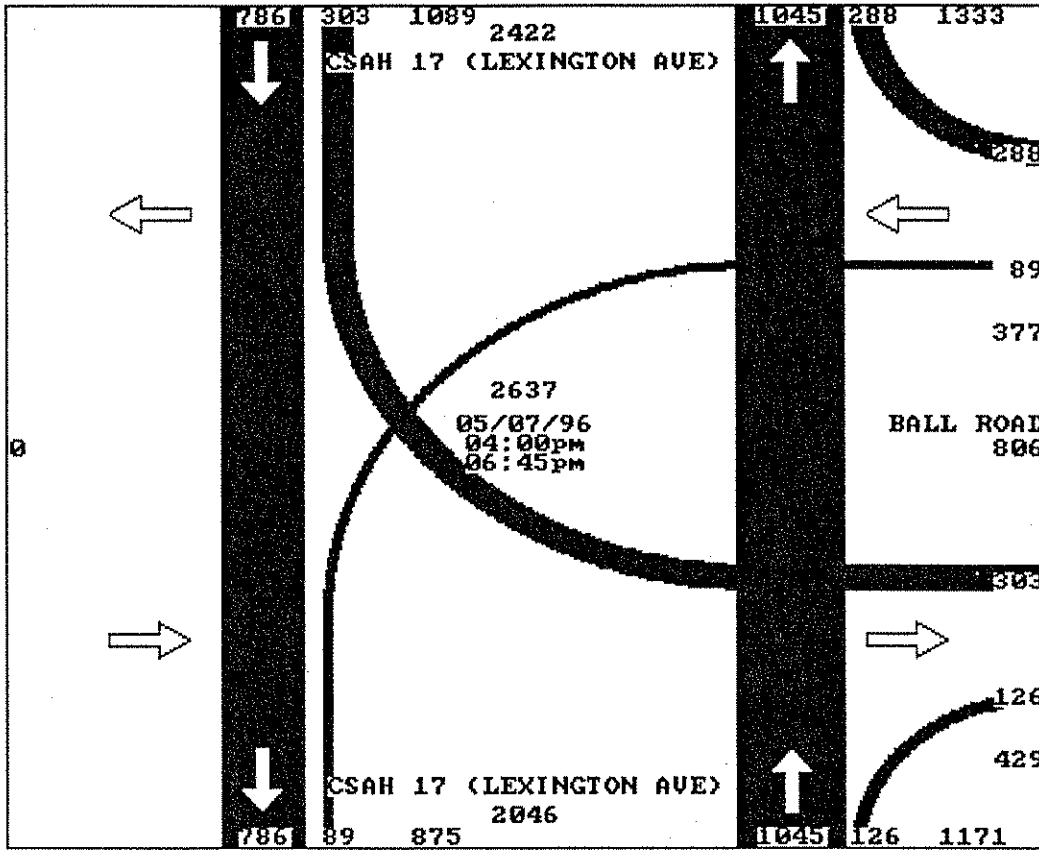
Board # :1

Other :

From North: CSAH 17 (LEXINGTON AVE)

From East: BALL ROAD

From South: CSAH 17 (LEXINGTON AVE)



ANOKA COUNTY HIGHWAY DEPARTMENT

TRAFFIC ENGINEERING SECTION


TRAFFIC STUDY

Weather :
 Counted by: JOSIE
 Card # : 1
 Other :

Study Name: TMC9023
 Site Code : 96230102
 Start Date: 05/07/96
 Page : 1

Vehicle group 1

Start Time	CSAH 17 (LEXINGTON AVE) From North			BALL ROAD From East			CSAH 17 (LEXINGTON AVE) From South			Intrvl. Total	Exclude Total	Include Total
	Thru	Left	HEAVY	Right	Left	HEAVY	Right	Thru	HEAVY			
05/07/96												
16:00	55	22	1	24	5	0	7	94	3	211	4	207
16:15	66	29	2	24	10	2	15	94	6	248	10	238
16:30	59	35	3	25	11	2	6	88	1	230	6	224
16:45	75	25	0	20	4	1	15	76	1	217	2	215
Hour	255	111	6	93	30	5	43	352	11	906	22	884
17:00	52	34	2	29	7	0	9	91	0	224	2	222
17:15	70	31	2	24	9	1	10	83	2	232	5	227
17:30	73	30	2	28	7	1	12	109	1	263	4	259
17:45	74	28	3	32	10	1	14	84	1	247	5	242
Hour	269	123	9	113	33	3	45	367	4	966	16	950
18:00	74	18	4	22	11	1	14	111	2	257	7	250
18:15	73	23	1	16	4	0	8	78	1	204	2	202
18:30	71	18	1	24	4	1	8	71	2	200	4	196
18:45	44	10	0	20	7	0	8	66	1	156	1	155
Hour	262	69	6	82	26	2	38	326	6	817	14	803
Total	786	303	21	288	89	10	126	1045	21	2689	52	2637
% Apr.	70.8	27.2	1.8	74.4	22.9	2.5	10.5	87.6	1.7	-	-	-
% Int.	29.2	11.2	0.7	10.7	3.3	0.3	4.6	38.8	0.7	-	-	-



NORTH

APP. #1= NB CSAH 17
(LEXINGTON AVE)

APP. #2=SB CAH 17
(LEXINGTON AVE)

APP. #3=WB BALL ROAD

COUNT LOCATION: TMC9623 CSAH 17 (LEXINGTON
AVE) @ BALL ROAD

DATE: 5/7/96

APP. #1 APP. #2

APP. #3

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								
2:15-2:30								
2:30-2:45								
2:45-3:00								
HOURLY TOTAL						HOURLY TOTAL		
3:00-3:15								
3:15-3:30								
3:30-3:45								
3:45-4:00								
HOURLY TOTAL						HOURLY TOTAL		
4:00-4:15						4		
4:15-4:30				1	1	8		2
4:30-4:45						4		2
4:45-5:00						1		1
HOURLY TOTAL					1	HOURLY TOTAL		22
5:00-5:15						2		
5:15-5:30						5		
5:30-5:45						2		2
5:45-6:00						4		1
HOURLY TOTAL						HOURLY TOTAL		16
6:00-6:15						7		
6:15-6:30						1		1
6:30-6:45						2		2
6:45-7:00								1
HOURLY TOTAL						HOURLY TOTAL		14
7:00-7:15								
7:15-7:30								
7:30-7:45								
7:45-8:00								
HOURLY TOTAL						HOURLY TOTAL		
8:00-8:15								
8:15-8:30								
8:30-8:45								
8:45-9:00								
HOURLY TOTAL						HOURLY TOTAL		
9:00-9:15								
9:15-9:30								
9:30-9:45								
9:45-10:00								
HOURLY TOTAL						HOURLY TOTAL		