

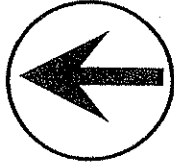
Date : 05/23/11

Count Number : TMC1105

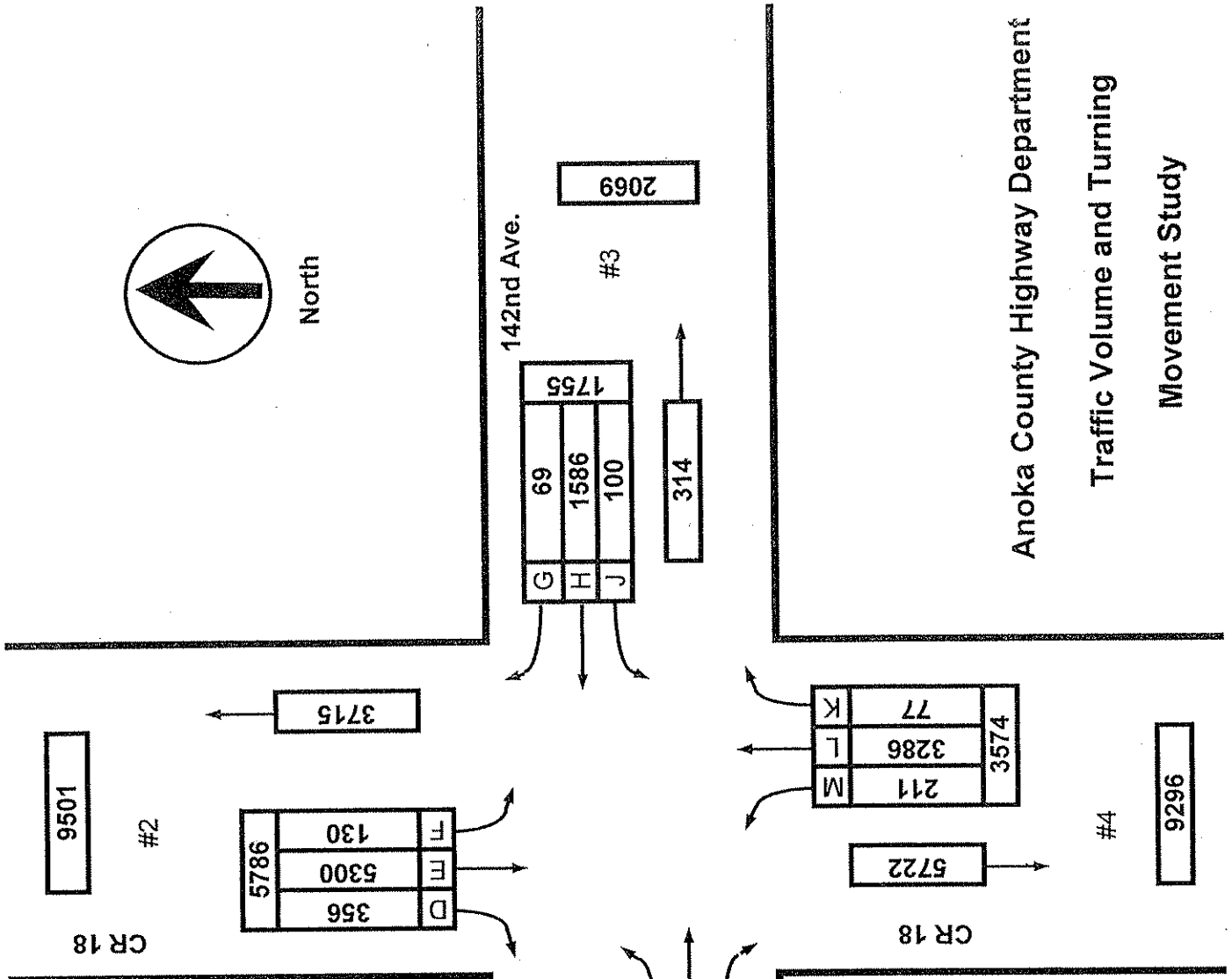
Location : CR 18 (Crosstown Blvd.)

@ S. Coon Creek Dr./142nd Ave.

Collection Period : 6:00AM - 10:00PM



North



9501

#2

5786	D	356
5300	TH	
130	T	

3715

142nd Ave.

#1

2942	
789	C
360	B
107	A
322	

S. Coon Creek Dr.

#3

69	G
1586	H
100	J
1755	

314

2069

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

211	M
3286	L
77	K
3574	

5722

#4

9296

Anoka County Highway Department

Traffic Volume and Turning

Movement Study

Date : 05/24/11

Count Number : TMC1105

Location : CR 18 (Crosstown Blvd.)

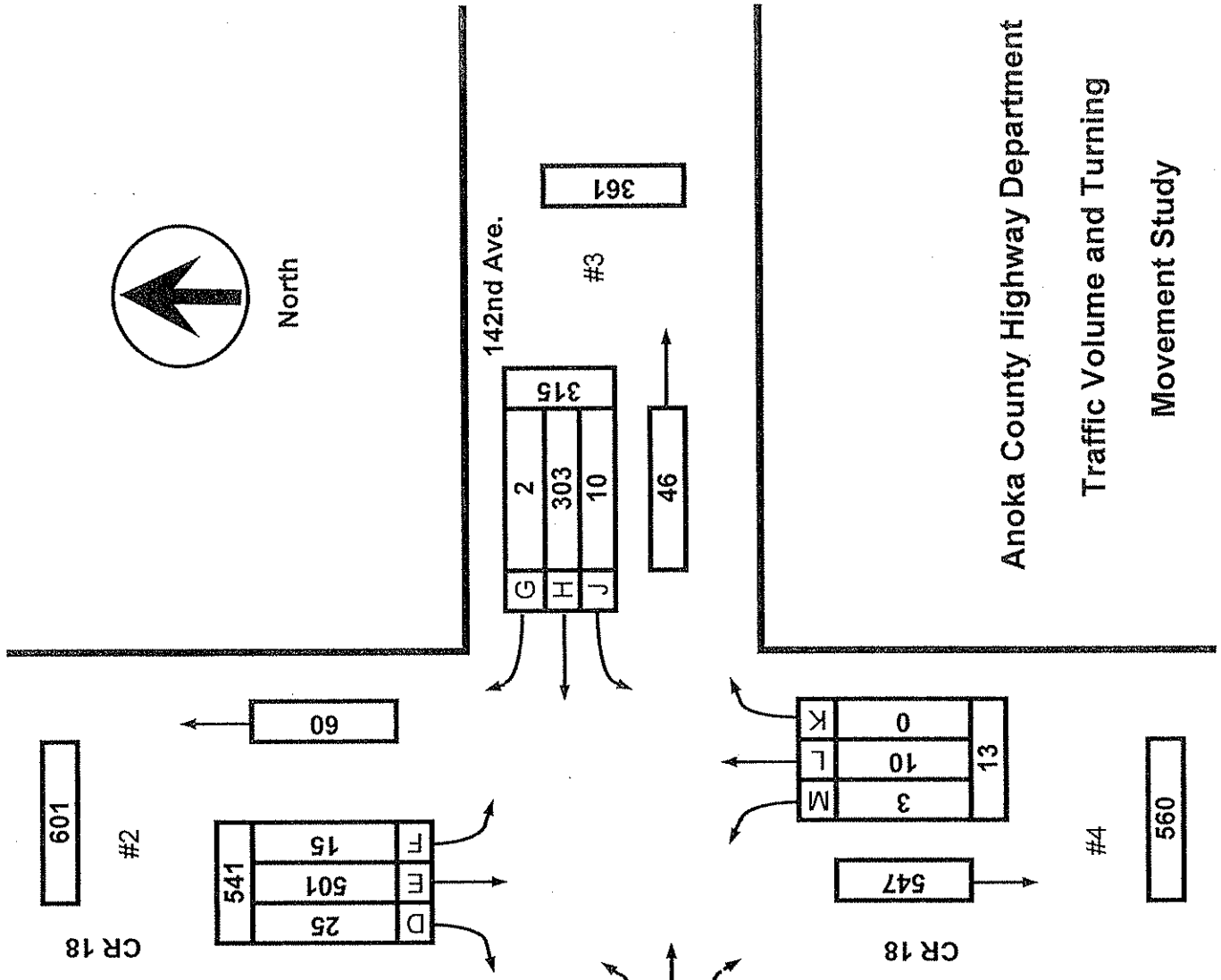
@ S. Coon Creek Dr./142nd Ave.

Collection Period : AM PEAK

Hour : 7:00 AM - 8:00 AM



North



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

Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study

Date : 05/23/11

Count Number : TMC1105

Location : CR 18 (Crosstown Blvd.)

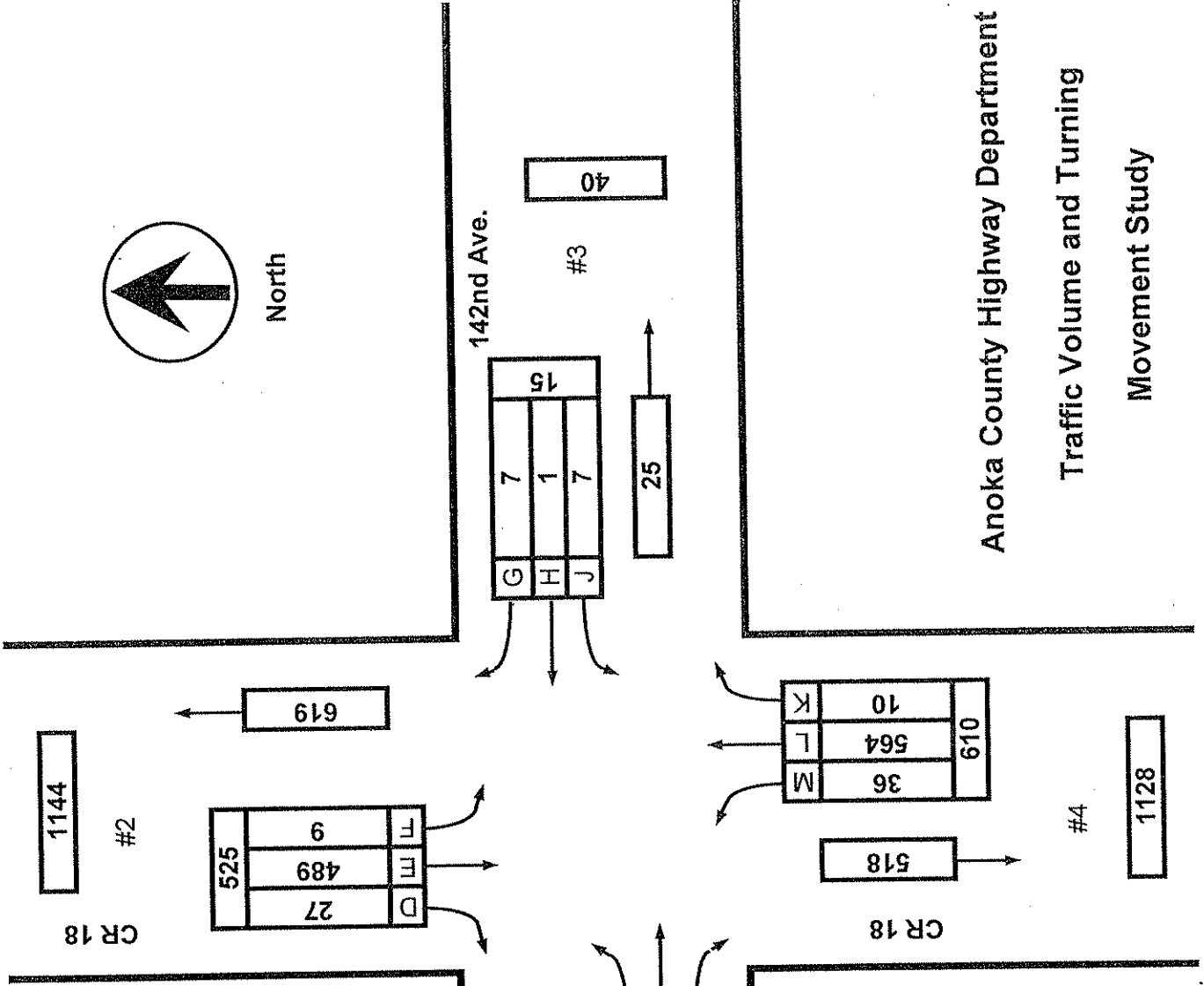
@ S. Coon Creek Dr./142nd Ave.

Collection Period : PM PEAK

Hour : 5:15 PM - 6:15 PM



North



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

Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study



**Anoka County Highway
PC-WARRANTS
Traffic Signal Warrant Analysis**

Study Name : TMC1105
Study Date : 06/03/11
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: CR 18
Number of Lanes: 1
Approach Speed: 40
Total Approach Volume: 3,574

Southbound: CR 18
Number of Lanes: 2
Approach Speed: 40
Total Approach Volume: 5,786

Minor Street Approaches

Eastbound: S. Coon Creek Dr.
Number of Lanes: 1

Total Approach Volume: 789

Westbound: 142nd Ave.
Number of Lanes: 1

Total Approach Volume: 1,755

Warrant Summary (Urban values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes Not Satisfied
 - Warrant 1A - Minimum Vehicular Volume Not Satisfied
Required volumes reached for 0 hours, 8 are needed
 - Warrant 1B - Interruption of Continuous Traffic Not Satisfied
Required volumes reached for 0 hours, 8 are needed
 - Warrant 1 A&B - Combination of Warrants Not Satisfied
Required volumes reached for 0 hours, 8 are needed

- Warrant 2 - Four Hour Volumes Not Satisfied
Number of hours (1) volumes exceed minimum < minimum required (4).

- Warrant 3 - Peak Hour Satisfied
 - Warrant 3A - Peak Hour Delay Satisfied
Number of hours (2) volumes exceed minimum >= required (1). Delay data not evaluated.
 - Warrant 3B - Peak Hour Volumes Not Satisfied
Volumes do not exceed minimums for any hour.

- Warrant 4 - Pedestrian Volumes Not Evaluated

- Warrant 5 - School Crossing Not Evaluated

- Warrant 6 - Coordinated Signal System Not Evaluated

- Warrant 7 - Crash Experience Not Evaluated

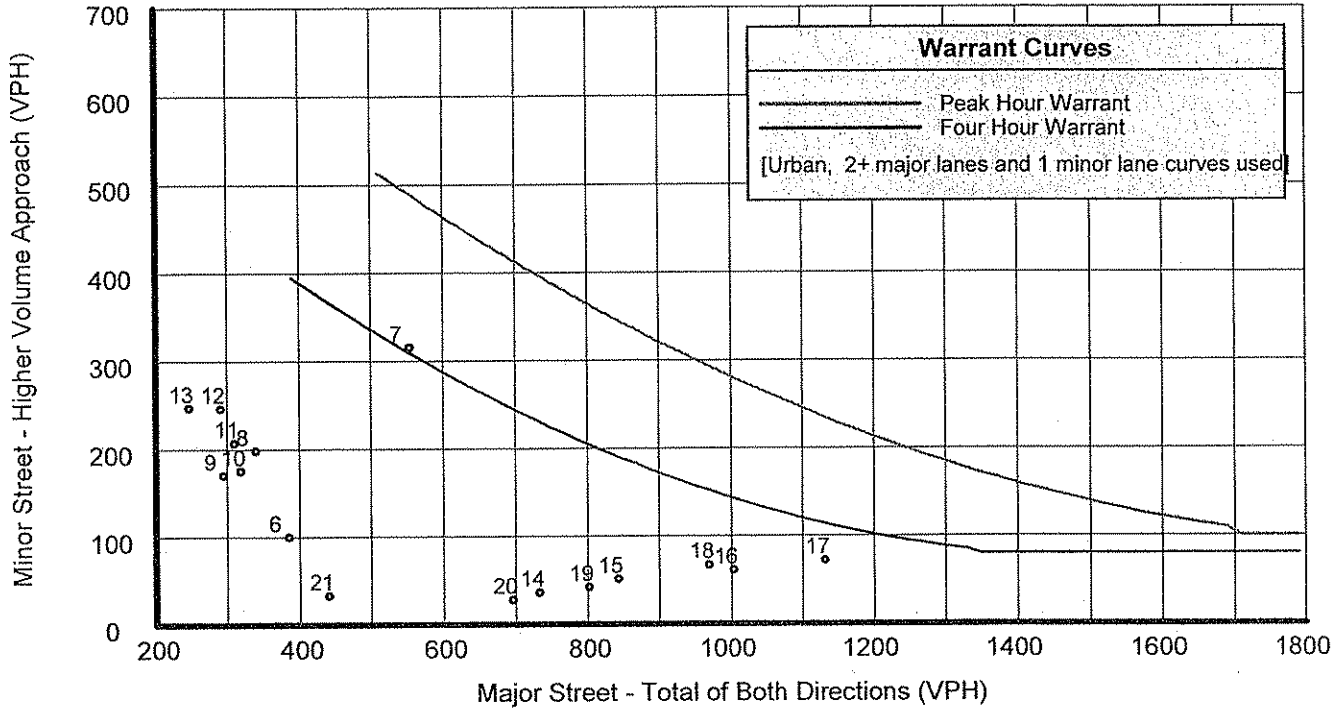
- Warrant 8 - Roadway Network Not Evaluated



Anoka County Highway PC-WARRANTS Traffic Signal Warrant Analysis

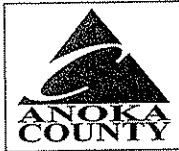
Study Name : TMC1105
Study Date : 06/03/11
Page No. : 2

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	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
01:00	0	0	EB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
02:00	0	0	EB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
03:00	0	0	EB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
04:00	0	0	EB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
05:00	0	0	EB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
06:00	386	100	WB	600-No	150-No	---	900-No	75-Yes	Minor	720-No	120-No	---
07:00	554	315	WB	600-No	150-Yes	Minor	900-No	75-Yes	Minor	720-No	120-Yes	Minor
08:00	340	198	WB	600-No	150-Yes	Minor	900-No	75-Yes	Minor	720-No	120-Yes	Minor
09:00	295	170	WB	600-No	150-Yes	Minor	900-No	75-Yes	Minor	720-No	120-Yes	Minor
10:00	319	175	WB	600-No	150-Yes	Minor	900-No	75-Yes	Minor	720-No	120-Yes	Minor
11:00	310	207	WB	600-No	150-Yes	Minor	900-No	75-Yes	Minor	720-No	120-Yes	Minor
12:00	291	246	WB	600-No	150-Yes	Minor	900-No	75-Yes	Minor	720-No	120-Yes	Minor
13:00	247	247	WB	600-No	150-Yes	Minor	900-No	75-Yes	Minor	720-No	120-Yes	Minor
14:00	733	36	EB	600-Yes	150-No	Major	900-No	75-No	---	720-Yes	120-No	Major
15:00	843	51	EB	600-Yes	150-No	Major	900-No	75-No	---	720-Yes	120-No	Major
16:00	1,003	61	EB	600-Yes	150-No	Major	900-Yes	75-No	Major	720-Yes	120-No	Major
17:00	1,131	72	EB	600-Yes	150-No	Major	900-Yes	75-No	Major	720-Yes	120-No	Major
18:00	969	67	EB	600-Yes	150-No	Major	900-Yes	75-No	Major	720-Yes	120-No	Major
19:00	802	42	EB	600-Yes	150-No	Major	900-No	75-No	---	720-Yes	120-No	Major
20:00	696	28	EB	600-Yes	150-No	Major	900-No	75-No	---	720-No	120-No	---
21:00	441	33	EB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
22:00	0	0	EB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---
23:00	0	0	EB	600-No	150-No	---	900-No	75-No	---	720-No	120-No	---



Anoka County Highway
PC-WARRANTS
 Traffic Signal Warrant Analysis

Study Name : TMC1105
 Study Date : 06/03/11
 Page No. : 1

Multi-Way Stop Warrant Report

Major Street Approaches

Northbound: CR 18
 Total Approach Volume: 3,574
 Approach Speed: 40

Southbound: CR 18
 Total Approach Volume: 5,786
 Approach Speed: 40

Minor Street Approaches

Eastbound: S. Coon Creek Dr.
 Total Approach Volume: 789

Westbound: 142nd Ave.
 Total Approach Volume: 1,755

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 7 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 8 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?
06:15 - 07:15	452	208	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
07:15 - 08:15	521	420	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
08:15 - 09:15	333	231	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
09:15 - 10:15	307	224	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
10:45 - 11:45	300	227	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
11:45 - 12:45	310	262	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
13:15 - 14:15	342	237	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
06:00 - 07:00	386	145	300-Yes	200-No	Major	240-Yes	160-No	Major
14:15 - 15:15	749	49	300-Yes	200-No	Major	240-Yes	160-No	Major
14:30 - 15:30	832	61	300-Yes	200-No	Major	240-Yes	160-No	Major
14:45 - 15:45	795	67	300-Yes	200-No	Major	240-Yes	160-No	Major
15:00 - 16:00	843	63	300-Yes	200-No	Major	240-Yes	160-No	Major
15:15 - 16:15	921	72	300-Yes	200-No	Major	240-Yes	160-No	Major
15:30 - 16:30	940	73	300-Yes	200-No	Major	240-Yes	160-No	Major
15:45 - 16:45	965	70	300-Yes	200-No	Major	240-Yes	160-No	Major
16:00 - 17:00	1,003	85	300-Yes	200-No	Major	240-Yes	160-No	Major
16:15 - 17:15	1,027	79	300-Yes	200-No	Major	240-Yes	160-No	Major
16:30 - 17:30	1,072	74	300-Yes	200-No	Major	240-Yes	160-No	Major
16:45 - 17:45	1,106	82	300-Yes	200-No	Major	240-Yes	160-No	Major
17:00 - 18:00	1,131	88	300-Yes	200-No	Major	240-Yes	160-No	Major
17:15 - 18:15	1,135	91	300-Yes	200-No	Major	240-Yes	160-No	Major
17:30 - 18:30	1,106	93	300-Yes	200-No	Major	240-Yes	160-No	Major
17:45 - 18:45	1,052	90	300-Yes	200-No	Major	240-Yes	160-No	Major
18:00 - 19:00	969	78	300-Yes	200-No	Major	240-Yes	160-No	Major



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

File Name : TMC1105

Site Code : 11050101

Start Date : 05/24/2011

Page No : 1

Weather: Cloudy and Mild

Counter: TDC-12

study conducted by: Paige/Rachel

Groups Printed- Unshifted

Start Time	CR 18 Southbound					142nd Ave. Westbound					CR 18 Northbound					S. Coon Creek Dr. Eastbound					Excl. Total	Incl. Total	Inl. 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			
06:00	2	54	0	0	56	1	9	0	0	10	0	0	0	0	0	2	1	9	0	12	0	78	78
06:15	5	75	4	1	84	1	17	1	0	19	0	0	0	0	0	0	0	2	0	2	1	105	106
06:30	7	115	4	0	126	0	23	1	3	24	0	0	0	0	0	6	0	9	0	15	3	165	168
06:45	9	105	6	2	120	0	46	1	0	47	0	0	0	0	0	10	0	6	2	16	4	183	187
Total	23	349	14	3	386	2	95	3	3	100	0	0	0	0	0	18	1	26	2	45	8	531	539
07:00	3	115	4	2	122	1	59	1	6	61	0	0	0	0	0	12	3	9	1	24	9	207	216
07:15	4	145	6	5	155	4	91	0	3	95	0	0	0	0	0	14	0	11	2	25	10	275	285
07:30	6	138	9	7	153	2	88	0	2	90	1	10	0	0	11	17	0	14	0	31	9	285	294
07:45	2	103	6	2	111	3	65	1	5	69	2	0	0	0	2	5	28	2	0	35	7	217	224
Total	15	501	25	16	541	10	303	2	16	315	3	10	0	0	13	48	31	36	3	115	35	984	1019
08:00	5	71	7	2	83	2	45	0	5	47	1	5	0	0	6	6	8	14	1	28	8	164	172
08:15	2	62	0	4	64	2	47	0	1	49	1	0	1	0	2	0	2	4	1	6	6	121	127
08:30	3	70	6	5	79	2	43	1	6	46	0	0	0	0	0	9	3	6	1	18	12	143	155
08:45	3	92	11	9	106	1	55	0	7	56	0	0	0	0	0	2	0	4	0	6	16	168	184
Total	13	295	24	20	332	7	190	1	19	198	2	5	1	0	8	17	13	28	3	58	42	596	638
09:00	3	73	6	3	82	2	36	0	2	38	0	0	0	0	0	4	0	8	1	12	6	132	138
09:15	2	79	3	2	84	2	30	0	0	32	0	0	0	0	0	2	0	11	0	13	2	129	131
09:30	2	55	0	1	57	6	38	1	1	45	0	0	0	0	0	4	8	4	1	16	3	118	121
09:45	0	69	3	0	72	4	51	0	0	55	0	0	0	0	0	4	0	7	0	11	0	138	138
Total	7	276	12	6	295	14	155	1	3	170	0	0	0	0	0	14	8	30	2	52	11	517	528
10:00	0	76	7	3	83	0	36	2	0	38	0	11	0	0	11	6	0	8	0	14	3	146	149
10:15	1	73	1	2	75	2	36	1	3	39	0	3	0	0	3	4	0	0	0	4	5	121	126
10:30	0	69	2	0	71	1	46	0	1	47	0	0	0	0	0	0	1	1	0	2	1	120	121
10:45	3	67	6	0	76	2	48	1	0	51	0	0	0	0	0	2	2	3	0	7	0	134	134
Total	4	285	16	5	305	5	166	4	4	175	0	14	0	0	14	12	3	12	0	27	9	521	530
11:00	2	57	1	1	60	0	56	1	3	57	0	9	0	0	9	2	1	0	0	3	4	129	133
11:15	0	69	1	1	70	2	43	0	0	45	2	5	1	1	8	3	1	4	0	8	2	131	133
11:30	3	68	3	3	74	5	45	2	0	52	0	2	1	0	3	0	3	1	0	4	3	133	136
11:45	0	78	3	1	81	2	50	1	2	53	0	4	1	0	5	3	3	1	0	7	3	146	149
Total	5	272	8	6	285	9	194	4	5	207	2	20	3	1	25	8	8	6	0	22	12	539	551
12:00	0	71	4	1	75	1	58	1	0	60	0	4	1	0	5	4	0	3	0	7	1	147	148
12:15	2	57	6	3	65	3	47	1	2	51	0	5	0	0	5	3	0	1	0	4	5	125	130
12:30	2	66	6	1	74	3	69	2	1	74	0	0	0	0	0	2	1	3	2	6	4	154	158
12:45	0	63	3	2	66	1	60	0	4	61	0	1	0	0	1	2	1	1	0	4	6	132	138
Total	4	257	19	7	280	8	234	4	7	246	0	10	1	0	11	11	2	8	2	21	16	558	574
13:00	3	46	3	2	52	3	60	1	1	64	0	2	0	0	2	3	5	7	2	15	5	133	138
13:15	1	58	7	0	66	1	57	1	0	59	0	0	0	0	0	5	0	4	1	9	1	134	135
13:30	0	73	3	2	76	2	49	2	2	53	1	1	0	0	2	5	10	3	0	18	4	149	153
13:45	2	44	2	0	48	3	66	2	4	71	1	0	0	0	1	4	8	5	1	17	5	137	142
Total	6	221	15	4	242	9	232	6	7	247	2	3	0	0	5	17	23	19	4	59	15	553	568
14:00	2	71	4	0	77	1	0	1	0	2	0	71	1	3	72	3	1	4	1	8	4	159	163
14:15	3	60	3	2	66	0	1	2	1	3	2	71	2	7	75	5	0	2	1	7	11	151	162
14:30	3	133	21	6	157	0	0	2	1	2	5	93	0	5	98	8	0	5	0	13	12	270	282
14:45	2	91	7	2	100	0	0	3	0	3	4	82	2	8	88	3	1	4	1	8	11	199	210
Total	10	355	35	10	400	1	1	8	2	10	11	317	5	23	333	19	2	15	3	36	38	779	817
15:00	0	64	3	5	67	0	0	0	0	0	5	90	3	5	98	4	0	9	2	13	12	178	190
15:15	1	94	5	9	100	1	1	3	1	5	10	111	3	1	124	11	1	5	0	17	11	246	257
15:30	2	101	9	1	112	0	3	2	2	5	3	102	1	5	106	10	1	5	2	16	10	239	249
15:45	2	95	7	9	104	2	0	0	0	2	5	127	0	0	132	3	0	2	0	5	9	243	252
Total	5	354	24	24	383	3	4	5	3	12	23	430	7	11	460	28	2	21	4	51	42	906	948
16:00	0	98	6	4	104	2	2	3	0	7	9	128	2	4	139	8	1	6	1	15	9	265	274
16:15	1	88	5	4	94	2	0	2	1	4	10	135	4	2	149	7	0	12	2	19	9	266	275
16:30	4	98	4	5	106	1	0	2	0	3	10	124	3	3	137	9	1	5	1	15	9	261	270
16:45	2	108	10	1	120	5	2	3	0	10	11	139	4	0	154	6	0	6	0	12	1	296	297
Total	7	392	25	14	424	10	4	10	1	24	40	526	13	9	579	30	2	29	4	61	28	1088	1116
17:00	1	106	11	5	118	1	1	2	0	4	13	135	1	2	149	4	0	8	2	12	9	283	292
17:15	4	123	6	2	133	1	0	1	0	2	8	142	5	1	155	12	0	4	0	16	3	306	309
17:30	1	113	6	0	120	2	1	2	0	5	8	147	2	1	157	7	4	10	1	21	2	303	305
17:45	2	131	10	1	143	3	0	2	0	5	5	148	3	1	156	17	2	4	0	23	2	327	329
Total	8	473	33	8	514	7	2	7	0	16	34	572	11	5	617	40	6	26	3	72	16	1219	1235



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

Weather: Cloudy and Mild
 Counter: TDC-12
 study conducted by: Paige/Rachel

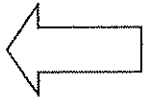
File Name : TMC1105
 Site Code : 11050101
 Start Date : 05/24/2011
 Page No : 2

Groups Printed- Unshifted

Start Time	CR 18 Southbound					142nd Ave. Westbound					CR 18 Northbound					S. Coon Creek Dr. 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	2	122	5	2	129	1	0	2	0	3	15	127	0	2	142	12	0	4	0	16	4	290	294
18:15	2	107	9	2	118	2	1	3	0	6	5	131	5	1	141	8	0	6	0	14	3	279	282
18:30	2	101	4	0	107	1	0	1	0	2	2	114	0	0	116	9	1	11	0	21	0	246	246
18:45	0	98	4	0	102	0	0	0	0	0	4	106	4	0	114	11	1	4	0	16	0	232	232
Total	6	428	22	4	456	4	1	6	0	11	26	478	9	3	513	40	2	25	0	67	7	1047	1054
19:00	1	120	8	0	129	0	0	1	0	1	9	121	1	0	131	3	1	3	0	7	0	268	268
19:15	3	108	12	0	123	0	0	2	0	2	4	84	1	0	89	8	0	5	0	13	0	227	227
19:30	2	76	4	1	82	1	0	1	0	2	4	82	1	0	87	6	0	2	0	8	1	179	180
19:45	0	67	3	0	70	3	2	2	0	7	5	80	6	0	91	7	0	7	0	14	0	182	182
Total	6	371	27	1	404	4	2	6	0	12	22	367	9	0	398	24	1	17	0	42	1	856	857
20:00	3	84	11	0	98	1	1	0	0	2	4	87	2	0	93	7	0	5	0	12	0	205	205
20:15	0	79	8	0	87	0	0	1	0	1	2	76	1	0	79	1	0	2	0	3	0	170	170
20:30	2	64	8	0	74	1	0	1	0	2	9	80	2	0	91	5	0	3	0	8	0	175	175
20:45	3	73	11	1	87	2	0	0	0	2	8	74	5	0	87	3	0	2	0	5	1	181	182
Total	8	300	38	1	346	4	1	2	0	7	23	317	10	0	350	16	0	12	0	28	1	731	732
21:00	1	52	5	0	58	1	1	0	0	2	10	73	1	0	84	6	0	4	1	10	1	154	155
21:15	0	33	5	0	38	1	0	0	0	1	7	59	2	0	68	5	1	3	0	9	0	116	116
21:30	2	56	8	0	66	0	0	0	0	0	6	43	1	0	50	4	0	1	0	5	0	121	121
21:45	0	30	1	1	31	1	1	0	0	2	0	42	4	0	46	3	2	4	0	9	1	88	89
Total	3	171	19	1	193	3	2	0	0	5	23	217	8	0	248	18	3	12	1	33	2	479	481
Grand Total	130	5300	356	130	5786	100	1586	69	70	1755	211	3286	77	52	3574	360	107	322	31	789	283	11904	12187
Apprch %	2.2	91.6	6.2			5.7	90.4	3.9			5.9	91.9	2.2			45.6	13.6	40.8			6.6	2.3	97.7
Total %	1.1	44.5	3		48.6	0.8	13.3	0.6		14.7	1.8	27.6	0.6		30	3	0.9	2.7		6.6	2.3	97.7	

Start Time	CR 18 Southbound				142nd Ave. Westbound				CR 18 Northbound				S. Coon Creek Dr. 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 07:00																	
07:00	3	115	4	122	1	59	1	61	0	0	0	0	12	3	9	24	207
07:15	4	145	6	155	4	91	0	95	0	0	0	0	14	0	11	25	275
07:30	6	138	9	153	2	88	0	90	1	10	0	11	17	0	14	31	285
07:45	2	103	6	111	3	65	1	69	2	0	0	2	5	28	2	35	217
Total Volume	15	501	25	541	10	303	2	315	3	10	0	13	48	31	36	115	984
% App. Total	2.8	92.6	4.6		3.2	96.2	0.6		23.1	76.9	0		41.7	27	31.3		
PHF	.625	.864	.694	.873	.625	.832	.500	.829	.375	.250	.000	.295	.706	.277	.643	.821	.863

Start Time	CR 18 Southbound				142nd Ave. Westbound				CR 18 Northbound				S. Coon Creek Dr. 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 21:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:15																	
17:15	4	123	6	133	1	0	1	2	8	142	5	155	12	0	4	16	306
17:30	1	113	6	120	2	1	2	5	8	147	2	157	7	4	10	21	303
17:45	2	131	10	143	3	0	2	5	5	148	3	156	17	2	4	23	327
18:00	2	122	5	129	1	0	2	3	15	127	0	142	12	0	4	16	290
Total Volume	9	489	27	525	7	1	7	15	36	564	10	610	48	6	22	76	1226
% App. Total	1.7	93.1	5.1		46.7	6.7	46.7		5.9	92.5	1.6		63.2	7.9	28.9		
PHF	.563	.933	.675	.918	.583	.250	.875	.750	.600	.953	.500	.971	.706	.375	.550	.826	.937



COUNT LOCATION:

CR 18 (Crosstown Blvd.)

DATE:

05/24/2011

@ S. Coon Creek Dr./142nd Ave.

NORTH

APP. #1 = CR 18

APP. #2 = 142nd Ave.

APP. #3 = CR 18

APP. #4 = S. Coon Creek Dr.

APP. #2

APP. #1

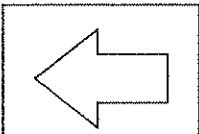
APP. #3

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.
 - 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								
6:15-6:30						1		
6:30-6:45								3
6:45-7:00			1		1	2		3
HOURLY TOTAL					1	HOURLY TOTAL		9
7:00-7:15				1	1	2		7
7:15-7:30	10		1		11	2		7
7:30-7:45	2				2	2		5
7:45-8:00						2		8
HOURLY TOTAL					14	HOURLY TOTAL		35
8:00-8:15				1	1	2		6
8:15-8:30	1	1			2	3		3
8:30-8:45	1				1	4		9
8:45-9:00						1		15
HOURLY TOTAL					4	HOURLY TOTAL		43
9:00-9:15			1		1		1	5
9:15-9:30						1		1
9:30-9:45			1		1	3		
9:45-10:00								
HOURLY TOTAL					2	HOURLY TOTAL		11
10:00-10:15						2	1	
10:15-10:30						2		2
10:30-10:45	2				2			1
10:45-11:00	1		1	1	3			
HOURLY TOTAL					5	HOURLY TOTAL		8
11:00-11:15				1	1	2		2
11:15-11:30	1				1	2		
11:30-11:45						2		2
11:45-12:00			1		1	2		1
HOURLY TOTAL					3	HOURLY TOTAL		13
12:00-12:15		1	1		2	1		
12:15-12:30						5	1	
12:30-12:45	3		3		6	3		1
12:45-1:00						5		1
HOURLY TOTAL					8	HOURLY TOTAL		17
1:00-1:15	2		2		4	3		2
1:15-1:30						1		
1:30-1:45	1		1		2	3		1
1:45-2:00						4		1
HOURLY TOTAL					6	HOURLY TOTAL		15
				TOTAL	43		TOTAL	151

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COUNT LOCATION:

CR 18 (Crosstown Blvd.)

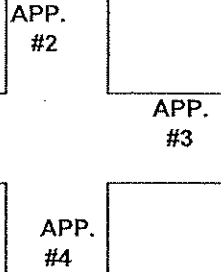
DATE:

05/23/2011

@ S. Coon Creek Dr./142nd Ave.

NORTH

- APP. #1 = CR 18
- APP. #2 = 142nd Ave.
- APP. #3 = CR 18
- APP. #4 = S. Coon Creek Dr.



- 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					HEAVY VEHICLES			
	APP. #1	APP. #2	APP. #3	APP. #4	15 MIN TOT	TRUCKS	RV	BUS	
2:00-2:15PM			1		1	1		3	1
2:15-2:30	2				2	1		9	2
2:30-2:45						2		11	3
2:45-3:00	1			1	2	7		11	4
HOURLY TOTAL				1	5	HOURLY TOTAL		45	
3:00-3:15				1	1	1		3	5
3:15-3:30								11	6
3:30-3:45			1		1	5		7	7
3:45-4:00								8	8
HOURLY TOTAL					2	HOURLY TOTAL		35	
4:00-4:15		1			1	3		6	9
4:15-4:30			2		2	2		6	10
4:30-4:45						5		4	11
4:45-5:00						1			12
HOURLY TOTAL					3	HOURLY TOTAL		27	
5:00-5:15		1			1	2		8	13
5:15-5:30	1				1	1		2	14
5:30-5:45						1			15
5:45-6:00	1		2	1	4	1		1	16
HOURLY TOTAL					6	HOURLY TOTAL		16	
6:00-6:15						2		2	17
6:15-6:30	1	3		4	8	1		2	18
6:30-6:45				3	3			1	19
6:45-7:00									20
HOURLY TOTAL					11	HOURLY TOTAL		8	
7:00-7:15		1		1	2				21
7:15-7:30	2	4	1	2	9				22
7:30-7:45		5			5		1		23
7:45-8:00		1			1				24
HOURLY TOTAL					17	HOURLY TOTAL		1	
8:00-8:15		1		1	2				25
8:15-8:30				1	1				26
8:30-8:45		1	1	1	3				27
8:45-9:00	1	4	3		8			1	28
HOURLY TOTAL					14	HOURLY TOTAL		1	
9:00-9:15		1			1	1			29
9:15-9:30		1			1				30
9:30-9:45									31
9:45-10:00			1		1			2	32
HOURLY TOTAL					3	HOURLY TOTAL		3	
TOTAL					104	TOTAL		287	