

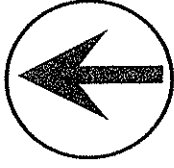
Date : 07/10/12

Count Number : TMC1214

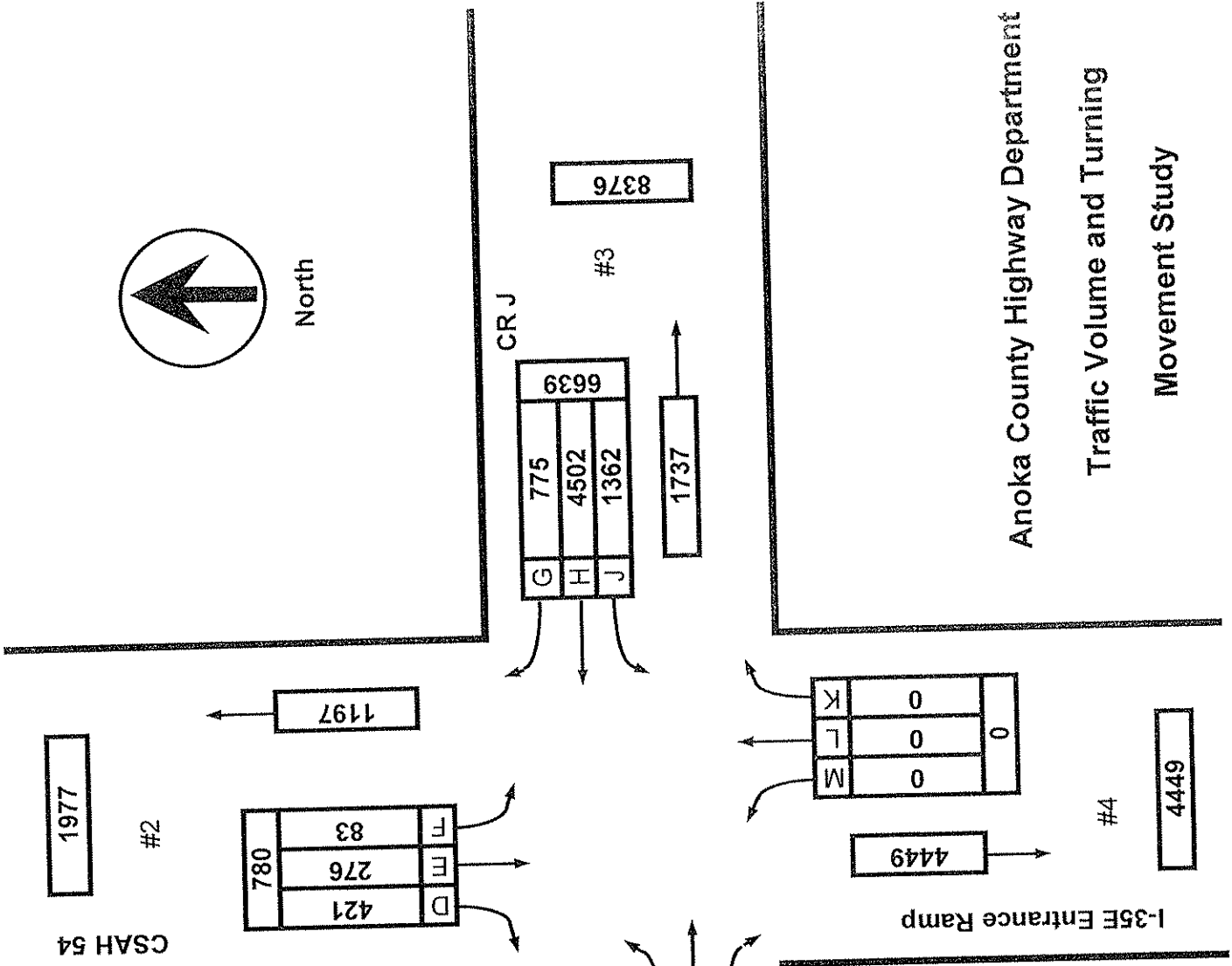
Location : CR J

@ CSAH 54 (20th Ave. S./I-35E Entrance Ramp)

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



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 : 07/10/12

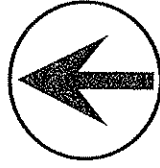
Count Number : TMC1214

Location : CR J

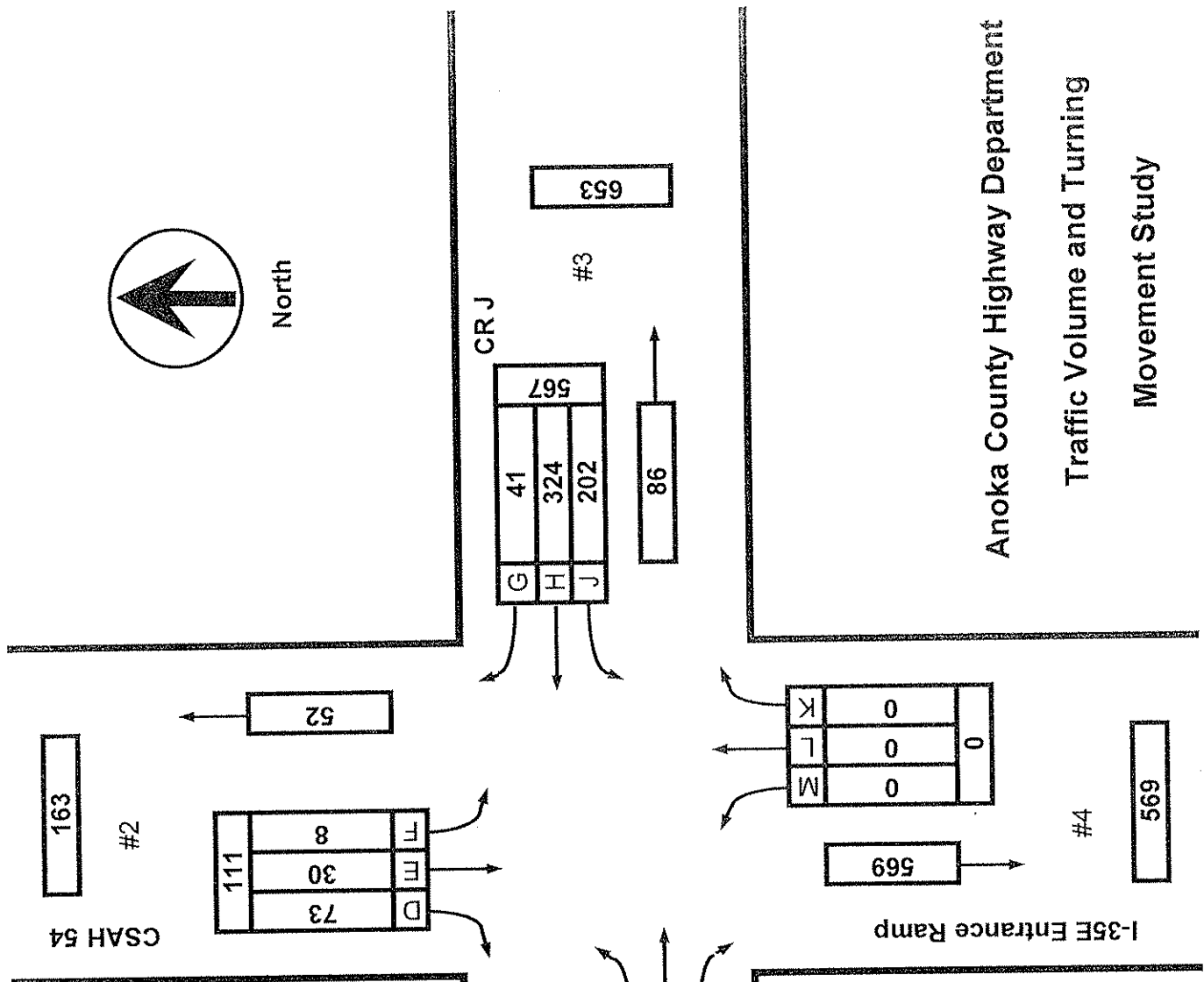
@ CSAH 54 (20th Ave. S./I-35E Entrance Ramp)

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	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 : 07/11/12

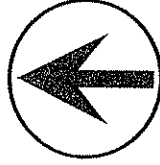
Count Number : TMC1214

Location : CR J

@ CSAH 54 (20th Ave. S./I-35E Entrance Ramp)

Collection Period : PM PEAK

Hour : 4:30 PM - 5:30 PM



North

222

#2

CSAH 54

49		
	D	27
	E	17
	F	5

173

CR J

123	756	
G	H	J
	547	86

977

#3

221

574

#1

1063

489		
	A	223
	B	216
	C	50

CR J

	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

I-35E Entrance Ramp

0		
	K	0
	L	0
	M	0
		0

326

#4

326

Anoka County Highway Department  
Traffic Volume and Turning  
Movement Study

Weather: Hot and Sunny  
 Counter: DB-400  
 study conducted by: Reno and Hannah

Groups Printed- Unshifted

Start Time	CSAH 54 Southbound					CR J Westbound					I-35E Entrance Ramp Northbound					CR J 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			
06:00	0	10	9	1	19	34	35	4	7	73	0	0	0	0	0	1	7	87	0	95	8	187	195
06:15	2	15	8	3	25	53	43	8	9	104	0	0	0	0	0	2	11	67	2	80	14	209	223
06:30	1	8	12	1	21	47	76	8	0	131	0	0	0	0	0	1	22	79	5	102	6	254	260
06:45	2	8	19	1	29	42	78	10	1	130	0	0	0	0	0	2	27	86	2	115	4	274	278
Total	5	41	48	6	94	176	232	30	17	438	0	0	0	0	0	6	67	319	9	392	32	924	956
07:00	2	9	8	1	19	52	63	7	3	122	0	0	0	0	0	2	15	101	2	118	6	259	265
07:15	1	3	17	2	21	54	84	13	1	151	0	0	0	0	0	6	19	97	1	122	4	294	298
07:30	1	10	26	5	37	51	79	6	3	136	0	0	0	0	0	0	17	79	4	96	12	269	281
07:45	4	8	22	3	34	45	98	15	4	158	0	0	0	0	0	3	27	60	4	90	11	282	293
Total	8	30	73	11	111	202	324	41	11	567	0	0	0	0	0	11	78	337	11	426	33	1104	1137
08:00	2	11	15	2	28	36	73	10	4	119	0	0	0	0	0	2	15	92	3	109	9	256	265
08:15	2	6	10	2	18	45	72	12	1	129	0	0	0	0	0	2	10	47	3	59	6	206	212
08:30	0	2	8	0	10	37	52	9	6	98	0	0	0	0	0	3	16	76	2	95	8	203	211
08:45	1	6	12	0	19	24	43	15	3	82	0	0	0	0	0	6	20	46	4	72	7	173	180
Total	5	25	45	4	75	142	240	46	14	428	0	0	0	0	0	13	61	261	12	335	30	838	868
09:00	2	6	7	3	15	21	39	6	4	66	0	0	0	0	0	5	15	39	3	59	10	140	150
09:15	0	8	5	2	13	17	47	10	3	74	0	0	0	0	0	2	18	46	7	66	12	153	165
09:30	1	3	3	0	7	26	49	3	2	78	0	0	0	0	0	2	11	46	0	59	2	144	146
09:45	0	3	9	0	12	21	38	2	2	61	0	0	0	0	0	2	15	38	2	55	4	128	132
Total	3	20	24	5	47	85	173	21	11	279	0	0	0	0	0	11	59	169	12	239	28	565	593
10:00	2	3	1	1	6	17	34	4	2	55	0	0	0	0	0	5	21	34	4	60	7	121	128
10:15	0	4	7	1	11	21	59	6	4	86	0	0	0	0	0	5	14	29	1	48	6	145	151
10:30	2	3	4	1	9	17	56	9	5	82	0	0	0	0	0	5	12	36	2	53	8	144	152
10:45	1	3	6	1	10	24	36	8	5	68	0	0	0	0	0	2	18	29	2	49	8	127	135
Total	5	13	18	4	36	79	185	27	16	291	0	0	0	0	0	17	65	128	9	210	29	537	566
11:00	2	5	4	0	11	12	43	9	4	64	0	0	0	0	0	7	16	36	3	59	7	134	141
11:15	1	1	7	2	9	19	54	5	7	78	0	0	0	0	0	5	32	34	2	71	11	158	169
11:30	0	5	3	1	8	19	51	3	2	73	0	0	0	0	0	10	22	50	7	82	10	163	173
11:45	1	7	4	2	12	21	55	7	7	83	0	0	0	0	0	4	19	57	8	80	17	175	192
Total	4	18	18	5	40	71	203	24	20	298	0	0	0	0	0	26	89	177	20	292	45	630	675
12:00	0	5	6	1	11	17	47	7	2	71	0	0	0	0	0	3	15	35	3	53	6	135	141
12:15	0	5	5	0	10	20	63	10	3	93	0	0	0	0	0	2	15	27	2	44	5	147	152
12:30	1	1	3	0	5	13	55	14	3	82	0	0	0	0	0	5	31	32	1	68	4	155	159
12:45	2	3	4	2	9	17	78	15	11	110	0	0	0	0	0	4	29	30	8	63	21	182	203
Total	3	14	18	3	35	67	243	46	19	356	0	0	0	0	0	14	90	124	14	228	36	619	655
13:00	0	3	3	0	6	18	73	11	8	102	0	0	0	0	0	1	26	28	6	55	14	163	177
13:15	1	1	4	0	6	17	66	12	2	95	0	0	0	0	0	5	24	35	2	64	4	165	169
13:30	1	1	4	0	6	12	66	16	4	94	0	0	0	0	0	2	15	26	1	43	5	143	148
13:45	0	2	10	1	12	15	53	11	3	79	0	0	0	0	0	7	25	29	1	61	5	152	157
Total	2	7	21	1	30	62	258	50	17	370	0	0	0	0	0	15	90	118	10	223	28	623	651
14:00	0	5	4	0	9	16	60	8	2	84	0	0	0	0	0	4	20	40	4	64	6	157	163
14:15	0	9	4	1	13	19	50	7	6	76	0	0	0	0	0	9	18	35	0	62	7	151	158
14:30	0	3	4	0	7	13	59	6	3	78	0	0	0	0	0	25	19	47	3	91	6	176	182
14:45	0	2	9	0	11	11	77	13	9	101	0	0	0	0	0	10	29	28	2	67	11	179	190
Total	0	19	21	1	40	59	246	34	20	339	0	0	0	0	0	48	86	150	9	284	30	663	693
15:00	2	3	8	0	13	21	63	14	2	98	0	0	0	0	0	19	34	50	3	103	5	214	219
15:15	2	3	4	0	9	14	83	27	4	124	0	0	0	0	0	13	26	34	4	73	8	206	214
15:30	2	2	3	0	7	19	100	27	5	146	0	0	0	0	0	13	32	54	8	99	13	252	265
15:45	1	4	7	0	12	22	105	19	5	146	0	0	0	0	0	15	62	47	4	124	9	282	291
Total	7	12	22	0	41	76	351	87	16	514	0	0	0	0	0	60	154	185	19	399	35	954	989
16:00	6	5	7	0	18	21	120	21	3	162	0	0	0	0	0	23	47	50	3	120	6	300	306
16:15	1	5	5	0	11	12	122	22	4	156	0	0	0	0	0	13	43	52	2	108	6	275	281
16:30	2	4	7	0	13	20	135	30	6	185	0	0	0	0	0	13	61	64	8	138	14	336	350
16:45	0	4	5	0	9	10	135	29	4	174	0	0	0	0	0	18	65	44	6	127	10	310	320
Total	9	18	24	0	51	63	512	102	17	677	0	0	0	0	0	67	216	210	19	493	36	1221	1257
17:00	3	7	10	1	20	29	131	30	4	190	0	0	0	0	0	7	41	58	7	106	12	316	328
17:15	0	2	5	0	7	27	146	34	6	207	0	0	0	0	0	12	49	57	2	118	8	332	340
17:30	2	6	10	0	18	25	136	22	5	183	0	0	0	0	0	9	56	44	2	109	7	310	317
17:45	2	3	5	0	10	20	117	21	2	158	0	0	0	0	0	10	56	51	4	117	6	285	291
Total	7	18	30	1	55	101	530	107	17	738	0	0	0	0	0	38	202	210	15	450	33	1243	1276
18:00	3	3	5	0	11	17	95	20	1	132	0	0	0	0	0	19	41	56	0	116	1	259	260
18:15	3	4	4	0	11	19	85	14	1	118	0	0	0	0	0	7	21	45	0	73	1	202	203
18:30	3	6	3	1	12	11	87	8	2	106	0	0	0	0	0	7	32	32	1	71	4	189	193
18:45	2	6	7	0	15	16	63	10	1	89	0	0	0	0	0	2	41	23	0	66	1	170	171
Total	11	19	19	1	49	63	330	52	5	445	0	0	0	0	0	35	135	156	1	326	7	820	827

Weather: Hot and Sunny  
 Counter: DB-400  
 study conducted by: Reno and Hannah

Groups Printed- Unshifted

Start Time	CSAH 54 Southbound					CR J Westbound					I-35E Entrance Ramp 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			
19:00	0	2	3	0	5	11	68	13	2	92	0	0	0	0	0	11	31	29	0	71	2	168	170
19:15	2	2	6	0	10	8	75	10	4	93	0	0	0	0	0	7	30	20	0	57	4	160	164
19:30	1	1	3	0	5	13	69	5	0	87	0	0	0	0	0	7	26	25	0	58	0	150	150
19:45	0	2	4	0	6	13	67	12	1	92	0	0	0	0	0	3	23	22	0	48	1	146	147
Total	3	7	16	0	26	45	279	40	7	364	0	0	0	0	0	28	110	96	0	234	7	624	631
20:00	2	2	6	0	10	10	58	9	1	77	0	0	0	0	0	7	19	20	0	46	1	133	134
20:15	0	2	1	0	3	14	48	8	2	70	0	0	0	0	0	1	10	15	0	26	2	99	101
20:30	3	4	3	1	10	16	51	11	0	78	0	0	0	0	0	4	23	15	0	42	1	130	131
20:45	2	4	5	0	11	5	43	13	0	61	0	0	0	0	0	1	19	30	1	50	1	122	123
Total	7	12	15	1	34	45	200	41	3	286	0	0	0	0	0	13	71	80	1	164	5	484	489
21:00	0	3	0	0	3	8	47	11	0	66	0	0	0	0	0	5	22	25	0	52	0	121	121
21:15	2	0	2	0	4	8	56	5	0	69	0	0	0	0	0	4	14	31	1	49	1	122	123
21:30	0	0	5	0	5	5	54	4	0	63	0	0	0	0	0	7	21	16	0	44	0	112	112
21:45	2	0	2	0	4	5	39	7	0	51	0	0	0	0	0	4	24	19	0	47	0	102	102
Total	4	3	9	0	16	26	196	27	0	249	0	0	0	0	0	20	81	91	1	192	1	457	458
Grand Total	83	276	421	43	780	1362	4502	775	210	6639	0	0	0	0	0	422	1654	2811	162	4887	415	12306	12721
Apprch %	10.6	35.4	54			20.5	67.8	11.7			0	0	0			8.6	33.8	57.5					
Total %	0.7	2.2	3.4		6.3	11.1	36.6	6.3		53.9	0	0	0		0	3.4	13.4	22.8		39.7	3.3	96.7	

Start Time	CSAH 54 Southbound				CR J Westbound				I-35E Entrance Ramp Northbound				CR J 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	2	9	8	19	52	63	7	122	0	0	0	0	2	15	101	118	259
07:15	1	3	17	21	54	84	13	151	0	0	0	0	6	19	97	122	294
07:30	1	10	26	37	51	79	6	136	0	0	0	0	0	17	79	96	269
07:45	4	8	22	34	45	98	15	158	0	0	0	0	3	27	60	90	282
Total Volume	8	30	73	111	202	324	41	567	0	0	0	0	11	78	337	426	1104
% App. Total	7.2	27	65.8		35.6	57.1	7.2		0	0	0		2.6	18.3	79.1		
PHF	.500	.750	.702	.750	.935	.827	.683	.897	.000	.000	.000	.000	.458	.722	.834	.873	.939

Start Time	CSAH 54 Southbound				CR J Westbound				I-35E Entrance Ramp Northbound				CR J 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 16:30																	
16:30	2	4	7	13	20	135	30	185	0	0	0	0	13	61	64	138	336
16:45	0	4	5	9	10	135	29	174	0	0	0	0	18	65	44	127	310
17:00	3	7	10	20	29	131	30	190	0	0	0	0	7	41	58	106	316
17:15	0	2	5	7	27	146	34	207	0	0	0	0	12	49	57	118	332
Total Volume	5	17	27	49	86	547	123	756	0	0	0	0	50	216	223	489	1294
% App. Total	10.2	34.7	55.1		11.4	72.4	16.3		0	0	0		10.2	44.2	45.6		
PHF	.417	.607	.675	.613	.741	.937	.904	.913	.000	.000	.000	.000	.694	.831	.871	.886	.963



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

Study Name : TMC1214  
Study Date : 07/13/12  
Page No. : 1

**Signal Warrants - Summary**

**Major Street Approaches**

**Eastbound: CR J**  
Number of Lanes: 1  
85% Speed < 40 MPH.  
Total Approach Volume: 4,887

**Westbound: CR J**  
Number of Lanes: 1  
85% Speed < 40 MPH.  
Total Approach Volume: 6,639

**Minor Street Approaches**

**Northbound: I-35E Entrance Ramp**  
Number of Lanes: 1  
  
Total Approach Volume: 0

**Southbound: CSAH 54**  
Number of Lanes: 1  
  
Total Approach Volume: 781

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

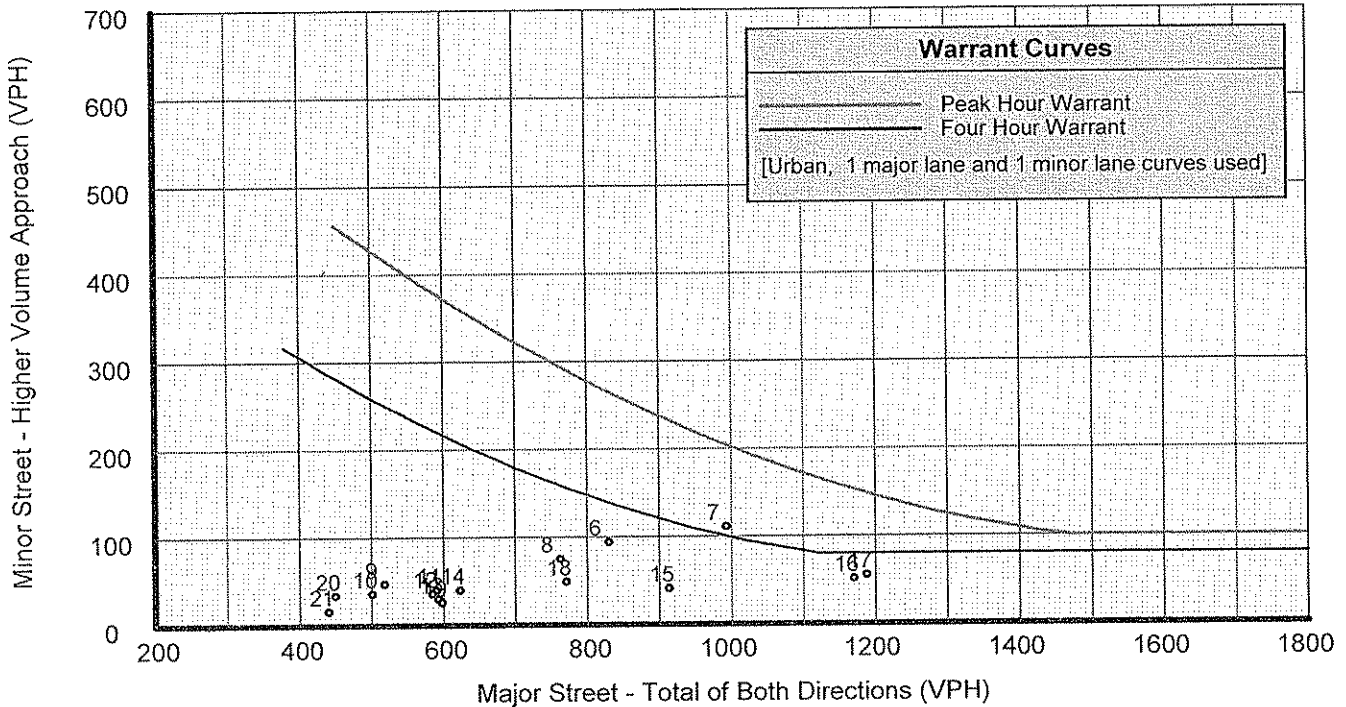
- Warrant 1 - Eight Hour Vehicular Volumes ..... Not Satisfied
  - Warrant 1A - Minimum Vehicular Volume ..... Not Satisfied  
Required volumes reached for 0 hours, 8 are needed
  - Warrant 1B - Interruption of Continuous Traffic ..... Not Satisfied  
Required volumes reached for 3 hours, 8 are needed
  - 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 (4) 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
  
- Warrant 9 - Intersection Near a Grade Crossing ..... Not Evaluated



# ANOKA COUNTY HIGHWAY PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC1214  
Study Date : 07/13/12  
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	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	830	94	SB	500-Yes	150-No	Major	750-Yes	75-Yes	Both	600-Yes	120-No	Major
07:00	993	111	SB	500-Yes	150-No	Major	750-Yes	75-Yes	Both	600-Yes	120-No	Major
08:00	763	75	SB	500-Yes	150-No	Major	750-Yes	75-Yes	Both	600-Yes	120-No	Major
09:00	518	47	SB	500-Yes	150-No	Major	750-No	75-No	---	600-No	120-No	---
10:00	501	36	SB	500-Yes	150-No	Major	750-No	75-No	---	600-No	120-No	---
11:00	590	40	SB	500-Yes	150-No	Major	750-No	75-No	---	600-No	120-No	---
12:00	584	36	SB	500-Yes	150-No	Major	750-No	75-No	---	600-No	120-No	---
13:00	593	30	SB	500-Yes	150-No	Major	750-No	75-No	---	600-No	120-No	---
14:00	623	40	SB	500-Yes	150-No	Major	750-No	75-No	---	600-Yes	120-No	Major
15:00	913	41	SB	500-Yes	150-No	Major	750-Yes	75-No	Major	600-Yes	120-No	Major
16:00	1,170	51	SB	500-Yes	150-No	Major	750-Yes	75-No	Major	600-Yes	120-No	Major
17:00	1,188	55	SB	500-Yes	150-No	Major	750-Yes	75-No	Major	600-Yes	120-No	Major
18:00	771	49	SB	500-Yes	150-No	Major	750-Yes	75-No	Major	600-Yes	120-No	Major
19:00	598	26	SB	500-Yes	150-No	Major	750-No	75-No	---	600-No	120-No	---
20:00	450	34	SB	500-No	150-No	---	750-No	75-No	---	600-No	120-No	---
21:00	441	16	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 : TMC1214  
Study Date : 07/13/12  
Page No. : 1

**Multi-Way Stop Warrant Report**

**Major Street Approaches**

**Eastbound: CR J**

Total Approach Volume: 4,887  
85% Speed < 40 MPH.

**Westbound: CR J**

Total Approach Volume: 6,639  
85% Speed < 40 MPH.

**Minor Street Approaches**

**Northbound: I-35E Entrance Ramp**

Total Approach Volume: 0

**Southbound: CSAH 54**

Total Approach Volume: 781

**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

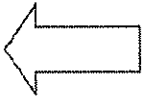
**Criteria C - Minimum Volumes and Delays** ..... Not Satisfied  
Delay data not evaluated  
Required volumes reached for 0 hours, 8 are needed

**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?
05:30 - 06:30	352	44	300-Yes	200-No	Major	240-Yes	160-No	Major
05:45 - 06:45	585	65	300-Yes	200-No	Major	240-Yes	160-No	Major
06:00 - 07:00	830	94	300-Yes	200-No	Major	240-Yes	160-No	Major
06:15 - 07:15	902	94	300-Yes	200-No	Major	240-Yes	160-No	Major
06:30 - 07:30	991	90	300-Yes	200-No	Major	240-Yes	160-No	Major
06:45 - 07:45	990	106	300-Yes	200-No	Major	240-Yes	160-No	Major
07:00 - 08:00	993	111	300-Yes	200-No	Major	240-Yes	160-No	Major
07:15 - 08:15	981	120	300-Yes	200-No	Major	240-Yes	160-No	Major
07:30 - 08:30	896	117	300-Yes	200-No	Major	240-Yes	160-No	Major
07:45 - 08:45	857	90	300-Yes	200-No	Major	240-Yes	160-No	Major
08:00 - 09:00	763	75	300-Yes	200-No	Major	240-Yes	160-No	Major
08:15 - 09:15	660	62	300-Yes	200-No	Major	240-Yes	160-No	Major
08:30 - 09:30	612	57	300-Yes	200-No	Major	240-Yes	160-No	Major
08:45 - 09:45	556	54	300-Yes	200-No	Major	240-Yes	160-No	Major
09:00 - 10:00	518	47	300-Yes	200-No	Major	240-Yes	160-No	Major
09:15 - 10:15	508	38	300-Yes	200-No	Major	240-Yes	160-No	Major
09:30 - 10:30	502	36	300-Yes	200-No	Major	240-Yes	160-No	Major
09:45 - 10:45	500	38	300-Yes	200-No	Major	240-Yes	160-No	Major
10:00 - 11:00	501	36	300-Yes	200-No	Major	240-Yes	160-No	Major
10:15 - 11:15	509	41	300-Yes	200-No	Major	240-Yes	160-No	Major
10:30 - 11:30	524	39	300-Yes	200-No	Major	240-Yes	160-No	Major
10:45 - 11:45	544	38	300-Yes	200-No	Major	240-Yes	160-No	Major
11:00 - 12:00	590	40	300-Yes	200-No	Major	240-Yes	160-No	Major
11:15 - 12:15	591	41	300-Yes	200-No	Major	240-Yes	160-No	Major





COUNT LOCATION:

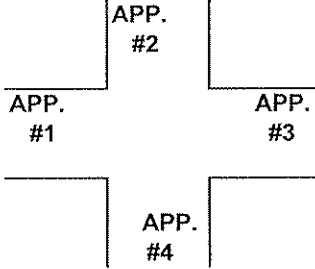
CR J

DATE:

07/10/2012

@ CSAH 54 (20th Ave. S./I-35E Entrance Ramp

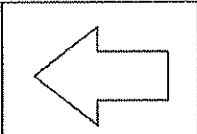
<b>NORTH</b>
APP. #1 = CSAH 54
APP. #2 = CR J
APP. #3 = I-35E Entrance Ramp
APP. #4 = CR J



- 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						7		1
6:15-6:30						13		1
6:30-6:45	1				1	6		
6:45-7:00						4		
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>32</b>
7:00-7:15						5		1
7:15-7:30						3		1
7:30-7:45						10		2
7:45-8:00						10		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>33</b>
8:00-8:15						7		3
8:15-8:30						6		
8:30-8:45						8		
8:45-9:00	1				1	7		
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>31</b>
9:00-9:15						7		1
9:15-9:30						12		
9:30-9:45			1		1	1		1
9:45-10:00						4		
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>26</b>
10:00-10:15			1		1	7		
10:15-10:30			1	1	2	4		2
10:30-10:45						8		
10:45-11:00						8		
<b>HOURLY TOTAL</b>					<b>3</b>	<b>HOURLY TOTAL</b>		<b>29</b>
11:00-11:15			1	1	2	5		1
11:15-11:30	1				1	10		1
11:30-11:45						6		4
11:45-12:00			2		2	12		5
<b>HOURLY TOTAL</b>					<b>5</b>	<b>HOURLY TOTAL</b>		<b>44</b>
12:00-12:15			1		1	3		1
12:15-12:30						4		1
12:30-12:45			3		3	3		1
12:45-1:00			1		1	19		2
<b>HOURLY TOTAL</b>					<b>5</b>	<b>HOURLY TOTAL</b>		<b>34</b>
1:00-1:15						14		
1:15-1:30						4		
1:30-1:45						5		
1:45-2:00						5		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>28</b>
					<b>TOTAL</b>		<b>TOTAL</b>	<b>257</b>
					<b>16</b>			

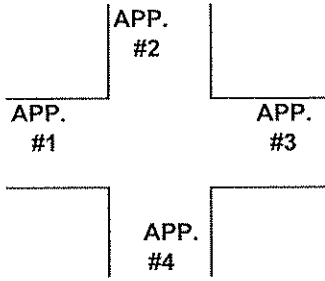
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COUNT LOCATION: CR J DATE: 07/11/2012

@ CSAH 54 (20th Ave. S./I-35E Entrance Ramp)

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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	1				1	5		1
2:15-2:30	1				1	7		
2:30-2:45						4		2
2:45-3:00	1				1	10		1
<b>HOURLY TOTAL</b>					<b>3</b>	<b>HOURLY TOTAL</b>		<b>30</b>
3:00-3:15			1		1	5		
3:15-3:30	1				1	7		1
3:30-3:45						13		
3:45-4:00						9		
<b>HOURLY TOTAL</b>					<b>2</b>	<b>HOURLY TOTAL</b>		<b>35</b>
4:00-4:15						4	1	
4:15-4:30			1	1	2	6		
4:30-4:45			1		1	11		3
4:45-5:00						9		1
<b>HOURLY TOTAL</b>					<b>3</b>	<b>HOURLY TOTAL</b>		<b>35</b>
5:00-5:15	1		1		2	12		
5:15-5:30						4		3
5:30-5:45						6		1
5:45-6:00	1				1	6		
<b>HOURLY TOTAL</b>					<b>3</b>	<b>HOURLY TOTAL</b>		<b>32</b>
6:00-6:15	1				1	1		
6:15-6:30	1		2		3	1		
6:30-6:45						4		
6:45-7:00			1	1	2	1		
<b>HOURLY TOTAL</b>					<b>6</b>	<b>HOURLY TOTAL</b>		<b>7</b>
7:00-7:15			1	2	3	2		
7:15-7:30			3	1	4	4		
7:30-7:45	1				1			
7:45-8:00						1		
<b>HOURLY TOTAL</b>					<b>8</b>	<b>HOURLY TOTAL</b>		<b>7</b>
8:00-8:15						1		
8:15-8:30			2	1	3	2		
8:30-8:45						1		
8:45-9:00						1		
<b>HOURLY TOTAL</b>					<b>3</b>	<b>HOURLY TOTAL</b>		<b>5</b>
9:00-9:15								
9:15-9:30						1		
9:30-9:45								
9:45-10:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>1</b>
<b>TOTAL</b>					<b>44</b>	<b>TOTAL</b>		<b>409</b>

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