

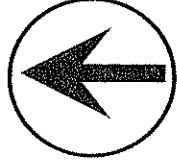
Date : 06/05/13

Count Number : TMC1313

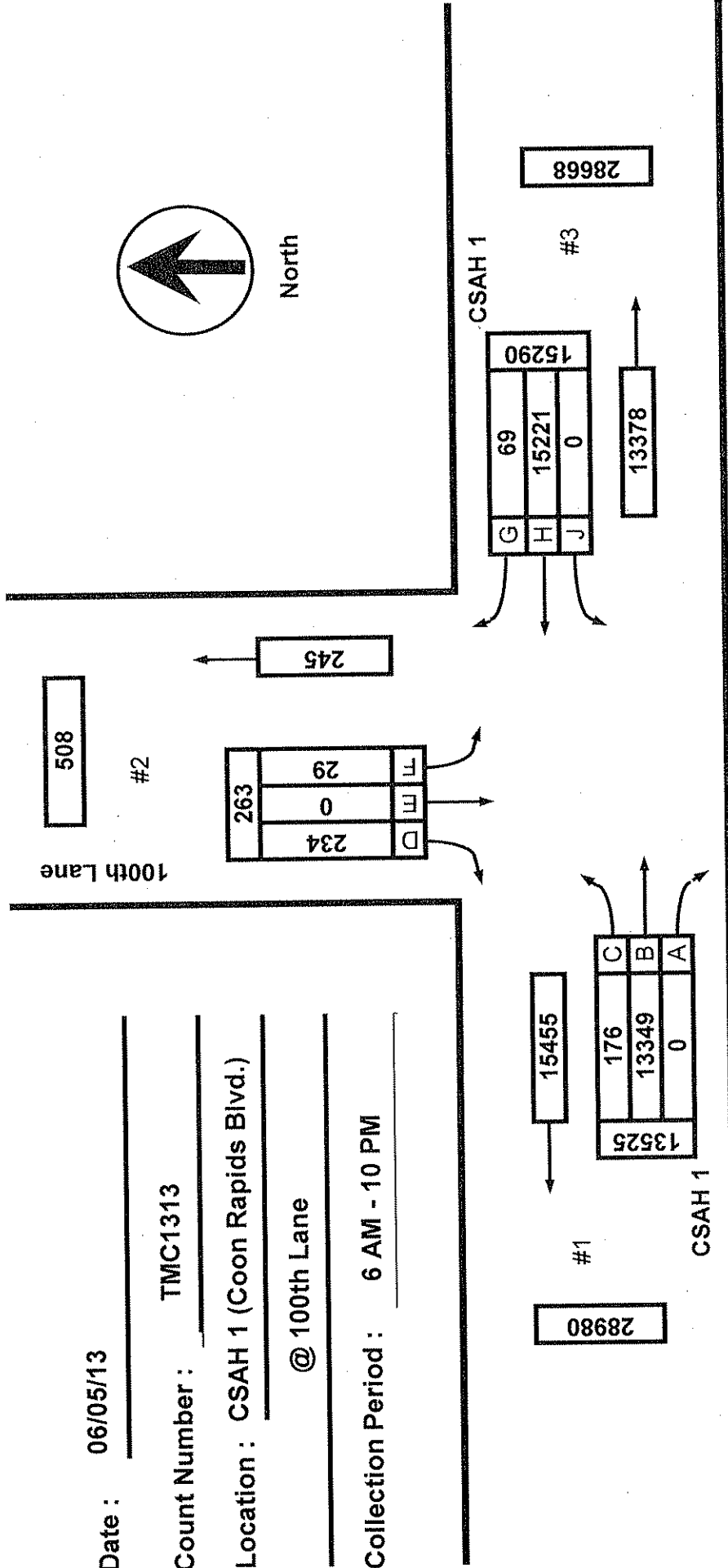
Location : CSAH 1 (Coon Rapids Blvd.)

@ 100th Lane

Collection Period : 6 AM - 10 PM



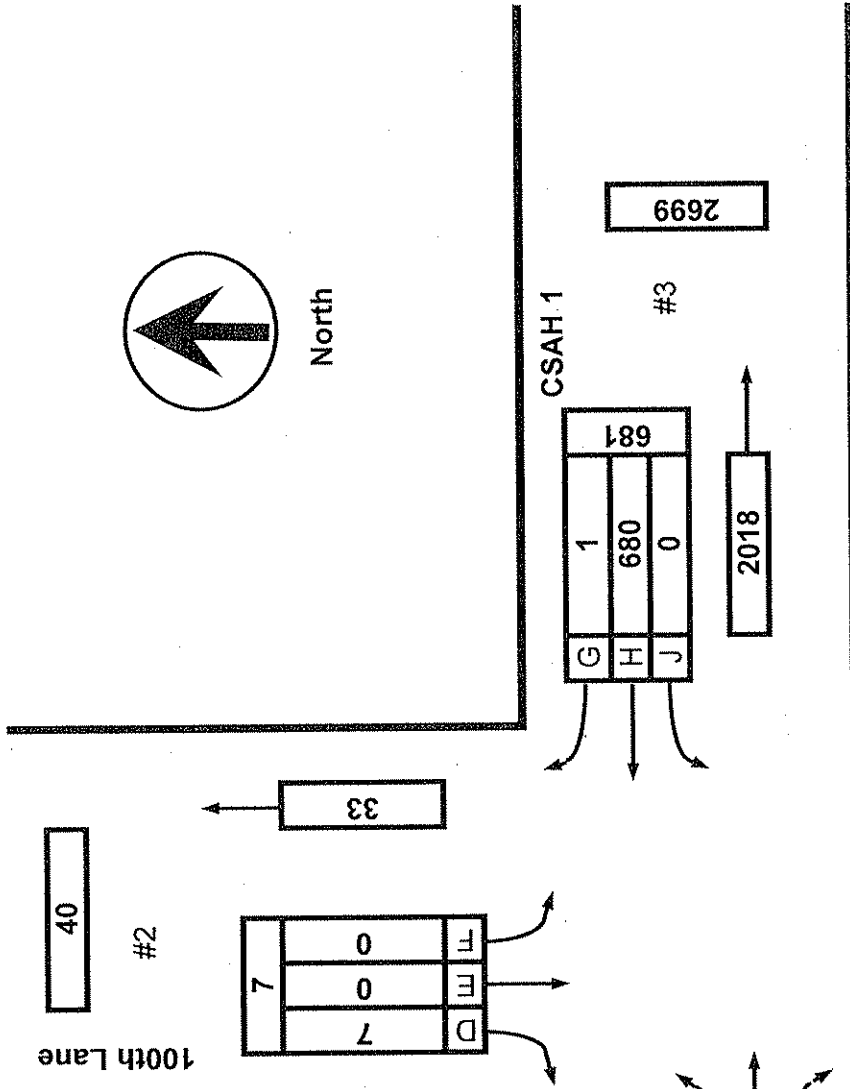
North



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

Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study

Date : 06/05/13
 Count Number : TMC1313
 Location : CSAH 1 (Coon Rapids Blvd.)
 @ 100th Lane
 Collection Period : AM PEAK
 Hour : 7:00 - 8:00 AM



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

Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study

Date : 06/03/13

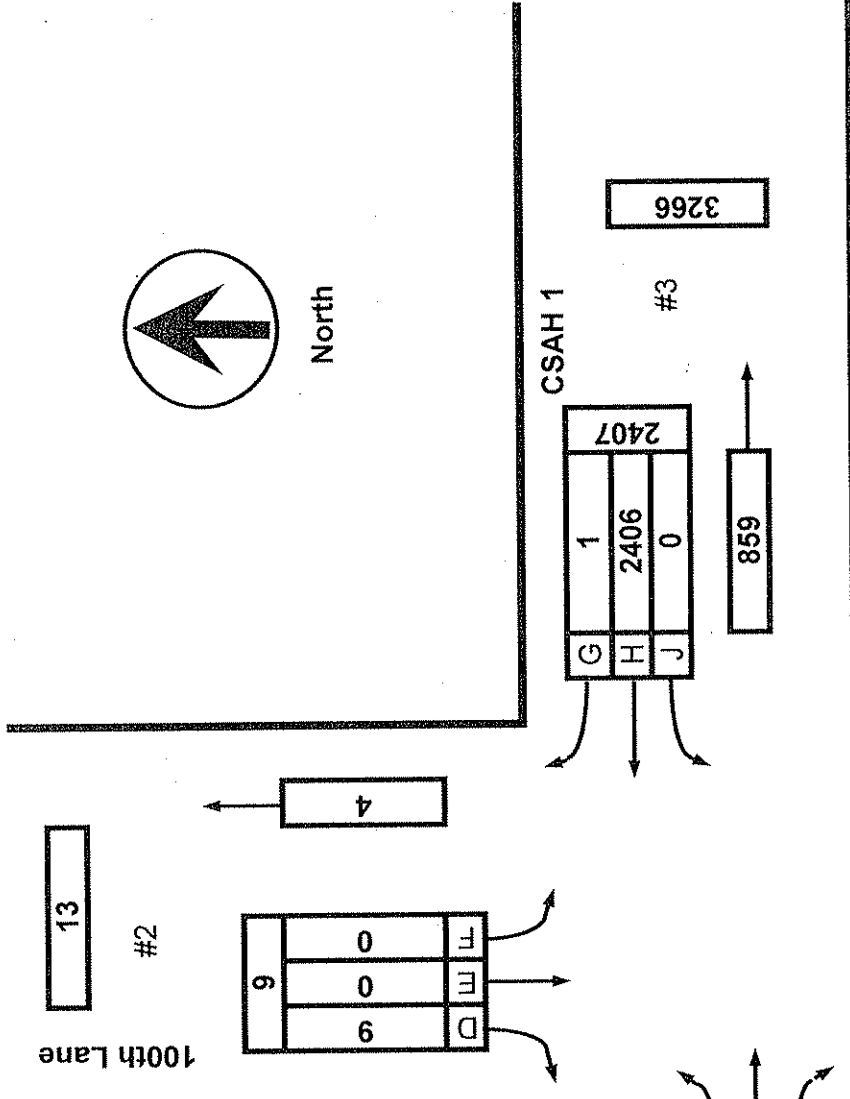
Count Number : TMC1313

Location : CSAH 1 (Coon Rapids Blvd.)

@ 100th Lane

Collection Period : PM PEAK

Hour : 4:30 PM - 5:30 PM



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

File Name : TMC 1313
 Site Code : 13130202
 Start Date : 06/03/2013
 Page No : 1

Weather: Cool/Cloudy
 Counter: DB-400
 Study Conducted By: Kate/Katelyn

Groups Printed- Unshifted

Start Time	100th Lane Southbound					CSAH 1 Westbound					NONE Northbound					CSAH 1 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 AM	0	0	0	0	0	0	63	0	0	63	0	0	0	0	0	0	288	0	4	288	4	351	355
06:15 AM	0	0	0	0	0	0	84	0	1	84	0	0	0	0	0	0	333	0	8	333	9	417	426
06:30 AM	0	0	0	0	0	0	89	0	3	89	0	0	0	0	0	1	431	0	6	432	9	521	530
06:45 AM	0	0	1	0	1	0	108	0	7	108	0	0	0	0	0	0	393	0	6	393	13	502	515
Total	0	0	1	0	1	0	344	0	11	344	0	0	0	0	0	1	1445	0	24	1446	35	1791	1826
07:00 AM	0	0	0	0	0	0	135	1	8	136	0	0	0	0	0	4	500	0	6	504	14	640	654
07:15 AM	0	0	1	0	1	0	177	0	7	177	0	0	0	0	0	3	500	0	7	503	14	681	695
07:30 AM	0	0	3	2	3	0	172	0	9	172	0	0	0	0	0	11	586	0	13	597	24	772	796
07:45 AM	0	0	3	1	3	0	196	0	10	196	0	0	0	0	0	14	432	0	8	446	19	645	664
Total	0	0	7	3	7	0	680	1	34	681	0	0	0	0	0	32	2018	0	34	2050	71	2738	2809
08:00 AM	0	0	3	0	3	0	141	0	10	141	0	0	0	0	0	10	331	0	7	341	17	485	502
08:15 AM	0	0	0	0	0	0	134	0	8	134	0	0	0	0	0	3	285	0	14	288	22	422	444
08:30 AM	0	0	0	0	0	0	152	0	6	152	0	0	0	0	0	5	251	0	8	256	14	408	422
08:45 AM	0	0	6	1	6	0	126	0	7	126	0	0	0	0	0	4	228	0	8	232	16	364	380
Total	0	0	9	1	9	0	553	0	31	553	0	0	0	0	0	22	1095	0	37	1117	69	1679	1748
09:00 AM	1	0	2	1	3	0	117	1	9	118	0	0	0	0	0	3	220	0	10	223	20	344	364
09:15 AM	0	0	1	0	1	0	146	0	21	146	0	0	0	0	0	4	200	0	12	204	33	351	384
09:30 AM	1	0	0	0	1	0	152	1	4	153	0	0	0	0	0	3	167	0	3	170	7	324	331
09:45 AM	0	0	1	0	1	0	179	2	20	181	0	0	0	0	0	3	188	0	4	191	24	373	397
Total	2	0	4	1	6	0	594	4	54	598	0	0	0	0	0	13	775	0	29	788	84	1392	1476
10:00 AM	0	0	2	0	2	0	159	0	8	159	0	0	0	0	0	3	191	0	4	194	12	355	367
10:15 AM	0	0	3	1	3	0	145	0	3	145	0	0	0	0	0	1	180	0	4	181	8	329	337
10:30 AM	0	0	2	0	2	0	131	0	6	131	0	0	0	0	0	2	151	0	4	153	10	286	296
10:45 AM	0	0	3	0	3	0	164	1	3	165	0	0	0	0	0	3	141	0	5	144	8	312	320
Total	0	0	10	1	10	0	599	1	20	600	0	0	0	0	0	9	663	0	17	672	38	1282	1320
11:00 AM	0	0	6	0	6	0	144	0	3	144	0	0	0	0	0	8	193	0	6	201	9	351	360
11:15 AM	0	0	2	0	2	0	155	1	6	156	0	0	0	0	0	2	180	0	4	182	10	340	350
11:30 AM	0	0	7	0	7	0	172	1	10	173	0	0	0	0	0	0	198	0	3	198	13	378	391
11:45 AM	0	0	2	0	2	0	199	5	5	204	0	0	0	0	0	4	193	0	5	197	10	403	413
Total	0	0	17	0	17	0	670	7	24	677	0	0	0	0	0	14	764	0	18	778	42	1472	1514
12:00 PM	1	0	1	0	2	0	200	2	4	202	0	0	0	0	0	1	181	0	9	182	13	386	399
12:15 PM	1	0	1	1	2	0	218	1	11	219	0	0	0	0	0	0	172	0	5	172	17	393	410
12:30 PM	2	0	1	0	3	0	182	0	7	182	0	0	0	0	0	5	175	0	4	180	11	365	376
12:45 PM	0	0	1	0	1	0	207	1	6	208	0	0	0	0	0	1	185	0	3	186	9	395	404
Total	4	0	4	1	8	0	807	4	28	811	0	0	0	0	0	7	713	0	21	720	50	1539	1589
01:00 PM	1	0	3	0	4	0	196	2	1	198	0	0	0	0	0	0	185	0	8	185	9	387	396
01:15 PM	0	0	1	0	1	0	180	0	8	180	0	0	0	0	0	3	174	0	2	177	10	358	368
01:30 PM	0	0	2	0	2	0	186	1	5	187	0	0	0	0	0	2	192	0	5	194	10	383	393
01:45 PM	0	0	3	0	3	0	213	0	7	213	0	0	0	0	0	6	187	0	3	193	10	409	419
Total	1	0	9	0	10	0	775	3	21	778	0	0	0	0	0	11	738	0	18	749	39	1537	1576
02:00 PM	2	0	31	6	33	0	242	0	10	242	0	0	0	0	0	4	191	0	5	195	21	470	491
02:15 PM	0	0	2	0	2	0	238	0	8	238	0	0	0	0	0	2	165	0	5	167	13	407	420
02:30 PM	2	0	1	0	3	0	263	2	5	265	0	0	0	0	0	0	216	0	11	216	16	484	500
02:45 PM	0	0	3	0	3	0	287	2	15	289	0	0	0	0	0	2	204	0	9	206	24	498	522
Total	4	0	37	6	41	0	1030	4	38	1034	0	0	0	0	0	8	776	0	30	784	74	1859	1933
03:00 PM	1	0	5	0	6	0	292	0	7	292	0	0	0	0	0	1	209	0	10	210	17	508	525
03:15 PM	0	0	5	0	5	0	369	2	9	371	0	0	0	0	0	3	204	0	13	207	22	583	605
03:30 PM	0	0	2	0	2	0	413	0	4	413	0	0	0	0	0	0	201	0	7	201	11	616	627
03:45 PM	0	0	1	0	1	0	436	0	9	436	0	0	0	0	0	1	201	0	10	202	19	639	658
Total	1	0	13	0	14	0	1510	2	29	1512	0	0	0	0	0	5	815	0	40	820	69	2346	2415
04:00 PM	0	0	2	0	2	0	500	0	15	500	0	0	0	0	0	1	209	0	4	210	19	712	731
04:15 PM	0	0	2	0	2	0	546	1	12	547	0	0	0	0	0	1	211	0	5	212	17	761	778
04:30 PM	0	0	0	0	0	0	592	0	14	592	0	0	0	0	0	0	207	0	8	207	22	799	821
04:45 PM	0	0	0	0	0	0	596	0	13	596	0	0	0	0	0	0	200	0	4	200	17	796	813
Total	0	0	4	0	4	0	2234	1	54	2235	0	0	0	0	0	2	827	0	21	829	75	3068	3143
05:00 PM	0	0	1	0	1	0	564	0	5	564	0	0	0	0	0	2	234	0	4	236	9	801	810
05:15 PM	0	0	8	0	8	0	654	1	3	655	0	0	0	0	0	1	218	0	3	219	6	882	888
05:30 PM	0	0	1	0	1	0	515	2	4	517	0	0	0	0	0	3	189	0	1	192	5	710	715



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

File Name : TMC 1313
 Site Code : 13130202
 Start Date : 06/03/2013
 Page No : 2

Weather: Cool/Cloudy
 Counter: DB-400
 Study Conducted By: Kate/Katelyn

Groups Printed- Unshifted

Start Time	100th Lane Southbound					CSAH 1 Westbound					NONE Northbound					CSAH 1 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			
05:45 PM	0	0	5	0	5	0	488	1	3	489	0	0	0	0	0	6	165	0	2	171	5	665	670
Total	0	0	15	0	15	0	2221	4	15	2225	0	0	0	0	0	12	806	0	10	818	25	3058	3083
06:00 PM	0	0	2	0	2	0	451	3	6	454	0	0	0	0	0	7	165	0	1	172	7	628	635
06:15 PM	0	0	2	0	2	0	353	0	3	353	0	0	0	0	0	3	162	0	5	165	8	520	528
06:30 PM	1	0	6	0	7	0	338	9	1	347	0	0	0	0	0	4	147	0	2	151	3	505	508
06:45 PM	0	0	3	0	3	0	239	4	2	243	0	0	0	0	0	2	140	0	4	142	6	388	394
Total	1	0	13	0	14	0	1381	16	12	1397	0	0	0	0	0	16	614	0	12	630	24	2041	2065
07:00 PM	1	0	4	0	5	0	178	4	1	182	0	0	0	0	0	3	138	0	4	141	5	328	333
07:15 PM	0	0	22	0	22	0	192	5	3	197	0	0	0	0	0	9	118	0	2	127	5	346	351
07:30 PM	1	0	4	0	5	0	152	4	2	156	0	0	0	0	0	5	124	0	3	129	5	290	295
07:45 PM	0	0	2	0	2	0	147	1	0	148	0	0	0	0	0	4	109	0	2	113	2	263	265
Total	2	0	32	0	34	0	669	14	6	683	0	0	0	0	0	21	489	0	11	510	17	1227	1244
08:00 PM	0	0	4	0	4	0	148	2	0	150	0	0	0	0	0	2	99	0	0	101	0	255	255
08:15 PM	1	0	4	0	5	0	178	1	1	179	0	0	0	0	0	0	128	0	0	128	1	312	313
08:30 PM	10	0	48	0	58	0	150	3	0	153	0	0	0	0	0	1	129	0	1	130	1	341	342
08:45 PM	2	0	3	0	5	0	134	1	1	135	0	0	0	0	0	0	84	0	0	84	1	224	225
Total	13	0	59	0	72	0	610	7	2	617	0	0	0	0	0	3	440	0	1	443	3	1132	1135
09:00 PM	1	0	0	0	1	0	149	0	0	149	0	0	0	0	0	0	125	0	1	125	1	275	276
09:15 PM	0	0	0	0	0	0	147	1	1	148	0	0	0	0	0	0	106	0	0	106	1	254	255
09:30 PM	0	0	0	0	0	0	130	0	0	130	0	0	0	0	0	0	82	0	1	82	1	212	213
09:45 PM	0	0	0	0	0	0	118	0	1	118	0	0	0	0	0	0	58	0	0	58	1	176	177
Total	1	0	0	0	1	0	544	1	2	545	0	0	0	0	0	0	371	0	2	371	4	917	921
Grand Total	29	0	234	13	263	0	15221	69	381	15290	0	0	0	0	0	176	13349	0	325	13525	719	29078	29797
Apprch %	11	0	89			0	99.5	0.5			0	0	0			1.3	98.7	0					
Total %	0.1	0	0.8		0.9	0	52.3	0.2		52.6	0	0	0		0	0.6	45.9	0		46.5	2.4	97.6	

Start Time	100th Lane Southbound				CSAH 1 Westbound				NONE Northbound				CSAH 1 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 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	135	1	136	0	0	0	0	4	500	0	504	640
07:15 AM	0	0	1	1	0	177	0	177	0	0	0	0	3	500	0	503	681
07:30 AM	0	0	3	3	0	172	0	172	0	0	0	0	11	586	0	597	772
07:45 AM	0	0	3	3	0	196	0	196	0	0	0	0	14	432	0	446	645
Total Volume	0	0	7	7	0	680	1	681	0	0	0	0	32	2018	0	2050	2738
% App. Total	0	0	100		0	99.9	0.1		0	0	0		1.6	98.4	0		
PHF	.000	.000	.583	.583	.000	.867	.250	.869	.000	.000	.000	.000	.571	.861	.000	.858	.887
Peak Hour Analysis From 12:00 PM to 09:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	592	0	592	0	0	0	0	0	207	0	207	799
04:45 PM	0	0	0	0	0	596	0	596	0	0	0	0	0	200	0	200	796
05:00 PM	0	0	1	1	0	564	0	564	0	0	0	0	2	234	0	236	801
05:15 PM	0	0	8	8	0	654	1	655	0	0	0	0	1	218	0	219	882
Total Volume	0	0	9	9	0	2406	1	2407	0	0	0	0	3	859	0	862	3278
% App. Total	0	0	100		0	100	0		0	0	0		0.3	99.7	0		
PHF	.000	.000	.281	.281	.000	.920	.250	.919	.000	.000	.000	.000	.375	.918	.000	.913	.929



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

Study Name : TMC 1313 Signal
Study Date : 06/07/13
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: CSAH 1
Number of Lanes: 2
85% Speed > 40 MPH.
Total Approach Volume: 13,525

Westbound: CSAH 1
Number of Lanes: 2
85% Speed > 40 MPH.
Total Approach Volume: 15,290

Minor Street Approaches

Southbound: 100th Lane
Number of Lanes: 1

Total Approach Volume: 263

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 1 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** 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

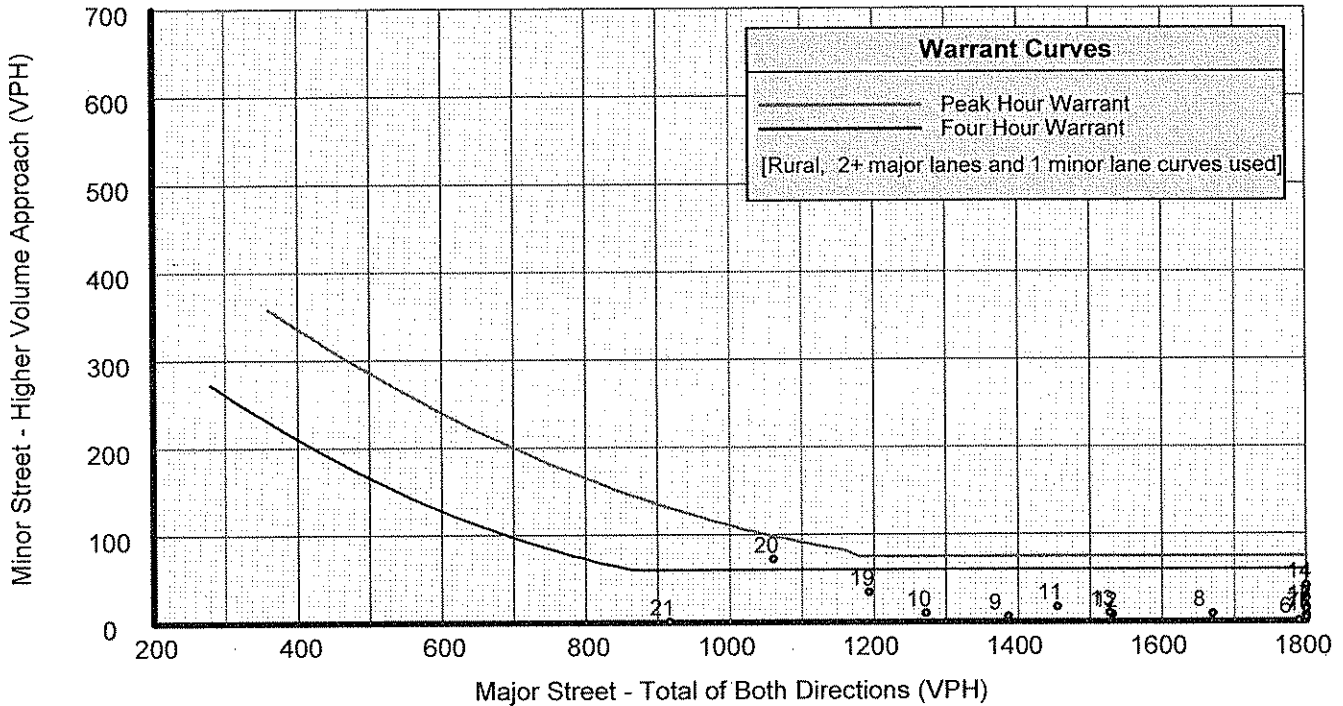
- Warrant 9 - Intersection Near a Grade Crossing** Not Evaluated



ANOKA COUNTY HIGHWAY PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC 1313 Signal
Study Date : 06/07/13
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	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	1,790	1	SB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
07:00	2,731	7	SB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
08:00	1,670	9	SB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
09:00	1,386	6	SB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
10:00	1,272	10	SB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
11:00	1,455	17	SB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
12:00	1,531	8	SB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
13:00	1,527	10	SB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
14:00	1,818	41	SB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
15:00	2,332	14	SB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
16:00	3,064	4	SB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
17:00	3,043	15	SB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
18:00	2,027	14	SB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
19:00	1,193	34	SB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
20:00	1,060	72	SB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-No	Major
21:00	916	1	SB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
22:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---



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

Study Name : TMC 1313 MW
Study Date : 06/07/13
Page No. : 1

Multi-Way Stop Warrant Report

Major Street Approaches

Eastbound: CSAH 1

Total Approach Volume: 13,525
85% Speed > 40 MPH.

Westbound: CSAH 1

Total Approach Volume: 15,290
85% Speed > 40 MPH.

Minor Street Approaches

Southbound: 100th Lane

Total Approach Volume: 263

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 2 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	351	0	210-Yes	140-No	Major	240-Yes	160-No	Major
05:30 - 06:30	768	0	210-Yes	140-No	Major	240-Yes	160-No	Major
05:45 - 06:45	1,289	0	210-Yes	140-No	Major	240-Yes	160-No	Major
06:00 - 07:00	1,790	1	210-Yes	140-No	Major	240-Yes	160-No	Major
06:15 - 07:15	2,079	1	210-Yes	140-No	Major	240-Yes	160-No	Major
06:30 - 07:30	2,342	2	210-Yes	140-No	Major	240-Yes	160-No	Major
06:45 - 07:45	2,590	5	210-Yes	140-No	Major	240-Yes	160-No	Major
07:00 - 08:00	2,731	7	210-Yes	140-No	Major	240-Yes	160-No	Major
07:15 - 08:15	2,573	10	210-Yes	140-No	Major	240-Yes	160-No	Major
07:30 - 08:30	2,315	9	210-Yes	140-No	Major	240-Yes	160-No	Major
07:45 - 08:45	1,954	6	210-Yes	140-No	Major	240-Yes	160-No	Major
08:00 - 09:00	1,670	9	210-Yes	140-No	Major	240-Yes	160-No	Major
08:15 - 09:15	1,529	9	210-Yes	140-No	Major	240-Yes	160-No	Major
08:30 - 09:30	1,457	10	210-Yes	140-No	Major	240-Yes	160-No	Major
08:45 - 09:45	1,372	11	210-Yes	140-No	Major	240-Yes	160-No	Major
09:00 - 10:00	1,386	6	210-Yes	140-No	Major	240-Yes	160-No	Major
09:15 - 10:15	1,398	5	210-Yes	140-No	Major	240-Yes	160-No	Major
09:30 - 10:30	1,374	7	210-Yes	140-No	Major	240-Yes	160-No	Major
09:45 - 10:45	1,335	8	210-Yes	140-No	Major	240-Yes	160-No	Major
10:00 - 11:00	1,272	10	210-Yes	140-No	Major	240-Yes	160-No	Major
10:15 - 11:15	1,264	14	210-Yes	140-No	Major	240-Yes	160-No	Major
10:30 - 11:30	1,276	13	210-Yes	140-No	Major	240-Yes	160-No	Major
10:45 - 11:45	1,363	18	210-Yes	140-No	Major	240-Yes	160-No	Major
11:00 - 12:00	1,455	17	210-Yes	140-No	Major	240-Yes	160-No	Major



NORTH

APP. #1 = CSAH 1

APP. #2 =

APP. #3 = CSAH 1

APP. #4 = 100th Lane

COUNT LOCATION:

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

DATE:

06/05/2013

APP.
#1

APP.
#3

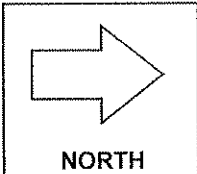
APP.
#4

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				15 MIN TOT	HEAVY VEHICLES		
	APP. #1	APP. #2	APP. #3	APP. #4		TRUCKS	RV	BUS
6:00-6:15AM						2		1
6:15-6:30						6		3
6:30-6:45						5		4
6:45-7:00			1		1	5		8
HOURLY TOTAL					1	HOURLY TOTAL		34
7:00-7:15						6		8
7:15-7:30	1				1	4		10
7:30-7:45						7		17
7:45-8:00						8		11
HOURLY TOTAL					1	HOURLY TOTAL		71
8:00-8:15						13		4
8:15-8:30						14		8
8:30-8:45						6		8
8:45-9:00	1				1	9		7
HOURLY TOTAL					1	HOURLY TOTAL		69
9:00-9:15	1		1		2	14		6
9:15-9:30						9		24
9:30-9:45						4		3
9:45-10:00						19		5
HOURLY TOTAL					2	HOURLY TOTAL		84
10:00-10:15						6		6
10:15-10:30			2		2	2		6
10:30-10:45						7		3
10:45-11:00						9		
HOURLY TOTAL					2	HOURLY TOTAL		39
11:00-11:15						6		2
11:15-11:30						5		6
11:30-11:45						10		2
11:45-12:00						7		3
HOURLY TOTAL						HOURLY TOTAL		41
12:00-12:15			2		2	8		6
12:15-12:30						7		9
12:30-12:45	1			1	2	4		8
12:45-1:00						8		1
HOURLY TOTAL					4	HOURLY TOTAL		51
1:00-1:15			3		3	5		4
1:15-1:30	1				1	6		4
1:30-1:45				1	1	6		4
1:45-2:00						7		3
HOURLY TOTAL					5	HOURLY TOTAL		39
TOTAL					16	TOTAL		428

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COUNT LOCATION:

CSAH 1 (Coon Rapids Blvd.)

DATE:

06/03/2013

@ 100th Lane

APP. #1 = CSAH 1
APP. #2 =
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
2:00-2:15PM	2				2	11		7
2:15-2:30	1		1	1	3	11		4
2:30-2:45			1	1	2	10		6
2:45-3:00						10		14
HOURLY TOTAL					7	HOURLY TOTAL		73
3:00-3:15						8		10
3:15-3:30			1	1	2	11		10
3:30-3:45	1		2	2	5	6		5
3:45-4:00	1		4		5	11		9
HOURLY TOTAL					12	HOURLY TOTAL		70
4:00-4:15						13		6
4:15-4:30				2	2	6		10
4:30-4:45				2	2	11		12
4:45-5:00	1				1	4	1	11
HOURLY TOTAL					5	HOURLY TOTAL		74
5:00-5:15						6		4
5:15-5:30						4		1
5:30-5:45	1				1	3		3
5:45-6:00			5		5	2		2
HOURLY TOTAL					6	HOURLY TOTAL		25
6:00-6:15			2		2	5		1
6:15-6:30						5		3
6:30-6:45						1		2
6:45-7:00	1				1	5		1
HOURLY TOTAL					3	HOURLY TOTAL		23
7:00-7:15						5		
7:15-7:30	1			1	2	3		2
7:30-7:45				8	8	6		
7:45-8:00			1		1	2		
HOURLY TOTAL					11	HOURLY TOTAL		18
8:00-8:15								
8:15-8:30								1
8:30-8:45			1		1	1		
8:45-9:00				1	1	1		
HOURLY TOTAL					14	HOURLY TOTAL		3
9:00-9:15						1		
9:15-9:30								1
9:30-9:45	1				1			1
9:45-10:00						1		
HOURLY TOTAL					16	HOURLY TOTAL		4
					TOTAL		TOTAL	700
					90			

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