

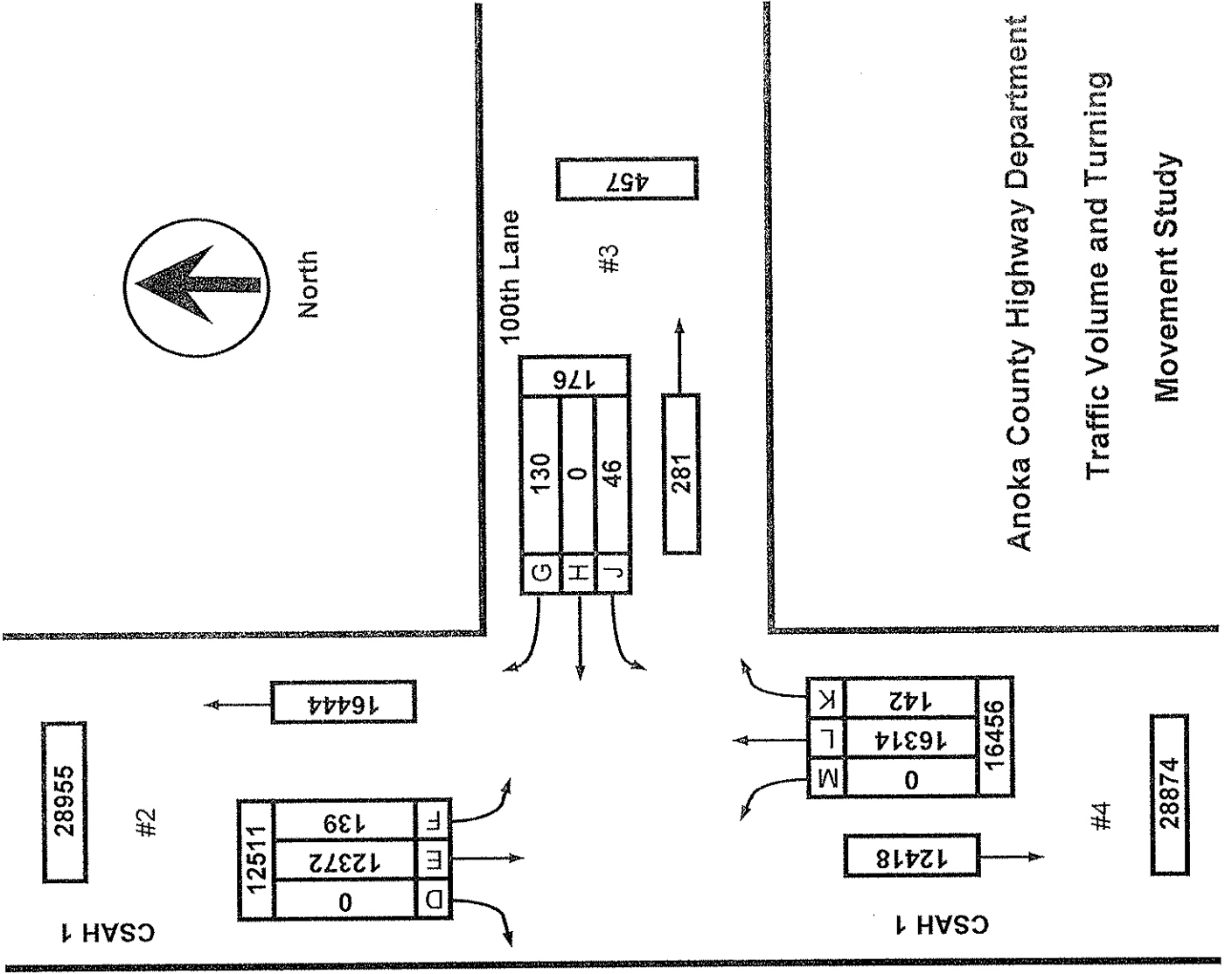
Date : 08/08/12

Count Number : TMC1238

Location : CSAH 1 (Coon Rapids Blvd.)
@ 100th Lane

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

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



Anoka County Highway Department
Traffic Volume and Turning
Movement Study

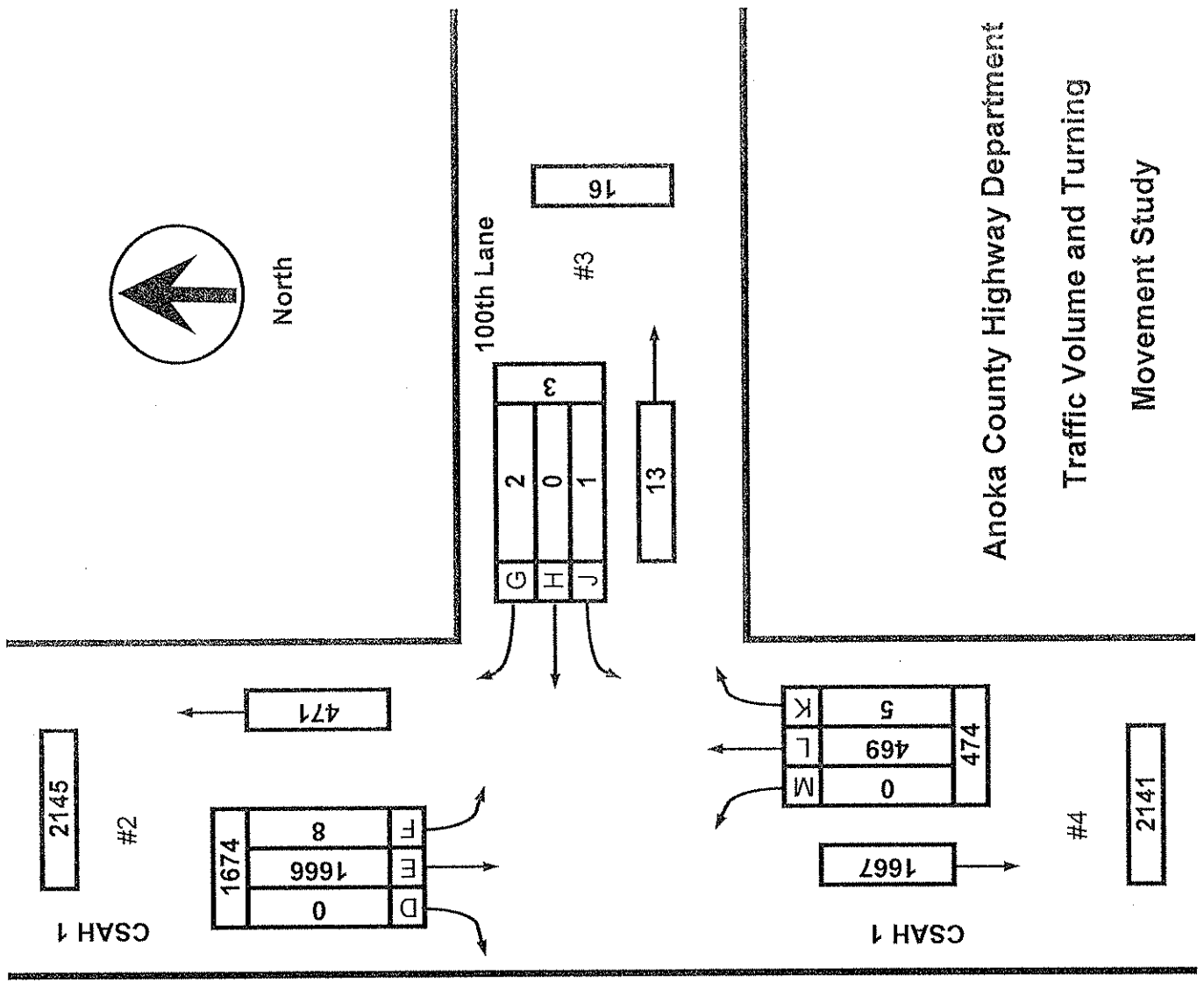
Date : 08/08/12

Count Number : TMC1238

Location : CSAH 1 (Coon Rapids Blvd.)
@ 100th Lane

Collection Period : AM PEAK
Hour : 7:00 AM - 8:00 AM

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



Date : 08/07/12

Count Number : TMC1238

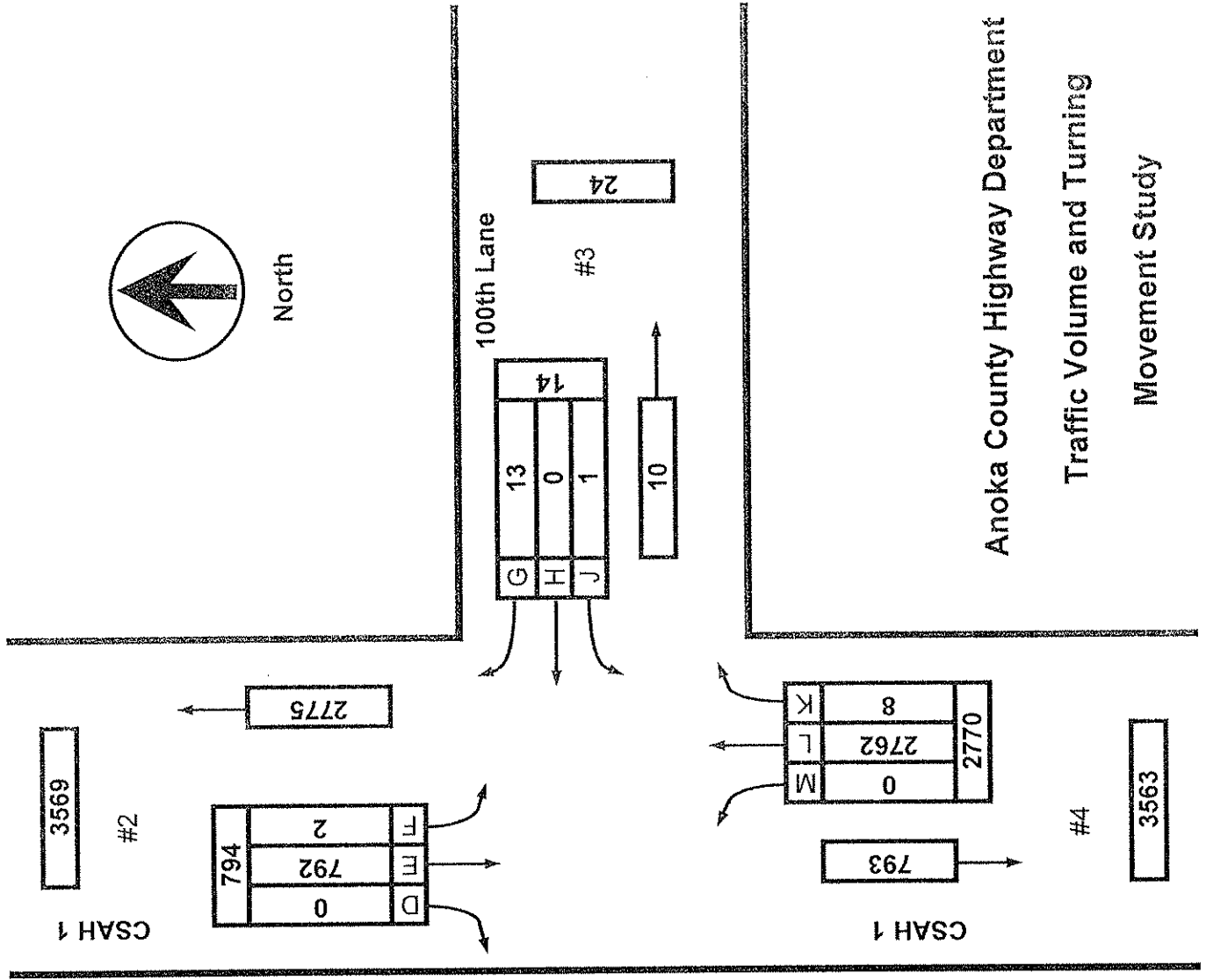
Location : CSAH 1 (Coon Rapids Blvd.)

@ 100th Lane

Collection Period : PM PEAK

Hour : 4:15 PM - 5:15 PM

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





Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

Weather: Warm and Sunny
 Counter: DB-400
 Counted by: Reno and Hannah

File Name : TMC1238
 Site Code : 12380202
 Start Date : 08/07/2012
 Page No : 2

Groups Printed- Unshifted

| Start Time | CSAH 1 Southbound | | | | | 100th Lane Westbound | | | | | CSAH 1 Northbound | | | | | None Eastbound | | | | | Exclu. Total | Inclu. 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 | | | |
| 18:00 | 3 | 172 | 0 | 4 | 175 | 0 | 0 | 1 | 0 | 1 | 0 | 488 | 9 | 5 | 497 | 0 | 0 | 0 | 0 | 0 | 9 | 673 | 682 |
| 18:15 | 4 | 163 | 0 | 0 | 167 | 0 | 0 | 1 | 0 | 1 | 0 | 411 | 2 | 5 | 413 | 0 | 0 | 0 | 0 | 0 | 5 | 581 | 586 |
| 18:30 | 4 | 126 | 0 | 4 | 130 | 0 | 0 | 3 | 0 | 3 | 0 | 330 | 3 | 4 | 333 | 0 | 0 | 0 | 0 | 0 | 8 | 466 | 474 |
| 18:45 | 4 | 143 | 0 | 4 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 278 | 6 | 1 | 284 | 0 | 0 | 0 | 0 | 0 | 5 | 431 | 436 |
| Total | 15 | 604 | 0 | 12 | 619 | 0 | 0 | 5 | 0 | 5 | 0 | 1507 | 20 | 15 | 1527 | 0 | 0 | 0 | 0 | 0 | 27 | 2151 | 2178 |
| 19:00 | 1 | 135 | 0 | 5 | 136 | 2 | 0 | 1 | 0 | 3 | 0 | 185 | 3 | 1 | 188 | 0 | 0 | 0 | 0 | 0 | 6 | 327 | 333 |
| 19:15 | 6 | 117 | 0 | 3 | 123 | 2 | 0 | 1 | 0 | 3 | 0 | 219 | 1 | 5 | 220 | 0 | 0 | 0 | 0 | 0 | 8 | 346 | 354 |
| 19:30 | 6 | 127 | 0 | 1 | 133 | 1 | 0 | 4 | 0 | 5 | 0 | 152 | 7 | 1 | 159 | 0 | 0 | 0 | 0 | 0 | 2 | 297 | 299 |
| 19:45 | 9 | 123 | 0 | 1 | 132 | 0 | 0 | 2 | 0 | 2 | 0 | 213 | 2 | 1 | 215 | 0 | 0 | 0 | 0 | 0 | 2 | 349 | 351 |
| Total | 22 | 502 | 0 | 10 | 524 | 5 | 0 | 8 | 0 | 13 | 0 | 769 | 13 | 8 | 782 | 0 | 0 | 0 | 0 | 0 | 18 | 1319 | 1337 |
| 20:00 | 5 | 140 | 0 | 3 | 145 | 1 | 0 | 10 | 0 | 11 | 0 | 210 | 3 | 1 | 213 | 0 | 0 | 0 | 0 | 0 | 4 | 369 | 373 |
| 20:15 | 3 | 156 | 0 | 1 | 159 | 3 | 0 | 17 | 0 | 20 | 0 | 192 | 2 | 2 | 194 | 0 | 0 | 0 | 0 | 0 | 3 | 373 | 376 |
| 20:30 | 3 | 139 | 0 | 1 | 142 | 2 | 0 | 6 | 0 | 8 | 0 | 218 | 3 | 2 | 221 | 0 | 0 | 0 | 0 | 0 | 3 | 371 | 374 |
| 20:45 | 1 | 137 | 0 | 0 | 138 | 2 | 0 | 2 | 0 | 4 | 0 | 212 | 2 | 1 | 214 | 0 | 0 | 0 | 0 | 0 | 1 | 356 | 357 |
| Total | 12 | 572 | 0 | 5 | 584 | 8 | 0 | 35 | 0 | 43 | 0 | 832 | 10 | 6 | 842 | 0 | 0 | 0 | 0 | 0 | 11 | 1469 | 1480 |
| 21:00 | 4 | 108 | 0 | 1 | 112 | 0 | 0 | 3 | 0 | 3 | 0 | 149 | 5 | 2 | 154 | 0 | 0 | 0 | 0 | 0 | 3 | 269 | 272 |
| 21:15 | 2 | 105 | 0 | 2 | 107 | 1 | 0 | 3 | 0 | 4 | 0 | 182 | 0 | 3 | 182 | 0 | 0 | 0 | 0 | 0 | 5 | 293 | 298 |
| 21:30 | 0 | 78 | 0 | 0 | 78 | 2 | 0 | 5 | 0 | 7 | 0 | 158 | 1 | 0 | 159 | 0 | 0 | 0 | 0 | 0 | 0 | 244 | 244 |
| 21:45 | 0 | 71 | 0 | 0 | 71 | 0 | 0 | 1 | 0 | 1 | 0 | 107 | 0 | 2 | 107 | 0 | 0 | 0 | 0 | 0 | 2 | 179 | 181 |
| Total | 6 | 362 | 0 | 3 | 368 | 3 | 0 | 12 | 0 | 15 | 0 | 596 | 6 | 7 | 602 | 0 | 0 | 0 | 0 | 0 | 10 | 985 | 995 |
| Grand Total | 139 | 12372 | 0 | 251 | 12511 | 46 | 0 | 130 | 1 | 176 | 0 | 16314 | 142 | 285 | 16456 | 0 | 0 | 0 | 0 | 0 | 537 | 29143 | 29680 |
| Approch % | 1.1 | 98.9 | 0 | | | 26.1 | 0 | 73.9 | | | 0 | 99.1 | 0.9 | | | 0 | 0 | 0 | | | 1.8 | 98.2 | |
| Total % | 0.5 | 42.5 | 0 | | 42.9 | 0.2 | 0 | 0.4 | | 0.6 | 0 | 56 | 0.5 | | 56.5 | 0 | 0 | 0 | | | | | |

| Start Time | CSAH 1 Southbound | | | | 100th Lane Westbound | | | | CSAH 1 Northbound | | | | None 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 | 1 | 457 | 0 | 458 | 0 | 0 | 1 | 1 | 0 | 92 | 1 | 93 | 0 | 0 | 0 | 0 | 552 |
| 07:15 | 4 | 427 | 0 | 431 | 1 | 0 | 1 | 2 | 0 | 128 | 0 | 128 | 0 | 0 | 0 | 0 | 561 |
| 07:30 | 1 | 435 | 0 | 436 | 0 | 0 | 0 | 0 | 0 | 106 | 0 | 106 | 0 | 0 | 0 | 0 | 542 |
| 07:45 | 2 | 347 | 0 | 349 | 0 | 0 | 0 | 0 | 0 | 143 | 4 | 147 | 0 | 0 | 0 | 0 | 496 |
| Total Volume | 8 | 1666 | 0 | 1674 | 1 | 0 | 2 | 3 | 0 | 469 | 5 | 474 | 0 | 0 | 0 | 0 | 2151 |
| % App. Total | 0.5 | 99.5 | 0 | | 33.3 | 0 | 66.7 | | 0 | 98.9 | 1.1 | | 0 | 0 | 0 | | |
| PHF | .500 | .911 | .000 | .914 | .250 | .000 | .500 | .375 | .000 | .820 | .313 | .806 | .000 | .000 | .000 | .000 | .959 |

| | | | | | | | | | | | | | | | | | |
|--|------------|-------------|----------|------------|------------|----------|-------------|-----------|----------|-------------|------------|-------------|----------|----------|----------|----------|-------------|
| Peak Hour Analysis From 12:00 to 21:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:15 | | | | | | | | | | | | | | | | | |
| 16:15 | 0 | 197 | 0 | 197 | 0 | 0 | 4 | 4 | 0 | 696 | 3 | 699 | 0 | 0 | 0 | 0 | 900 |
| 16:30 | 1 | 198 | 0 | 199 | 1 | 0 | 1 | 2 | 0 | 736 | 1 | 737 | 0 | 0 | 0 | 0 | 938 |
| 16:45 | 0 | 173 | 0 | 173 | 0 | 0 | 3 | 3 | 0 | 647 | 2 | 649 | 0 | 0 | 0 | 0 | 825 |
| 17:00 | 1 | 224 | 0 | 225 | 0 | 0 | 5 | 5 | 0 | 663 | 2 | 685 | 0 | 0 | 0 | 0 | 915 |
| Total Volume | 2 | 792 | 0 | 794 | 1 | 0 | 13 | 14 | 0 | 2762 | 8 | 2770 | 0 | 0 | 0 | 0 | 3578 |
| % App. Total | 0.3 | 99.7 | 0 | | 7.1 | 0 | 92.9 | | 0 | 99.7 | 0.3 | | 0 | 0 | 0 | | |
| PHF | .500 | .884 | .000 | .882 | .250 | .000 | .650 | .700 | .000 | .938 | .667 | .940 | .000 | .000 | .000 | .000 | .954 |



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

Study Name : TMC1238
Study Date : 08/10/12
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 1

Number of Lanes: 2
85% Speed > 40 MPH.
Total Approach Volume: 16,456

Southbound: CSAH 1

Number of Lanes: 2
85% Speed > 40 MPH.
Total Approach Volume: 12,511

Minor Street Approaches

Westbound: 100th Lane

Number of Lanes: 1

Total Approach Volume: 176

Warrant Summary (Rural 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 (0) volumes exceed minimum < minimum required (4).

- Warrant 3 - Peak Hour Not Satisfied
 - Warrant 3A - Peak Hour Delay Not Satisfied
Approach volumes on minor street don't exceed minimums for any hour. 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

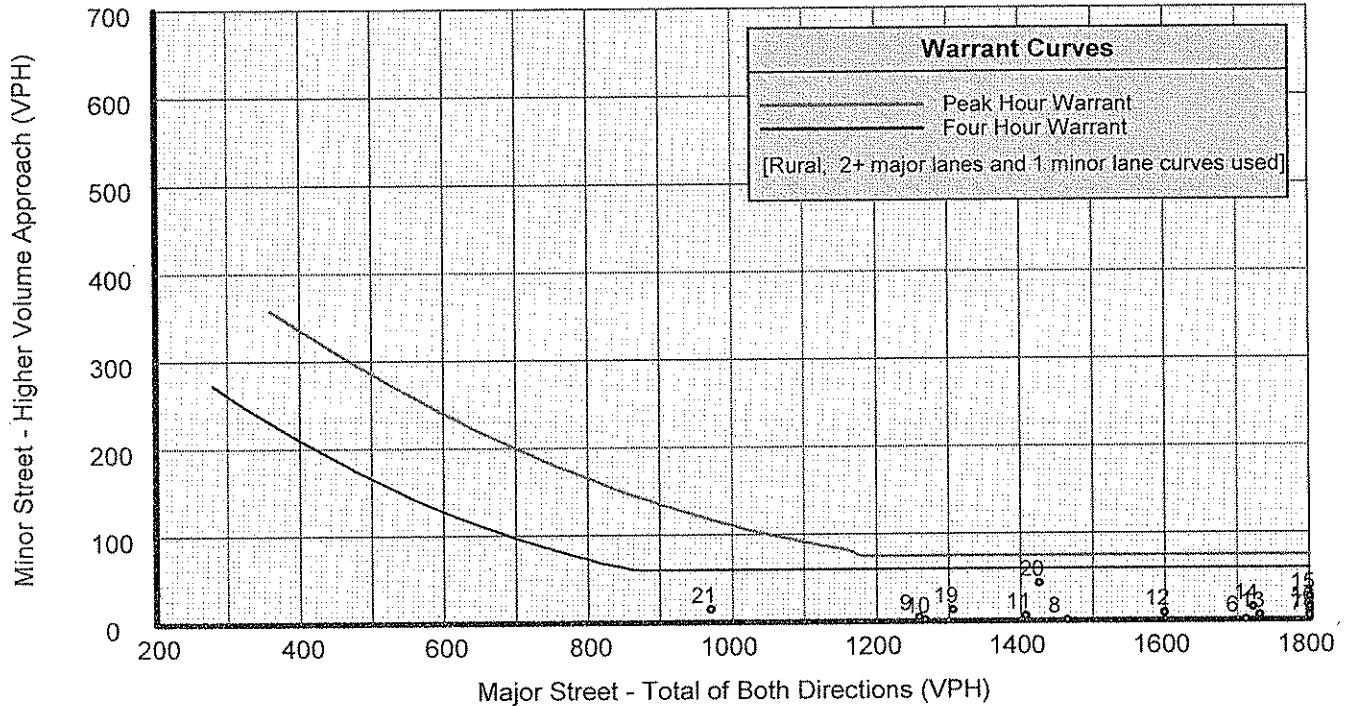
- Warrant 9 - Intersection Near a Grade Crossing Not Evaluated



ANOKA COUNTY HIGHWAY PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC1238
Study Date : 08/10/12
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 | EB | 420-No | 105-No | --- | 630-No | 53-No | --- | 504-No | 84-No | --- |
| 01:00 | 0 | 0 | EB | 420-No | 105-No | --- | 630-No | 53-No | --- | 504-No | 84-No | --- |
| 02:00 | 0 | 0 | EB | 420-No | 105-No | --- | 630-No | 53-No | --- | 504-No | 84-No | --- |
| 03:00 | 0 | 0 | EB | 420-No | 105-No | --- | 630-No | 53-No | --- | 504-No | 84-No | --- |
| 04:00 | 0 | 0 | EB | 420-No | 105-No | --- | 630-No | 53-No | --- | 504-No | 84-No | --- |
| 05:00 | 0 | 0 | EB | 420-No | 105-No | --- | 630-No | 53-No | --- | 504-No | 84-No | --- |
| 06:00 | 1,712 | 1 | WB | 420-Yes | 105-No | Major | 630-Yes | 53-No | Major | 504-Yes | 84-No | Major |
| 07:00 | 2,148 | 3 | WB | 420-Yes | 105-No | Major | 630-Yes | 53-No | Major | 504-Yes | 84-No | Major |
| 08:00 | 1,465 | 1 | WB | 420-Yes | 105-No | Major | 630-Yes | 53-No | Major | 504-Yes | 84-No | Major |
| 09:00 | 1,259 | 5 | WB | 420-Yes | 105-No | Major | 630-Yes | 53-No | Major | 504-Yes | 84-No | Major |
| 10:00 | 1,267 | 2 | WB | 420-Yes | 105-No | Major | 630-Yes | 53-No | Major | 504-Yes | 84-No | Major |
| 11:00 | 1,407 | 6 | WB | 420-Yes | 105-No | Major | 630-Yes | 53-No | Major | 504-Yes | 84-No | Major |
| 12:00 | 1,599 | 9 | WB | 420-Yes | 105-No | Major | 630-Yes | 53-No | Major | 504-Yes | 84-No | Major |
| 13:00 | 1,731 | 6 | WB | 420-Yes | 105-No | Major | 630-Yes | 53-No | Major | 504-Yes | 84-No | Major |
| 14:00 | 1,722 | 15 | WB | 420-Yes | 105-No | Major | 630-Yes | 53-No | Major | 504-Yes | 84-No | Major |
| 15:00 | 2,304 | 27 | WB | 420-Yes | 105-No | Major | 630-Yes | 53-No | Major | 504-Yes | 84-No | Major |
| 16:00 | 3,393 | 11 | WB | 420-Yes | 105-No | Major | 630-Yes | 53-No | Major | 504-Yes | 84-No | Major |
| 17:00 | 3,112 | 14 | WB | 420-Yes | 105-No | Major | 630-Yes | 53-No | Major | 504-Yes | 84-No | Major |
| 18:00 | 2,146 | 5 | WB | 420-Yes | 105-No | Major | 630-Yes | 53-No | Major | 504-Yes | 84-No | Major |
| 19:00 | 1,306 | 13 | WB | 420-Yes | 105-No | Major | 630-Yes | 53-No | Major | 504-Yes | 84-No | Major |
| 20:00 | 1,426 | 43 | WB | 420-Yes | 105-No | Major | 630-Yes | 53-No | Major | 504-Yes | 84-No | Major |
| 21:00 | 970 | 15 | WB | 420-Yes | 105-No | Major | 630-Yes | 53-No | Major | 504-Yes | 84-No | Major |
| 22:00 | 0 | 0 | EB | 420-No | 105-No | --- | 630-No | 53-No | --- | 504-No | 84-No | --- |
| 23:00 | 0 | 0 | EB | 420-No | 105-No | --- | 630-No | 53-No | --- | 504-No | 84-No | --- |



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

Study Name : TMC1238
Study Date : 08/10/12
Page No. : 1

Multi-Way Stop Warrant Report

Major Street Approaches

Northbound: CSAH 1
Total Approach Volume: 16,456
85% Speed > 40 MPH.

Southbound: CSAH 1
Total Approach Volume: 12,511
85% Speed > 40 MPH.

Minor Street Approaches

Westbound: 100th Lane
Total Approach Volume: 176

Warrant Summary

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

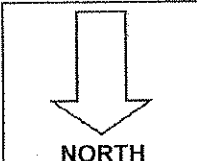
Criteria B - Crash Experience Not Evaluated

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? |
| 05:15 - 06:15 | 348 | 1 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |
| 05:30 - 06:30 | 733 | 1 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |
| 05:45 - 06:45 | 1,220 | 1 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |
| 06:00 - 07:00 | 1,712 | 1 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |
| 06:15 - 07:15 | 1,915 | 1 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |
| 06:30 - 07:30 | 2,089 | 3 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |
| 06:45 - 07:45 | 2,144 | 3 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |
| 07:00 - 08:00 | 2,148 | 3 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |
| 07:15 - 08:15 | 1,985 | 2 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |
| 07:30 - 08:30 | 1,790 | 0 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |
| 07:45 - 08:45 | 1,602 | 0 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |
| 08:00 - 09:00 | 1,465 | 1 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |
| 08:15 - 09:15 | 1,359 | 1 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |
| 08:30 - 09:30 | 1,318 | 1 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |
| 08:45 - 09:45 | 1,303 | 5 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |
| 09:00 - 10:00 | 1,259 | 5 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |
| 09:15 - 10:15 | 1,286 | 5 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |
| 09:30 - 10:30 | 1,259 | 5 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |
| 09:45 - 10:45 | 1,268 | 2 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |
| 10:00 - 11:00 | 1,267 | 2 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |
| 10:15 - 11:15 | 1,273 | 6 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |
| 10:30 - 11:30 | 1,298 | 7 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |
| 10:45 - 11:45 | 1,327 | 7 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |
| 11:00 - 12:00 | 1,407 | 6 | 210-Yes | 140-No | Major | 240-Yes | 160-No | Major |



COUNT LOCATION: CSAH 1 (Coon Rapids Blvd.) DATE: 08/08/2012
@ 100th Lane

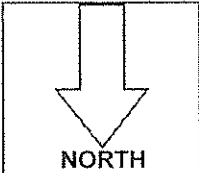
| |
|----------------------|
| APP. #1 = CSAH 1 |
| APP. #2 = None |
| APP. #3 = CSAH 1 |
| APP. #4 = 100th Lane |

| | |
|---------|---------|
| 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 | | | | 1 | 1 | 1 | | 1 |
| 6:15-6:30 | | | | 2 | 2 | 3 | | 1 |
| 6:30-6:45 | | | | | | 6 | | |
| 6:45-7:00 | | | | | | 10 | | |
| HOURLY TOTAL | | | | | 3 | HOURLY TOTAL | | 22 |
| 7:00-7:15 | | | | | | 9 | | |
| 7:15-7:30 | | 2 | | | 2 | 5 | | 1 |
| 7:30-7:45 | | 1 | | | 1 | 7 | | |
| 7:45-8:00 | | 2 | | 1 | 3 | 13 | | 2 |
| HOURLY TOTAL | | | | | 6 | HOURLY TOTAL | | 37 |
| 8:00-8:15 | | 1 | | | 1 | 10 | | 2 |
| 8:15-8:30 | | | | | | 16 | | 4 |
| 8:30-8:45 | | 1 | | | 1 | 12 | | 2 |
| 8:45-9:00 | | | | | | 15 | | 3 |
| HOURLY TOTAL | | | | | 2 | HOURLY TOTAL | | 64 |
| 9:00-9:15 | 1 | | | | 1 | 11 | | 3 |
| 9:15-9:30 | | | | | | 9 | | 1 |
| 9:30-9:45 | | | | | | 8 | | 1 |
| 9:45-10:00 | | | | | | 6 | | 1 |
| HOURLY TOTAL | | | | | 1 | HOURLY TOTAL | | 40 |
| 10:00-10:15 | | 3 | | | 3 | 10 | | 3 |
| 10:15-10:30 | | 1 | | 1 | 2 | 9 | | 1 |
| 10:30-10:45 | | | | | | 6 | | 2 |
| 10:45-11:00 | | | | | | 13 | | |
| HOURLY TOTAL | | | | | 5 | HOURLY TOTAL | | 44 |
| 11:00-11:15 | | | | 2 | 2 | 7 | | 3 |
| 11:15-11:30 | | 2 | | 1 | 3 | 4 | 1 | 2 |
| 11:30-11:45 | | | | 1 | 1 | 9 | | |
| 11:45-12:00 | | 2 | | | 2 | 10 | | 2 |
| HOURLY TOTAL | | | | | 8 | HOURLY TOTAL | | 38 |
| 12:00-12:15 | | 2 | | | 2 | 9 | 1 | 1 |
| 12:15-12:30 | | | | | | 5 | | 2 |
| 12:30-12:45 | | | | | | 11 | | 5 |
| 12:45-1:00 | | | | | | 11 | | |
| HOURLY TOTAL | | | | | 2 | HOURLY TOTAL | | 45 |
| 1:00-1:15 | | | | 1 | 1 | 8 | | 2 |
| 1:15-1:30 | | | | 3 | 3 | 11 | | 3 |
| 1:30-1:45 | | | | | | 6 | | 2 |
| 1:45-2:00 | | | | | | 5 | | 1 |
| HOURLY TOTAL | | | | | 4 | HOURLY TOTAL | | 38 |
| TOTAL | | | | | 31 | TOTAL | | 328 |

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COUNT LOCATION:

CSAH 1 (Coon Rapids Blvd.)

DATE:

08/07/2012

@ 100th Lane

| |
|----------------------|
| APP. #1 = CSAH 1 |
| APP. #2 = None |
| APP. #3 = CSAH 1 |
| APP. #4 = 100th Lane |

APP. #2

HEAVY VEHICLE- ANY VEHICLE HAVING MORE THAN FOUR TIRES TOUCHING THE PAVEMENT

APP. #1

APP. #3

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 | | 1 | | | 1 | 8 | | 6 |
| 2:15-2:30 | | 1 | | | 1 | 9 | | 4 |
| 2:30-2:45 | | | | | | 14 | | 3 |
| 2:45-3:00 | | 3 | | | 3 | 6 | | 2 |
| HOURLY TOTAL | | | | | 5 | HOURLY TOTAL | | 52 |
| 3:00-3:15 | | | | | | 17 | | 1 |
| 3:15-3:30 | | 1 | | | 1 | 7 | | 2 |
| 3:30-3:45 | | | | 1 | 1 | 5 | | |
| 3:45-4:00 | | | | 2 | 2 | 9 | | 3 |
| HOURLY TOTAL | | | | | 4 | HOURLY TOTAL | | 44 |
| 4:00-4:15 | | | | | | 5 | | 1 |
| 4:15-4:30 | | 1 | | | 1 | 13 | | 1 |
| 4:30-4:45 | | | | | | 2 | | |
| 4:45-5:00 | | | | | | 2 | | 2 |
| HOURLY TOTAL | | | | | 1 | HOURLY TOTAL | | 26 |
| 5:00-5:15 | | | | 1 | 1 | 1 | | 1 |
| 5:15-5:30 | | | | | | 3 | 1 | 3 |
| 5:30-5:45 | | | | | | 1 | | 3 |
| 5:45-6:00 | | | | | | 3 | | 1 |
| HOURLY TOTAL | | | | | 1 | HOURLY TOTAL | | 17 |
| 6:00-6:15 | | | | | | 5 | | 4 |
| 6:15-6:30 | | 1 | | 1 | 2 | 5 | | |
| 6:30-6:45 | | | | | | 7 | | 1 |
| 6:45-7:00 | | | | | | 5 | | |
| HOURLY TOTAL | | | | | 2 | HOURLY TOTAL | | 27 |
| 7:00-7:15 | | | | | | 6 | | |
| 7:15-7:30 | | 3 | | 11 | 14 | 5 | 1 | 2 |
| 7:30-7:45 | | | | 1 | 1 | 3 | | |
| 7:45-8:00 | | 4 | | 2 | 6 | 2 | | |
| HOURLY TOTAL | | | | | 21 | HOURLY TOTAL | | 19 |
| 8:00-8:15 | | | | | | 4 | | |
| 8:15-8:30 | | | | 1 | 1 | 2 | | 1 |
| 8:30-8:45 | | | | | | 3 | | |
| 8:45-9:00 | | 2 | | | 2 | 1 | | |
| HOURLY TOTAL | | | | | 3 | HOURLY TOTAL | | 11 |
| 9:00-9:15 | | 3 | | | 3 | 2 | | |
| 9:15-9:30 | | 1 | | 1 | 2 | 5 | | |
| 9:30-9:45 | | | | | | | | |
| 9:45-10:00 | | | | | | 2 | | |
| HOURLY TOTAL | | | | | 5 | HOURLY TOTAL | | 9 |
| | | | | | TOTAL | 73 | | |
| | | | | | | | TOTAL | 533 |

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