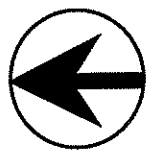


Date : 07/12/00

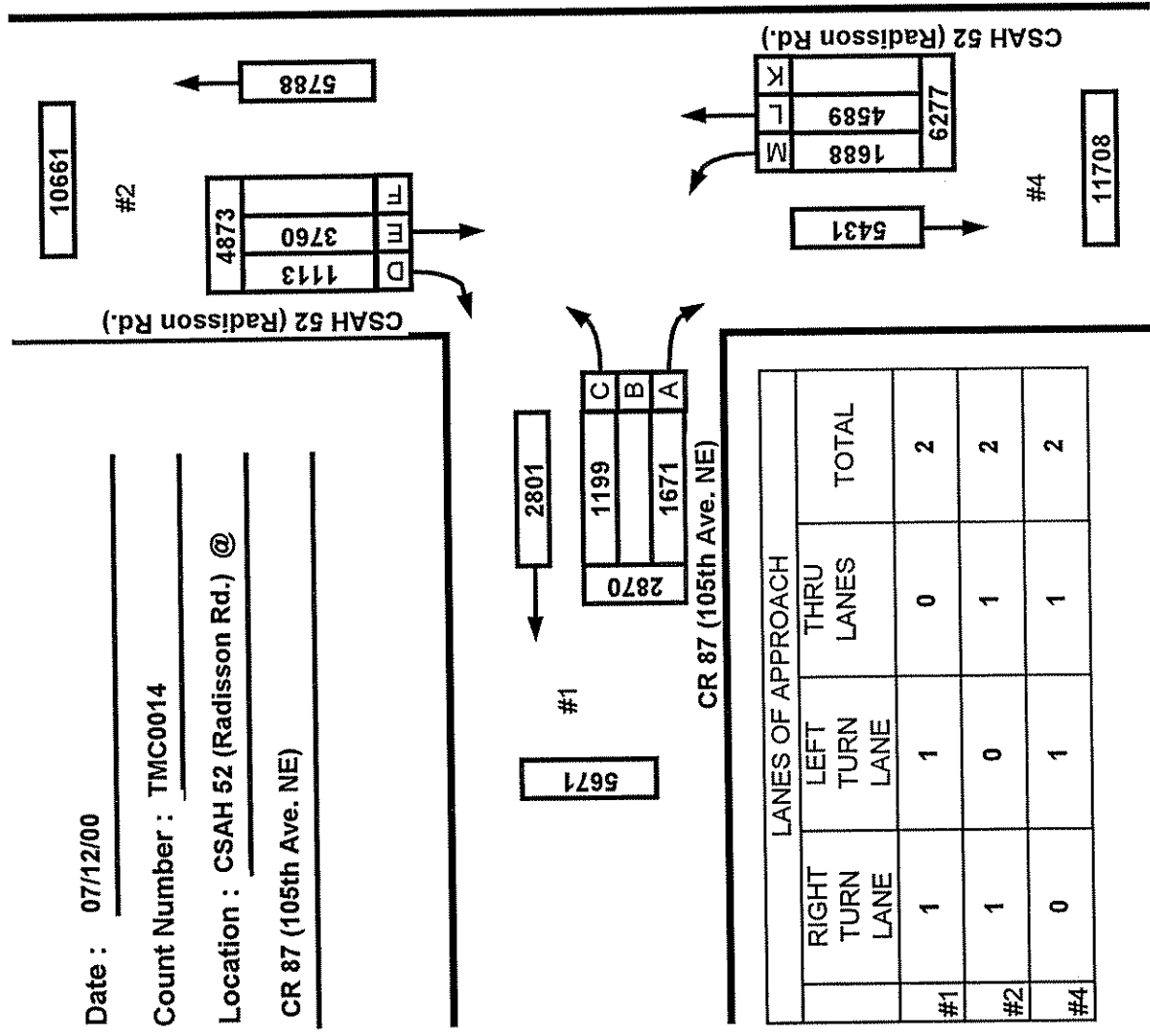
Count Number : TMC0014

Location : CSAH 52 (Radisson Rd.) @

CR 87 (105th Ave. NE)



North



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

Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study

Anoka County Highway Department
 Traffic Engineering
 Traffic Volume and Turning Movement Stud

Weather: Sunny
 Inter TDC-8
 Counted by: Ryan & Justin

File Name : TMC0014
 Site Code : 00140101
 Start Date : 07/12/2000
 Page No : 1

Groups Printed- 1 - Unshifted

Start Time	CSAH 52 (Radisson Rd.) Southbound					Westbound					CSAH 52 (Radisson Rd.) Northbound					CR 87 (105th Ave. NE) 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			
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
06:00	0	121	20	0	141	0	0	0	0	0	4	18	0	3	22	2	0	23	0	25	3	188	191
06:15	0	183	28	0	211	0	0	0	0	0	9	26	0	0	35	0	0	15	2	15	2	261	263
06:30	0	173	29	1	202	0	0	0	0	0	10	23	0	2	33	3	0	10	0	13	3	248	251
06:45	0	177	49	2	226	0	0	0	0	0	21	36	0	1	57	9	0	14	0	23	3	306	309
Total	0	654	126	3	780	0	0	0	0	0	44	103	0	6	147	14	0	62	2	76	11	1003	1014
07:00	0	172	51	1	223	0	0	0	0	0	17	24	0	0	41	3	0	26	1	29	2	293	295
07:15	0	189	51	1	240	0	0	0	0	0	15	20	0	1	35	3	0	14	0	17	2	292	294
07:30	0	166	53	3	219	0	0	0	0	0	24	17	0	2	41	9	0	22	0	31	5	291	296
07:45	0	137	52	3	189	0	0	0	0	0	28	36	0	2	64	11	0	16	2	27	7	280	287
Total	0	664	207	8	871	0	0	0	0	0	84	97	0	5	181	26	0	78	3	104	16	1156	1172
08:00	0	153	23	2	176	0	0	0	0	0	23	32	0	1	55	5	0	23	2	28	5	259	264
08:15	0	90	23	0	113	0	0	0	0	0	20	32	0	2	52	5	0	11	0	16	2	181	183
08:30	0	75	13	0	88	0	0	0	0	0	9	22	0	2	31	12	0	31	0	43	2	162	164
08:45	0	77	21	0	98	0	0	0	0	0	21	35	0	1	56	3	0	12	1	15	2	169	171
Total	0	395	80	2	475	0	0	0	0	0	73	121	0	6	194	25	0	77	3	102	11	771	782
09:00	0	49	14	2	63	0	0	0	0	0	12	27	0	0	39	6	0	16	0	22	2	124	126
09:15	0	58	14	0	72	0	0	0	0	0	17	20	0	2	37	7	0	12	0	19	2	128	130
09:30	0	59	13	0	72	0	0	0	0	0	18	27	0	2	45	4	0	14	1	18	3	135	138
09:45	0	50	12	3	62	0	0	0	0	0	20	26	0	1	46	7	0	16	3	23	7	131	138
Total	0	216	53	5	289	0	0	0	0	0	67	100	0	5	167	24	0	58	4	82	14	518	532
10:00	0	36	29	0	65	0	0	0	0	0	26	22	0	1	48	3	0	20	1	23	2	136	138
10:15	0	57	10	1	67	0	0	0	0	0	15	34	0	2	49	10	0	16	1	26	4	142	146
10:30	0	48	12	1	60	0	0	0	0	0	12	52	0	0	64	5	0	17	1	22	2	146	148
10:45	0	32	9	0	41	0	0	0	0	0	6	39	0	0	45	7	0	17	3	24	3	110	113
Total	0	173	60	2	233	0	0	0	0	0	59	147	0	3	206	25	0	70	6	95	11	534	545
11:00	0	20	10	0	30	0	0	0	0	0	10	39	0	1	49	3	0	20	0	23	1	102	103
11:15	0	23	13	1	36	0	0	0	0	0	13	36	0	2	49	6	0	11	0	17	3	102	105
11:30	0	29	20	1	49	0	0	0	0	0	17	44	0	0	61	16	0	17	1	33	2	143	145
11:45	0	33	11	1	44	0	0	0	0	0	22	41	0	1	63	10	0	11	0	21	2	128	130
Total	0	105	54	3	159	0	0	0	0	0	62	160	0	4	222	35	0	59	1	94	8	475	483
12:00	0	28	19	1	47	0	0	0	0	0	34	43	0	0	77	14	0	25	2	39	3	163	166
12:15	0	27	15	1	42	0	0	0	0	0	22	54	0	2	76	19	0	17	0	36	3	154	157
12:30	0	41	11	1	52	0	0	0	0	0	23	52	0	1	75	20	0	19	0	39	2	166	168
12:45	0	36	25	0	61	0	0	0	0	0	25	58	0	0	83	7	0	7	1	14	1	158	159
Total	0	132	70	3	202	0	0	0	0	0	104	207	0	3	311	60	0	68	3	128	9	641	650
13:00	0	38	13	2	51	0	0	0	0	0	24	43	0	1	67	7	0	27	2	34	5	152	157
13:15	0	42	10	0	52	0	0	0	0	0	22	52	0	3	74	15	0	15	1	30	4	156	160
13:30	0	38	9	2	47	0	0	0	0	0	21	55	0	3	76	16	0	15	0	31	5	154	159
13:45	0	41	15	2	56	0	0	0	0	0	23	57	0	1	80	18	0	18	2	36	5	172	177
Total	0	159	47	6	206	0	0	0	0	0	90	207	0	8	297	56	0	75	5	131	19	634	653
14:00	0	33	5	0	38	0	0	0	0	0	14	38	0	1	52	13	0	45	2	58	3	148	151
14:15	0	53	6	1	59	0	0	0	0	0	20	56	0	3	76	9	0	29	0	38	4	173	177
14:30	0	38	6	2	44	0	0	0	0	0	21	66	0	1	87	19	0	18	0	37	3	168	171
14:45	0	44	8	1	52	0	0	0	0	0	34	90	0	5	124	19	0	28	2	47	8	223	231
Total	0	168	25	4	193	0	0	0	0	0	89	250	0	10	339	60	0	120	4	180	18	712	730
15:00	0	42	13	1	55	0	0	0	0	0	34	94	0	0	128	17	0	34	5	51	6	234	240
15:15	0	49	19	1	68	0	0	0	0	0	24	134	0	4	158	21	0	41	3	62	8	288	296
15:30	0	46	5	0	51	0	0	0	0	0	33	141	0	2	174	29	0	45	2	74	4	299	303
15:45	0	71	12	3	83	0	0	0	0	0	35	162	0	2	197	41	0	27	2	68	7	348	355
Total	0	208	49	5	257	0	0	0	0	0	126	531	0	8	657	108	0	147	12	255	25	1169	1194
16:00	0	59	20	1	79	0	0	0	0	0	26	172	0	2	198	54	0	30	0	84	3	361	364
16:15	0	72	9	0	81	0	0	0	0	0	37	232	0	1	269	47	0	25	2	72	3	422	425
16:30	0	65	8	1	73	0	0	0	0	0	48	197	0	3	245	83	0	47	3	130	7	448	455
16:45	0	41	20	0	61	0	0	0	0	0	44	205	0	1	249	76	0	18	2	94	3	404	407
Total	0	237	57	2	294	0	0	0	0	0	155	806	0	7	961	260	0	120	7	380	16	1635	1651

**Anoka County Highway Department
Traffic Engineering
Traffic Volume and Turning Movement Stud**

Weather: Sunny
Counter TDC-8
Counted by: Ryan & Justin

File Name : TMC0014
Site Code : 00140101
Start Date : 07/12/2000
Page No : 2

Groups Printed- 1 - Unshifted

Start Time	CSAH 52 (Radisson Rd.) Southbound					Westbound					CSAH 52 (Radisson Rd.) Northbound					CR 87 (105th Ave. NE) 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			
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
17:00	0	45	18	0	63	0	0	0	0	0	42	264	0	2	306	59	0	36	0	95	2	464	466
17:15	0	50	24	0	74	0	0	0	0	0	38	228	0	1	266	49	0	38	1	87	2	427	429
17:30	0	57	21	1	78	0	0	0	0	0	35	217	0	0	252	76	0	28	1	104	2	434	436
17:45	0	49	41	0	90	0	0	0	0	0	64	189	0	0	253	29	0	22	1	51	1	394	395
Total	0	201	104	1	305	0	0	0	0	0	179	898	0	3	1077	213	0	124	3	337	7	1719	1726
18:00	0	44	40	0	84	0	0	0	0	0	105	140	0	1	245	16	0	38	0	54	1	383	384
18:15	0	75	17	0	92	0	0	0	0	0	123	111	0	0	234	42	0	47	0	89	0	415	415
18:30	0	22	13	0	35	0	0	0	0	0	72	83	0	0	156	20	0	30	0	50	0	240	240
18:45	0	28	15	0	43	0	0	0	0	0	31	53	0	0	84	14	0	27	0	41	0	168	168
Total	0	169	85	0	254	0	0	0	0	0	331	387	0	1	718	92	0	142	0	234	1	1206	1207
19:00	0	27	10	0	37	0	0	0	0	0	34	66	0	0	100	37	0	24	0	61	0	198	198
19:15	0	20	19	0	39	0	0	0	0	0	26	67	0	0	93	20	0	18	0	38	0	170	170
19:30	0	38	5	0	43	0	0	0	0	0	21	47	0	0	68	40	0	14	0	54	0	165	165
19:45	0	15	16	0	31	0	0	0	0	0	19	68	0	0	87	9	0	20	0	29	0	147	147
Total	0	100	50	0	150	0	0	0	0	0	100	248	0	0	348	106	0	76	0	182	0	680	680
20:00	0	31	7	0	38	0	0	0	0	0	17	36	0	0	53	15	0	25	0	40	0	131	131
20:15	0	25	11	0	36	0	0	0	0	0	22	53	0	0	75	15	0	53	0	68	0	179	179
20:30	0	30	10	0	40	0	0	0	0	0	21	43	0	0	64	4	0	86	0	90	0	194	194
20:45	0	24	3	0	27	0	0	0	0	0	12	46	0	0	58	8	0	115	0	123	0	208	208
Total	0	110	31	0	141	0	0	0	0	0	72	178	0	0	250	42	0	279	0	321	0	712	712
21:00	0	27	6	0	33	0	0	0	0	0	17	31	0	0	48	24	0	49	0	73	0	154	154
21:15	0	9	3	0	12	0	0	0	0	0	14	40	0	0	54	18	0	28	0	46	0	112	112
21:30	0	18	3	0	21	0	0	0	0	0	12	41	0	0	53	5	0	18	0	23	0	97	97
21:45	0	15	3	0	18	0	0	0	0	0	10	37	0	0	47	6	0	21	0	27	0	92	92
Total	0	69	15	0	84	0	0	0	0	0	53	149	0	0	202	53	0	116	0	169	0	455	455
Grand Total	0	376	111	44	4873	0	0	0	0	0	1688	4589	0	69	6277	1199	0	1671	53	2870	166	14020	14186
Apprch %	0.0	77.2	22.8			0.0	0.0	0.0			26.9	73.1	0.0			41.8	0.0	58.2					
Total %	0.0	26.8	7.9		34.8	0.0	0.0	0.0		0.0	12.0	32.7	0.0		44.8	8.6	0.0	11.9		20.5	1.2	98.8	

Major Street Approaches:

Northbound:

CSAH 52 (Radisson Rd.)

Data File: C:\Program Files\JAMAR\PETRA\Data Files\TMC0014.war

Count Type: IMC. Channel: 0. Count Date: 7/12/ 0

Number of Lanes: 2

Approach Speed: 50

Total Approach Traffic: 6277

Southbound:

CSAH 52 (Radisson Rd.)

Data File: C:\Program Files\JAMAR\PETRA\Data Files\TMC0014.war

Count Type: IMC. Channel: 0. Count Date: 7/12/ 0

Number of Lanes: 2

Approach Speed: 50

Total Approach Traffic: 4873

Minor Street Approaches:

Eastbound:

CR 87 (105th Ave. NE)

Data File: C:\Program Files\JAMAR\PETRA\Data Files\TMC0014.war

Count Type: IMC. Channel: 0. Count Date: 7/12/ 0

Number of Lanes: 2

Approach Speed: 55

Total Approach Traffic: 2870

Westbound:

Data File: C:\Program Files\JAMAR\PETRA\Data Files\TMC0014.war

Count Type: IMC. Channel: 0. Count Date: 7/12/ 0

Number of Lanes: 1

Approach Speed: 0

Total Approach Traffic: 1

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

Hour	Main (Total)	Side Vol.	Side Dir.	Side Rank	Warrant 1 Meets?	Warrant 1 Criteria	Warrant 2 Meets?	Warrant 2 Criteria	Warrant 8 Meets?	Warrant 8 Criteria
0	0	0	W	17		105		52		84
1	0	0	W	18		105		52		84
2	0	0	W	19		105		52		84
3	0	0	W	20		105		52		84
4	0	0	W	21		105		52		84
5	0	0	W	22		105		52		84
6	927	76	E	16	MAIN	140	--BOTH--	70	MAIN	112
7	1052	104	E	11	MAIN	140	--BOTH--	70	MAIN	112
8	669	102	E	12	MAIN	140	--BOTH--	70	MAIN	112
9	436	82	E	15	MAIN	140	SIDE	70		112
10	439	95	E	13	MAIN	140	SIDE	70		112
11	381	94	E	14		140	SIDE	70		112
12	513	128	E	10	MAIN	140	SIDE	70	--BOTH--	112
13	503	131	E	9	MAIN	140	SIDE	70	SIDE	112
14	532	180	E	7	--BOTH--	140	SIDE	70	--BOTH--	112
15	914	255	E	4	--BOTH--	140	--BOTH--	70	--BOTH--	112
16	1255	380	E	1	--BOTH--	140	--BOTH--	70	--BOTH--	112
17	1382	337	E	2	--BOTH--	140	--BOTH--	70	--BOTH--	112
18	972	234	E	5	--BOTH--	140	--BOTH--	70	--BOTH--	112
19	498	182	E	6	--BOTH--	140	SIDE	70	SIDE	112
20	391	321	E	3	SIDE	140	SIDE	70	SIDE	112
21	286	169	E	8	SIDE	140	SIDE	70	SIDE	112
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 6 hours. Criteria--Main St.: 420; Side St.: See Volume Summary.

Warrant 2 - Interruption of Continuous Traffic

NOT SATISFIED. Required values reached for 7 hours. Criteria--Main St.: 630; Side St.: See Volume Summary.

Warrant 3 - Minimum Pedestrian Volumes

NOT SATISFIED. 8th-High Hour--Pedestrians: 3; Vehicles: 669. Criteria--Pedestrians: 105; Vehicles: 420.

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: 1719.

- Approaches which are part of the principal through traffic roadway network.
- Approaches which connect areas of principal traffic generation.
- Approaches which include rural or suburban highways outside, entering or traversing a city.
- Approaches which have surface street freeway or expressway ramp terminals.
- Approaches which appear as a major route in an official transportation plan.

Warrant 8 - Combination of Warrants

NOT SATISFIED. Required values reached for 6 hours. Criteria--Main: 504; Side: See Volume Summary.

Warrant 9 - Four Hour Volumes

SATISFIED for 6 hours.

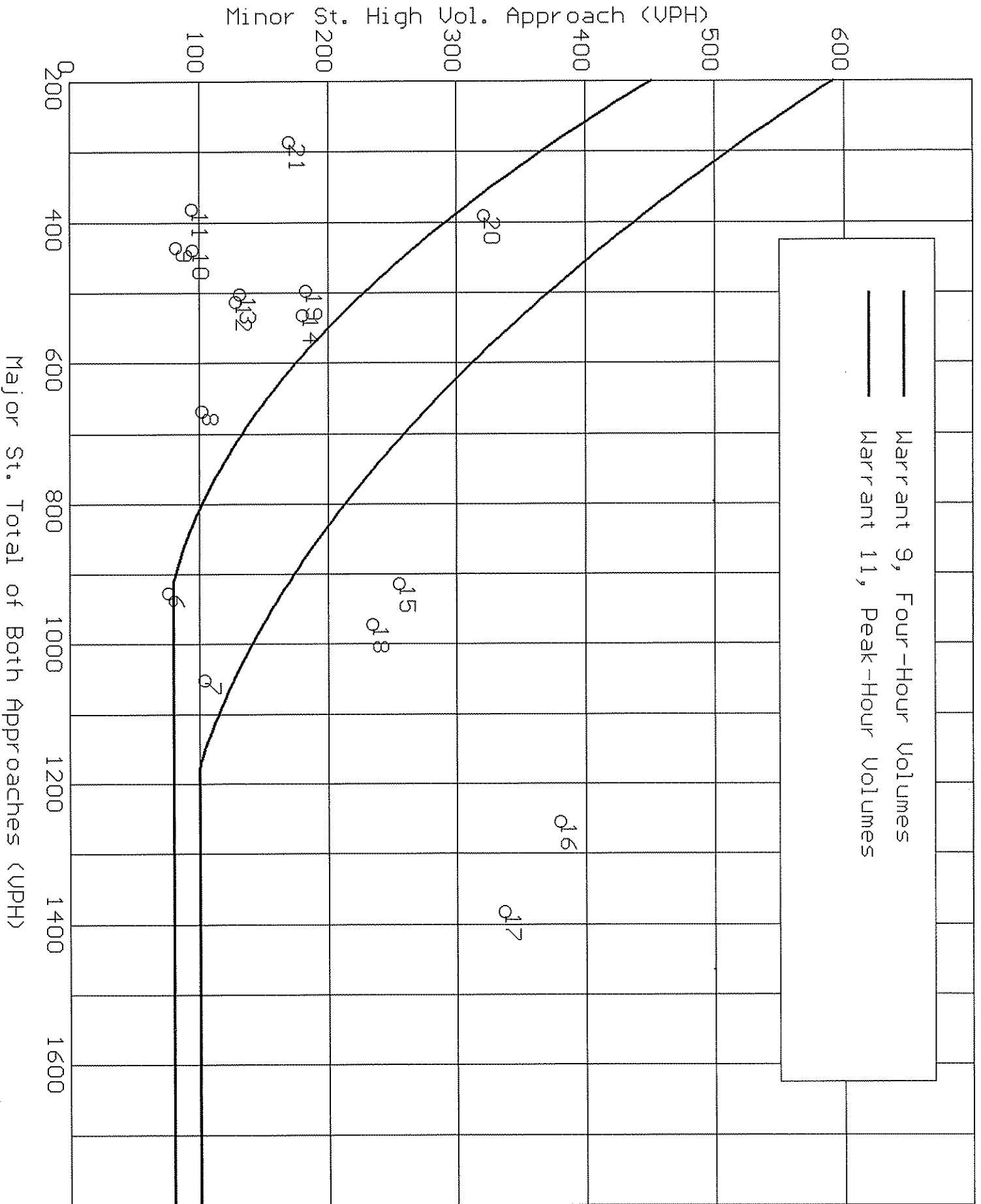
Warrant 10 - Peak Hour Delay

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

Criteria--Main St.: 800 (4 approaches), 650 (3 approaches); Side St.: 150.

Warrant 11 - Peak Hour Volume

SATISFIED for 4 hours.

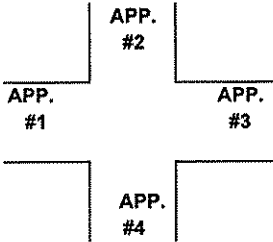




COUNT LOCATION: CSAH 52@
CR 87 (105th Ave.)

DATE: 7/10/00

NORTH
APP. #1 = SB CSAH 52
APP. #2 =
APP. #3 = NB CSAH 52
APP. #4 = EB CR 87
(105th 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	15 MIN TOT	TRUCKS	RV	BUS
2:00-2:15PM						3		
2:15-2:30						4		
2:30-2:45						3		
2:45-3:00						7		
HOURLY TOTAL						HOURLY TOTAL		17
3:00-3:15						5	1	
3:15-3:30						8		
3:30-3:45						4		
3:45-4:00						7		
HOURLY TOTAL						HOURLY TOTAL		25
4:00-4:15						2		
4:15-4:30						4		
4:30-4:45						7		
4:45-5:00						1		
HOURLY TOTAL						HOURLY TOTAL		14
5:00-5:15						5		
5:15-5:30						3		
5:30-5:45						2		
5:45-6:00						1		
HOURLY TOTAL						HOURLY TOTAL		11
6:00-6:15						1		
6:15-6:30								
6:30-6:45								
6:45-7:00								
HOURLY TOTAL						HOURLY TOTAL		1
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		