

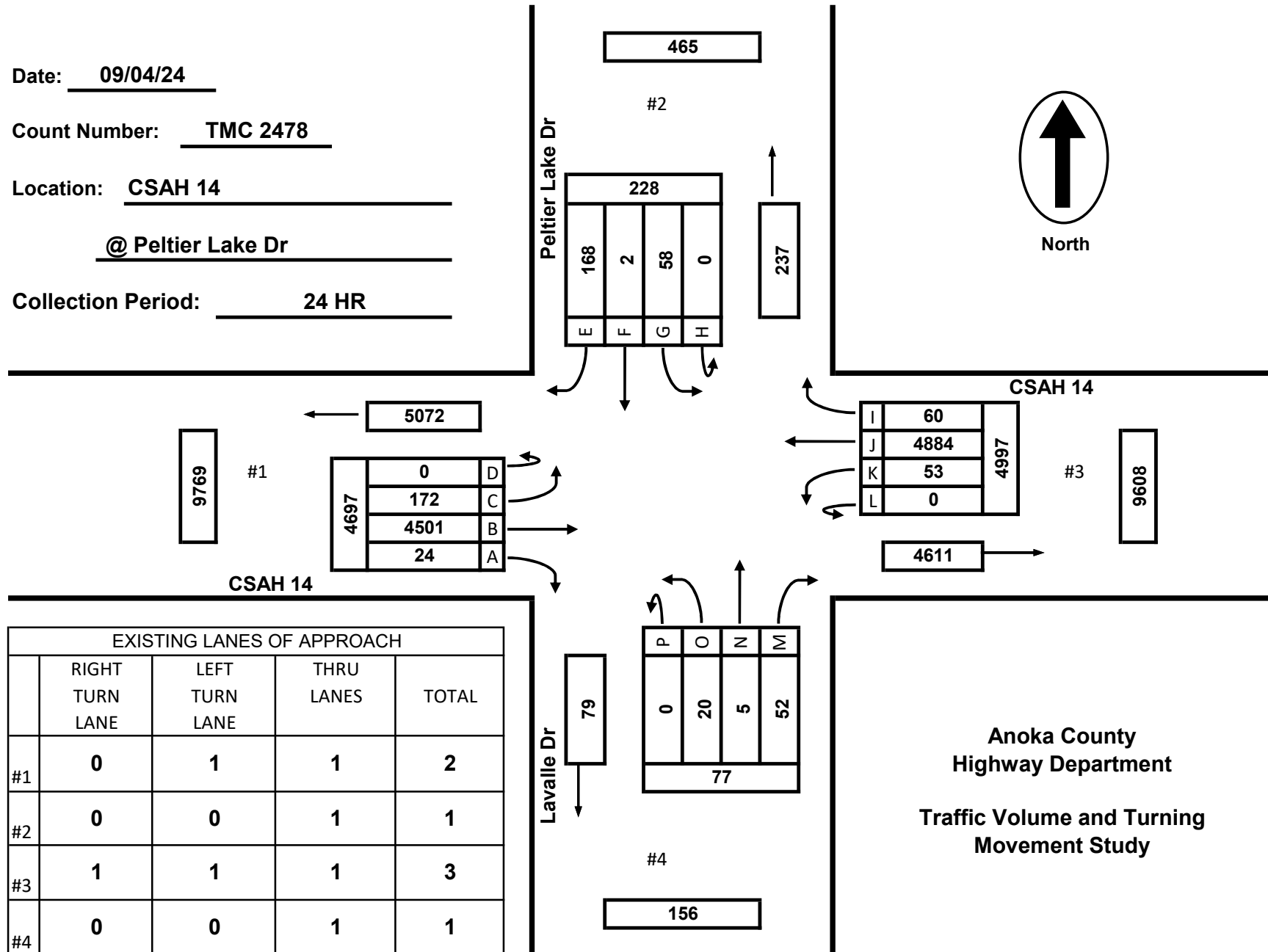
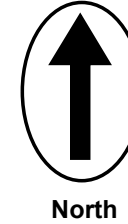
Date: 09/04/24

Count Number: TMC 2478

Location: CSAH 14

@ Peltier Lake Dr

Collection Period: 24 HR



Date: 09/04/24

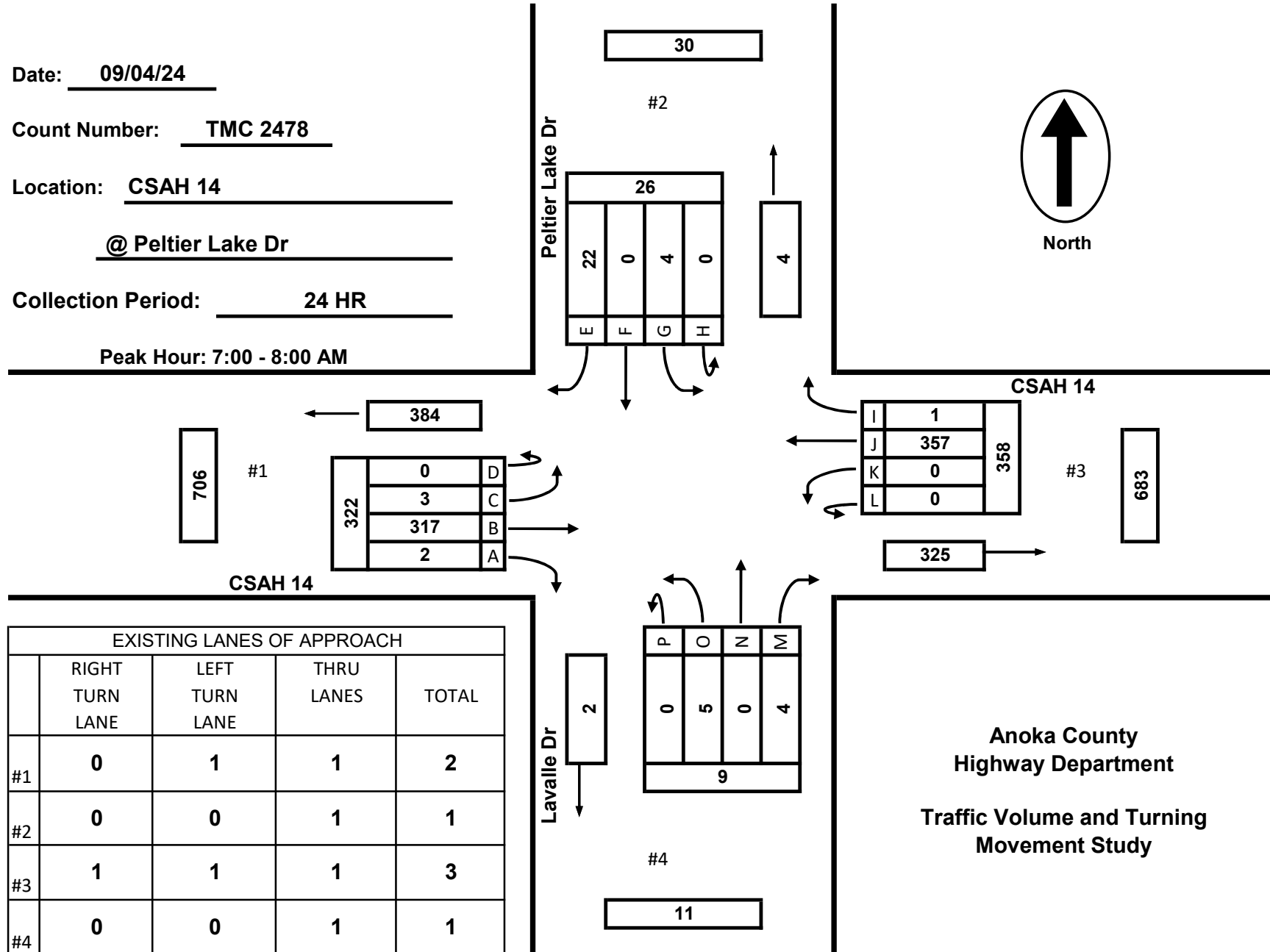
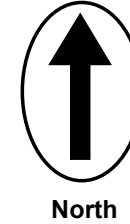
Count Number: TMC 2478

Location: CSAH 14

@ Peltier Lake Dr

Collection Period: 24 HR

Peak Hour: 7:00 - 8:00 AM



Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

Date: 09/04/24

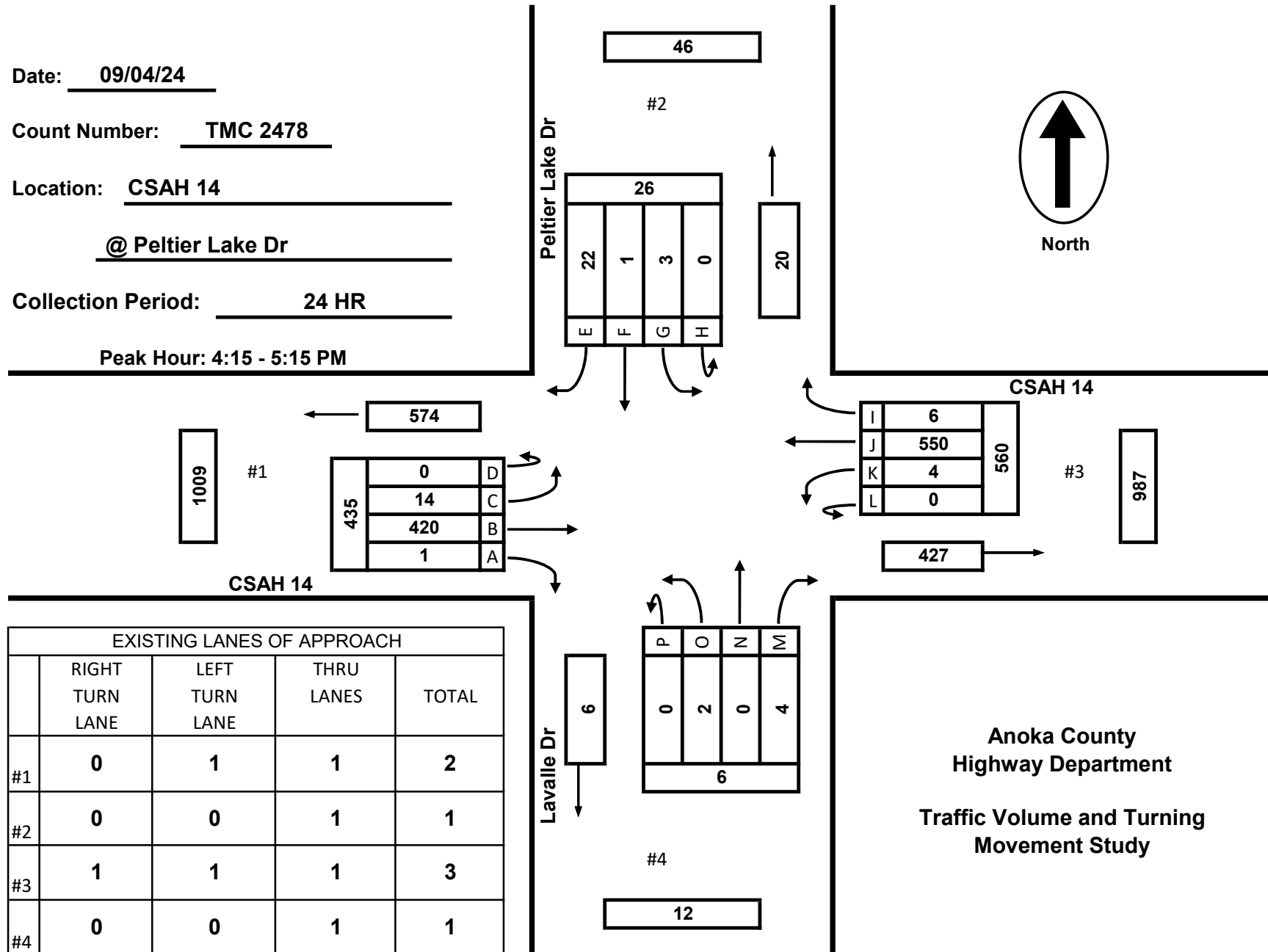
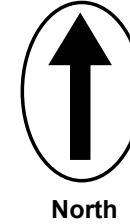
Count Number: TMC 2478

Location: CSAH 14

@ Peltier Lake Dr

Collection Period: 24 HR

Peak Hour: 4:15 - 5:15 PM



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

Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

**TMC 2478 - CSAH 14 @ Peltier Lake Dr
Centerville MN
Wednesday, September 4, 2024**

Time	Southbound Peltier Lake Dr						Westbound CSAH 14						Northbound Lavalle Dr						Eastbound CSAH 14						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	5
12:15 AM	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	4	0	0	4	7
12:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
12:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	4	0	0	4	7
Hourly Total	0	0	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	0	0	13	0	0	13	23
1:00 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	1	2	0	0	3	7
1:15 AM	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	1	1	0	0	2	5
1:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	5
1:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	6	0	0	6	7
Hourly Total	0	0	0	0	0	0	0	0	9	2	0	11	0	0	0	0	0	0	0	2	11	0	0	13	24
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
2:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
2:30 AM	0	0	0	1	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	7	0	0	7	11
Hourly Total	0	0	0	1	0	1	0	0	7	0	0	7	0	0	0	0	0	0	0	0	13	0	0	13	21
3:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	6
3:15 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	1	0	4	7
3:30 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	0	1	0	0	3	0	0	3	8
3:45 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	0	0	0	0	0	0	0	13	0	0	13	0	0	1	0	0	1	0	0	11	1	0	12	26
4:00 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	3	6
4:15 AM	0	0	0	2	0	2	0	1	10	0	0	11	0	0	0	1	0	1	0	0	9	0	0	9	23
4:30 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	1	0	0	0	10	0	0	10	15
4:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	12	0	0	13	16
Hourly Total	0	0	0	2	0	2	0	1	21	0	0	22	0	0	0	1	1	1	0	1	34	0	0	35	60
5:00 AM	0	0	0	1	0	1	0	0	14	0	0	14	0	1	0	0	0	1	0	0	8	0	0	8	24
5:15 AM	0	0	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	0	1	17	0	0	18	40
5:30 AM	0	1	0	0	0	1	0	0	27	0	0	27	0	0	0	1	0	1	0	0	34	0	0	34	63
5:45 AM	0	2	0	3	0	5	0	0	31	1	0	32	0	0	0	1	0	1	0	0	32	0	0	32	70
Hourly Total	0	3	0	4	0	7	0	0	94	1	0	95	0	1	0	2	0	3	0	1	91	0	0	92	197
6:00 AM	0	0	0	2	0	2	0	0	34	1	0	35	0	0	0	0	0	0	0	0	29	0	0	29	66
6:15 AM	0	0	0	3	0	3	0	0	51	0	0	51	0	0	0	1	1	1	0	0	44	0	0	44	99
6:30 AM	0	0	0	5	0	5	0	0	68	1	0	69	0	0	0	0	1	0	0	0	75	0	1	75	149
6:45 AM	0	0	0	4	2	4	0	1	75	0	0	76	0	1	0	0	0	1	0	1	72	0	1	73	154
Hourly Total	0	0	0	14	2	14	0	1	228	2	0	231	0	1	0	1	2	2	0	1	220	0	2	221	468
7:00 AM	0	1	0	3	0	4	0	0	85	0	0	85	0	0	0	0	7	0	0	0	63	1	0	64	153
7:15 AM	0	2	0	9	0	11	0	0	86	1	0	87	0	1	0	3	0	4	0	0	79	0	0	79	181
7:30 AM	0	1	0	8	0	9	0	0	99	0	0	99	0	1	0	1	0	2	0	2	72	0	1	74	184
7:45 AM	0	0	0	2	0	2	0	0	87	0	0	87	0	3	0	0	2	3	0	1	103	1	2	105	197
Hourly Total	0	4	0	22	0	26	0	0	357	1	0	358	0	5	0	4	9	9	0	3	317	2	3	322	715

TMC 2478 - CSAH 14 @ Peltier Lake Dr
Centerville MN
Wednesday, September 4, 2024

Time	Southbound Peltier Lake Dr						Westbound CSAH 14						Northbound Lavalle Dr						Eastbound CSAH 14						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	2	0	3	0	5	0	0	62	1	0	63	0	0	0	1	2	1	0	1	78	1	0	80	149
8:15 AM	0	0	0	2	0	2	0	1	55	0	0	56	0	0	0	0	2	0	0	0	75	0	0	75	133
8:30 AM	0	2	0	2	0	4	0	0	68	0	0	68	0	0	0	1	0	1	0	1	70	0	1	71	144
8:45 AM	0	3	0	0	0	3	0	1	71	0	0	72	0	0	1	0	5	1	0	2	73	1	1	76	152
Hourly Total	0	7	0	7	0	14	0	2	256	1	0	259	0	0	1	2	9	3	0	4	296	2	2	302	578
9:00 AM	0	3	0	3	0	6	0	0	65	1	0	66	0	1	0	0	4	1	0	2	44	0	0	46	119
9:15 AM	0	1	0	3	0	4	0	2	49	0	1	51	0	0	0	1	3	1	0	1	75	0	2	76	132
9:30 AM	0	2	0	2	0	4	0	1	56	1	0	58	0	0	0	1	1	1	0	4	60	1	1	65	128
9:45 AM	0	1	0	2	0	3	0	0	57	1	0	58	0	0	0	1	2	1	0	1	57	1	1	59	121
Hourly Total	0	7	0	10	0	17	0	3	227	3	1	233	0	1	0	3	10	4	0	8	236	2	4	246	500
10:00 AM	0	0	0	2	0	2	0	0	48	0	0	48	0	1	1	0	1	2	0	0	56	1	0	57	109
10:15 AM	0	0	0	1	0	1	0	1	64	2	0	67	0	0	0	1	6	1	0	2	64	0	2	66	135
10:30 AM	0	1	0	3	0	4	0	1	57	1	0	59	0	0	0	0	4	0	0	4	56	1	0	61	124
10:45 AM	0	0	0	4	0	4	0	0	67	0	0	67	0	1	0	2	4	3	0	1	58	1	0	60	134
Hourly Total	0	1	0	10	0	11	0	2	236	3	0	241	0	2	1	3	15	6	0	7	234	3	2	244	502
11:00 AM	0	2	0	2	0	4	0	0	64	0	0	64	0	0	0	2	0	2	0	4	44	0	0	48	118
11:15 AM	0	1	0	3	0	4	0	0	76	1	0	77	0	1	0	1	2	2	0	2	59	0	0	61	144
11:30 AM	0	3	0	0	0	3	0	5	58	0	0	63	0	0	0	3	4	3	0	1	54	0	0	55	124
11:45 AM	0	1	0	2	0	3	0	2	50	2	0	54	0	0	0	2	3	2	0	0	62	0	0	62	121
Hourly Total	0	7	0	7	0	14	0	7	248	3	0	258	0	1	0	8	9	9	0	7	219	0	0	226	507
12:00 PM	0	2	0	3	0	5	0	2	86	1	3	89	0	0	0	2	2	2	0	1	66	0	0	67	163
12:15 PM	0	0	0	2	0	2	0	0	80	4	0	84	0	0	0	2	0	2	0	2	47	0	0	49	137
12:30 PM	0	0	0	2	0	2	0	0	73	0	0	73	0	0	0	1	1	1	0	0	62	0	0	62	138
12:45 PM	0	0	0	5	0	5	0	0	59	2	0	61	0	0	0	1	4	1	0	0	58	0	0	58	125
Hourly Total	0	2	0	12	0	14	0	2	298	7	3	307	0	0	0	6	7	6	0	3	233	0	0	236	563
1:00 PM	0	3	0	3	0	6	0	0	61	0	0	61	0	0	0	1	6	1	0	1	61	0	0	62	130
1:15 PM	0	1	0	2	0	3	0	2	59	1	0	62	0	0	0	1	0	1	0	2	64	0	0	66	132
1:30 PM	0	0	0	1	0	1	0	2	76	0	0	78	0	0	1	0	1	1	0	2	64	1	0	67	147
1:45 PM	0	1	0	1	0	2	0	1	76	2	0	79	0	0	1	1	5	2	0	0	81	0	1	81	164
Hourly Total	0	5	0	7	0	12	0	5	272	3	0	280	0	0	2	3	12	5	0	5	270	1	1	276	573
2:00 PM	0	1	0	4	0	5	0	0	56	2	0	58	0	0	0	0	3	0	0	2	63	1	0	66	129
2:15 PM	0	1	0	0	0	1	0	1	84	0	0	85	0	1	0	1	2	2	0	4	68	0	3	72	160
2:30 PM	0	0	0	2	0	2	0	3	86	1	0	70	0	0	0	1	4	1	0	5	78	0	2	83	156
2:45 PM	0	1	0	1	0	2	0	0	86	0	0	86	0	2	0	0	0	2	0	5	80	0	1	85	175
Hourly Total	0	3	0	7	0	10	0	4	292	3	0	299	0	3	0	2	9	5	0	16	289	1	6	306	620
3:00 PM	0	1	0	1	0	2	0	1	102	1	1	104	0	0	0	1	2	1	0	4	76	1	0	81	188
3:15 PM	0	1	0	1	0	2	0	2	146	1	0	149	0	1	0	2	8	3	0	5	90	1	1	96	250
3:30 PM	0	2	0	2	0	4	0	0	103	3	0	106	0	0	0	0	1	0	0	4	83	0	2	87	197
3:45 PM	0	2	0	3	0	5	0	2	130	0	0	132	0	0	0	0	1	0	0	7	99	0	0	106	243
Hourly Total	0	6	0	7	0	13	0	5	481	5	1	491	0	1	0	3	12	4	0	20	348	2	3	370	878

**TMC 2478 - CSAH 14 @ Peltier Lake Dr
Centerville MN
Wednesday, September 4, 2024**

Time	Southbound Peltier Lake Dr						Westbound CSAH 14						Northbound Lavelle Dr						Eastbound CSAH 14						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	1	0	2	0	3	0	3	136	1	0	140	0	0	0	0	5	0	0	7	92	2	0	101	244
4:15 PM	0	2	1	4	0	7	0	1	151	1	2	153	0	1	0	2	4	3	0	4	113	1	0	118	281
4:30 PM	0	1	0	6	0	7	0	2	143	1	0	146	0	0	0	1	2	1	0	1	94	0	1	95	249
4:45 PM	0	0	0	3	0	3	0	0	130	2	0	132	0	0	0	1	1	1	0	3	107	0	0	110	246
Hourly Total	0	4	1	15	0	20	0	6	560	5	2	571	0	1	0	4	12	5	0	15	406	3	1	424	1020
5:00 PM	0	0	0	9	0	9	0	1	126	2	0	129	0	1	0	0	0	1	0	6	106	0	1	112	251
5:15 PM	0	2	0	7	0	9	0	0	146	1	0	147	0	0	0	1	4	1	0	5	110	0	1	115	272
5:30 PM	0	0	1	4	0	5	0	1	102	2	0	105	0	1	0	2	1	3	0	3	98	1	0	102	215
5:45 PM	0	0	0	3	0	3	0	0	102	0	0	102	0	0	0	0	4	0	0	3	92	0	2	95	200
Hourly Total	0	2	1	23	0	26	0	2	476	5	0	483	0	2	0	3	9	5	0	17	406	1	4	424	938
6:00 PM	0	0	0	4	0	4	0	1	95	0	2	96	0	1	0	0	6	1	0	5	79	1	2	85	186
6:15 PM	0	0	0	1	0	1	0	0	95	0	0	95	0	0	0	3	1	3	0	7	69	0	0	76	175
6:30 PM	0	0	0	3	0	3	0	1	58	0	0	59	0	1	0	0	5	1	0	2	64	0	0	66	129
6:45 PM	0	3	0	2	0	5	0	0	58	1	3	59	0	0	0	1	12	1	0	4	66	1	0	71	136
Hourly Total	0	3	0	10	0	13	0	2	306	1	5	309	0	2	0	4	24	6	0	18	278	2	2	298	626
7:00 PM	0	0	0	2	0	2	0	1	56	5	0	62	0	0	0	0	4	0	0	3	63	2	0	68	132
7:15 PM	0	1	0	1	0	2	0	2	48	1	1	51	0	0	0	0	4	0	0	6	56	0	0	62	115
7:30 PM	0	1	0	2	0	3	0	2	56	2	1	60	0	0	0	1	8	1	0	2	54	0	2	56	120
7:45 PM	0	0	0	0	0	0	0	1	46	0	0	47	0	0	0	0	0	0	0	6	52	1	1	59	106
Hourly Total	0	2	0	5	0	7	0	6	206	8	2	220	0	0	0	1	16	1	0	17	225	3	3	245	473
8:00 PM	0	1	0	0	0	1	0	0	48	1	0	49	0	0	0	1	1	1	0	9	65	0	0	74	125
8:15 PM	0	0	0	1	0	1	0	2	39	0	0	41	0	0	0	0	0	0	0	6	51	0	0	57	99
8:30 PM	0	0	0	0	0	0	0	0	25	2	0	27	0	0	0	1	0	1	0	2	37	1	0	40	68
8:45 PM	0	0	0	1	0	1	0	1	32	1	0	34	0	0	0	0	0	0	0	4	33	0	0	37	72
Hourly Total	0	1	0	2	0	3	0	3	144	4	0	151	0	0	0	2	1	2	0	21	186	1	0	208	364
9:00 PM	0	0	0	1	0	1	0	0	23	0	0	23	0	0	0	0	1	0	0	1	31	0	0	32	56
9:15 PM	0	0	0	0	0	0	0	0	28	2	0	30	0	0	0	0	0	0	0	0	27	0	0	27	57
9:30 PM	0	0	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	0	0	1	26	0	0	27	45
9:45 PM	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	1	17	0	0	18	32
Hourly Total	0	0	0	1	0	1	0	1	82	2	0	85	0	0	0	0	1	0	0	3	101	0	0	104	190
10:00 PM	0	0	0	1	0	1	0	0	16	0	0	16	0	0	0	0	0	0	0	0	18	0	2	18	35
10:15 PM	0	1	0	1	0	2	0	0	7	0	0	7	0	0	0	0	0	0	0	1	16	0	0	17	26
10:30 PM	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	1	11	0	0	12	23
10:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	7	0	0	7	10
Hourly Total	0	1	0	2	0	3	0	0	37	0	0	37	0	0	0	0	0	0	0	2	52	0	2	54	94
11:00 PM	0	0	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	0	0	0	5	0	0	5	14
11:15 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4	0	0	4	8
11:30 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	2	0	0	2	10
11:45 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	1	1	0	0	2	7
Hourly Total	0	0	0	0	0	0	0	1	25	0	0	26	0	0	0	0	0	0	0	1	12	0	0	13	39
DAILY TOTAL	0	58	2	168	2	228	0	53	4884	60	14	4997	0	20	5	52	158	77	0	172	4501	24	35	4697	9999
Cars	0	58	1	168	2	227	0	53	4858	59	5	4770	0	19	4	50	153	73	0	172	4269	21	18	4462	9532
Heavy Vehicles	0	0	1	0	0	1	0	0	226	1	9	227	0	1	1	2	105	4	0	0	232	3	17	235	467
Heavy Vehicle %	0.00%	0.00%	50.00%	0.00%	0.00%	0.44%	0.00%	0.00%	4.63%	1.67%	64.29%	4.54%	0.00%	5.00%	20.00%	3.85%	66.46%	5.19%	0.00%	0.00%	5.15%	12.50%	48.57%	5.00%	4.67%

**TMC 2478 - CSAH 14 @ Peltier Lake Dr
Centerville MN
Wednesday, September 4, 2024**

AM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
7:00 AM	0	1	0	3	0	4	0	0	85	0	0	85	0	0	0	0	7	0	0	0	63	1	0	64	153
7:15 AM	0	2	0	9	0	11	0	0	86	1	0	87	0	1	0	3	0	4	0	0	79	0	0	79	181
7:30 AM	0	1	0	8	0	9	0	0	99	0	0	99	0	1	0	1	0	2	0	2	72	0	1	74	184
7:45 AM	0	0	0	2	0	2	0	0	87	0	0	87	0	3	0	0	2	3	0	1	103	1	2	105	197
Peak Hour Total	0	4	0	22	0	26	0	0	357	1	0	358	0	5	0	4	9	9	0	3	317	2	3	322	715
PHF	0.000	0.500	0.000	0.611	0.000	0.591	0.000	0.000	0.902	0.250	0.000	0.904	0.000	0.417	0.000	0.333	0.321	0.563	0.000	0.375	0.769	0.500	0.375	0.767	0.907

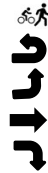
PM Peak Hour

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:15 PM	0	2	1	4	0	7	0	1	151	1	2	153	0	1	0	2	4	3	0	4	113	1	0	118	281
4:30 PM	0	1	0	6	0	7	0	2	143	1	0	146	0	0	0	1	2	1	0	1	94	0	1	95	249
4:45 PM	0	0	0	3	0	3	0	0	130	2	0	132	0	0	0	1	1	1	0	3	107	0	0	110	246
5:00 PM	0	0	0	9	0	9	0	1	126	2	0	129	0	1	0	0	0	1	0	6	106	0	1	112	251
Peak Hour Total	0	3	1	22	0	26	0	4	550	6	2	560	0	2	0	4	7	6	0	14	420	1	2	435	1027
PHF	0.000	0.375	0.250	0.611	0.000	0.722	0.000	0.500	0.911	0.750	0.250	0.915	0.000	0.500	0.000	0.500	0.438	0.500	0.000	0.583	0.929	0.250	0.500	0.922	0.914

Total Vehicles On Leg				465	
Vehicles Entering Intersection		228	Vehicles Exiting Intersection		237
Southbound					
Cars	168	1	58	0	2
Heavy	0	1	0	0	0
Total	168	2	58	0	2



Total Vehicles on Leg 9769	Eastbound	Vehicles Entering Intersection	4697	Total Vehicles on Leg 9608
		Cars	18	
		Heavy	17	
		Total	35	
		Vehicles Exiting Intersection	5072	
		Cars	172	
		Heavy	0	
		Total	172	
		Cars	4269	
		Heavy	232	
		Total	4501	
		Cars	21	
		Heavy	3	
		Total	24	



Daily Volumes

Cars	59	1	60
Heavy	4658	226	4884
Total	53	0	53
Cars	0	0	0
Heavy	5	9	14



Cars	53	0	19	4	50		
Heavy	105	0	1	1	2		
Total	158	0	20	5	52		
Northbound							
Vehicles Entering Intersection			77	Vehicles Exiting Intersection			79
Total Vehicles On Leg				156			



Heavy Vehicles

Date	Time	Southbound						Westbound						Northbound						Eastbound						
		U Turns	Left Turns	Straight Through	Right Turns	EB Bicycles in Crosswalk	WB Bicycles in Crosswalk	U Turns	Left Turns	Straight Through	Right Turns	NB Bicycles in Crosswalk	SB Bicycles in Crosswalk	U Turns	Left Turns	Straight Through	Right Turns	EB Bicycles in Crosswalk	WB Bicycles in Crosswalk	U Turns	Left Turns	Straight Through	Right Turns	NB Bicycles in Crosswalk	SB Bicycles in Crosswalk	
09/4/2024	0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
	0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
	5:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
	6:15	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0
	6:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	0	0	1
	6:45	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	7	0	0	1
	7:00	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	3	1	0	0
	7:15	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	1	0	0	0	0	4	0	0	0
	7:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
	7:45	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	2	0	0	0	0	3	0	0	0
	8:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	7	0	0	0
	8:15	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	11	0	0	0
	8:30	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	8	0	0	1
	8:45	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	1	0	0	4	0	0	2	1	0	0
	9:00	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	1	2	0	0	0	8	0	0	0
	9:15	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2	0	0	0	0	5	0	0	0
	9:30	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0
	9:45	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0
	10:00	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0
	10:15	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	1	0	0	0	4	0	0	2
	10:30	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	6	0	0	0
	10:45	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	2	2	0	0	0	6	0	0	0
	11:00	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
	11:15	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	2	0	0	0	0	5	0	0	0
	11:30	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4	0	0	0	0	7	0	0	0
	11:45	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0
12:00	0	0	0	0	0	0	0	0	0	4	0	2	0	0	0	0	2	0	0	0	0	6	0	0	0	
12:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	
12:45	0	0	0	0	0	0	0	0	0	9	0	0	0	0	0	0	0	4	0	0	0	6	0	0	0	
13:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	2	0	0	0	7	0	0	0	
13:15	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	
13:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	
13:45	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	1	1	0	0	0	8	0	1	0	
14:00	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	1	1	0	0	0	5	0	0	0	
14:15	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	2	0	0	0	6	0	0	2	
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	5	0	0	2	
14:45	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	
15:00	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	5	0	0	0	
15:15	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	1	5	0	0	0	4	1	0	1	
15:30	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	4	0	0	2	
15:45	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	
16:00	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	
16:15	0	0	1	0	0	0	0	0	0	2	0	2	0	0	0	1	0	2	2	0	0	3	0	0	0	
16:30	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	
16:45	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	
17:00	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
17:15	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	1	0	0	0	0	6	0	0	0	
17:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	1	0	0	0	
18:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	3	2	0</							

ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2478

Study Date : 09/06/2024

Signal Warrants - Summary

Major Street Approaches

Eastbound: CSAH 14

Number of Lanes : 2+

Total Approach Volume: 4,697

Westbound: CSAH 14

Number of Lanes :2+

Total Approach Volume: 4,997

Minor Street Approaches

Northbound: Lavalle Dr

Number of Lanes :1

Total Approach Volume: 77

Southbound: Peltier Lake Dr

Number of Lanes :1

Total Approach Volume: 228

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 1C - Combination of Warrants.....Not Satisfied

Required 1A volumes reached for 0 hours, 8 are needed

Required 1B 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 one hour period. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes.....Not Satisfied

Volumes do not exceed minimums for any one hour period.

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 2478

Study Date : 09/06/2024

Warrant 1A - Minimum Volumes

Description

Intended for sites where the volume of intersecting traffic is the principal reason for consideration of a signal installation.

Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = **False**
 Number of Major Lanes = **2 or more**
 Number of Minor Lanes = **1**

Volume Requirements

Veh/Hr Major = **600**

Veh/Hr Minor = **150**

Time	Major Road				Total	Minor Road		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:15 - 17:15	435	+	560	=	995	6	26	No
16:00 - 17:00	424	+	571	=	995	5	20	No
15:45 - 16:45	420	+	571	=	991	4	22	No
16:30 - 17:30	432	+	554	=	986	4	28	No
16:45 - 17:45	439	+	513	=	952	6	26	No
15:30 - 16:30	412	+	531	=	943	3	19	No
15:15 - 16:15	390	+	527	=	917	3	14	No
17:00 - 18:00	424	+	483	=	907	5	26	No
15:00 - 16:00	370	+	491	=	861	4	13	No
17:15 - 18:15	397	+	450	=	847	5	21	No
14:45 - 15:45	349	+	445	=	794	6	10	No
17:30 - 18:30	358	+	398	=	756	7	13	No
14:30 - 15:30	345	+	409	=	754	7	8	No
07:00 - 08:00	322	+	358	=	680	9	26	No
07:15 - 08:15	338	+	336	=	674	10	27	No
17:45 - 18:45	322	+	352	=	674	5	11	No
14:15 - 15:15	321	+	345	=	666	6	7	No
07:30 - 08:30	334	+	305	=	639	6	18	No
06:45 - 07:45	290	+	347	=	637	7	28	No
06:30 - 07:30	291	+	317	=	608	5	24	No
18:00 - 19:00	298	+	309	=	607	6	13	No
07:45 - 08:45	331	+	274	=	605	5	13	No
14:00 - 15:00	306	+	299	=	605	5	10	No
13:45 - 14:45	302	+	292	=	594	5	10	No
13:30 - 14:30	286		300		586	5	9	No

ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2478

Study Date : 09/06/2024

Warrant 1B - Interruption of Continuous Traffic

Description

Intended for sites where the volume of the major street is so heavy that traffic on the minor street suffers excessive delay or hazard.

Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = **False**
 Number of Major Lanes = **2 or more**
 Number of Minor Lanes = **1**

Volume Requirements

Veh/Hr Major = **900**

Veh/Hr Minor = **75**

Time	Major Road				Total	Minor Road		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:15 - 17:15	435	+	560	=	995	6	26	No
16:00 - 17:00	424	+	571	=	995	5	20	No
15:45 - 16:45	420	+	571	=	991	4	22	No
16:30 - 17:30	432	+	554	=	986	4	28	No
16:45 - 17:45	439	+	513	=	952	6	26	No
15:30 - 16:30	412	+	531	=	943	3	19	No
15:15 - 16:15	390	+	527	=	917	3	14	No
17:00 - 18:00	424	+	483	=	907	5	26	No
15:00 - 16:00	370	+	491	=	861	4	13	No
17:15 - 18:15	397	+	450	=	847	5	21	No
14:45 - 15:45	349	+	445	=	794	6	10	No
17:30 - 18:30	358	+	398	=	756	7	13	No
14:30 - 15:30	345	+	409	=	754	7	8	No
07:00 - 08:00	322	+	358	=	680	9	26	No
07:15 - 08:15	338	+	336	=	674	10	27	No
17:45 - 18:45	322	+	352	=	674	5	11	No
14:15 - 15:15	321	+	345	=	666	6	7	No
07:30 - 08:30	334	+	305	=	639	6	18	No
06:45 - 07:45	290	+	347	=	637	7	28	No
06:30 - 07:30	291	+	317	=	608	5	24	No
18:00 - 19:00	298	+	309	=	607	6	13	No
07:45 - 08:45	331	+	274	=	605	5	13	No
14:00 - 15:00	306	+	299	=	605	5	10	No
13:45 - 14:45	302	+	292	=	594	5	10	No
13:30 - 14:30	286		300		586	5	9	No

ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2478

Study Date : 09/06/2024

Warrant 1C Combination of Warrants

Description

Intended for sites where the traffic volumes don't meet individual warrants but where Warrants 1A and 1B are both met to 80% of their stated values.

Summary

Only 0 hours meet 1A minimums.
Only 0 hours meet 1B minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = **False**
Number of Major Lanes = **2 or more**
Number of Minor Lanes = **1**

Volume Requirements

Warrant 1A 1B
Veh/Hr Major = **480 720**

Veh/Hr Minor = **120 60**

Major Road CSAH 14

Minor Road Lavelle Dr

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1A?
16:15 - 17:15	435	+	560	=	995	6	26	No
16:00 - 17:00	424	+	571	=	995	5	20	No
15:45 - 16:45	420	+	571	=	991	4	22	No
16:30 - 17:30	432	+	554	=	986	4	28	No
16:45 - 17:45	439	+	513	=	952	6	26	No
15:30 - 16:30	412	+	531	=	943	3	19	No
15:15 - 16:15	390	+	527	=	917	3	14	No
17:00 - 18:00	424	+	483	=	907	5	26	No
15:00 - 16:00	370	+	491	=	861	4	13	No
17:15 - 18:15	397	+	450	=	847	5	21	No
14:45 - 15:45	349	+	445	=	794	6	10	No
17:30 - 18:30	358		398		756	7	13	No

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1B?
16:15 - 17:15	435	+	560	=	995	6	26	No
16:00 - 17:00	424	+	571	=	995	5	20	No
15:45 - 16:45	420	+	571	=	991	4	22	No
16:30 - 17:30	432	+	554	=	986	4	28	No
16:45 - 17:45	439	+	513	=	952	6	26	No
15:30 - 16:30	412	+	531	=	943	3	19	No
15:15 - 16:15	390	+	527	=	917	3	14	No
17:00 - 18:00	424	+	483	=	907	5	26	No
15:00 - 16:00	370	+	491	=	861	4	13	No
17:15 - 18:15	397	+	450	=	847	5	21	No
14:45 - 15:45	349	+	445	=	794	6	10	No
17:30 - 18:30	358		398		756	7	13	No

ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2478

Study Date : 09/06/2024

Warrant 2 - Four Hour Volumes

Description

Intended for sites where the volume of intersecting traffic during any four hours of the day is the principal reason for consideration of a signal installation.

Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = **False**
 Number of Major Lanes = **2 or more**
 Number of Minor Lanes = **1**

Time	Major Road CSAH 14				Total	Minor Road Lavalle Dr		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:15 - 17:15	435	+	560	=	995	6	26	No
16:00 - 17:00	424	+	571	=	995	5	20	No
15:45 - 16:45	420	+	571	=	991	4	22	No
16:30 - 17:30	432	+	554	=	986	4	28	No
16:45 - 17:45	439	+	513	=	952	6	26	No
15:30 - 16:30	412	+	531	=	943	3	19	No
15:15 - 16:15	390	+	527	=	917	3	14	No
17:00 - 18:00	424	+	483	=	907	5	26	No
15:00 - 16:00	370	+	491	=	861	4	13	No
17:15 - 18:15	397	+	450	=	847	5	21	No
14:45 - 15:45	349	+	445	=	794	6	10	No
17:30 - 18:30	358	+	398	=	756	7	13	No



ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2478

Study Date : 09/06/2024

Warrant 3B - Peak Hour Volumes

Description

Intended for sites where the volume of intersecting traffic during one hour of the day is the principal reason for consideration of a signal installation.

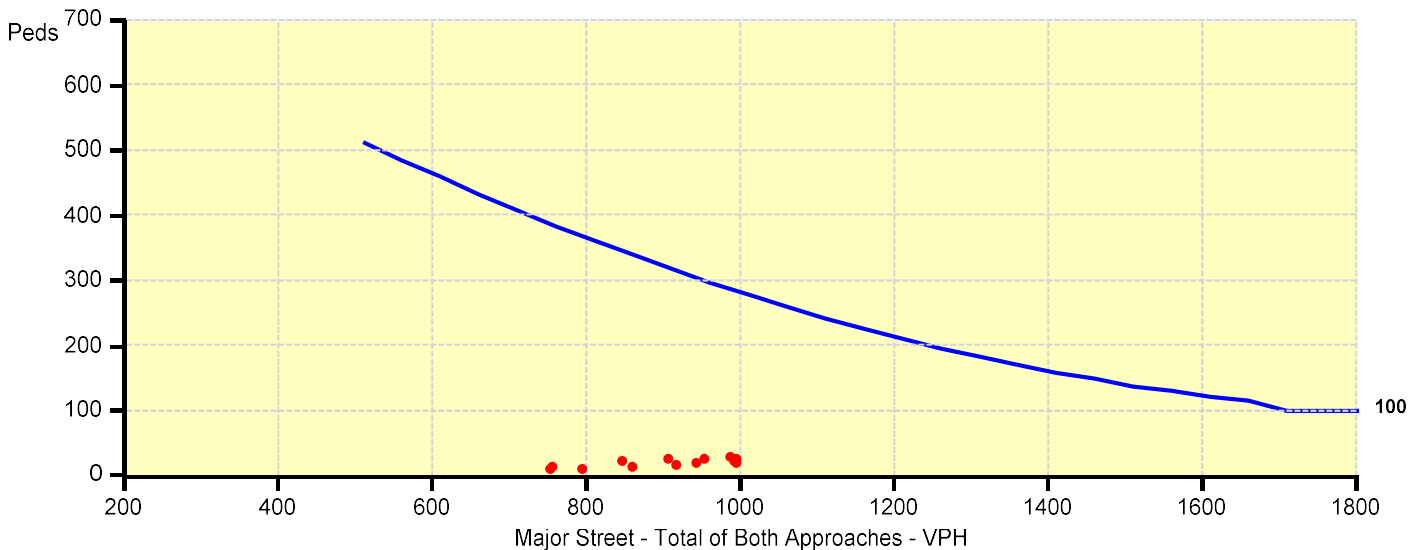
Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

Rural Settings Apply = **False**
 Number of Major Lanes = **2 or more**
 Number of Minor Lanes = **1**

Time	Major Road CSAH 14				Total	Minor Road Lavalle Dr		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:15 - 17:15	435	+	560	=	995	6	26	No
16:00 - 17:00	424	+	571	=	995	5	20	No
15:45 - 16:45	420	+	571	=	991	4	22	No
16:30 - 17:30	432	+	554	=	986	4	28	No
16:45 - 17:45	439	+	513	=	952	6	26	No
15:30 - 16:30	412	+	531	=	943	3	19	No
15:15 - 16:15	390	+	527	=	917	3	14	No
17:00 - 18:00	424	+	483	=	907	5	26	No
15:00 - 16:00	370	+	491	=	861	4	13	No
17:15 - 18:15	397	+	450	=	847	5	21	No
14:45 - 15:45	349	+	445	=	794	6	10	No
17:30 - 18:30	358		398		756	7	13	No



ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2478

Study Date : 09/06/2024

Multiway Stop Warrants - Summary

Major Street Approaches

Eastbound: CSAH 14
 Number of Lanes : 2+
 Total Approach Volume: 4,697

Westbound: CSAH 14
 Number of Lanes :2+
 Total Approach Volume: 4,997

Minor Street Approaches

Northbound: Lavelle Dr
 Number of Lanes :1
 Total Approach Volume: 77

Southbound: Peltier Lake Dr
 Number of Lanes :1
 Total Approach Volume: 228

Warrant Summary (Urban Values Apply)

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 Satisfied
Number of crashes (-1) is less than minimum required (5).	
Criteria C - Minimum Volumes and Delays	Not Satisfied
Average of 8 highest hours is less than volume criteria.	
Criteria D - 80% of Volumes, Delays, and Crashes	Not Satisfied
Number of crashes (-1) is less than minimum required (4). Average of 8 highest hours is less than volume criteria.	

Criteria C Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
16:15 - 17:15	995	722.3	52	42.1	300	200	No
15:15 - 16:15	917		29				
17:15 - 18:15	847		57				
07:00 - 08:00	680		54				
14:15 - 15:15	666		28				
08:00 - 09:00	561		37				
13:00 - 14:00	556		39				
18:15 - 19:15	556		41				
12:00 - 13:00	543		27				
10:30 - 11:30	497		31				
09:00 - 10:00	479		58				
06:00 - 07:00	452		38				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
16:15 - 17:15	995	722.3	52	42.1	240	160	No
15:15 - 16:15	917		29				
17:15 - 18:15	847		57				
07:00 - 08:00	680		54				
14:15 - 15:15	666		28				
08:00 - 09:00	561		37				
13:00 - 14:00	556		39				
18:15 - 19:15	556		41				
12:00 - 13:00	543		27				
10:30 - 11:30	497		31				
09:00 - 10:00	479		58				
06:00 - 07:00	452		38				