

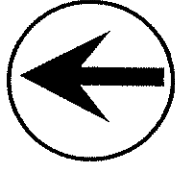
Date : 08/09/11

Count Number : TMC1119

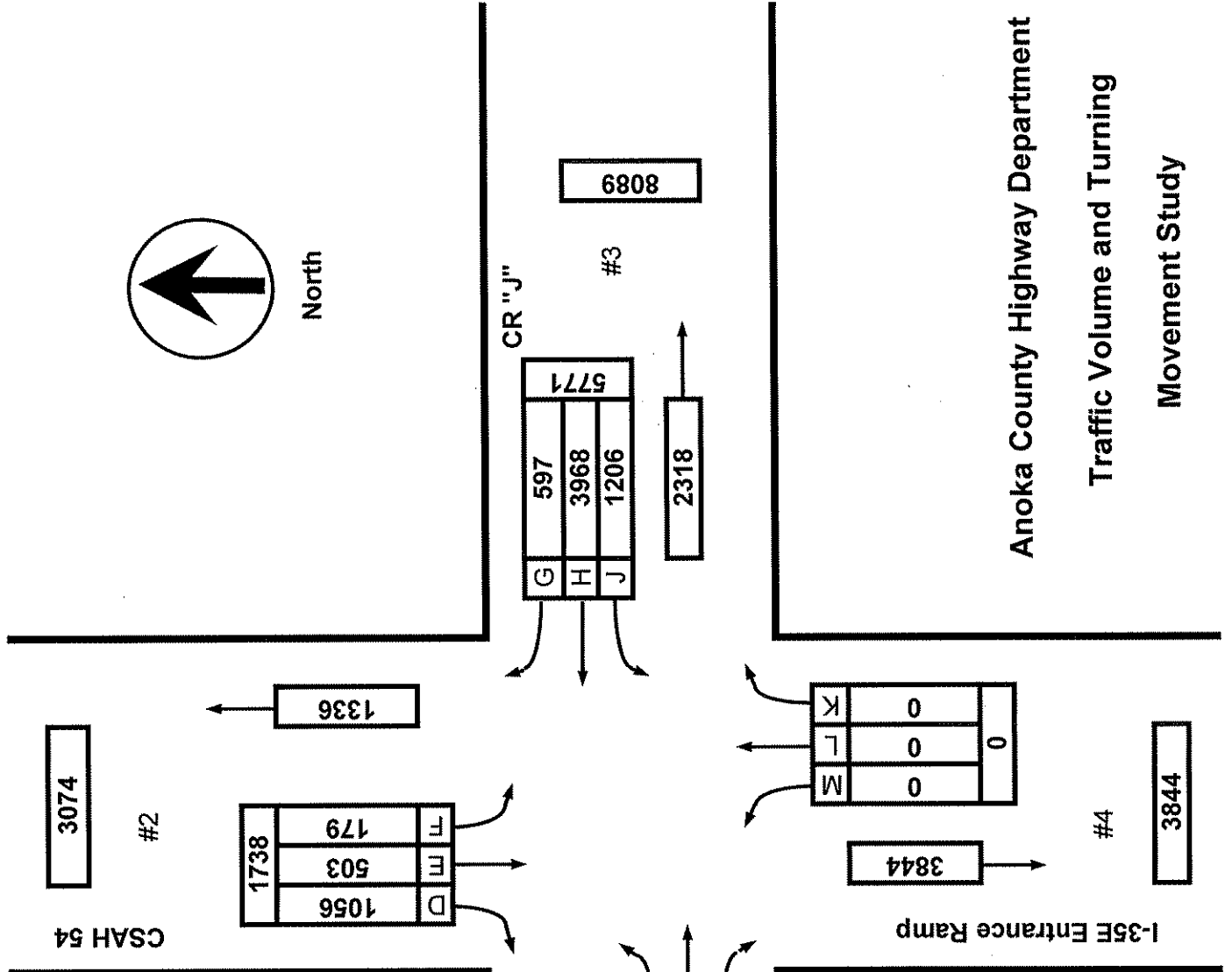
Location : CSAH 54 (20th Ave. S.)

@ County Road "J"

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



North



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

Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study

Date : 08/10/11

Count Number : TMC1119

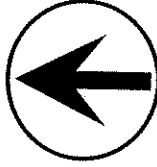
Location : CSAH 54 (20th Ave. S.)

@ County Road "J"

Collection Period : AM PEAK

Hour : 7:00 AM - 8:00 AM

CSAH 54
#2
507



North

456	D	277
38	E	141
	F	38

51

1019	#1
727	

292	A	168
	B	111
	C	13

CR "J"

CR "J"

633	G	38
	H	450
	J	145

#3

782

149

EXISTING LANES OF APPROACH				TOTAL
RIGHT TURN LANE	LEFT TURN LANE	THRU LANES		
0	0	1		1
0	0	1		1
0	0	1		1
0	0	0		0

I-35E Entrance Ramp

0	K
0	L
0	M
0	

454

#4

454

Anoka County Highway Department

Traffic Volume and Turning

Movement Study

Date : 08/09/11

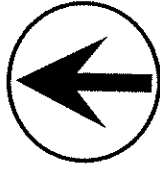
Count Number : TMC1119

Location : CSAH 54 (20th Ave. S.)

@ County Road "J"

Collection Period : PM PEAK

Hour : 5:00 PM - 6:00 PM



North

CSAH 54
#2
275

59	8	21	30
D	E	F	G

216

#1
1003

348	131	349	175
A	B	C	

CR "J"

#3

85	318	67
G	H	J

827

357

I-35E Entrance Ramp

0	0	0
K	L	M

263

#4

263

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

Anoka County Highway Department
Traffic Volume and Turning
Movement Study



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

Weather: Warm/Cloudy
 Counter: DB-400
 Counted by: Rachel/Kristen

File Name : TMC1119
 Site Code : 11190202
 Start Date : 08/09/2011
 Page No : 1

Groups Printed- Unshifted

Start Time	CSAH 54 Southbound					CR J Westbound					NONE Northbound					CR J Eastbound					Exclu. Total	Inclu. 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			
06:00	2	16	35	1	53	14	39	4	2	57	0	0	0	0	0	2	7	27	0	36	3	146	149
06:15	5	21	67	2	93	37	77	1	4	115	0	0	0	0	0	3	16	44	1	63	7	271	278
06:30	6	27	67	0	100	37	88	3	7	128	0	0	0	0	0	1	22	41	1	64	8	292	300
06:45	7	31	52	4	90	49	97	12	3	158	0	0	0	0	0	0	20	38	0	58	7	306	313
Total	20	95	221	7	336	137	301	20	16	458	0	0	0	0	0	6	65	150	2	221	25	1015	1040
07:00	3	38	55	7	96	44	87	14	2	145	0	0	0	0	0	1	22	44	0	67	9	308	317
07:15	10	35	95	4	140	28	110	9	5	147	0	0	0	0	0	3	21	44	2	68	11	355	366
07:30	11	36	50	1	97	39	117	7	2	163	0	0	0	0	0	4	33	37	1	74	4	334	338
07:45	14	32	77	2	123	34	136	8	6	178	0	0	0	0	0	5	35	43	3	83	11	384	395
Total	38	141	277	14	456	145	450	38	15	633	0	0	0	0	0	13	111	168	6	292	35	1381	1416
08:00	4	11	52	2	67	29	114	7	2	150	0	0	0	0	0	4	29	52	2	85	6	302	308
08:15	4	10	39	0	53	21	83	9	3	113	0	0	0	0	0	4	26	51	2	81	5	247	252
08:30	5	7	36	0	48	25	73	9	1	107	0	0	0	0	0	2	22	45	5	69	6	224	230
08:45	3	6	28	3	37	24	83	10	5	117	0	0	0	0	0	2	31	30	3	63	11	217	228
Total	16	34	155	5	205	99	353	35	11	487	0	0	0	0	0	12	108	178	12	298	28	990	1018
09:00	3	9	8	0	20	20	55	3	3	78	0	0	0	0	0	4	16	32	4	52	7	150	157
09:15	3	5	20	2	28	26	54	7	2	87	0	0	0	0	0	3	18	31	2	52	6	167	173
09:30	2	4	15	1	21	20	58	6	3	84	0	0	0	0	0	2	18	46	0	66	4	171	175
09:45	2	4	17	0	23	15	74	2	5	91	0	0	0	0	0	2	15	30	1	47	6	161	167
Total	10	22	60	3	92	81	241	18	13	340	0	0	0	0	0	11	67	139	7	217	23	649	672
10:00	3	4	12	1	19	19	50	2	5	71	0	0	0	0	0	7	18	29	2	54	8	144	152
10:15	1	5	7	0	13	13	43	7	5	63	0	0	0	0	0	7	13	31	1	51	6	127	133
10:30	2	2	11	0	15	21	39	7	4	67	0	0	0	0	0	6	15	35	1	56	5	138	143
10:45	3	3	8	1	14	22	32	4	5	58	0	0	0	0	0	6	22	31	6	59	12	131	143
Total	9	14	38	2	61	75	164	20	19	259	0	0	0	0	0	26	68	126	10	220	31	540	571
11:00	3	3	4	1	10	24	33	4	1	61	0	0	0	0	0	2	19	29	2	50	4	121	125
11:15	0	8	8	2	16	27	49	8	4	84	0	0	0	0	0	7	23	29	3	59	9	159	168
11:30	0	6	5	0	11	15	49	8	4	72	0	0	0	0	0	5	24	42	2	71	6	154	160
11:45	3	3	3	1	9	19	44	7	4	70	0	0	0	0	0	15	47	47	3	109	8	188	196
Total	6	20	20	4	46	85	175	27	13	287	0	0	0	0	0	29	113	147	10	289	27	622	649
12:00	1	2	6	0	9	16	65	5	5	86	0	0	0	0	0	9	23	21	0	53	5	148	153
12:15	4	5	9	0	18	12	57	6	2	75	0	0	0	0	0	9	26	23	1	58	3	151	154
12:30	4	4	19	2	27	11	52	5	2	68	0	0	0	0	0	3	24	42	2	69	6	164	170
12:45	2	6	7	1	15	17	46	7	3	70	0	0	0	0	0	10	34	41	1	85	5	170	175
Total	11	17	41	3	69	56	220	23	12	299	0	0	0	0	0	31	107	127	4	265	19	633	652
13:00	1	3	9	0	13	26	46	8	4	80	0	0	0	0	0	8	16	26	4	50	8	143	151
13:15	2	10	12	1	24	15	38	7	3	60	0	0	0	0	0	13	24	33	2	70	6	154	160
13:30	2	7	10	1	19	21	40	2	1	63	0	0	0	0	0	2	24	37	0	63	2	145	147
13:45	2	1	9	0	12	6	58	6	2	70	0	0	0	0	0	5	22	24	2	51	4	133	137
Total	7	21	40	2	68	68	182	23	10	273	0	0	0	0	0	28	86	120	8	234	20	575	595
14:00	5	1	10	0	16	17	68	5	4	90	0	0	0	0	0	1	9	4	0	14	4	120	124
14:15	4	5	6	0	15	14	49	10	4	73	0	0	0	0	0	4	19	37	2	60	6	148	154
14:30	0	6	7	0	13	17	62	5	5	84	0	0	0	0	0	11	23	34	2	68	7	165	172
14:45	1	6	9	1	16	13	47	10	5	70	0	0	0	0	0	22	28	43	0	93	6	179	185
Total	10	18	32	1	60	61	226	30	18	317	0	0	0	0	0	38	79	118	4	235	23	612	635
15:00	1	3	7	1	11	15	52	10	5	77	0	0	0	0	0	15	38	27	3	80	9	168	177
15:15	1	3	7	0	11	20	54	11	6	85	0	0	0	0	0	22	37	38	3	97	9	193	202
15:30	2	4	8	3	14	18	51	11	5	80	0	0	0	0	0	29	44	26	2	99	10	193	203
15:45	5	1	2	0	8	17	67	20	3	104	0	0	0	0	0	29	48	47	1	124	4	236	240
Total	9	11	24	4	44	70	224	52	19	346	0	0	0	0	0	95	167	138	9	400	32	790	822
16:00	5	7	12	0	24	17	58	15	5	90	0	0	0	0	0	42	51	37	1	130	6	244	250
16:15	2	10	5	1	17	34	74	19	5	127	0	0	0	0	0	32	48	38	3	118	9	262	271
16:30	2	10	6	0	18	24	72	19	3	115	0	0	0	0	0	34	72	39	1	145	4	278	282
16:45	3	9	7	0	19	9	74	19	2	102	0	0	0	0	0	37	72	46	2	155	4	276	280
Total	12	36	30	1	78	84	278	72	15	434	0	0	0	0	0	145	243	160	7	548	23	1060	1083
17:00	0	6	3	0	9	18	76	22	4	116	0	0	0	0	0	39	110	55	3	204	7	329	336
17:15	1	3	6	0	10	11	59	16	0	86	0	0	0	0	0	21	64	23	2	108	2	204	206
17:30	3	3	13	0	19	27	104	31	5	162	0	0	0	0	0	33	90	57	2	180	7	361	368
17:45	4	9	8	0	21	11	79	16	0	106	0	0	0	0	0	38	85	40	0	163	0	290	290
Total	8	21	30	0	59	67	318	85	9	470	0	0	0	0	0	131	349	175	7	655	16	1184	1200



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

Weather: Warm/Cloudy
 Counter: DB-400
 Counted by: Rachel/Kristen

File Name : TMC1119
 Site Code : 11190202
 Start Date : 08/09/2011
 Page No : 2

Groups Printed- Unshifted

Start Time	CSAH 54 Southbound					CR J Westbound					NONE Northbound					CR J Eastbound					Exclu. Total	Inclu. 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	6	9	0	17	21	66	15	3	102	0	0	0	0	0	29	69	35	2	133	5	252	257
18:15	2	5	7	0	14	18	72	13	4	103	0	0	0	0	0	29	67	39	2	135	6	252	258
18:30	2	6	6	0	14	16	55	14	4	85	0	0	0	0	0	30	50	39	0	119	4	218	222
18:45	1	5	7	0	13	12	67	16	2	95	0	0	0	0	0	18	43	31	1	92	3	200	203
Total	7	22	29	0	58	67	260	58	13	385	0	0	0	0	0	106	229	144	5	479	18	922	940
19:00	2	8	13	0	23	9	70	10	2	89	0	0	0	0	0	7	45	22	0	74	2	186	188
19:15	1	6	3	0	10	10	55	9	1	74	0	0	0	0	0	8	35	18	2	61	3	145	148
19:30	1	2	7	0	10	13	47	9	0	69	0	0	0	0	0	10	29	20	0	59	0	138	138
19:45	0	3	4	0	7	7	38	5	0	50	0	0	0	0	0	3	22	20	0	45	0	102	102
Total	4	19	27	0	50	39	210	33	3	282	0	0	0	0	0	28	131	80	2	239	5	571	576
20:00	0	1	3	0	4	12	44	7	1	63	0	0	0	0	0	4	26	20	0	50	1	117	118
20:15	2	1	3	0	6	14	51	14	3	79	0	0	0	0	0	4	21	25	1	50	4	135	139
20:30	1	0	3	0	4	7	61	14	1	82	0	0	0	0	0	7	29	18	0	54	1	140	141
20:45	3	1	3	0	7	8	54	6	0	68	0	0	0	0	0	4	23	21	0	48	0	123	123
Total	6	3	12	0	21	41	210	41	5	292	0	0	0	0	0	19	99	84	1	202	6	515	521
21:00	4	5	10	0	19	9	43	7	0	59	0	0	0	0	0	6	37	18	0	61	0	139	139
21:15	1	3	4	0	8	6	36	6	1	48	0	0	0	0	0	3	25	22	0	50	1	106	107
21:30	1	1	3	0	5	12	51	4	1	67	0	0	0	0	0	7	27	21	0	55	1	127	128
21:45	0	0	3	0	3	4	26	5	0	35	0	0	0	0	0	5	28	20	1	53	1	91	92
Total	6	9	20	0	35	31	156	22	2	209	0	0	0	0	0	21	117	81	1	219	3	463	466
Grand Total	179	503	1056	46	1738	1206	3968	597	193	5771	0	0	0	0	0	739	2139	2135	95	5013	334	12522	12856
Apprch %	10.3	28.9	60.8			20.9	68.8	10.3			0	0	0			14.7	42.7	42.6					
Total %	1.4	4	8.4		13.9	9.6	31.7	4.8		46.1	0	0	0		0	5.9	17.1	17		40	2.6	97.4	

Start Time	CSAH 54 Southbound					CR J Westbound					NONE Northbound					CR J Eastbound					Int. Total
	Left	Thru	Right	App. Total	App. Total	Left	Thru	Right	App. Total	App. Total	Left	Thru	Right	App. Total	App. Total	Left	Thru	Right	App. Total	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	38	55	96	140	44	87	14	145	147	0	0	0	0	0	1	22	44	67	308	
07:15	10	35	95	140	147	28	110	9	147	163	0	0	0	0	0	3	21	44	68	355	
07:30	11	36	50	97	163	39	117	7	163	178	0	0	0	0	0	4	33	37	74	334	
07:45	14	32	77	123	178	34	136	8	178	0	0	0	0	0	0	5	35	43	83	384	
Total Volume	38	141	277	456	633	145	450	38	633	0	0	0	0	0	0	13	111	168	292	1381	
% App. Total	8.3	30.9	60.7			22.9	71.1	6			0	0	0			4.5	38	57.5			
PHF	.679	.928	.729	.814	.889	.824	.827	.679	.889	.000	.000	.000	.000	.000	.000	.650	.793	.955	.880	.899	

Start Time	CSAH 54 Southbound					CR J Westbound					NONE Northbound					CR J Eastbound					Int. Total
	Left	Thru	Right	App. Total	App. Total	Left	Thru	Right	App. Total	App. Total	Left	Thru	Right	App. Total	App. Total	Left	Thru	Right	App. Total	App. Total	
Peak Hour Analysis From 12:00 to 21:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	0	6	3	9	116	18	76	22	116	86	0	0	0	0	0	39	110	55	204	329	
17:15	1	3	6	10	162	11	59	16	86	162	0	0	0	0	0	21	64	23	108	204	
17:30	3	3	13	19	206	27	104	31	162	206	0	0	0	0	0	33	90	57	180	361	
17:45	4	9	8	21	206	11	79	16	106	206	0	0	0	0	0	38	85	40	163	290	
Total Volume	8	21	30	59	470	67	318	85	470	0	0	0	0	0	0	131	349	175	655	1184	
% App. Total	13.6	35.6	50.8			14.3	67.7	18.1			0	0	0			20	53.3	26.7			
PHF	.500	.583	.577	.702	.725	.620	.764	.685	.725	.000	.000	.000	.000	.000	.000	.840	.793	.768	.803	.820	



Anoka County Highway
PC-WARRANTS
 Traffic Signal Warrant Analysis

Study Name : TMC1119
 Study Date : 08/22/11
 Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: CR J

Number of Lanes: 1
 Approach Speed: 40
 Total Approach Volume: 5,013

Westbound: CR J

Number of Lanes: 1
 Approach Speed: 40
 Total Approach Volume: 5,771

Minor Street Approaches

Southbound: CSAH 54

Number of Lanes: 1
 Total Approach Volume: 1,738

Warrant Summary (Urban values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes** **Not Satisfied**
 - Warrant 1A - Minimum Vehicular Volume** **Not Satisfied**
 Required volumes reached for 3 hours, 8 are needed
 - Warrant 1B - Interruption of Continuous Traffic** **Not Satisfied**
 Required volumes reached for 3 hours, 8 are needed
 - Warrant 1 A&B - Combination of Warrants** **Not Satisfied**
 Required volumes reached for 3 hours, 8 are needed

- Warrant 2 - Four Hour Volumes** **Not Satisfied**
 Number of hours (3) volumes exceed minimum < minimum required (4).

- Warrant 3 - Peak Hour** **Satisfied**
 - Warrant 3A - Peak Hour Delay** **Satisfied**
 Number of hours (13) volumes exceed minimum >= required (1). Delay data not evaluated.
 - Warrant 3B - Peak Hour Volumes** **Satisfied**
 Volumes exceed minimums for at least one 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**

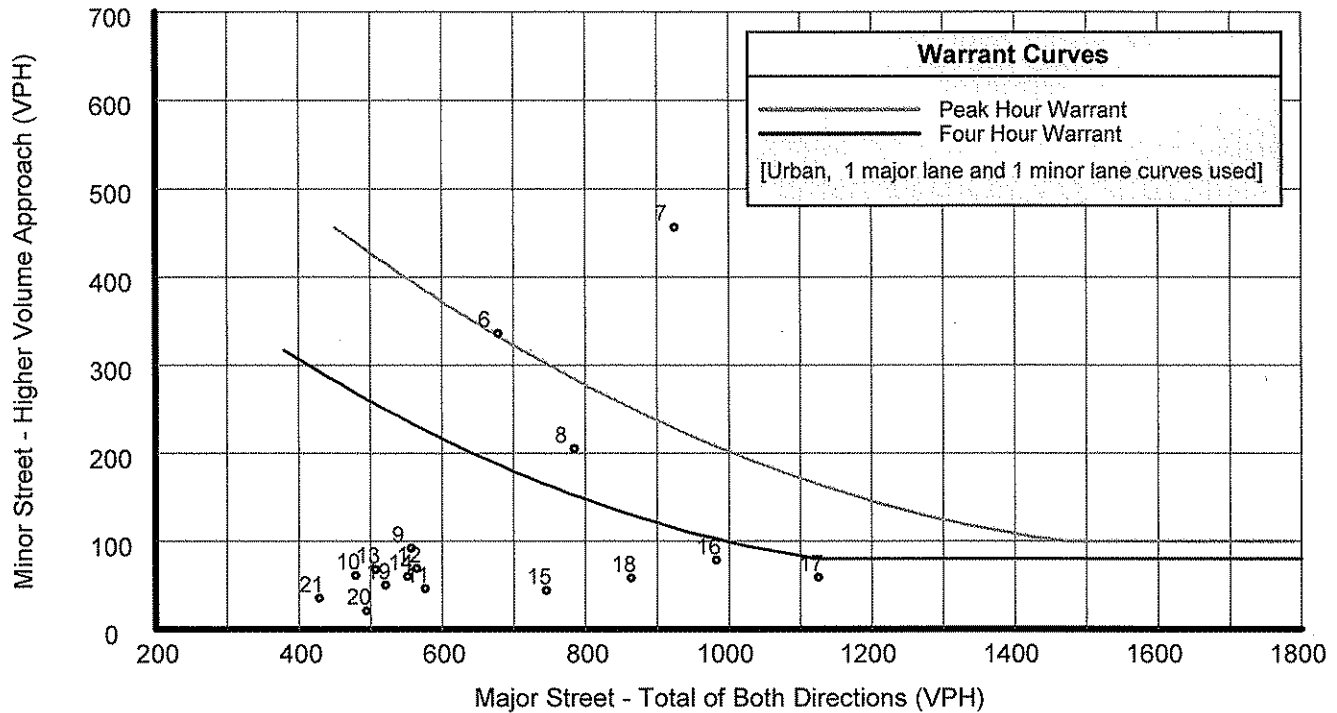
- Warrant 8 - Roadway Network** **Not Evaluated**



Anoka County Highway PC-WARRANTS Traffic Signal Warrant Analysis

Study Name : TMC1119
Study Date : 08/22/11
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor Vol	Dir	War-1A			War-1B			War-1A&B		
				Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
01:00	0	0	NB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
02:00	0	0	NB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
03:00	0	0	NB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
04:00	0	0	NB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
05:00	0	0	NB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
06:00	679	336	SB	500-Yes	150-Yes	Both	750-No	75-Yes	Minor	600-Yes	120-Yes	Both
07:00	925	456	SB	500-Yes	150-Yes	Both	750-Yes	75-Yes	Both	600-Yes	120-Yes	Both
08:00	785	205	SB	500-Yes	150-Yes	Both	750-Yes	75-Yes	Both	600-Yes	120-Yes	Both
09:00	557	92	SB	500-Yes	150-No	Major	750-No	75-Yes	Minor	600-No	120-No	---
10:00	479	61	SB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
11:00	576	46	SB	500-Yes	150-No	Major	750-No	75-No	---	600-No	120-No	---
12:00	564	69	SB	500-Yes	150-No	Major	750-No	75-No	---	600-No	120-No	---
13:00	507	68	SB	500-Yes	150-No	Major	750-No	75-No	---	600-No	120-No	---
14:00	552	60	SB	500-Yes	150-No	Major	750-No	75-No	---	600-No	120-No	---
15:00	746	44	SB	500-Yes	150-No	Major	750-No	75-No	---	600-Yes	120-No	Major
16:00	982	78	SB	500-Yes	150-No	Major	750-Yes	75-Yes	Both	600-Yes	120-No	Major
17:00	1,125	59	SB	500-Yes	150-No	Major	750-Yes	75-No	Major	600-Yes	120-No	Major
18:00	864	58	SB	500-Yes	150-No	Major	750-Yes	75-No	Major	600-Yes	120-No	Major
19:00	521	50	SB	500-Yes	150-No	Major	750-No	75-No	---	600-No	120-No	---
20:00	494	21	SB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
21:00	428	35	SB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
22:00	0	0	NB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
23:00	0	0	NB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---



Anoka County Highway PC-WARRANTS Traffic Signal Warrant Analysis

Study Name : TMC1119
Study Date : 08/22/11
Page No. : 1

Multi-Way Stop Warrant Report

Major Street Approaches

Eastbound: CR J

Total Approach Volume: 5,013
Approach Speed: 40

Westbound: CR J

Total Approach Volume: 5,771
Approach Speed: 40

Minor Street Approaches

Southbound: CSAH 54

Total Approach Volume: 1,738

Warrant Summary

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

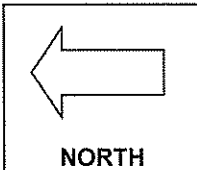
Criteria B - Crash Experience Not Evaluated

Criteria C - Minimum Volumes and Delays Not Satisfied
Delay data not evaluated
Required volumes reached for 3 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 0 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?
05:45 - 06:45	463	246	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
06:45 - 07:45	880	423	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
07:45 - 08:45	866	291	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
08:45 - 09:45	599	106	300-Yes	200-No	Major	240-Yes	160-No	Major
09:00 - 10:00	557	92	300-Yes	200-No	Major	240-Yes	160-No	Major
09:15 - 10:15	552	91	300-Yes	200-No	Major	240-Yes	160-No	Major
09:30 - 10:30	527	76	300-Yes	200-No	Major	240-Yes	160-No	Major
09:45 - 10:45	500	70	300-Yes	200-No	Major	240-Yes	160-No	Major
10:00 - 11:00	479	61	300-Yes	200-No	Major	240-Yes	160-No	Major
10:15 - 11:15	465	52	300-Yes	200-No	Major	240-Yes	160-No	Major
10:30 - 11:30	494	55	300-Yes	200-No	Major	240-Yes	160-No	Major
10:45 - 11:45	514	51	300-Yes	200-No	Major	240-Yes	160-No	Major
11:00 - 12:00	576	46	300-Yes	200-No	Major	240-Yes	160-No	Major
11:15 - 12:15	604	45	300-Yes	200-No	Major	240-Yes	160-No	Major
11:30 - 12:30	594	47	300-Yes	200-No	Major	240-Yes	160-No	Major
11:45 - 12:45	588	63	300-Yes	200-No	Major	240-Yes	160-No	Major
12:00 - 13:00	564	69	300-Yes	200-No	Major	240-Yes	160-No	Major
12:15 - 13:15	555	73	300-Yes	200-No	Major	240-Yes	160-No	Major
12:30 - 13:30	552	79	300-Yes	200-No	Major	240-Yes	160-No	Major
12:45 - 13:45	541	71	300-Yes	200-No	Major	240-Yes	160-No	Major
13:00 - 14:00	507	68	300-Yes	200-No	Major	240-Yes	160-No	Major
13:15 - 14:15	481	71	300-Yes	200-No	Major	240-Yes	160-No	Major
13:30 - 14:30	484	62	300-Yes	200-No	Major	240-Yes	160-No	Major
13:45 - 14:45	510	56	300-Yes	200-No	Major	240-Yes	160-No	Major



COUNT LOCATION:

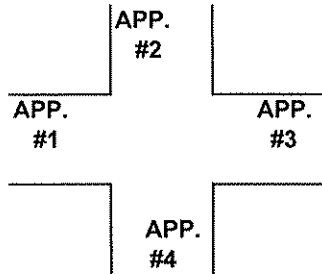
CSAH 54 (20th Ave. S.)

DATE:

08/10/2011

County Road "J"

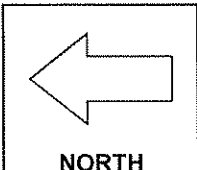
APP. #1 = CSAH 54
APP. #2 = CR "J"
APP. #3 = I-35E On Ramp
APP. #4 = CR "J"



- 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				1	3		
6:15-6:30						5		2
6:30-6:45						8		
6:45-7:00						5		1
HOURLY TOTAL					1	HOURLY TOTAL		24
7:00-7:15	1				1	6		1
7:15-7:30						9		2
7:30-7:45						3		1
7:45-8:00						10		
HOURLY TOTAL					1	HOURLY TOTAL		32
8:00-8:15						5		2
8:15-8:30						5		
8:30-8:45						5		
8:45-9:00						9		2
HOURLY TOTAL						HOURLY TOTAL		28
9:00-9:15						7		
9:15-9:30						5		1
9:30-9:45		1	1		2	2		2
9:45-10:00						3		3
HOURLY TOTAL					2	HOURLY TOTAL		23
10:00-10:15						7		1
10:15-10:30						6		
10:30-10:45						5		
10:45-11:00			1		1	12		
HOURLY TOTAL					1	HOURLY TOTAL		31
11:00-11:15	1		1		2	4		
11:15-11:30			1	1	2	9		
11:30-11:45						7		
11:45-12:00						6		2
HOURLY TOTAL					4	HOURLY TOTAL		28
12:00-12:15	1		2		3	5		
12:15-12:30	4		1		5	3		
12:30-12:45						5		1
12:45-1:00		1	2		3	5		
HOURLY TOTAL					11	HOURLY TOTAL		19
1:00-1:15						8		
1:15-1:30						5		1
1:30-1:45			2		2	1		1
1:45-2:00			1		1	4		
HOURLY TOTAL					3	HOURLY TOTAL		20
					TOTAL		TOTAL	205

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COUNT LOCATION:

CSAH 54 (20th Ave. S.)

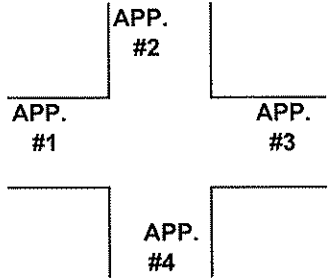
DATE:

08/09/2011

County Road "J"

NORTH

APP. #1 = CSAH 54
APP. #2 = CR "J"
APP. #3 = I-35E On Ramp
APP. #4 = CR "J"



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						4		
2:15-2:30			1		1	6		1
2:30-2:45			1		1	6		1
2:45-3:00						5		
HOURLY TOTAL					2	HOURLY TOTAL		23
3:00-3:15						9		
3:15-3:30						8		1
3:30-3:45						7		3
3:45-4:00						3		1
HOURLY TOTAL						HOURLY TOTAL		32
4:00-4:15						4		2
4:15-4:30	3				3	9		
4:30-4:45						4		
4:45-5:00						4		
HOURLY TOTAL					3	HOURLY TOTAL		23
5:00-5:15			1		1	7		
5:15-5:30						2		
5:30-5:45						5		
5:45-6:00		2	3		5			
HOURLY TOTAL					6	HOURLY TOTAL		14
6:00-6:15						4		
6:15-6:30		1			1	7		
6:30-6:45						3		1
6:45-7:00						2	1	
HOURLY TOTAL					1	HOURLY TOTAL		18
7:00-7:15				4	4	1	1	
7:15-7:30	2				2	2	1	
7:30-7:45			2		2			
7:45-8:00	1		1		2			
HOURLY TOTAL					10	HOURLY TOTAL		5
8:00-8:15						1		
8:15-8:30	1				1	4		
8:30-8:45						1		
8:45-9:00								
HOURLY TOTAL					1	HOURLY TOTAL		6
9:00-9:15								
9:15-9:30						1		
9:30-9:45						1		
9:45-10:00						1		
HOURLY TOTAL						HOURLY TOTAL		3
					TOTAL	46	TOTAL	329

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