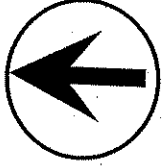


Date: 5/22/07

Count Number: TMC0709

Location: CSAH 1 (coon rapids Blvd)

@ CSAH 18 (crooked Lake Blvd)



North

CSAH 18

6514

#2

D	305
E	1129
F	2704
4138	

2376

CSAH 1

19512

#1

10138

A	245
B	8469
C	660
9374	

CSAH 1

G	884
H	9537
J	697
11118	

#3

23100

11982

crooked LK BLVD

M	296
L	832
K	809
1937	

2071

#4

4008

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

File Name : TMC0709

Site Code : 00070902

Start Date : 05/22/200

Page No : 1

Weather: rainy and cool  
 Counter: DB-400  
 Counted by: Anthony/Samantha

Groups Printed- Unshifted

Start Time	CSAH 18 Southbound					CSAH 1 Westbound					crooked LK.Blvd Northbound					CSAH 1 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	32	11	0	1	43	0	35	4	1	39	1	3	12	0	16	19	190	0	3	209	5	307	312
06:15	86	0	1	0	87	0	83	1	2	84	3	4	11	0	18	6	250	2	13	258	15	447	462
06:30	95	2	1	3	98	4	112	2	0	118	2	9	16	0	27	5	231	2	9	238	12	481	493
06:45	101	2	5	1	108	4	72	0	0	76	5	5	11	1	21	2	304	0	12	306	14	511	525
<b>Total</b>	<b>314</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>336</b>	<b>8</b>	<b>302</b>	<b>7</b>	<b>3</b>	<b>317</b>	<b>11</b>	<b>21</b>	<b>50</b>	<b>1</b>	<b>82</b>	<b>32</b>	<b>975</b>	<b>4</b>	<b>37</b>	<b>1011</b>	<b>46</b>	<b>1746</b>	<b>1792</b>
07:00	113	5	0	1	118	1	77	18	5	96	0	10	13	0	23	6	300	2	10	308	16	545	561
07:15	111	1	2	1	114	3	85	18	2	106	5	20	9	2	34	2	308	0	4	310	9	564	573
07:30	75	8	5	4	88	4	94	0	1	98	3	7	15	0	25	4	228	5	1	237	6	448	454
07:45	45	8	2	2	55	4	55	7	4	66	4	3	11	1	18	17	177	5	8	199	15	338	353
<b>Total</b>	<b>344</b>	<b>22</b>	<b>9</b>	<b>8</b>	<b>375</b>	<b>12</b>	<b>311</b>	<b>43</b>	<b>12</b>	<b>366</b>	<b>12</b>	<b>40</b>	<b>48</b>	<b>3</b>	<b>100</b>	<b>29</b>	<b>1013</b>	<b>12</b>	<b>23</b>	<b>1054</b>	<b>46</b>	<b>1895</b>	<b>1941</b>
08:00	38	8	2	1	48	8	55	6	2	69	3	5	11	0	19	13	129	3	2	145	5	281	286
08:15	38	11	0	0	49	14	103	3	1	120	3	6	14	0	23	11	117	3	4	131	5	323	328
08:30	28	5	2	2	35	15	112	7	7	134	2	14	15	4	31	6	131	7	10	144	23	344	367
08:45	36	2	3	2	41	17	112	11	6	140	4	14	15	2	33	6	114	4	4	124	14	338	352
<b>Total</b>	<b>140</b>	<b>26</b>	<b>7</b>	<b>5</b>	<b>173</b>	<b>54</b>	<b>382</b>	<b>27</b>	<b>16</b>	<b>463</b>	<b>12</b>	<b>39</b>	<b>55</b>	<b>6</b>	<b>106</b>	<b>36</b>	<b>491</b>	<b>17</b>	<b>20</b>	<b>544</b>	<b>47</b>	<b>1286</b>	<b>1333</b>
09:00	24	27	1	2	52	9	96	3	2	108	2	6	4	0	12	5	127	1	2	133	6	305	311
09:15	24	13	5	1	42	18	131	7	14	156	4	8	8	0	20	15	113	4	4	132	19	350	369
09:30	34	9	5	2	48	15	91	11	2	117	5	10	10	0	25	10	106	4	3	120	7	310	317
09:45	32	10	0	3	42	7	89	5	3	101	0	17	13	0	30	13	102	4	5	119	11	292	303
<b>Total</b>	<b>114</b>	<b>59</b>	<b>11</b>	<b>8</b>	<b>184</b>	<b>49</b>	<b>407</b>	<b>26</b>	<b>21</b>	<b>482</b>	<b>11</b>	<b>41</b>	<b>35</b>	<b>0</b>	<b>87</b>	<b>43</b>	<b>448</b>	<b>13</b>	<b>14</b>	<b>504</b>	<b>43</b>	<b>1257</b>	<b>1300</b>
10:00	19	19	3	0	41	21	113	14	4	148	9	7	10	2	26	9	95	0	6	104	12	319	331
10:15	24	10	6	3	40	6	114	9	4	129	3	7	5	0	15	8	97	0	5	105	12	289	301
10:30	24	9	5	0	38	6	131	9	2	146	4	5	11	1	20	13	107	4	1	124	4	328	332
10:45	37	23	1	4	61	16	131	16	6	163	1	18	19	4	38	12	114	9	6	135	20	397	417
<b>Total</b>	<b>104</b>	<b>61</b>	<b>15</b>	<b>7</b>	<b>180</b>	<b>49</b>	<b>489</b>	<b>48</b>	<b>16</b>	<b>586</b>	<b>17</b>	<b>37</b>	<b>45</b>	<b>7</b>	<b>99</b>	<b>42</b>	<b>413</b>	<b>13</b>	<b>18</b>	<b>468</b>	<b>48</b>	<b>1333</b>	<b>1381</b>
11:00	43	23	5	0	71	6	114	26	2	146	4	9	19	0	32	10	109	4	1	123	3	372	375
11:15	29	14	4	0	47	17	152	8	0	177	4	21	14	0	39	7	109	4	2	120	2	383	385
11:30	25	21	4	2	50	12	106	1	2	119	4	14	14	2	32	14	116	5	4	135	10	336	346
11:45	34	19	14	1	67	16	124	8	3	148	6	3	10	1	19	11	101	4	7	116	12	350	362
<b>Total</b>	<b>131</b>	<b>77</b>	<b>27</b>	<b>3</b>	<b>235</b>	<b>51</b>	<b>496</b>	<b>43</b>	<b>7</b>	<b>590</b>	<b>18</b>	<b>47</b>	<b>57</b>	<b>3</b>	<b>122</b>	<b>42</b>	<b>435</b>	<b>17</b>	<b>14</b>	<b>494</b>	<b>27</b>	<b>1441</b>	<b>1468</b>
12:00	34	14	8	1	56	15	75	6	1	96	7	12	17	2	36	11	135	8	4	154	8	342	350
12:15	39	18	4	0	61	21	104	3	4	128	4	11	24	0	39	13	106	7	6	126	10	354	364
12:30	42	20	5	0	67	23	122	23	4	168	6	8	14	1	28	12	118	6	3	136	8	399	407
12:45	29	16	3	0	48	27	125	9	3	161	9	11	11	1	31	12	78	3	2	93	6	333	339
<b>Total</b>	<b>144</b>	<b>68</b>	<b>20</b>	<b>1</b>	<b>232</b>	<b>86</b>	<b>426</b>	<b>41</b>	<b>12</b>	<b>553</b>	<b>26</b>	<b>42</b>	<b>66</b>	<b>4</b>	<b>134</b>	<b>48</b>	<b>437</b>	<b>24</b>	<b>15</b>	<b>509</b>	<b>32</b>	<b>1428</b>	<b>1460</b>
13:00	34	26	4	1	64	26	112	14	4	152	3	17	13	1	33	25	110	3	2	138	8	387	395
13:15	35	14	8	0	57	10	141	13	3	164	3	16	22	3	41	12	101	4	4	117	10	379	389
13:30	52	20	0	0	72	24	152	12	5	188	6	12	13	3	31	19	156	1	5	176	13	467	480
13:45	45	16	5	2	66	15	116	12	1	143	5	8	16	1	29	14	124	5	11	143	15	381	396
<b>Total</b>	<b>166</b>	<b>76</b>	<b>17</b>	<b>3</b>	<b>259</b>	<b>75</b>	<b>521</b>	<b>51</b>	<b>13</b>	<b>647</b>	<b>17</b>	<b>53</b>	<b>64</b>	<b>8</b>	<b>134</b>	<b>70</b>	<b>491</b>	<b>13</b>	<b>22</b>	<b>574</b>	<b>46</b>	<b>1614</b>	<b>1660</b>
14:00	35	23	3	1	61	27	117	17	4	161	9	14	19	2	42	22	113	5	6	140	13	404	417
14:15	45	11	7	0	63	24	161	13	0	198	14	15	18	3	47	12	148	3	7	163	10	471	481
14:30	40	26	4	0	70	18	200	10	0	228	7	18	8	0	33	11	109	3	3	123	3	454	457
14:45	19	27	6	1	52	22	230	21	1	273	5	16	15	2	36	9	133	6	3	148	7	509	516
<b>Total</b>	<b>139</b>	<b>87</b>	<b>20</b>	<b>2</b>	<b>246</b>	<b>91</b>	<b>708</b>	<b>61</b>	<b>5</b>	<b>860</b>	<b>35</b>	<b>63</b>	<b>60</b>	<b>7</b>	<b>158</b>	<b>54</b>	<b>503</b>	<b>17</b>	<b>19</b>	<b>574</b>	<b>33</b>	<b>1838</b>	<b>1871</b>
15:00	29	30	4	1	63	18	209	9	1	236	3	14	17	0	34	5	156	13	7	174	9	507	516
15:15	45	20	12	0	77	19	220	11	2	250	5	20	21	2	46	7	175	6	4	188	8	561	569
15:30	44	24	6	4	74	20	253	16	10	289	10	23	13	2	46	11	161	5	3	177	19	586	605
15:45	39	25	8	0	72	8	343	18	1	369	7	19	16	1	42	16	140	1	0	157	2	640	642
<b>Total</b>	<b>157</b>	<b>99</b>	<b>30</b>	<b>5</b>	<b>286</b>	<b>65</b>	<b>1025</b>	<b>54</b>	<b>14</b>	<b>1144</b>	<b>25</b>	<b>76</b>	<b>67</b>	<b>5</b>	<b>168</b>	<b>39</b>	<b>632</b>	<b>25</b>	<b>14</b>	<b>696</b>	<b>38</b>	<b>2294</b>	<b>2332</b>
16:00	18	20	2	0	40	13	351	24	1	388	4	19	18	0	41	13	152	5	3	170	4	639	643
16:15	37	20	6	1	63	17	336	20	3	373	5	13	13	1	31	12	108	3	3	123	8	590	598
16:30	44	22	16	0	82	31	424	24	1	479	6	23	19	2	48	12	183	3	3	198	6	807	813
16:45	79	47	1	0	127	29	351	16	3	396	6	19	17	0	42	15	162	4	0	181	3	746	749
<b>Total</b>	<b>178</b>	<b>109</b>	<b>25</b>	<b>1</b>	<b>312</b>	<b>90</b>	<b>1462</b>	<b>64</b>	<b>8</b>	<b>1636</b>	<b>21</b>	<b>74</b>	<b>67</b>	<b>3</b>	<b>162</b>	<b>52</b>	<b>605</b>	<b>15</b>	<b>9</b>	<b>672</b>	<b>21</b>	<b>2782</b>	<b>2803</b>
17:00	34	45	11	0	90	20	304	7	3	331	14	26	13	1	53	12	202	12	4	226	8	700	708
17:15	63	31	5	0	99	23	359	49	2	431	6	22	13	0	41	17	170	6	3	193	5	764	769
17:30	65	25	5	0	95	11	346	21	2	378	5	26	16	0	47	10	159	1	0	170	2	690	692
17:45	53	50	11	1	114	13	223	29	2	275	10	23	13	0	46	11	134	5	2	150	5	575	580
<b>Total</b>	<b>215</b>	<b>151</b>	<b>32</b>	<b>1</b>	<b>398</b>	<b>67</b>	<b>1232</b>																

# Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

Weather: rainy and cool  
 Counter: DB-400  
 Counted by: Anthony/Samantha

File Name : TMC0709  
 Site Code : 00070902  
 Start Date : 05/22/200  
 Page No : 2

Groups Printed- Unshifted

Start Time	CSAH 18 Southbound					CSAH 1 Westbound					crooked LK.Bld Northbound					CSAH 1 Eastbound					Excl. 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			
19:00	37	21	2	0	60	14	114	15	0	143	7	19	15	1	41	13	97	4	0	114	1	358	359
19:15	38	20	10	0	68	12	130	2	0	144	2	17	4	0	23	5	91	2	3	98	3	333	336
19:30	42	16	2	0	60	10	106	2	0	118	6	11	9	0	26	11	91	4	0	106	0	310	310
19:45	43	25	15	1	83	11	96	11	0	120	6	6	8	0	20	8	67	4	0	79	1	302	303
Total	160	82	29	1	271	47	448	30	0	525	21	53	36	1	110	37	346	14	3	397	5	1303	1308
20:00	39	23	4	0	66	10	91	4	0	105	3	11	4	0	18	6	97	4	0	107	0	296	296
20:15	23	10	0	0	33	10	83	10	0	103	3	9	14	0	26	5	85	1	1	91	1	253	254
20:30	25	12	1	0	38	7	71	0	0	78	3	4	4	0	11	8	58	3	0	69	0	196	196
20:45	31	9	6	0	46	9	73	1	0	83	0	5	2	0	7	5	63	3	0	71	0	207	207
Total	118	54	11	0	183	36	318	15	0	369	9	29	24	0	62	24	303	11	1	338	1	952	953
21:00	27	9	2	0	38	2	90	4	0	96	0	3	4	0	7	3	45	1	1	49	1	190	191
21:15	34	8	4	0	46	4	54	2	0	60	2	11	10	0	23	7	73	2	1	82	1	211	212
21:30	27	14	5	0	46	6	62	3	0	71	2	3	2	0	7	1	69	0	1	70	1	194	195
21:45	18	11	3	0	32	4	59	5	0	66	2	6	5	0	13	8	51	1	1	60	1	173	174
Total	106	42	14	0	162	16	265	14	0	295	6	23	21	0	50	19	238	4	4	261	4	768	772
Grand Total	2704	1129	305	50	4138	884	9537	697	141	11118	296	832	809	51	1937	660	8469	245	227	9374	469	26567	27036
Apprch %	65.3	27.3	7.4			8	85.8	6.3			15.3	43	41.8			7	90.3	2.6					
Total %	10.2	4.2	1.1		15.6	3.3	35.9	2.6		41.8	1.1	3.1	3		7.3	2.5	31.9	0.9		35.3	1.7	98.3	

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

**Signal Warrants - Summary**

**Major Street Approaches**

**Eastbound: CSAH 1**  
 Number of Lanes: 2  
 Approach Speed: 45  
 Total Approach Volume: 9,374

**Westbound: CSAH 1**  
 Number of Lanes: 2  
 Approach Speed: 45  
 Total Approach Volume: 11,118

**Minor Street Approaches**

**Northbound: crooked LK.Blvd**  
 Number of Lanes: 2

Total Approach Volume: 1,937

**Southbound: CSAH 18**  
 Number of Lanes: 2

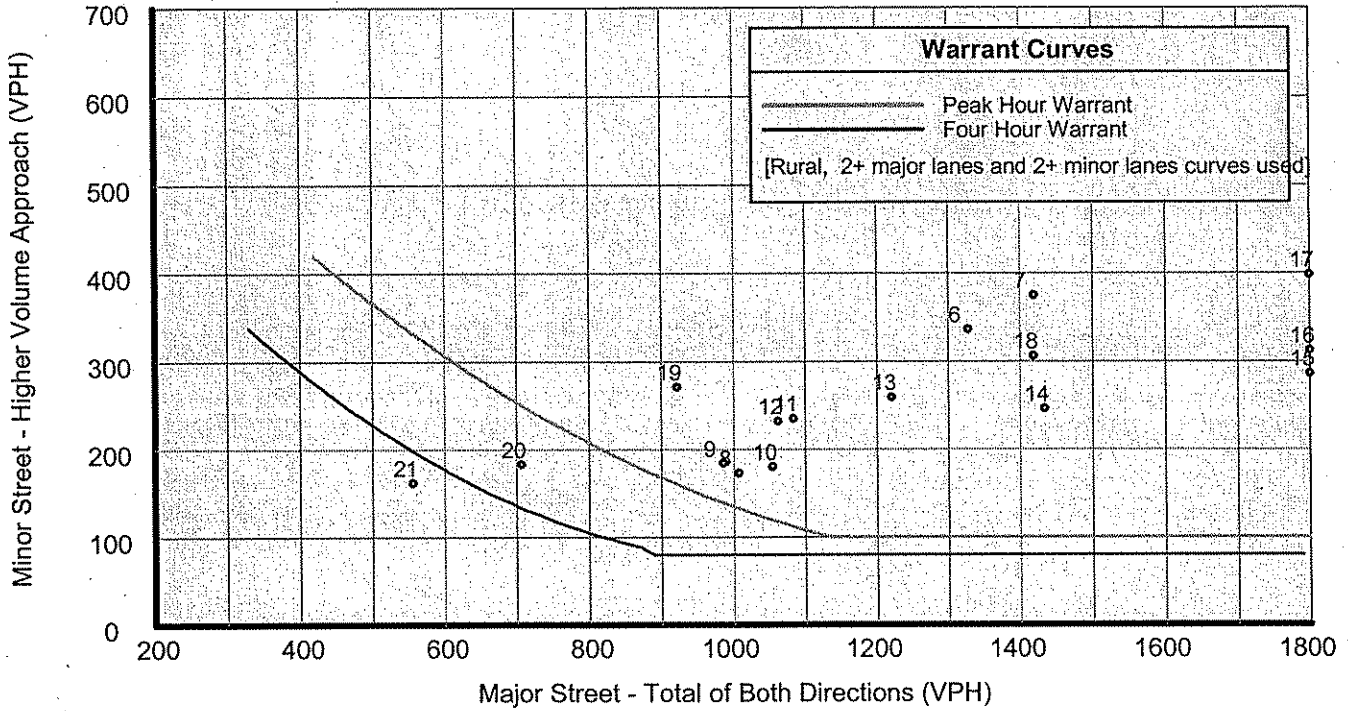
Total Approach Volume: 4,138

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

<b>Warrant 1 - Eight Hour Vehicular Volumes</b> .....	<b>Satisfied</b>
<b>Warrant 1A - Minimum Vehicular Volume</b> .....	<b>Satisfied</b>
Required volumes reached for 16 hours, 8 are needed	
<b>Warrant 1B - Interruption of Continuous Traffic</b> .....	<b>Satisfied</b>
Required volumes reached for 15 hours, 8 are needed	
<b>Warrant 1 A&amp;B - Combination of Warrants</b> .....	<b>Satisfied</b>
Required volumes reached for 16 hours, 8 are needed	
<b>Warrant 2 - Four Hour Volumes</b> .....	<b>Satisfied</b>
Number of hours (15) 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 (19) volumes exceed minimum >= required (1). Delay data not evaluated.	
<b>Warrant 3B - Peak Hour Volumes</b> .....	<b>Satisfied</b>
Volumes exceed minimums for at least one 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>

# ANOKA COUNTY HIGHWAY PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

## 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	NB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
01:00	0	0	NB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
02:00	0	0	NB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
03:00	0	0	NB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
04:00	0	0	NB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
05:00	0	0	NB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
06:00	1,328	336	SB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
07:00	1,420	375	SB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
08:00	1,007	173	SB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
09:00	986	184	SB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
10:00	1,054	180	SB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
11:00	1,084	235	SB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
12:00	1,062	232	SB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
13:00	1,221	259	SB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
14:00	1,434	246	SB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
15:00	1,840	286	SB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
16:00	2,308	312	SB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
17:00	2,144	398	SB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
18:00	1,419	306	SB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
19:00	922	271	SB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
20:00	707	183	SB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
21:00	556	162	SB	420-Yes	140-Yes	Both	630-No	70-Yes	Minor	504-Yes	112-Yes	Both
22:00	0	0	NB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
23:00	0	0	NB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---

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

**Multi-Way Stop Warrant Report**

**Major Street Approaches**

**Eastbound: CSAH 1**  
Total Approach Volume: 9,374  
Approach Speed: 45

**Westbound: CSAH 1**  
Total Approach Volume: 11,118  
Approach Speed: 45

**Minor Street Approaches**

**Northbound: crooked LK.Blvd**  
Total Approach Volume: 1,937

**Southbound: CSAH 18**  
Total Approach Volume: 4,138

**Warrant Summary**

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

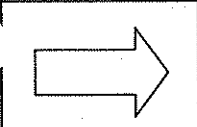
**Criteria B - Crash Experience** ..... Not Evaluated

**Criteria C - Minimum Volumes and Delays** ..... Satisfied  
Delay data not evaluated  
Required volumes reached for 16 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 7 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?
00:00 - 01:00	0	0	210-No	140-No	No	240-No	160-No	No
01:00 - 02:00	0	0	210-No	140-No	No	240-No	160-No	No
02:00 - 03:00	0	0	210-No	140-No	No	240-No	160-No	No
03:00 - 04:00	0	0	210-No	140-No	No	240-No	160-No	No
04:00 - 05:00	0	0	210-No	140-No	No	240-No	160-No	No
05:00 - 06:00	0	0	210-No	140-No	No	240-No	160-No	No
06:00 - 07:00	1,328	418	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
07:00 - 08:00	1,420	475	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
08:00 - 09:00	1,007	279	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
09:00 - 10:00	986	271	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
10:00 - 11:00	1,054	279	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
11:00 - 12:00	1,084	357	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
12:00 - 13:00	1,062	366	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
13:00 - 14:00	1,221	393	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
14:00 - 15:00	1,434	404	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
15:00 - 16:00	1,840	454	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
16:00 - 17:00	2,308	474	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
17:00 - 18:00	2,144	585	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
18:00 - 19:00	1,419	482	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
19:00 - 20:00	922	381	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
20:00 - 21:00	707	245	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
21:00 - 22:00	556	212	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
22:00 - 23:00	0	0	210-No	140-No	No	240-No	160-No	No
23:00 - 00:00	0	0	210-No	140-No	No	240-No	160-No	No



**COUNT LOCATION:**

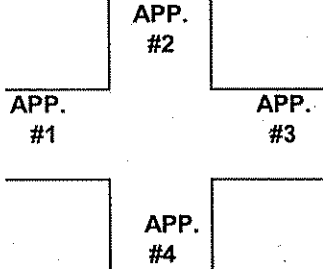
CSAH 1 (coon rapids Blvd)

**DATE:**

05/23/2007

@ CSAH 18 (crooked LK Blvd)

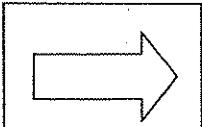
<b>NORTH</b>
APP.#= Driveway
APP.#2= CSAH 24
APP.#3= CSAH 9
APP.#4= CSAH 24



- 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						1		4
6:15-6:30						8		7
6:30-6:45						7		5
6:45-7:00						7		7
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>46</b>
7:00-7:15						8		8
7:15-7:30						5		4
7:30-7:45						5		1
7:45-8:00						10		5
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>46</b>
8:00-8:15						3		2
8:15-8:30						2		3
8:30-8:45						6		17
8:45-9:00						8		6
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>47</b>
9:00-9:15						3		3
9:15-9:30						11		8
9:30-9:45						5		2
9:45-10:00						9		2
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>43</b>
10:00-10:15						8		4
10:15-10:30						9		3
10:30-10:45						4		
10:45-11:00						16		4
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>48</b>
11:00-11:15						3		
11:15-11:30						2		
11:30-11:45						7		3
11:45-12:00						8		4
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>27</b>
12:00-12:15						6		2
12:15-12:30						7		3
12:30-12:45						6		2
12:45-1:00						5		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>32</b>
1:00-1:15						7		1
1:15-1:30						6		4
1:30-1:45						8	1	4
1:45-2:00						12		3
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>46</b>
<b>HOURLY TOTAL</b>					<b>TOTAL</b>	<b>HOURLY TOTAL</b>	<b>TOTAL</b>	<b>335</b>

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COUNT LOCATION:

CSAH 1 (coon rapids Blvd) DATE: 05/22/2007

@ CSAH 18 (crooked LK BLvd)

NORTH

APP.#= Driveway

APP.#2= CSAH 24

APP.#3= CSAH 9

APP.#4= CSAH 24

APP.  
#2

APP.  
#1

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.

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TIME	PEDESTRIANS					HEAVY VEHICLES		
	APP. #1	APP. #2	APP. #3	APP. #4	15 MIN TOT	TRUCKS	RV	BUS
2:00-2:15PM						6		7
2:15-2:30						5		5
2:30-2:45						3		
2:45-3:00						2		5
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>33</b>
3:00-3:15						4		5
3:15-3:30						4		4
3:30-3:45						6		14
3:45-4:00						1		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>39</b>
4:00-4:15						2		2
4:15-4:30						4		4
4:30-4:45						4		2
4:45-5:00						2		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>21</b>
5:00-5:15						6		2
5:15-5:30						4		1
5:30-5:45						2		
5:45-6:00						5		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>20</b>
6:00-6:15						1		1
6:15-6:30						2		
6:30-6:45						3		1
6:45-7:00						3		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>12</b>
7:00-7:15						1		
7:15-7:30						1	1	1
7:30-7:45								
7:45-8:00						1		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>5</b>
8:00-8:15								
8:15-8:30								1
8:30-8:45								
8:45-9:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>1</b>
9:00-9:15								1
9:15-9:30						1		
9:30-9:45						1		
9:45-10:00						1		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>4</b>
					<b>TOTAL</b>		<b>TOTAL</b>	<b>470</b>

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