

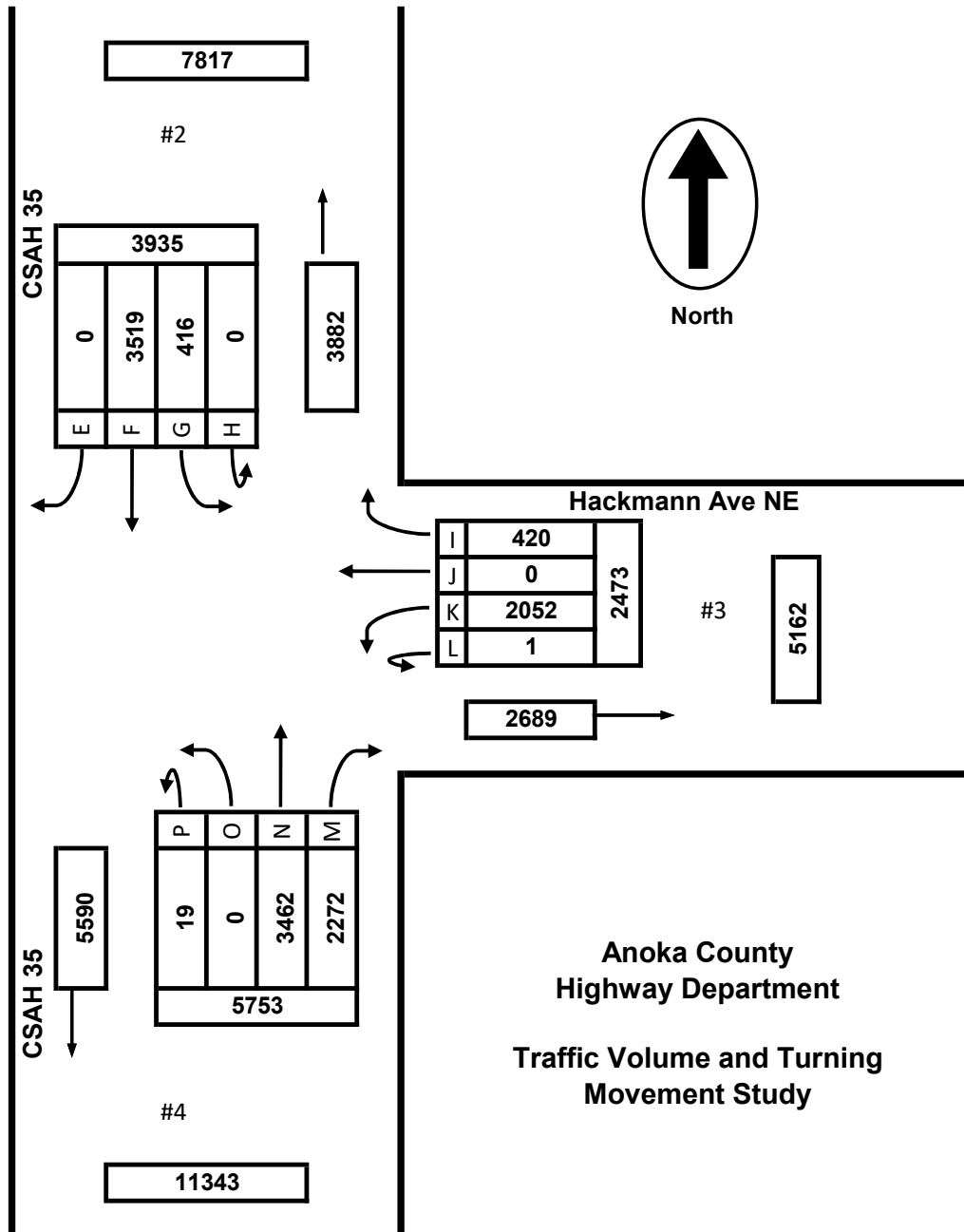
Date: 10/01/24

Count Number: TMC 2480

Location: CSAH 35
@ Hackmann Ave NE

Collection Period: 24 HR

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



Date: 10/01/24

Count Number: TMC 2480

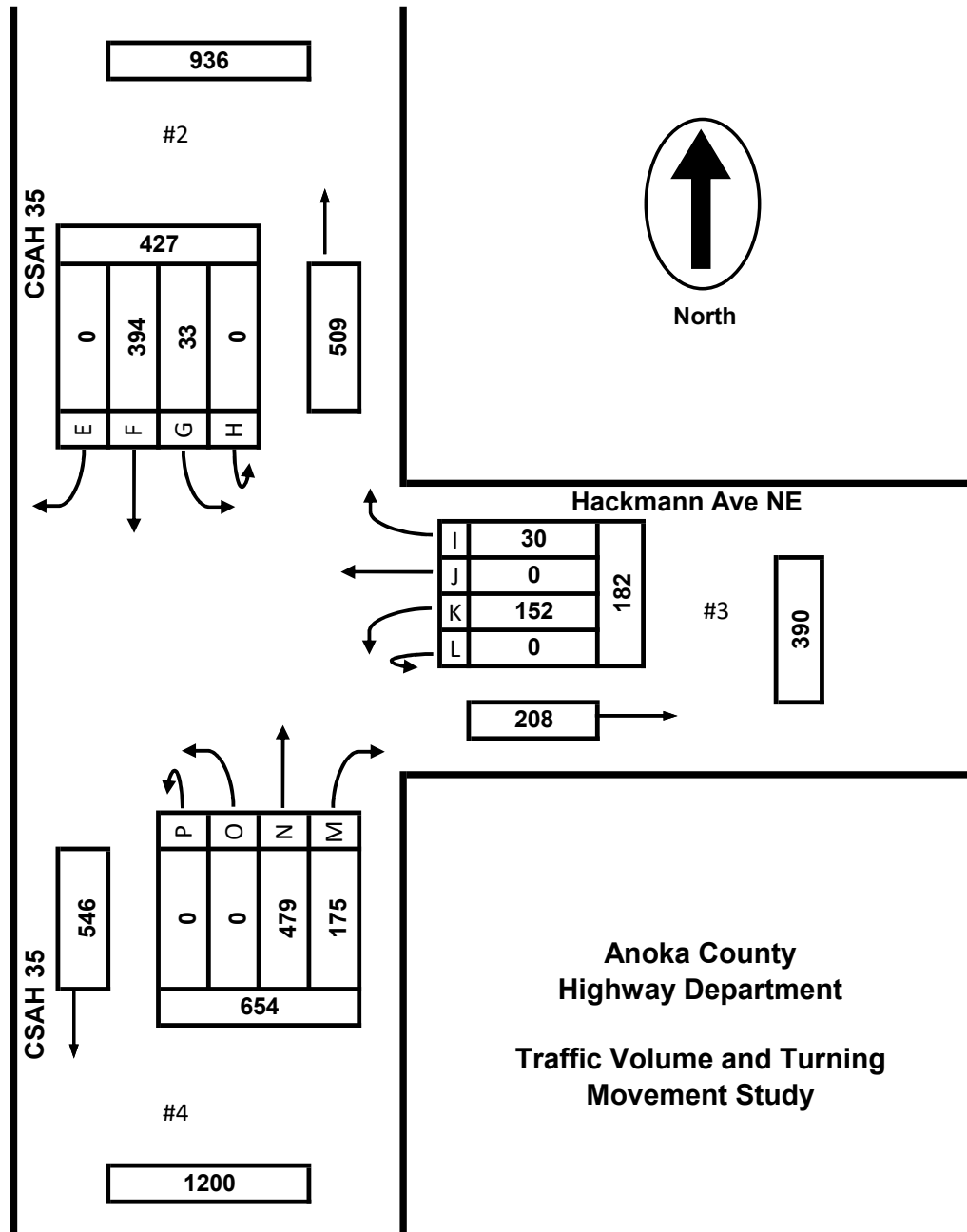
Location: CSAH 35

@ Hackmann Ave NE

Collection Period: 24 HR

Peak Hour: 7:15 - 8:15 AM

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



Date: 10/01/24

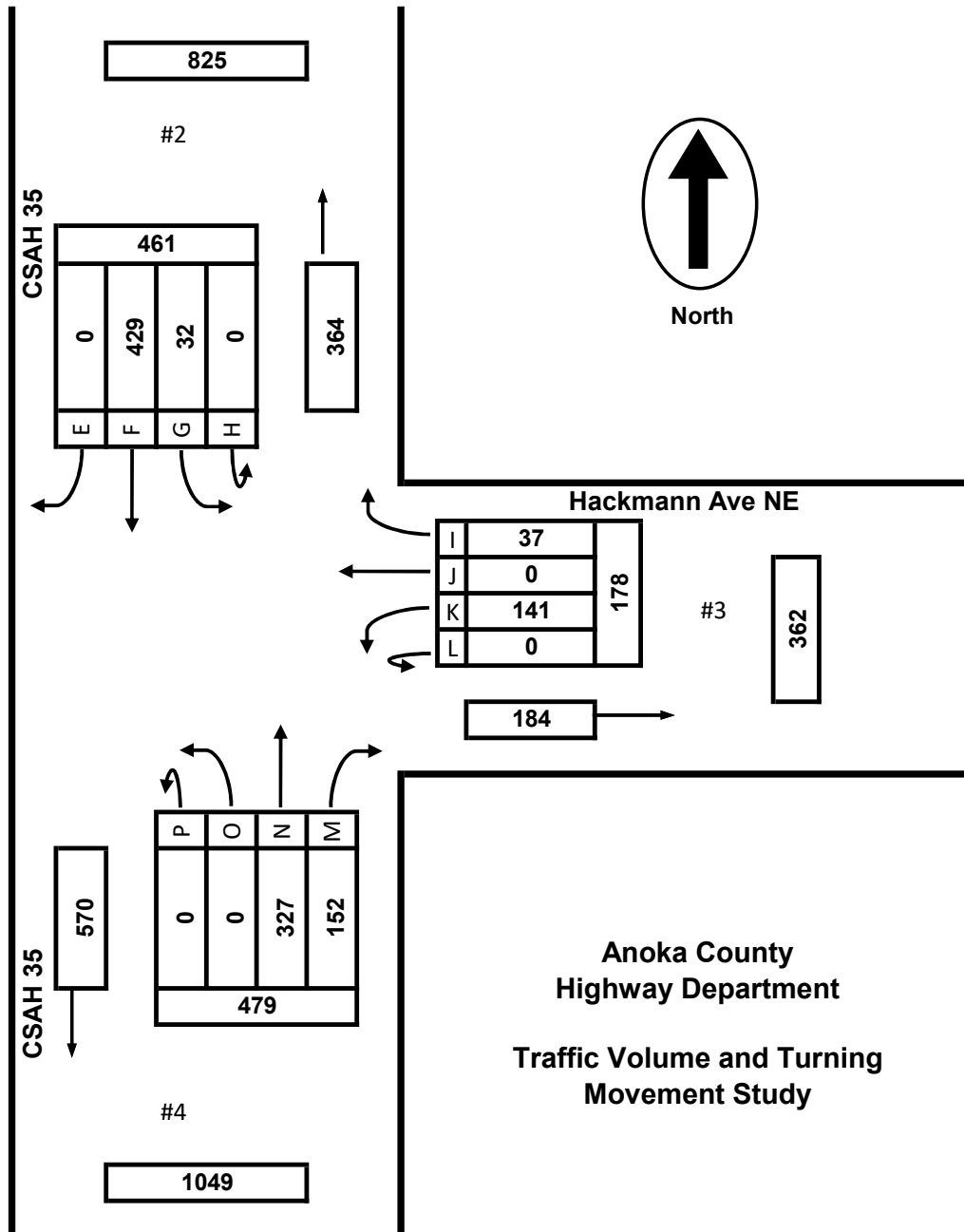
Count Number: TMC 2480

Location: CSAH 35
@ Hackmann Ave NE

Collection Period: 24 HR

Peak Hour: 2:45 - 3:45 PM

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



**TMC 2480 - CSAH 35 @ Hackmann Ave NE
Fridley MN
Tuesday, October 1, 2024**

Time	Southbound CSAH 35						Westbound Hackmann Ave NE						Northbound CSAH 35						Eastbound 0						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	3	0	0	3	0	4	0	1	0	5	0	0	4	12	0	16	0	0	0	0	0	0	24
12:15 AM	0	0	4	0	0	4	0	6	0	0	0	6	0	0	10	4	0	14	0	0	0	0	0	0	24
12:30 AM	0	2	2	0	0	4	0	4	0	0	0	4	0	0	6	5	0	11	0	0	0	0	0	0	19
12:45 AM	0	1	1	0	0	2	0	5	0	0	0	5	0	0	4	2	0	6	0	0	0	0	0	0	13
Hourly Total	0	3	10	0	0	13	0	19	0	1	0	20	0	0	24	23	0	47	0	0	0	0	0	0	80
1:00 AM	0	0	3	0	0	3	0	2	0	1	0	3	0	0	5	4	0	9	0	0	0	0	0	0	15
1:15 AM	0	0	1	0	0	1	0	2	0	0	0	2	0	0	3	3	0	6	0	0	0	0	0	0	9
1:30 AM	0	0	5	0	0	5	0	3	0	0	0	3	0	0	4	1	0	5	0	0	0	0	0	0	13
1:45 AM	0	1	0	0	0	1	0	4	0	0	0	4	0	0	1	3	0	4	0	0	0	0	0	0	9
Hourly Total	0	1	9	0	0	10	0	11	0	1	0	12	0	0	13	11	0	24	0	0	0	0	0	0	46
2:00 AM	0	1	0	0	0	1	0	1	0	1	0	2	0	0	3	3	0	6	0	0	0	0	0	0	9
2:15 AM	0	0	0	0	0	0	0	3	0	1	0	4	1	0	0	3	0	4	0	0	0	0	0	0	8
2:30 AM	0	1	0	0	0	1	0	3	0	0	0	3	0	0	0	2	0	2	0	0	0	0	0	0	6
2:45 AM	0	1	2	0	0	3	0	1	0	0	0	1	0	0	3	2	0	5	0	0	0	0	0	0	9
Hourly Total	0	3	2	0	0	5	0	8	0	2	0	10	1	0	6	10	0	17	0	0	0	0	0	0	32
3:00 AM	0	0	2	0	0	2	0	4	0	0	0	4	0	0	0	3	0	3	0	0	0	0	0	0	9
3:15 AM	0	1	1	0	0	2	0	5	0	1	0	6	0	0	2	8	0	10	0	0	0	0	0	0	18
3:30 AM	0	0	2	0	0	2	0	2	0	0	0	2	0	0	0	3	0	3	0	0	0	0	0	0	7
3:45 AM	0	1	0	0	0	1	0	1	0	1	0	2	0	0	0	4	0	4	0	0	0	0	0	0	7
Hourly Total	0	2	5	0	0	7	0	12	0	2	0	14	0	0	2	18	0	20	0	0	0	0	0	0	41
4:00 AM	0	0	2	0	0	2	0	5	0	1	0	6	0	0	4	3	0	7	0	0	0	0	0	0	15
4:15 AM	0	0	2	0	0	2	0	12	0	0	0	12	0	0	2	3	0	5	0	0	0	0	0	0	19
4:30 AM	0	0	8	0	0	8	0	13	0	0	0	13	0	0	4	7	0	11	0	0	0	0	0	0	32
4:45 AM	0	0	7	0	0	7	0	11	0	1	0	12	0	0	4	8	0	12	0	0	0	0	0	0	31
Hourly Total	0	0	19	0	0	19	0	41	0	2	0	43	0	0	14	21	0	35	0	0	0	0	0	0	97
5:00 AM	0	1	7	0	0	8	0	15	0	0	0	15	0	0	1	8	0	9	0	0	0	0	0	0	32
5:15 AM	0	1	15	0	0	16	0	15	0	0	0	15	0	0	6	10	0	16	0	0	0	0	0	0	47
5:30 AM	0	2	18	0	0	20	0	17	0	1	0	18	0	0	4	10	0	14	0	0	0	0	0	0	52
5:45 AM	0	0	20	0	0	20	0	19	0	3	0	22	0	0	10	12	0	22	0	0	0	0	0	0	64
Hourly Total	0	4	60	0	0	64	0	66	0	4	0	70	0	0	21	40	0	61	0	0	0	0	0	0	195
6:00 AM	0	5	16	0	0	21	0	29	0	2	0	31	0	0	9	10	0	19	0	0	0	0	0	0	71
6:15 AM	0	8	21	0	0	29	0	27	0	4	0	31	0	0	12	23	0	35	0	0	0	0	0	0	95
6:30 AM	0	11	25	0	0	36	0	38	0	7	0	45	0	0	19	21	0	40	0	0	0	0	0	0	121
6:45 AM	0	7	36	0	1	43	0	29	0	7	0	36	0	0	38	32	0	70	0	0	0	0	0	0	149
Hourly Total	0	31	98	0	1	129	0	123	0	20	0	143	0	0	78	86	0	164	0	0	0	0	0	0	436
7:00 AM	0	7	48	0	1	55	0	32	0	8	0	40	0	0	39	31	0	70	0	0	0	0	0	0	165
7:15 AM	0	8	78	0	5	86	0	45	0	2	0	47	0	0	82	49	0	131	0	0	0	0	0	0	264
7:30 AM	0	9	96	0	3	105	0	38	0	3	2	41	0	0	119	47	0	166	0	0	0	0	0	0	312
7:45 AM	0	10	103	0	0	113	0	45	0	15	0	60	0	0	133	44	0	177	0	0	0	0	0	0	350
Hourly Total	0	34	325	0	9	359	0	160	0	28	2	188	0	0	373	171	0	544	0	0	0	0	0	0	1091

**TMC 2480 - CSAH 35 @ Hackmann Ave NE
Fridley MN
Tuesday, October 1, 2024**

Time	Southbound CSAH 35						Westbound Hackmann Ave NE						Northbound CSAH 35						Eastbound 0						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	6	117	0	2	123	0	24	0	10	1	34	0	0	145	35	0	180	0	0	0	0	0	0	337
8:15 AM	0	8	76	0	0	84	0	35	0	9	0	44	0	0	57	37	0	94	0	0	0	0	0	0	222
8:30 AM	0	6	51	0	0	57	0	37	0	3	0	40	0	0	33	24	0	57	0	0	0	0	0	0	154
8:45 AM	0	3	47	0	1	50	0	50	0	5	0	55	0	0	44	38	1	82	0	0	0	0	0	0	187
Hourly Total	0	23	291	0	3	314	0	146	0	27	1	173	0	0	279	134	1	413	0	0	0	0	0	0	900
9:00 AM	0	5	36	0	1	41	0	28	0	10	0	38	0	0	49	39	0	88	0	0	0	0	0	0	167
9:15 AM	0	7	38	0	1	45	0	30	0	5	1	35	1	0	26	31	0	58	0	0	0	0	0	0	138
9:30 AM	0	6	45	0	0	51	0	26	0	5	0	31	1	0	42	23	0	66	0	0	0	0	0	0	148
9:45 AM	0	7	36	0	0	43	0	24	0	5	0	29	0	0	29	17	0	46	0	0	0	0	0	0	118
Hourly Total	0	25	155	0	2	180	0	108	0	25	1	133	2	0	146	110	0	258	0	0	0	0	0	0	571
10:00 AM	0	5	32	0	0	37	0	21	0	2	0	23	0	0	23	21	0	44	0	0	0	0	0	0	104
10:15 AM	0	9	39	0	0	48	0	27	0	4	0	31	0	0	31	25	0	56	0	0	0	0	0	0	135
10:30 AM	0	4	22	0	1	26	0	23	0	7	1	30	0	0	35	21	0	56	0	0	0	0	0	0	112
10:45 AM	0	7	35	0	0	42	0	25	0	4	0	29	0	0	29	18	0	47	0	0	0	0	0	0	118
Hourly Total	0	25	128	0	1	153	0	96	0	17	1	113	0	0	118	85	0	203	0	0	0	0	0	0	469
11:00 AM	0	0	44	0	2	44	0	19	0	1	0	20	1	0	40	27	0	68	0	0	0	0	0	0	132
11:15 AM	0	5	43	0	1	48	0	17	0	3	0	20	1	0	26	28	0	55	0	0	0	0	0	0	123
11:30 AM	0	3	53	0	5	56	0	27	0	7	0	34	2	0	52	26	0	80	0	0	0	0	0	0	170
11:45 AM	0	2	43	0	0	45	0	28	0	7	0	35	0	0	39	32	0	71	0	0	0	0	0	0	151
Hourly Total	0	10	183	0	8	193	0	91	0	18	0	109	4	0	157	113	0	274	0	0	0	0	0	0	576
12:00 PM	0	5	37	0	0	42	1	30	0	4	0	35	1	0	38	30	0	69	0	0	0	0	0	0	146
12:15 PM	0	4	43	0	2	47	0	22	0	7	0	29	0	0	41	21	0	62	0	0	0	0	0	0	138
12:30 PM	0	7	44	0	2	51	0	34	0	7	0	41	0	0	44	28	0	72	0	0	0	0	0	0	164
12:45 PM	0	7	38	0	1	45	0	22	0	15	0	37	0	0	52	32	0	84	0	0	0	0	0	0	166
Hourly Total	0	23	162	0	5	185	1	108	0	33	0	142	1	0	175	111	0	287	0	0	0	0	0	0	614
1:00 PM	0	11	44	0	2	55	0	33	0	9	0	42	2	0	39	29	0	70	0	0	0	0	0	0	167
1:15 PM	0	6	31	0	0	37	0	25	0	13	0	38	0	0	33	28	0	61	0	0	0	0	0	0	136
1:30 PM	0	5	44	0	0	49	0	23	0	2	2	25	0	0	37	45	2	82	0	0	0	0	0	0	156
1:45 PM	0	3	39	0	0	42	0	42	0	10	0	52	0	0	52	46	0	98	0	0	0	0	0	0	192
Hourly Total	0	25	158	0	2	183	0	123	0	34	2	157	2	0	161	148	2	311	0	0	0	0	0	0	651
2:00 PM	0	6	54	0	1	60	0	25	0	8	0	33	0	0	60	60	0	120	0	0	0	0	0	0	213
2:15 PM	0	8	54	0	0	62	0	62	0	11	1	73	0	0	66	52	0	118	0	0	0	0	0	0	253
2:30 PM	0	6	53	0	0	59	0	46	0	2	0	48	0	0	80	34	0	114	0	0	0	0	0	0	221
2:45 PM	0	3	112	0	0	115	0	32	0	11	0	43	0	0	101	41	0	142	0	0	0	0	0	0	300
Hourly Total	0	23	273	0	1	296	0	165	0	32	1	197	0	0	307	187	0	494	0	0	0	0	0	0	987
3:00 PM	0	11	115	0	3	126	0	32	0	7	0	39	0	0	68	50	0	118	0	0	0	0	0	0	283
3:15 PM	0	9	109	0	2	118	0	44	0	12	0	56	0	0	71	32	0	103	0	0	0	0	0	0	277
3:30 PM	0	9	93	0	0	102	0	33	0	7	0	40	0	0	87	29	0	116	0	0	0	0	0	0	258
3:45 PM	0	11	49	0	0	60	0	40	0	3	0	43	0	0	72	29	0	101	0	0	0	0	0	0	204
Hourly Total	0	40	366	0	5	406	0	149	0	29	0	178	0	0	298	140	0	438	0	0	0	0	0	0	1022

**TMC 2480 - CSAH 35 @ Hackmann Ave NE
Fridley MN
Tuesday, October 1, 2024**

Time	Southbound CSAH 35						Westbound HackMann Ave NE						Northbound CSAH 35						Eastbound 0						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	6	102	0	1	108	0	26	0	12	0	38	0	0	89	46	0	135	0	0	0	0	0	0	281
4:15 PM	0	7	72	0	1	79	0	30	0	4	0	34	0	0	95	45	0	140	0	0	0	0	0	0	253
4:30 PM	0	3	81	0	3	84	0	31	0	8	0	39	1	0	81	38	0	120	0	0	0	0	0	0	243
4:45 PM	0	8	87	0	6	95	0	26	0	8	1	34	0	0	80	34	0	114	0	0	0	0	0	0	243
Hourly Total	0	24	342	0	11	366	0	113	0	32	1	145	1	0	345	163	0	509	0	0	0	0	0	0	1020
5:00 PM	0	3	72	0	5	75	0	38	0	12	0	50	0	0	75	39	0	114	0	0	0	0	0	0	239
5:15 PM	0	10	76	0	0	86	0	24	0	8	0	32	0	0	83	45	1	128	0	0	0	0	0	0	246
5:30 PM	0	7	98	0	0	105	0	30	0	10	0	40	0	0	86	37	0	123	0	0	0	0	0	0	268
5:45 PM	0	13	92	0	1	105	0	29	0	10	0	39	0	0	74	35	1	109	0	0	0	0	0	0	253
Hourly Total	0	33	338	0	6	371	0	121	0	40	0	161	0	0	318	156	2	474	0	0	0	0	0	0	1006
6:00 PM	0	12	85	0	1	97	0	26	0	5	0	31	1	0	53	35	0	89	0	0	0	0	0	0	217
6:15 PM	0	8	63	0	3	71	0	34	0	9	0	43	0	0	60	33	0	93	0	0	0	0	0	0	207
6:30 PM	0	13	33	0	7	46	0	28	0	3	3	31	3	0	40	31	0	74	0	0	0	0	0	0	151
6:45 PM	0	8	56	0	1	64	0	38	0	4	0	42	0	0	56	45	0	101	0	0	0	0	0	0	207
Hourly Total	0	41	237	0	12	278	0	126	0	21	3	147	4	0	209	144	0	357	0	0	0	0	0	0	782
7:00 PM	0	3	40	0	3	43	0	24	0	4	0	28	0	0	46	35	0	81	0	0	0	0	0	0	152
7:15 PM	0	2	43	0	0	45	0	16	0	2	0	18	1	0	46	35	0	82	0	0	0	0	0	0	145
7:30 PM	0	5	30	0	0	35	0	15	0	2	0	17	1	0	33	29	0	63	0	0	0	0	0	0	115
7:45 PM	0	3	20	0	0	23	0	19	0	7	0	26	1	0	33	28	0	62	0	0	0	0	0	0	111
Hourly Total	0	13	133	0	3	146	0	74	0	15	0	89	3	0	158	127	0	288	0	0	0	0	0	0	523
8:00 PM	0	5	20	0	0	25	0	15	0	3	0	18	0	0	30	24	0	54	0	0	0	0	0	0	97
8:15 PM	0	1	23	0	0	24	0	15	0	5	0	20	0	0	30	24	0	54	0	0	0	0	0	0	98
8:30 PM	0	5	20	0	0	25	0	17	0	3	0	20	0	0	32	22	0	54	0	0	0	0	0	0	99
8:45 PM	0	5	16	0	0	21	0	16	0	2	0	18	0	0	21	25	0	46	0	0	0	0	0	0	85
Hourly Total	0	16	79	0	0	95	0	63	0	13	0	76	0	0	113	95	0	208	0	0	0	0	0	0	379
9:00 PM	0	2	16	0	0	18	0	12	0	5	0	17	0	0	21	19	0	40	0	0	0	0	0	0	75
9:15 PM	0	1	9	0	0	10	0	13	0	2	0	15	0	0	19	25	0	44	0	0	0	0	0	0	69
9:30 PM	0	2	6	0	0	8	0	15	0	4	0	19	0	0	20	16	0	36	0	0	0	0	0	0	63
9:45 PM	0	1	45	0	0	46	0	7	0	2	0	9	0	0	17	14	0	31	0	0	0	0	0	0	86
Hourly Total	0	6	76	0	0	82	0	47	0	13	0	60	0	0	77	74	0	151	0	0	0	0	0	0	293
10:00 PM	0	1	28	0	0	29	0	13	0	3	0	16	0	0	18	22	0	40	0	0	0	0	0	0	85
10:15 PM	0	0	7	0	0	7	0	13	0	1	0	14	0	0	4	12	0	16	0	0	0	0	0	0	37
10:30 PM	0	1	6	0	0	7	0	9	0	2	0	11	1	0	8	20	0	29	0	0	0	0	0	0	47
10:45 PM	0	2	7	0	0	9	0	18	0	1	0	19	0	0	12	11	0	23	0	0	0	0	0	0	51
Hourly Total	0	4	48	0	0	52	0	53	0	7	0	60	1	0	42	65	0	108	0	0	0	0	0	0	220
11:00 PM	0	1	10	0	0	11	0	5	0	1	0	6	0	0	8	11	0	19	0	0	0	0	0	0	36
11:15 PM	0	3	5	0	0	8	0	12	0	0	0	12	0	0	9	14	0	23	0	0	0	0	0	0	43
11:30 PM	0	2	3	0	0	5	0	7	0	2	0	9	0	0	6	11	0	17	0	0	0	0	0	0	31
11:45 PM	0	1	4	0	0	5	0	5	0	1	0	6	0	0	5	4	0	9	0	0	0	0	0	0	20
Hourly Total	0	7	22	0	0	29	0	29	0	4	0	33	0	0	28	40	0	68	0	0	0	0	0	0	130
DAILY TOTAL	0	416	3519	0	69	3935	1	2052	0	420	12	2473	19	0	3462	2272	5	5753	0	0	0	0	0	0	12161
Cars	0	411	3439	0	50	3850	1	2006	0	412	11	2419	19	0	3370	2223	4	5612	0	0	0	0	0	0	11881
Heavy Vehicles	0	5	80	0	19	85	0	46	0	8	1	54	0	0	92	49	1	141	0	0	0	0	0	0	280
Heavy Vehicle %	0.00%	1.20%	2.27%	0.00%	27.54%	2.16%	0.00%	2.24%	0.00%	1.90%	8.33%	2.18%	0.00%	0.00%	2.66%	2.16%	20.00%	2.45%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.30%

**TMC 2480 - CSAH 35 @ Hackmann Ave NE
Fridley MN
Tuesday, October 1, 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	
7:15 AM	0	8	78	0	5	86	0	45	0	2	0	47	0	0	82	49	0	131	0	0	0	0	0	0	264
7:30 AM	0	9	96	0	3	105	0	38	0	3	2	41	0	0	119	47	0	166	0	0	0	0	0	0	312
7:45 AM	0	10	103	0	0	113	0	45	0	15	0	60	0	0	133	44	0	177	0	0	0	0	0	0	350
8:00 AM	0	6	117	0	2	123	0	24	0	10	1	34	0	0	145	35	0	180	0	0	0	0	0	0	337
Peak Hour Total	0	33	394	0	10	427	0	152	0	30	3	182	0	0	479	175	0	654	0	0	0	0	0	0	1263
PHF	0.000	0.825	0.842	0.000	0.500	0.868	0.000	0.844	0.000	0.500	0.375	0.758	0.000	0.000	0.826	0.893	0.000	0.908	0.000	0.000	0.000	0.000	0.000	0.000	0.902

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	
2:45 PM	0	3	112	0	0	115	0	32	0	11	0	43	0	0	101	41	0	142	0	0	0	0	0	0	300
3:00 PM	0	11	115	0	3	126	0	32	0	7	0	39	0	0	68	50	0	118	0	0	0	0	0	0	283
3:15 PM	0	9	109	0	2	118	0	44	0	12	0	56	0	0	71	32	0	103	0	0	0	0	0	0	277
3:30 PM	0	9	93	0	0	102	0	33	0	7	0	40	0	0	87	29	0	116	0	0	0	0	0	0	258
Peak Hour Total	0	32	429	0	5	461	0	141	0	37	0	178	0	0	327	152	0	479	0	0	0	0	0	0	1118
PHF	0.000	0.727	0.933	0.000	0.417	0.915	0.000	0.801	0.000	0.771	0.000	0.795	0.000	0.000	0.809	0.760	0.000	0.843	0.000	0.000	0.000	0.000	0.000	0.000	0.932

Total Vehicles On Leg		7817	
Vehicles Entering Intersection	3935	Vehicles Exiting Intersection	3882
Southbound			
Cars	0	3439	411
Heavy	0	80	5
Total	0	3519	416



Total Vehicles on Leg 0	Vehicles Entering Intersection 0	Eastbound	Cars	Heavy	Total	
			0	0	0	
			0	0	0	
			0	0	0	
			0	0	0	
Total Vehicles on Leg 0	Vehicles Exiting Intersection 0	Eastbound	Cars	Heavy	Total	
			0	0	0	
			0	0	0	
			0	0	0	
			0	0	0	

Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 2473	Total Vehicles on Leg 5162
412	8	420			
0	0	0			
2006	46	2052			
1	0	1			
11	1	12	Westbound	Vehicles Exiting Intersection 2689	Total Vehicles on Leg 5162

Cars	4	19	0	3370	2223
Heavy	1	0	0	92	49
Total	5	19	0	3462	2272
Northbound					
Vehicles Entering Intersection	5753		Vehicles Exiting Intersection	5590	
Total Vehicles On Leg	11343				

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
10/1/2024	0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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	0	0	0
	0:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	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
	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
	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
	1:30	0	0	2	0	0	0	0	0	0	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	0	0	0
	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	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
	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
	2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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
	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
	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	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
	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
	4:15	0	0	0	0	0	0	0	0	1	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	1	0	0	0	0	0	0	0	0
	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
	5:00	0	0	1	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
	5:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
	6:15	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
	6:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
	6:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0
	7:00	0	0	1	0	0	0	0	0	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0
	7:15	0	1	1	0	0	0	2	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
	7:30	0	0	2	0	0	0	0	0	9	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
	7:45	0	0	1	0	0	0	0	0	2	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0
	8:00	0	0	2	0	0	0	0	0	1	0	2	0	0	0	3	2	0	0	0	0	0	0	0	0
	8:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
	8:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0
	9:00	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0
	9:15	0	0	1	0	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
	9:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	9:45	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	10:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
	10:15	0	1	4	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
	10:30	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	1	0	0	0	0	0	0	0	0
	10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:00	0	0	1	0	0	2	0	0	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
	11:15	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0
	11:45	0	0	1	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	
12:15	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
12:30	0	1	1	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45	0	1	3	0	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	
13:00	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:15	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
13:30	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	
13:45	0	0	3	0	0	0	0	0	4	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	
14:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	
14:15	0	0	2	0	0	0	0	0	2	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	
14:30	0	0	2	0	0	0	0	0	3	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	
14:45	0	0	2	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	
15:00	0	0	3	0	3	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	
15:15	0	0	2	0	0	0	0	0	3	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	
15:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
16:00	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
16:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	
16:30	0	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	
17:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
17:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	
18:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
18:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:45	0	0	2	0	0	1	0	0	0	0	0</														

ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2480

Study Date : 10/03/2024

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 35

Number of Lanes : 2+

Total Approach Volume: 5,753

Southbound: CSAH 35

Number of Lanes :2+

Total Approach Volume: 3,935

Minor Street Approaches

Westbound: Hackmann Ave NE

Number of Lanes :1

Total Approach Volume: 2,473

Warrant Summary (Urban Values Apply)

Warrant 1 - Eight Hour Vehicular Volumes.....Not Satisfied

Warrant 1A - Minimum Vehicular Volume.....Not Satisfied

Required volumes reached for 7 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic.....Not Satisfied

Required volumes reached for 2 hours, 8 are needed

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

Required 1A volumes reached for 10 hours, 8 are needed

Required 1B volumes reached for 6 hours, 8 are needed

Warrant 2 - Four Hour Volumes.....Not Satisfied

Number of hours (2) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour.....Satisfied

Warrant 3A - Peak Hour Delay.....Satisfied

Number of one hour periods (31) volumes exceed minimum >= required (1). 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 2480

Study Date : 10/03/2024

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 7 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 EB	Minor Road		Met?
	Major NB	+	Major SB	=			Minor WB		
	CSAH 35						Hackmann Ave NE		
14:30 - 15:30	477	+	418	=	895	0	186		Yes
07:45 - 08:45	508	+	377	=	885	0	178		Yes
15:30 - 16:30	492	+	349	=	841	0	155		Yes
16:30 - 17:30	476	+	340	=	816	0	155		Yes
17:30 - 18:30	414	+	378	=	792	0	153		Yes
06:45 - 07:45	437	+	289	=	726	0	164		Yes
13:30 - 14:30	418	+	213	=	631	0	183		Yes
13:15 - 14:15	361	+	188	=	549	0	148		No
18:30 - 19:30	338	+	198	=	536	0	119		No
06:30 - 07:30	311	+	220	=	531	0	168		No
18:45 - 19:45	327	+	187	=	514	0	105		No
13:00 - 14:00	311	+	183	=	494	0	157		No
12:15 - 13:15	288	+	198	=	486	0	149		No
12:45 - 13:45	297	+	186	=	483	0	142		No
08:45 - 09:45	294	+	187	=	481	0	159		No
12:30 - 13:30	287	+	188	=	475	0	158		No
12:00 - 13:00	287	+	185	=	472	0	142		No
11:30 - 12:30	282	+	190	=	472	0	133		No
11:00 - 12:00	274	+	193	=	467	0	109		No
11:15 - 12:15	275	+	191	=	466	0	124		No
11:45 - 12:45	274	+	185	=	459	0	140		No
10:45 - 11:45	250	+	190	=	440	0	103		No
09:00 - 10:00	258	+	180	=	438	0	133		No
19:00 - 20:00	288	+	146	=	434	0	89		No
09:30 - 10:30	212		179		391	0	114		No

ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2480

Study Date : 10/03/2024

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 2 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 NB	+	Major SB	=		Minor EB	Minor WB	
	CSAH 35					Hackmann Ave NE		
14:45 - 15:45	479	+	461	=	940	0	178	Yes
07:00 - 08:00	544	+	359	=	903	0	188	Yes
14:30 - 15:30	477	+	418	=	895	0	186	No
16:00 - 17:00	509	+	366	=	875	0	145	No
14:15 - 15:15	492	+	362	=	854	0	203	No
17:00 - 18:00	474	+	371	=	845	0	161	No
17:15 - 18:15	449	+	393	=	842	0	142	No
16:45 - 17:45	479	+	361	=	840	0	156	No
15:45 - 16:45	496	+	331	=	827	0	154	No
16:15 - 17:15	488	+	333	=	821	0	157	No
16:30 - 17:30	476	+	340	=	816	0	155	No
17:30 - 18:30	414	+	378	=	792	0	153	No
14:00 - 15:00	494	+	296	=	790	0	197	No
08:00 - 09:00	413	+	314	=	727	0	173	No
06:45 - 07:45	437	+	289	=	726	0	164	No
17:45 - 18:45	365	+	319	=	684	0	144	No
13:45 - 14:45	450	+	223	=	673	0	206	No
18:00 - 19:00	357	+	278	=	635	0	147	No
13:30 - 14:30	418	+	213	=	631	0	183	No
18:15 - 19:15	349	+	224	=	573	0	144	No
08:15 - 09:15	321	+	232	=	553	0	177	No
13:15 - 14:15	361	+	188	=	549	0	148	No
18:30 - 19:30	338	+	198	=	536	0	119	No
06:30 - 07:30	311	+	220	=	531	0	168	No
18:45 - 19:45	327		187		514	0	105	No

ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2480

Study Date : 10/03/2024

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

10 hours meet 1A minimums.
Only 6 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 35

Minor Road Hackmann Ave NE

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
07:30 - 08:30	617	+	425	=	1042	0	179	Yes
14:15 - 15:15	492	+	362	=	854	0	203	Yes
15:15 - 16:15	455	+	388	=	843	0	177	Yes
17:15 - 18:15	449	+	393	=	842	0	142	Yes
16:15 - 17:15	488	+	333	=	821	0	157	Yes
18:15 - 19:15	349	+	224	=	573	0	144	Yes
13:15 - 14:15	361	+	188	=	549	0	148	Yes
06:30 - 07:30	311	+	220	=	531	0	168	Yes
12:15 - 13:15	288	+	198	=	486	0	149	Yes
08:45 - 09:45	294	+	187	=	481	0	159	Yes
08:30 - 09:30	285	+	193	=	478	0	168	No
12:00 - 13:00	287	+	185	=	472	0	142	No

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
07:45 - 08:45	508	+	377	=	885	0	178	Yes
16:00 - 17:00	509	+	366	=	875	0	145	Yes
17:00 - 18:00	474	+	371	=	845	0	161	Yes
15:00 - 16:00	438	+	406	=	844	0	178	Yes
14:00 - 15:00	494	+	296	=	790	0	197	Yes
06:45 - 07:45	437	+	289	=	726	0	164	Yes
13:45 - 14:45	450	+	223	=	673	0	206	No
18:00 - 19:00	357	+	278	=	635	0	147	No
13:30 - 14:30	418	+	213	=	631	0	183	No
18:15 - 19:15	349	+	224	=	573	0	144	No
13:15 - 14:15	361	+	188	=	549	0	148	No
18:30 - 19:30	338	+	198	=	536	0	119	No

ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2480

Study Date : 10/03/2024

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.

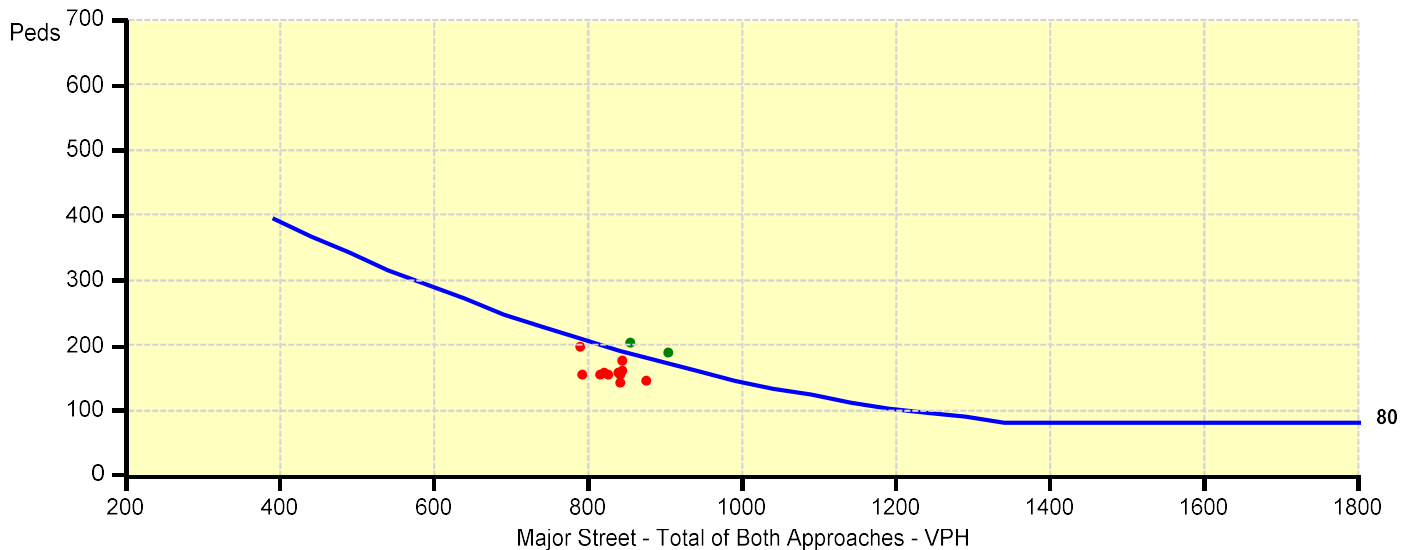
Summary

Only 2 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 35					Minor Road Hackmann Ave NE		Met?
	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	
07:00 - 08:00	544	+	359	=	903	0	188	Yes
14:15 - 15:15	492	+	362	=	854	0	203	Yes
16:00 - 17:00	509	+	366	=	875	0	145	No
17:00 - 18:00	474	+	371	=	845	0	161	No
15:15 - 16:15	455	+	388	=	843	0	177	No
17:15 - 18:15	449	+	393	=	842	0	142	No
15:30 - 16:30	492	+	349	=	841	0	155	No
16:45 - 17:45	479	+	361	=	840	0	156	No
15:45 - 16:45	496	+	331	=	827	0	154	No
16:15 - 17:15	488	+	333	=	821	0	157	No
16:30 - 17:30	476	+	340	=	816	0	155	No
17:30 - 18:30	414		378		792	0	153	No



ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2480

Study Date : 10/03/2024

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.

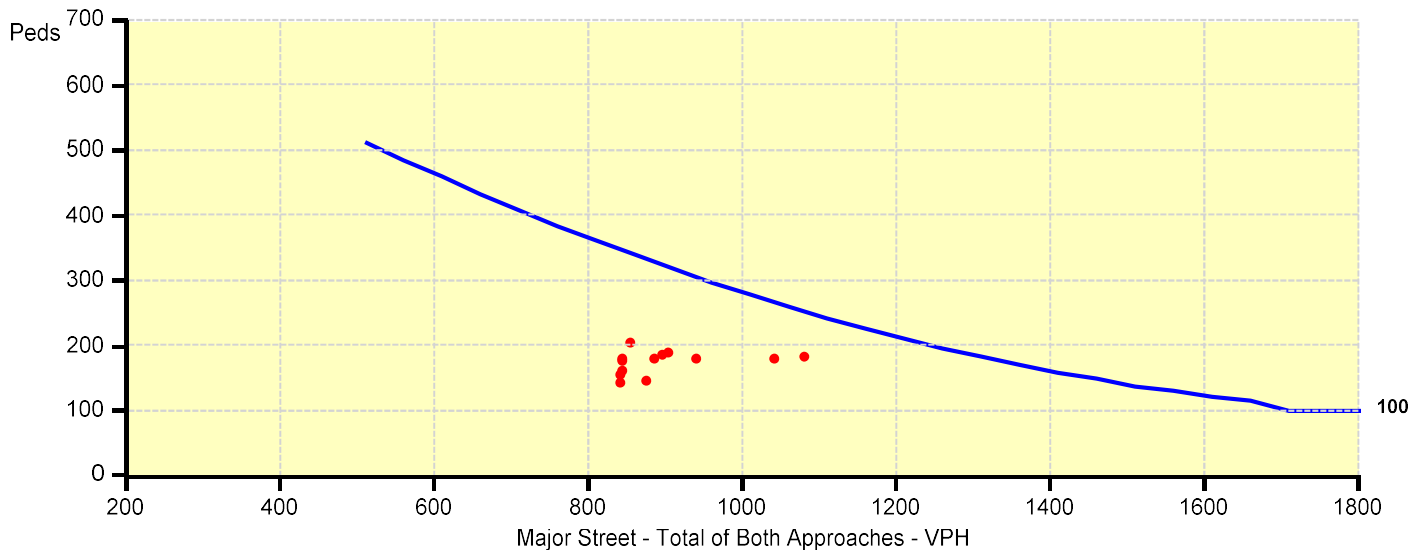
Summary

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 35					Minor Road Hackmann Ave NE		Met?
	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	
07:15 - 08:15	654	+	427	=	1081	0	182	No
07:30 - 08:30	617	+	425	=	1042	0	179	No
14:45 - 15:45	479	+	461	=	940	0	178	No
07:00 - 08:00	544	+	359	=	903	0	188	No
14:30 - 15:30	477	+	418	=	895	0	186	No
07:45 - 08:45	508	+	377	=	885	0	178	No
16:00 - 17:00	509	+	366	=	875	0	145	No
14:15 - 15:15	492	+	362	=	854	0	203	No
17:00 - 18:00	474	+	371	=	845	0	161	No
15:00 - 16:00	438	+	406	=	844	0	178	No
15:15 - 16:15	455	+	388	=	843	0	177	No
17:15 - 18:15	449	+	393	=	842	0	142	No



ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2480

Study Date : 10/03/2024

Multiway Stop Warrants - Summary

Major Street Approaches

Northbound: CSAH 35
 Number of Lanes : 2+
 Total Approach Volume: 5,753

Southbound: CSAH 35
 Number of Lanes :2+
 Total Approach Volume: 3,935

Minor Street Approaches

Eastbound:
 Number of Lanes :2+
 Total Approach Volume: 0

Westbound: Hackmann Ave NE
 Number of Lanes :1
 Total Approach Volume: 2,473

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 meets or exceeds volume criteria.	

Criteria C Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
07:15 - 08:15	1081	761.0	208	189.6	300	200	No
14:45 - 15:45	940		187				
16:00 - 17:00	875		191				
17:00 - 18:00	845		186				
13:45 - 14:45	673		213				
18:00 - 19:00	635		189				
08:15 - 09:15	553		186				
12:15 - 13:15	486		157				
11:15 - 12:15	466		143				
06:15 - 07:15	378		178				
19:00 - 20:00	434		91				
09:15 - 10:15	390		120				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
07:15 - 08:15	1081	761.0	208	189.6	240	160	Yes
14:45 - 15:45	940		187				
16:00 - 17:00	875		191				
17:00 - 18:00	845		186				
13:45 - 14:45	673		213				
18:00 - 19:00	635		189				
08:15 - 09:15	553		186				
12:15 - 13:15	486		157				
11:15 - 12:15	466		143				
06:15 - 07:15	378		178				
19:00 - 20:00	434		91				
09:15 - 10:15	390		120				