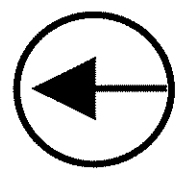


Date : 8/14/97AM 8/13/97PM

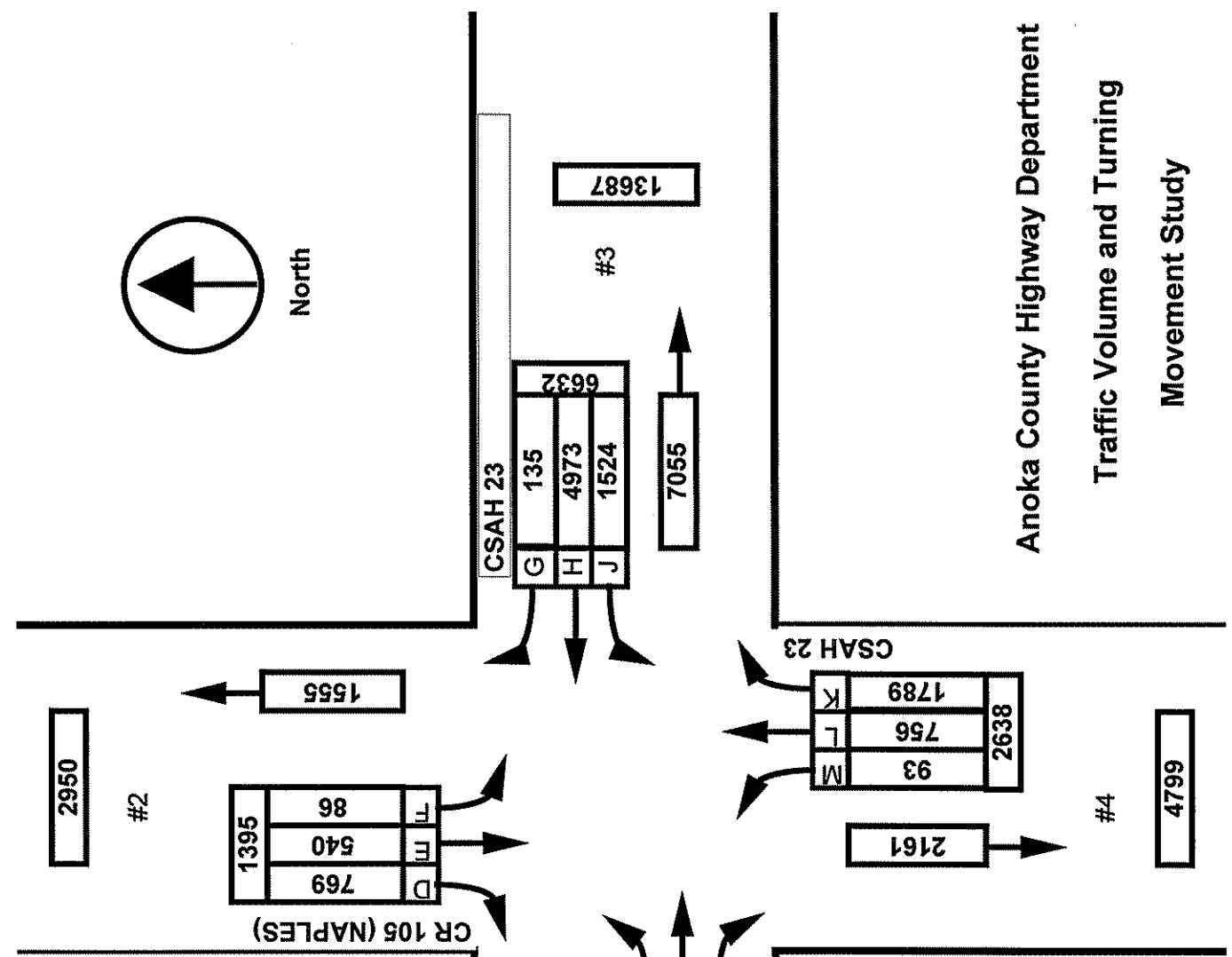
Count Number : TMC9723

Location CSAH 23/CR 105 (NAPLES)

@ I-35W RAMPS



North



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

Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study

Weather : RAINY AND 65
 Counted by: SARAH AND JANELLE
 Board # :
 ther :

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 Jamar Technologies, Inc.
 Horsham, PA.

Study Name: TMC9723
 Site Code : 97230202
 Start Date: 08/14/97
 Page : 1

Vehicle group 1

| Start Time | CR 105 (NAPLES) Southbound | | | | CSAH 23 Westbound | | | | CSAH 23 Northbound | | | | I-35W RAMPS Eastbound | | | | Intvl | Exclu | Inclu |
|------------|-------------------------------|------|-------|-------|----------------------|------|-------|-------|-----------------------|------|-------|-------|--------------------------|------|-------|-------|-------|-------|-------|
| | Left | Thru | Right | Other | Left | Thru | Right | Other | Left | Thru | Right | Other | Left | Thru | Right | Other | | | |
| 08/14/97 | | | | | | | | | | | | | | | | | | | |
| 06:00 | 0 | 10 | 27 | 0 | 21 | 156 | 0 | 1 | 1 | 2 | 3 | 0 | 3 | 14 | 3 | 1 | 242 | 2 | 240 |
| 06:15 | 0 | 15 | 29 | 1 | 51 | 138 | 0 | 2 | 1 | 4 | 6 | 1 | 2 | 30 | 1 | 4 | 285 | 8 | 277 |
| 06:30 | 1 | 14 | 23 | 2 | 57 | 133 | 1 | 2 | 1 | 3 | 7 | 0 | 1 | 58 | 4 | 3 | 310 | 7 | 303 |
| 06:45 | 1 | 11 | 28 | 1 | 34 | 142 | 0 | 0 | 9 | 9 | 11 | 9 | 4 | 38 | 2 | 1 | 300 | 11 | 289 |
| Hour | 2 | 50 | 107 | 4 | 163 | 569 | 1 | 5 | 12 | 18 | 27 | 10 | 10 | 140 | 10 | 9 | 1137 | 28 | 1109 |
| 07:00 | 3 | 14 | 19 | 1 | 42 | 170 | 0 | 2 | 8 | 5 | 9 | 0 | 3 | 45 | 8 | 3 | 332 | 6 | 326 |
| 07:15 | 2 | 17 | 12 | 1 | 37 | 115 | 0 | 2 | 2 | 5 | 13 | 2 | 2 | 44 | 5 | 5 | 264 | 10 | 254 |
| 07:30 | 3 | 16 | 10 | 0 | 35 | 120 | 2 | 2 | 2 | 11 | 20 | 3 | 5 | 55 | 0 | 1 | 285 | 6 | 279 |
| 07:45 | 3 | 11 | 20 | 1 | 17 | 104 | 0 | 4 | 2 | 12 | 8 | 3 | 2 | 50 | 1 | 5 | 243 | 13 | 230 |
| Hour | 11 | 58 | 61 | 3 | 131 | 509 | 2 | 10 | 14 | 33 | 50 | 8 | 12 | 194 | 14 | 14 | 1124 | 35 | 1089 |
| 08:00 | 1 | 5 | 15 | 0 | 22 | 113 | 0 | 6 | 0 | 6 | 10 | 2 | 4 | 44 | 1 | 5 | 234 | 13 | 221 |
| 08:15 | 1 | 14 | 17 | 0 | 22 | 114 | 0 | 9 | 1 | 6 | 8 | 2 | 5 | 45 | 3 | 8 | 255 | 19 | 236 |
| 08:30 | 0 | 10 | 14 | 0 | 19 | 86 | 0 | 5 | 3 | 6 | 9 | 4 | 5 | 39 | 0 | 1 | 201 | 10 | 191 |
| 08:45 | 0 | 2 | 10 | 0 | 20 | 75 | 1 | 4 | 5 | 4 | 16 | 5 | 4 | 25 | 3 | 4 | 178 | 13 | 165 |
| Hour | 2 | 31 | 56 | 0 | 83 | 388 | 1 | 24 | 9 | 22 | 43 | 13 | 18 | 153 | 7 | 18 | 868 | 55 | 813 |
| 09:00 | 1 | 5 | 14 | 2 | 16 | 68 | 4 | 6 | 2 | 5 | 15 | 3 | 5 | 43 | 0 | 8 | 197 | 19 | 178 |
| 09:15 | 3 | 8 | 13 | 0 | 23 | 93 | 1 | 7 | 2 | 7 | 16 | 4 | 5 | 36 | 3 | 5 | 226 | 16 | 210 |
| 09:30 | 0 | 6 | 14 | 1 | 18 | 74 | 2 | 7 | 1 | 8 | 16 | 3 | 6 | 33 | 0 | 7 | 196 | 18 | 178 |
| 09:45 | 3 | 10 | 11 | 1 | 23 | 52 | 2 | 7 | 4 | 4 | 22 | 5 | 5 | 50 | 1 | 7 | 207 | 20 | 187 |
| Hour | 7 | 29 | 52 | 4 | 80 | 287 | 9 | 27 | 9 | 24 | 69 | 15 | 21 | 162 | 4 | 27 | 826 | 73 | 753 |
| 10:00 | 3 | 4 | 5 | 2 | 22 | 54 | 3 | 3 | 1 | 7 | 16 | 2 | 3 | 35 | 1 | 3 | 164 | 10 | 154 |
| 10:15 | 3 | 5 | 12 | 1 | 26 | 70 | 2 | 7 | 3 | 8 | 18 | 4 | 3 | 41 | 2 | 2 | 207 | 14 | 193 |
| 10:30 | 1 | 7 | 7 | 2 | 30 | 69 | 3 | 6 | 1 | 7 | 27 | 8 | 4 | 47 | 2 | 3 | 224 | 19 | 205 |
| 10:45 | 0 | 5 | 9 | 0 | 15 | 68 | 3 | 10 | 0 | 6 | 14 | 1 | 3 | 51 | 2 | 3 | 190 | 14 | 176 |
| Hour | 7 | 21 | 33 | 5 | 93 | 261 | 11 | 26 | 5 | 28 | 75 | 15 | 13 | 174 | 7 | 11 | 785 | 57 | 728 |
| 11:00 | 2 | 7 | 9 | 2 | 25 | 67 | 5 | 4 | 2 | 9 | 17 | 1 | 12 | 55 | 0 | 1 | 218 | 8 | 210 |
| 11:15 | 0 | 3 | 15 | 1 | 21 | 74 | 3 | 3 | 1 | 8 | 31 | 1 | 6 | 56 | 2 | 3 | 228 | 8 | 220 |
| 11:30 | 2 | 11 | 8 | 0 | 28 | 81 | 1 | 6 | 2 | 9 | 29 | 1 | 9 | 51 | 1 | 4 | 243 | 11 | 232 |
| 11:45 | 0 | 8 | 9 | 0 | 32 | 75 | 1 | 0 | 3 | 7 | 32 | 4 | 6 | 60 | 4 | 2 | 243 | 6 | 237 |
| Hour | 4 | 29 | 41 | 3 | 106 | 297 | 10 | 13 | 8 | 33 | 109 | 7 | 33 | 222 | 7 | 10 | 932 | 33 | 899 |
| 12:00 | 2 | 5 | 9 | 1 | 34 | 72 | 0 | 4 | 1 | 11 | 24 | 2 | 7 | 64 | 1 | 9 | 246 | 16 | 230 |
| 12:15 | 1 | 4 | 14 | 0 | 28 | 66 | 6 | 3 | 0 | 15 | 27 | 1 | 3 | 60 | 2 | 5 | 235 | 9 | 226 |
| 12:30 | 1 | 5 | 12 | 0 | 29 | 70 | 3 | 6 | 0 | 10 | 24 | 6 | 4 | 64 | 1 | 1 | 236 | 13 | 223 |
| 12:45 | 0 | 8 | 3 | 0 | 23 | 84 | 2 | 4 | 1 | 10 | 19 | 2 | 5 | 53 | 1 | 2 | 217 | 8 | 209 |
| Hour | 4 | 22 | 38 | 1 | 114 | 292 | 11 | 17 | 2 | 46 | 94 | 11 | 19 | 241 | 5 | 17 | 934 | 46 | 888 |

Weather : RAINY AND 65
 Counted by: SARAH AND JANELLE
 Board # :
 Ther :

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 Horsham, PA.

Study Name: TMC9723
 Site Code : 97230202
 Start Date: 08/14/97
 Page : 2

Vehicle group 1

| Start Time | CR 105 (NAPLES) Southbound | | | | CSAH 23 Westbound | | | | CSAH 23 Northbound | | | | I-35W RAMPS Eastbound | | | | Intvl | Exclu | Inclu |
|------------|-------------------------------|------|-------|-------|----------------------|------|-------|-------|-----------------------|------|-------|-------|--------------------------|------|-------|-------|-------|-------|-------|
| | Left | Thru | Right | Other | Left | Thru | Right | Other | Left | Thru | Right | Other | Left | Thru | Right | Other | | | |
| 13:00 | 0 | 5 | 7 | 1 | 27 | 61 | 1 | 4 | 1 | 8 | 24 | 0 | 17 | 76 | 2 | 4 | 238 | 9 | 229 |
| 13:15 | 0 | 7 | 12 | 0 | 27 | 53 | 3 | 2 | 2 | 11 | 28 | 1 | 13 | 67 | 1 | 1 | 228 | 4 | 224 |
| 13:30 | 0 | 12 | 9 | 1 | 29 | 80 | 4 | 5 | 0 | 6 | 28 | 3 | 9 | 72 | 1 | 5 | 264 | 14 | 250 |
| 13:45 | 5 | 8 | 15 | 2 | 32 | 75 | 3 | 0 | 1 | 7 | 29 | 0 | 7 | 66 | 1 | 1 | 252 | 3 | 249 |
| Hour | 5 | 32 | 43 | 4 | 115 | 269 | 11 | 11 | 4 | 32 | 109 | 4 | 46 | 281 | 5 | 11 | 982 | 30 | 952 |
| 14:00 | 0 | 8 | 13 | 0 | 19 | 72 | 0 | 3 | 1 | 7 | 35 | 1 | 12 | 70 | 0 | 3 | 244 | 7 | 237 |
| 14:15 | 0 | 9 | 17 | 0 | 20 | 70 | 0 | 4 | 1 | 14 | 26 | 1 | 13 | 74 | 0 | 3 | 252 | 8 | 244 |
| 14:30 | 2 | 7 | 7 | 0 | 16 | 63 | 2 | 5 | 1 | 10 | 40 | 2 | 9 | 97 | 4 | 3 | 268 | 10 | 258 |
| 14:45 | 0 | 4 | 9 | 0 | 29 | 62 | 6 | 4 | 1 | 14 | 31 | 3 | 15 | 109 | 3 | 3 | 293 | 10 | 283 |
| Hour | 2 | 28 | 46 | 0 | 84 | 267 | 8 | 16 | 4 | 45 | 132 | 7 | 49 | 350 | 7 | 12 | 1057 | 35 | 1022 |
| 15:00 | 5 | 11 | 12 | 1 | 19 | 104 | 2 | 9 | 1 | 12 | 35 | 0 | 15 | 157 | 0 | 3 | 386 | 13 | 373 |
| 15:15 | 2 | 7 | 10 | 0 | 27 | 78 | 2 | 6 | 0 | 21 | 43 | 0 | 15 | 134 | 1 | 10 | 356 | 16 | 340 |
| 15:30 | 0 | 10 | 10 | 0 | 24 | 64 | 2 | 1 | 0 | 19 | 37 | 0 | 21 | 171 | 0 | 6 | 365 | 7 | 358 |
| 15:45 | 0 | 14 | 9 | 1 | 20 | 62 | 4 | 2 | 0 | 23 | 57 | 0 | 20 | 173 | 1 | 3 | 389 | 6 | 383 |
| Hour | 7 | 42 | 41 | 2 | 90 | 308 | 10 | 18 | 1 | 75 | 172 | 0 | 71 | 635 | 2 | 22 | 1496 | 42 | 1454 |
| 16:00 | 1 | 8 | 13 | 0 | 23 | 72 | 6 | 3 | 2 | 25 | 55 | 2 | 31 | 160 | 1 | 5 | 407 | 10 | 397 |
| 16:15 | 1 | 11 | 12 | 0 | 23 | 79 | 3 | 5 | 4 | 24 | 69 | 0 | 22 | 170 | 3 | 4 | 430 | 9 | 421 |
| 16:30 | 1 | 11 | 13 | 1 | 20 | 83 | 1 | 2 | 0 | 44 | 52 | 3 | 20 | 163 | 0 | 3 | 417 | 9 | 408 |
| 16:45 | 0 | 14 | 12 | 0 | 16 | 68 | 3 | 3 | 1 | 32 | 50 | 1 | 20 | 185 | 0 | 5 | 410 | 9 | 401 |
| Hour | 3 | 44 | 50 | 1 | 82 | 302 | 13 | 13 | 7 | 125 | 226 | 6 | 93 | 678 | 4 | 17 | 1664 | 37 | 1627 |
| 17:00 | 1 | 9 | 12 | 0 | 25 | 75 | 4 | 5 | 2 | 27 | 52 | 0 | 21 | 187 | 4 | 7 | 431 | 12 | 419 |
| 17:15 | 1 | 11 | 6 | 0 | 23 | 74 | 1 | 3 | 1 | 30 | 64 | 1 | 18 | 194 | 3 | 8 | 438 | 12 | 426 |
| 17:30 | 1 | 8 | 10 | 0 | 30 | 75 | 5 | 3 | 0 | 19 | 59 | 3 | 17 | 178 | 2 | 5 | 415 | 11 | 404 |
| 17:45 | 2 | 11 | 14 | 0 | 31 | 91 | 4 | 2 | 0 | 19 | 42 | 1 | 19 | 128 | 1 | 4 | 369 | 7 | 362 |
| Hour | 5 | 39 | 42 | 0 | 109 | 315 | 14 | 13 | 3 | 95 | 217 | 5 | 75 | 687 | 10 | 24 | 1653 | 42 | 1611 |
| 18:00 | 0 | 8 | 19 | 1 | 28 | 75 | 2 | 1 | 0 | 16 | 42 | 1 | 13 | 119 | 4 | 5 | 334 | 8 | 326 |
| 18:15 | 0 | 7 | 14 | 0 | 33 | 65 | 4 | 1 | 0 | 14 | 28 | 1 | 18 | 116 | 0 | 5 | 306 | 7 | 299 |
| 18:30 | 3 | 11 | 13 | 0 | 23 | 87 | 1 | 3 | 3 | 9 | 34 | 1 | 24 | 97 | 2 | 7 | 318 | 11 | 307 |
| 18:45 | 1 | 13 | 8 | 0 | 26 | 63 | 4 | 0 | 1 | 12 | 21 | 1 | 11 | 90 | 2 | 2 | 255 | 3 | 252 |
| Hour | 4 | 39 | 54 | 1 | 110 | 290 | 11 | 5 | 4 | 51 | 125 | 4 | 66 | 422 | 8 | 19 | 1213 | 29 | 1184 |
| 19:00 | 1 | 6 | 5 | 0 | 23 | 69 | 2 | 2 | 2 | 13 | 29 | 1 | 13 | 84 | 0 | 3 | 253 | 6 | 247 |
| 19:15 | 6 | 5 | 9 | 0 | 11 | 66 | 3 | 4 | 0 | 11 | 21 | 0 | 15 | 85 | 1 | 3 | 240 | 7 | 233 |
| 19:30 | 5 | 10 | 11 | 1 | 23 | 67 | 2 | 1 | 1 | 10 | 25 | 0 | 10 | 71 | 0 | 2 | 239 | 4 | 235 |
| 19:45 | 3 | 3 | 10 | 0 | 12 | 47 | 1 | 1 | 0 | 12 | 27 | 0 | 6 | 57 | 0 | 3 | 182 | 4 | 178 |
| Hour | 15 | 24 | 35 | 1 | 69 | 249 | 8 | 8 | 3 | 46 | 102 | 1 | 44 | 297 | 1 | 11 | 914 | 21 | 893 |

Weather : RAINY AND 65
 Counted by: SARAH AND JANELLE
 Board # :
 ther :

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 Horsham, PA.

Study Name: TMC9723
 Site Code : 97230202
 Start Date: 08/14/97
 Page : 3

Vehicle group 1

| Start Time | CR 105 (NAPLES) Southbound | | | | CSAH 23 Westbound | | | | CSAH 23 Northbound | | | | I-35W RAMPS Eastbound | | | | Intvl | Exclu | Inclu |
|------------|-------------------------------|------|-------|-------|----------------------|------|-------|-------|-----------------------|------|-------|-------|--------------------------|------|-------|-------|-------|-------|-------|
| | Left | Thru | Right | Other | Left | Thru | Right | Other | Left | Thru | Right | Other | Left | Thru | Right | Other | | | |
| 20:00 | 0 | 5 | 7 | 0 | 17 | 57 | 4 | 0 | 0 | 9 | 41 | 0 | 16 | 72 | 0 | 2 | 230 | 2 | 228 |
| 20:15 | 0 | 10 | 8 | 0 | 13 | 46 | 1 | 1 | 1 | 12 | 29 | 2 | 9 | 71 | 2 | 3 | 208 | 6 | 202 |
| 20:30 | 2 | 6 | 8 | 0 | 19 | 58 | 2 | 2 | 1 | 11 | 31 | 1 | 14 | 79 | 0 | 1 | 235 | 4 | 231 |
| 20:45 | 0 | 4 | 11 | 0 | 9 | 34 | 2 | 4 | 4 | 17 | 38 | 2 | 12 | 75 | 0 | 1 | 213 | 7 | 206 |
| Hour | 2 | 25 | 34 | 0 | 58 | 195 | 9 | 7 | 6 | 49 | 139 | 5 | 51 | 297 | 2 | 7 | 886 | 19 | 867 |
| 21:00 | 5 | 11 | 14 | 0 | 9 | 42 | 1 | 1 | 2 | 11 | 28 | 0 | 11 | 71 | 1 | 1 | 208 | 2 | 206 |
| 21:15 | 0 | 9 | 10 | 1 | 11 | 46 | 3 | 2 | 0 | 6 | 27 | 1 | 10 | 69 | 0 | 0 | 195 | 4 | 191 |
| 21:30 | 1 | 4 | 4 | 0 | 7 | 47 | 1 | 1 | 0 | 11 | 24 | 0 | 9 | 54 | 3 | 0 | 166 | 1 | 165 |
| 21:45 | 0 | 3 | 8 | 0 | 10 | 40 | 1 | 2 | 0 | 6 | 21 | 1 | 13 | 53 | 0 | 1 | 159 | 4 | 155 |
| Hour | 6 | 27 | 36 | 1 | 37 | 175 | 6 | 6 | 2 | 34 | 100 | 2 | 43 | 247 | 4 | 2 | 728 | 11 | 717 |
| Total | 86 | 540 | 769 | 30 | 1524 | 4973 | 135 | 219 | 93 | 756 | 1789 | 113 | 664 | 5180 | 97 | 231 | 17199 | 593 | 16606 |
| % Apr. | 6.0 | 37.8 | 53.9 | 2.1 | 22.2 | 72.5 | 1.9 | 3.1 | 3.3 | 27.4 | 65.0 | 4.1 | 10.7 | 83.9 | 1.5 | 3.7 | - | - | - |
| % Int. | 0.5 | 3.1 | 4.4 | 0.1 | 8.8 | 28.9 | 0.7 | 1.2 | 0.5 | 4.3 | 10.4 | 0.6 | 3.8 | 30.1 | 0.5 | 1.3 | - | - | - |

Major Street Approaches:

Eastbound:

I-35W RAMPS

Data File: C:\APPS\PETRA2\DATAFILE\TMC9723.PDF
 Count Type: IMC. Channel: 0. Count Date: 8/14/97
 Number of Lanes: 2
 Approach Speed: 55
 Total Approach Traffic: 5941

Westbound:

CSAH 23

Data File: C:\APPS\PETRA2\DATAFILE\TMC9723.PDF
 Count Type: IMC. Channel: 0. Count Date: 8/14/97
 Number of Lanes: 2
 Approach Speed: 50
 Total Approach Traffic: 6632

Minor Street Approaches:

Northbound:

CSAH 23

Data File: C:\APPS\PETRA2\DATAFILE\TMC9723.PDF
 Count Type: IMC. Channel: 0. Count Date: 8/14/97
 Number of Lanes: 1
 Approach Speed: 45
 Total Approach Traffic: 2638

Southbound:

CR 105 (NAPLES)

Data File: C:\APPS\PETRA2\DATAFILE\TMC9723.PDF
 Count Type: IMC. Channel: 0. Count Date: 8/14/97
 Number of Lanes: 1
 Approach Speed: 35
 Total Approach Traffic: 1395

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

| Hour | Main (Total) | Side | | | Warrant 1 | | Warrant 2 | | Warrant 8 | |
|------|--------------|------|------|------|-----------|----------|-----------|----------|-----------|----------|
| | | Vol. | Dir. | Rank | Meets? | Criteria | Meets? | Criteria | Meets? | Criteria |
| 0 | 0 | 0 | S | 17 | | 105 | | 52 | | 84 |
| 1 | 0 | 0 | S | 18 | | 105 | | 52 | | 84 |
| 2 | 0 | 0 | S | 19 | | 105 | | 52 | | 84 |
| 3 | 0 | 0 | S | 20 | | 105 | | 52 | | 84 |
| 4 | 0 | 0 | S | 21 | | 105 | | 52 | | 84 |
| 5 | 0 | 0 | S | 22 | | 105 | | 52 | | 84 |
| 6 | 893 | 159 | S | 7 | --BOTH-- | 105 | --BOTH-- | 52 | --BOTH-- | 84 |
| 7 | 862 | 130 | S | 13 | --BOTH-- | 105 | --BOTH-- | 52 | --BOTH-- | 84 |
| 8 | 650 | 89 | S | 16 | MAIN | 105 | --BOTH-- | 52 | --BOTH-- | 84 |
| 9 | 563 | 102 | N | 15 | MAIN | 105 | SIDE | 52 | --BOTH-- | 84 |
| 10 | 559 | 108 | N | 14 | --BOTH-- | 105 | SIDE | 52 | --BOTH-- | 84 |
| 11 | 675 | 150 | N | 9 | --BOTH-- | 105 | --BOTH-- | 52 | --BOTH-- | 84 |
| 12 | 682 | 142 | N | 11 | --BOTH-- | 105 | --BOTH-- | 52 | --BOTH-- | 84 |
| 13 | 727 | 145 | N | 10 | --BOTH-- | 105 | --BOTH-- | 52 | --BOTH-- | 84 |
| 14 | 765 | 181 | N | 5 | --BOTH-- | 105 | --BOTH-- | 52 | --BOTH-- | 84 |
| 15 | 1116 | 248 | N | 3 | --BOTH-- | 105 | --BOTH-- | 52 | --BOTH-- | 84 |
| 16 | 1172 | 358 | N | 1 | --BOTH-- | 105 | --BOTH-- | 52 | --BOTH-- | 84 |
| 17 | 1210 | 315 | N | 2 | --BOTH-- | 105 | --BOTH-- | 52 | --BOTH-- | 84 |
| 18 | 907 | 180 | N | 6 | --BOTH-- | 105 | --BOTH-- | 52 | --BOTH-- | 84 |
| 19 | 668 | 151 | N | 8 | --BOTH-- | 105 | --BOTH-- | 52 | --BOTH-- | 84 |
| 20 | 612 | 194 | N | 4 | --BOTH-- | 105 | SIDE | 52 | --BOTH-- | 84 |
| 21 | 512 | 136 | N | 12 | --BOTH-- | 105 | SIDE | 52 | --BOTH-- | 84 |
| 22 | 0 | 0 | S | 23 | | 105 | | 52 | | 84 |
| 23 | 0 | 0 | S | 24 | | 105 | | 52 | | 84 |

Warrant Summary:

Rural values apply.

Warrant 1 - Minimum Vehicular Volumes

SATISFIED for 14 hours. Criteria--Main St.: 420; Side St.: See Volume Summary.

Warrant 2 - Interruption of Continuous Traffic

SATISFIED for 12 hours. Criteria--Main St.: 630; 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. At least one street has no major approaches. Peak hour total entering volume: 1627.

- 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

SATISFIED for 16 hours. Criteria--Main: 504; Side: See Volume Summary.

Warrant 9 - Four Hour Volumes

SATISFIED for 12 hours.

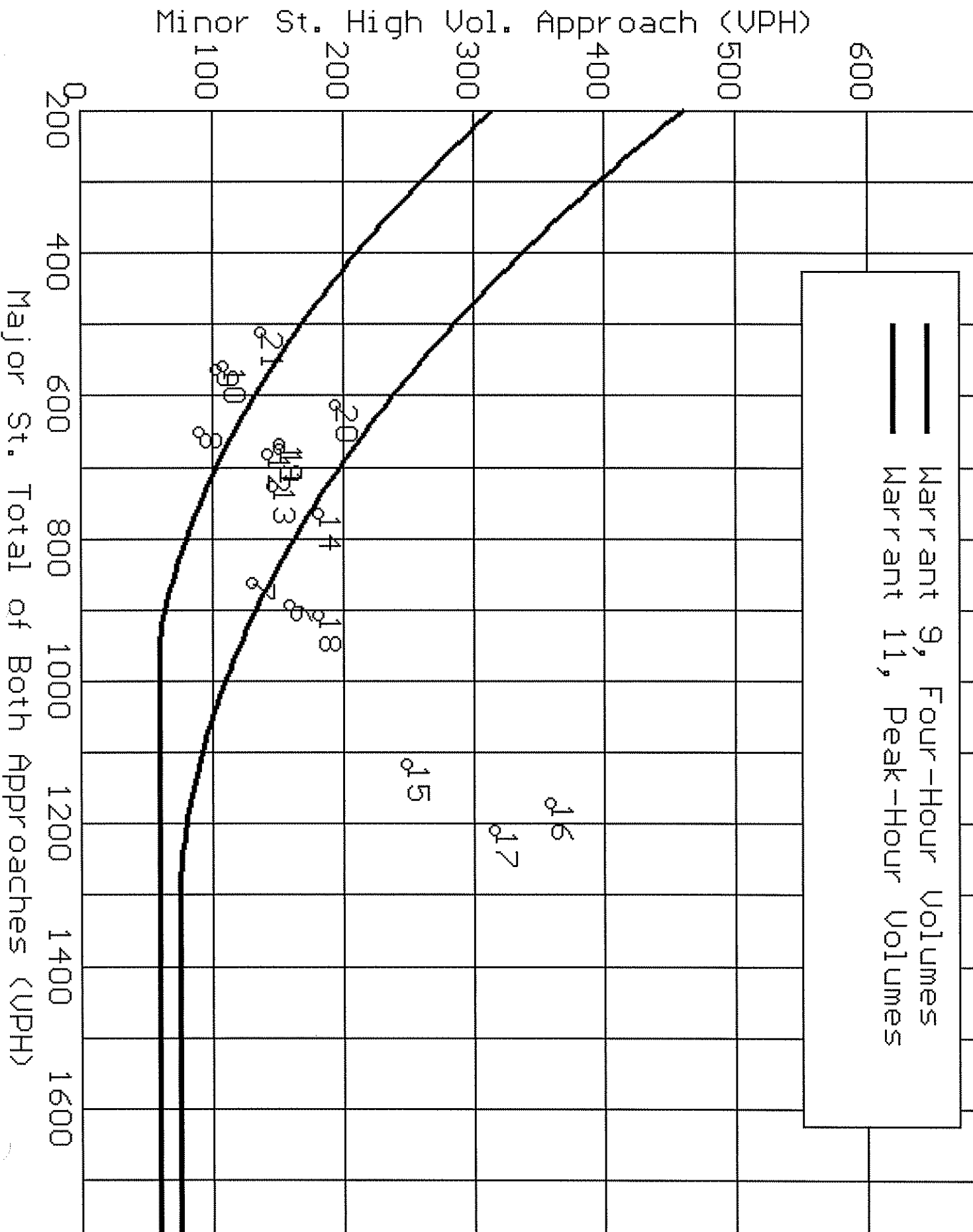
Warrant 10 - Peak Hour Delay

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 6 hours.





NORTH

COUNT LOCATION: TMC 9723 CSAH 23/CR 105/
I-35W RAMPS

DATE: 8/14/97

APP. #1= EB
I-35W RAMPS

APP. #2 = SB
CR 105 (NAPLES)

APP. #3= WB
CSAH 23

APP. #4= NB
CSAH 23

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 | | | | | | 2 | | |
| 6:15-6:30 | | | | | | 6 | | 1 |
| 6:30-6:45 | | | | | | 7 | | 1 |
| 6:45-7:00 | | | | | | 10 | | 1 |
| HOURLY TOTAL | | | | | | HOURLY TOTAL | | 28 |
| 7:00-7:15 | | | | | | 5 | | 1 |
| 7:15-7:30 | | | | | | 7 | | 1 |
| 7:30-7:45 | | | | | | 6 | | |
| 7:45-8:00 | | | | | | 12 | | 1 |
| HOURLY TOTAL | | | | | | HOURLY TOTAL | | 33 |
| 8:00-8:15 | | | | | | 12 | | |
| 8:15-8:30 | | | | | | 19 | | |
| 8:30-8:45 | | | | | | 9 | | |
| 8:45-9:00 | | | | | | 13 | 1 | |
| HOURLY TOTAL | | | | | | HOURLY TOTAL | | 54 |
| 9:00-9:15 | | | | | | 19 | | |
| 9:15-9:30 | | | | | | 16 | | |
| 9:30-9:45 | | | | | | 16 | | |
| 9:45-10:00 | | | | | | 18 | | |
| HOURLY TOTAL | | | | | | HOURLY TOTAL | | 69 |
| 10:00-10:15 | | | | | | 9 | | |
| 10:15-10:30 | | | | | | 13 | | 1 |
| 10:30-10:45 | | | | | | 20 | | |
| 10:45-11:00 | | | | | | 14 | | |
| HOURLY TOTAL | | | | | | HOURLY TOTAL | | 57 |
| 11:00-11:15 | | | | | | 8 | | |
| 11:15-11:30 | | | | | | 8 | | |
| 11:30-11:45 | | | | | | 9 | | 1 |
| 11:45-12:00 | | | | | | 6 | | 1 |
| HOURLY TOTAL | | | | | | HOURLY TOTAL | | 33 |
| 12:00-12:15 | | | | | | 17 | | |
| 12:15-12:30 | | | | | | 7 | | |
| 12:30-12:45 | | | | | | 11 | | |
| 12:45-1:00 | | 2 | | 2 | 4 | 7 | | |
| HOURLY TOTAL | | | | | 4 | HOURLY TOTAL | | 42 |
| 1:00-1:15 | | | | | | 9 | | |
| 1:15-1:30 | | | | | | 5 | | |
| 1:30-1:45 | | | | | | 11 | | |
| 1:45-2:00 | | | | | | 3 | | |
| HOURLY TOTAL | | | | | | HOURLY TOTAL | | 28 |


NORTH

APP. #1= EB
I-35W RAMPS

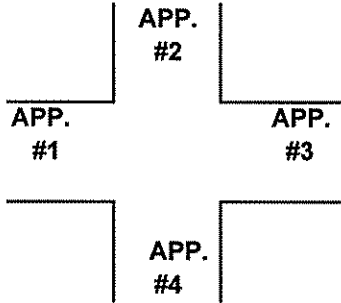
APP. #2 = SB
CR 105 (NAPLES)

APP. #3= WB
CSAH 23

APP. #4= NB
CSAH 23

COUNT LOCATION: TMC 9723 CSAH 23/CR 105/
I-35W RAMPS

DATE: 8/13/97



- 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 | | | | | | 6 | | |
| 2:15-2:30 | 3 | | | | 3 | 5 | | |
| 2:30-2:45 | | | | | | 11 | | |
| 2:45-3:00 | | | | | | 10 | | |
| HOURLY TOTAL | | | | | 3 | HOURLY TOTAL | | 32 |
| 3:00-3:15 | | | | | | 12 | | |
| 3:15-3:30 | | | | | | 16 | | |
| 3:30-3:45 | | | | | | 6 | | 1 |
| 3:45-4:00 | | | | | | 4 | | |
| HOURLY TOTAL | | | | | | HOURLY TOTAL | | 39 |
| 4:00-4:15 | | | | | | 8 | 1 | 2 |
| 4:15-4:30 | | | | | | 10 | | 2 |
| 4:30-4:45 | | | | | | 6 | | |
| 4:45-5:00 | 1 | | | | 1 | 8 | | 2 |
| HOURLY TOTAL | | | | | 1 | HOURLY TOTAL | | 39 |
| 5:00-5:15 | | | | | | 11 | | 1 |
| 5:15-5:30 | | | | | | 12 | | 2 |
| 5:30-5:45 | | | | | | 8 | | 1 |
| 5:45-6:00 | | | | | | 4 | | 3 |
| HOURLY TOTAL | | | | | | HOURLY TOTAL | | 42 |
| 6:00-6:15 | | | | | | 7 | | 1 |
| 6:15-6:30 | | | | | | 6 | 1 | |
| 6:30-6:45 | | | 1 | | 1 | 11 | | |
| 6:45-7:00 | | | | | | 3 | | |
| HOURLY TOTAL | | | | | 1 | HOURLY TOTAL | | 29 |
| 7:00-7:15 | | | | | | 7 | | |
| 7:15-7:30 | | | | | | 7 | | |
| 7:30-7:45 | | | | | | 3 | 1 | |
| 7:45-8:00 | | | | | | 4 | | |
| HOURLY TOTAL | | | | | | HOURLY TOTAL | | 22 |
| 8:00-8:15 | | | 2 | | 2 | 2 | | |
| 8:15-8:30 | | | | | | 6 | | |
| 8:30-8:45 | | | | | | 4 | | |
| 8:45-9:00 | | | | | | 7 | | |
| HOURLY TOTAL | | | | | 2 | HOURLY TOTAL | | 19 |
| 9:00-9:15 | | | | | | 2 | | |
| 9:15-9:30 | | | | | | 2 | | 1 |
| 9:30-9:45 | | | | | | 1 | | |
| 9:45-10:00 | | | | | | 4 | | |
| HOURLY TOTAL | | | | | | HOURLY TOTAL | | 10 |