

**CR B2 & American
Ramsey County MN
Thursday, October 17, 2019**

| Time | Southbound American | | | | | Westbound CR B2 | | | | | Northbound American | | | | | Eastbound CR B2 | | | | | TOTAL |
|--------------|------------------------|------------|------------------|-------------|-------------------|--------------------|------------|------------------|-------------|-------------------|------------------------|------------|------------------|-------------|-------------------|--------------------|------------|------------------|-------------|-------------------|-------|
| | U Turns | Left Turns | Straight Through | Right Turns | Peds/ Bicycles | U Turns | Left Turns | Straight Through | Right Turns | Peds/ Bicycles | U Turns | Left Turns | Straight Through | Right Turns | Peds/ Bicycles | U Turns | Left Turns | Straight Through | Right Turns | Peds/ Bicycles | |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6:00 AM | 0 | 4 | 0 | 2 | 1 | 0 | 1 | 7 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 5 | 0 | 1 | 29 |
| 6:15 AM | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 12 | 7 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 8 | 0 | 0 | 35 |
| 6:30 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 20 | 6 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 11 | 0 | 0 | 44 |
| 6:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 66 | 17 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 7 | 15 | 0 | 1 | 116 |
| Hourly Total | 0 | 11 | 0 | 3 | 2 | 0 | 3 | 105 | 36 | 0 | 0 | 5 | 1 | 6 | 0 | 0 | 15 | 39 | 0 | 2 | 224 |
| 7:00 AM | 0 | 6 | 0 | 0 | 0 | 0 | 3 | 50 | 9 | 0 | 0 | 4 | 0 | 5 | 0 | 0 | 5 | 22 | 2 | 1 | 106 |
| 7:15 AM | 0 | 10 | 0 | 3 | 1 | 0 | 1 | 82 | 13 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 3 | 15 | 0 | 1 | 131 |
| 7:30 AM | 0 | 2 | 0 | 3 | 0 | 0 | 2 | 90 | 12 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 22 | 1 | 1 | 136 |
| 7:45 AM | 0 | 10 | 0 | 4 | 0 | 0 | 5 | 97 | 9 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 6 | 20 | 4 | 0 | 158 |
| Hourly Total | 0 | 28 | 0 | 10 | 1 | 0 | 11 | 319 | 43 | 0 | 0 | 11 | 0 | 8 | 0 | 0 | 15 | 79 | 7 | 3 | 531 |

**CR B2 & American
Ramsey County MN
Thursday, October 17, 2019**

| Time | Southbound American | | | | | Westbound CR B2 | | | | | Northbound American | | | | | Eastbound CR B2 | | | | | TOTAL |
|--------------|------------------------|------------|------------------|-------------|-------------------|--------------------|------------|------------------|-------------|-------------------|------------------------|------------|------------------|-------------|-------------------|--------------------|------------|------------------|-------------|-------------------|-------|
| | U Turns | Left Turns | Straight Through | Right Turns | Peds/ Bicycles | U Turns | Left Turns | Straight Through | Right Turns | Peds/ Bicycles | U Turns | Left Turns | Straight Through | Right Turns | Peds/ Bicycles | U Turns | Left Turns | Straight Through | Right Turns | Peds/ Bicycles | |
| 8:00 AM | 0 | 13 | 0 | 9 | 0 | 0 | 3 | 62 | 14 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 7 | 27 | 2 | 0 | 144 |
| 8:15 AM | 0 | 4 | 0 | 2 | 1 | 0 | 0 | 64 | 11 | 0 | 0 | 2 | 0 | 6 | 1 | 0 | 6 | 15 | 0 | 2 | 110 |
| 8:30 AM | 0 | 8 | 0 | 2 | 0 | 0 | 2 | 75 | 16 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 7 | 25 | 3 | 0 | 144 |
| 8:45 AM | 0 | 16 | 0 | 2 | 0 | 0 | 1 | 62 | 22 | 0 | 0 | 1 | 0 | 7 | 3 | 0 | 13 | 24 | 6 | 4 | 154 |
| Hourly Total | 0 | 41 | 0 | 15 | 1 | 0 | 6 | 263 | 63 | 0 | 0 | 10 | 0 | 19 | 4 | 0 | 33 | 91 | 11 | 6 | 552 |
| 9:00 AM | 0 | 10 | 0 | 3 | 0 | 1 | 3 | 48 | 14 | 0 | 0 | 3 | 0 | 10 | 0 | 0 | 20 | 25 | 5 | 0 | 142 |
| 9:15 AM | 0 | 16 | 0 | 10 | 1 | 2 | 5 | 70 | 19 | 0 | 0 | 1 | 0 | 4 | 0 | 0 | 10 | 40 | 3 | 1 | 180 |
| 9:30 AM | 0 | 17 | 1 | 5 | 1 | 2 | 7 | 65 | 22 | 0 | 0 | 1 | 0 | 9 | 0 | 0 | 15 | 34 | 4 | 2 | 182 |
| 9:45 AM | 0 | 30 | 1 | 8 | 2 | 1 | 9 | 83 | 29 | 0 | 0 | 3 | 0 | 11 | 0 | 0 | 13 | 45 | 6 | 2 | 239 |
| Hourly Total | 0 | 73 | 2 | 26 | 4 | 6 | 24 | 266 | 84 | 0 | 0 | 8 | 0 | 34 | 0 | 0 | 58 | 144 | 18 | 5 | 743 |
| 10:00 AM | 0 | 28 | 2 | 13 | 1 | 1 | 17 | 73 | 27 | 0 | 0 | 0 | 0 | 9 | 3 | 1 | 18 | 46 | 11 | 1 | 246 |
| 10:15 AM | 0 | 39 | 3 | 15 | 1 | 2 | 9 | 81 | 20 | 0 | 0 | 7 | 0 | 15 | 2 | 0 | 24 | 64 | 6 | 2 | 285 |
| 10:30 AM | 0 | 38 | 1 | 22 | 3 | 3 | 10 | 73 | 12 | 0 | 0 | 8 | 2 | 15 | 0 | 1 | 33 | 56 | 12 | 3 | 286 |
| 10:45 AM | 1 | 33 | 1 | 17 | 2 | 2 | 19 | 111 | 18 | 0 | 0 | 9 | 2 | 17 | 2 | 1 | 27 | 73 | 11 | 2 | 342 |
| Hourly Total | 1 | 138 | 7 | 67 | 7 | 8 | 55 | 338 | 77 | 0 | 0 | 24 | 4 | 56 | 7 | 3 | 102 | 239 | 40 | 8 | 1159 |
| 11:00 AM | 0 | 40 | 1 | 8 | 0 | 1 | 18 | 115 | 23 | 0 | 0 | 12 | 4 | 29 | 1 | 0 | 30 | 72 | 13 | 0 | 366 |
| 11:15 AM | 0 | 44 | 2 | 14 | 1 | 4 | 20 | 125 | 26 | 0 | 0 | 15 | 4 | 32 | 1 | 1 | 31 | 111 | 10 | 0 | 439 |
| 11:30 AM | 0 | 34 | 4 | 15 | 3 | 1 | 18 | 136 | 16 | 0 | 0 | 13 | 3 | 33 | 0 | 0 | 28 | 87 | 8 | 2 | 396 |
| 11:45 AM | 0 | 51 | 4 | 18 | 0 | 3 | 17 | 147 | 26 | 0 | 0 | 12 | 4 | 43 | 1 | 0 | 39 | 112 | 13 | 1 | 489 |
| Hourly Total | 0 | 169 | 11 | 55 | 4 | 9 | 73 | 523 | 91 | 0 | 0 | 52 | 15 | 137 | 3 | 1 | 128 | 382 | 44 | 3 | 1690 |
| 12:00 PM | 0 | 57 | 1 | 18 | 1 | 7 | 15 | 118 | 25 | 0 | 0 | 21 | 7 | 38 | 0 | 0 | 37 | 94 | 4 | 1 | 442 |
| 12:15 PM | 0 | 57 | 1 | 30 | 0 | 5 | 13 | 129 | 21 | 0 | 0 | 20 | 4 | 32 | 2 | 0 | 48 | 110 | 11 | 2 | 481 |
| 12:30 PM | 0 | 48 | 4 | 23 | 1 | 3 | 17 | 130 | 13 | 0 | 0 | 17 | 1 | 53 | 0 | 0 | 31 | 101 | 8 | 2 | 449 |
| 12:45 PM | 1 | 56 | 1 | 16 | 0 | 2 | 23 | 124 | 17 | 0 | 0 | 20 | 2 | 47 | 2 | 0 | 42 | 94 | 4 | 2 | 449 |
| Hourly Total | 1 | 218 | 7 | 87 | 2 | 17 | 68 | 501 | 76 | 0 | 0 | 78 | 14 | 170 | 4 | 0 | 158 | 399 | 27 | 7 | 1821 |
| 1:00 PM | 0 | 66 | 9 | 17 | 4 | 1 | 24 | 140 | 13 | 0 | 0 | 19 | 5 | 56 | 0 | 1 | 43 | 110 | 10 | 1 | 514 |
| 1:15 PM | 0 | 51 | 2 | 17 | 0 | 1 | 19 | 137 | 12 | 0 | 0 | 13 | 5 | 44 | 0 | 0 | 38 | 142 | 11 | 0 | 492 |
| 1:30 PM | 0 | 50 | 3 | 19 | 1 | 4 | 12 | 130 | 17 | 0 | 0 | 13 | 5 | 49 | 1 | 0 | 37 | 105 | 8 | 1 | 452 |
| 1:45 PM | 0 | 55 | 5 | 16 | 2 | 4 | 14 | 114 | 22 | 0 | 0 | 18 | 5 | 48 | 0 | 0 | 42 | 105 | 10 | 2 | 458 |
| Hourly Total | 0 | 222 | 19 | 69 | 7 | 10 | 69 | 521 | 64 | 0 | 0 | 63 | 20 | 197 | 1 | 1 | 160 | 462 | 39 | 4 | 1916 |
| 2:00 PM | 0 | 56 | 4 | 20 | 1 | 2 | 20 | 128 | 25 | 1 | 0 | 18 | 3 | 50 | 0 | 0 | 35 | 103 | 12 | 0 | 476 |
| 2:15 PM | 0 | 43 | 2 | 33 | 0 | 3 | 18 | 114 | 22 | 0 | 0 | 20 | 5 | 53 | 0 | 0 | 41 | 110 | 9 | 2 | 473 |
| 2:30 PM | 0 | 53 | 1 | 15 | 0 | 3 | 9 | 94 | 15 | 0 | 1 | 19 | 7 | 36 | 0 | 0 | 33 | 104 | 4 | 0 | 394 |
| 2:45 PM | 0 | 47 | 2 | 13 | 1 | 1 | 19 | 98 | 17 | 0 | 0 | 18 | 2 | 34 | 0 | 1 | 29 | 112 | 13 | 2 | 406 |
| Hourly Total | 0 | 199 | 9 | 81 | 2 | 9 | 66 | 434 | 79 | 1 | 1 | 75 | 17 | 173 | 0 | 1 | 138 | 429 | 38 | 4 | 1749 |
| 3:00 PM | 0 | 48 | 6 | 16 | 3 | 1 | 9 | 137 | 20 | 0 | 0 | 13 | 3 | 52 | 1 | 1 | 31 | 125 | 7 | 2 | 469 |
| 3:15 PM | 0 | 57 | 1 | 11 | 2 | 4 | 17 | 111 | 27 | 0 | 0 | 20 | 7 | 47 | 0 | 0 | 27 | 117 | 4 | 2 | 450 |
| 3:30 PM | 0 | 56 | 1 | 19 | 3 | 2 | 9 | 99 | 12 | 0 | 0 | 19 | 4 | 41 | 1 | 0 | 34 | 166 | 5 | 1 | 467 |
| 3:45 PM | 0 | 48 | 4 | 10 | 1 | 3 | 16 | 156 | 20 | 1 | 0 | 14 | 6 | 41 | 0 | 1 | 34 | 169 | 7 | 2 | 529 |
| Hourly Total | 0 | 209 | 12 | 56 | 9 | 10 | 51 | 503 | 79 | 1 | 0 | 66 | 20 | 181 | 2 | 2 | 126 | 577 | 23 | 7 | 1915 |

**CR B2 & American
Ramsey County MN
Thursday, October 17, 2019**

| Time | Southbound American | | | | | Westbound CR B2 | | | | | Northbound American | | | | | Eastbound CR B2 | | | | | TOTAL |
|------------------------|---------------------|-------------|------------------|-------------|----------------|-----------------|------------|------------------|-------------|----------------|---------------------|------------|------------------|-------------|----------------|-----------------|-------------|------------------|-------------|----------------|--------------|
| | U Turns | Left Turns | Straight Through | Right Turns | Peds/ Bicycles | U Turns | Left Turns | Straight Through | Right Turns | Peds/ Bicycles | U Turns | Left Turns | Straight Through | Right Turns | Peds/ Bicycles | U Turns | Left Turns | Straight Through | Right Turns | Peds/ Bicycles | |
| 4:00 PM | 0 | 74 | 5 | 19 | 1 | 2 | 12 | 123 | 16 | 0 | 0 | 20 | 2 | 58 | 0 | 0 | 43 | 172 | 4 | 0 | 550 |
| 4:15 PM | 0 | 54 | 2 | 16 | 1 | 1 | 12 | 97 | 33 | 0 | 0 | 13 | 3 | 41 | 1 | 0 | 31 | 199 | 11 | 5 | 513 |
| 4:30 PM | 0 | 45 | 2 | 12 | 1 | 1 | 14 | 113 | 20 | 0 | 1 | 9 | 1 | 55 | 0 | 0 | 46 | 190 | 8 | 0 | 517 |
| 4:45 PM | 0 | 55 | 2 | 27 | 0 | 2 | 15 | 111 | 18 | 0 | 0 | 21 | 6 | 44 | 0 | 0 | 48 | 206 | 10 | 1 | 565 |
| Hourly Total | 0 | 228 | 11 | 74 | 3 | 6 | 53 | 444 | 87 | 0 | 1 | 63 | 12 | 198 | 1 | 0 | 168 | 767 | 33 | 6 | 2145 |
| 5:00 PM | 0 | 64 | 1 | 15 | 0 | 1 | 21 | 131 | 17 | 1 | 1 | 22 | 6 | 44 | 0 | 0 | 41 | 218 | 13 | 1 | 595 |
| 5:15 PM | 0 | 60 | 1 | 25 | 3 | 3 | 20 | 113 | 19 | 0 | 0 | 9 | 6 | 41 | 1 | 0 | 47 | 172 | 15 | 2 | 531 |
| 5:30 PM | 0 | 76 | 2 | 16 | 0 | 4 | 10 | 117 | 22 | 0 | 1 | 18 | 3 | 38 | 0 | 1 | 26 | 173 | 9 | 2 | 516 |
| 5:45 PM | 0 | 45 | 4 | 17 | 1 | 4 | 17 | 112 | 17 | 0 | 0 | 18 | 5 | 50 | 0 | 0 | 27 | 146 | 17 | 0 | 479 |
| Hourly Total | 0 | 245 | 8 | 73 | 4 | 12 | 68 | 473 | 75 | 1 | 2 | 67 | 20 | 173 | 1 | 1 | 141 | 709 | 54 | 5 | 2121 |
| 6:00 PM | 0 | 57 | 3 | 16 | 2 | 5 | 13 | 109 | 17 | 0 | 0 | 17 | 7 | 39 | 1 | 0 | 25 | 130 | 11 | 3 | 449 |
| 6:15 PM | 0 | 54 | 1 | 10 | 0 | 0 | 20 | 109 | 20 | 0 | 0 | 20 | 1 | 31 | 0 | 0 | 30 | 116 | 16 | 2 | 428 |
| 6:30 PM | 0 | 47 | 2 | 18 | 0 | 3 | 17 | 125 | 18 | 0 | 0 | 13 | 4 | 43 | 0 | 0 | 29 | 107 | 12 | 1 | 438 |
| 6:45 PM | 0 | 45 | 3 | 17 | 1 | 3 | 17 | 98 | 18 | 0 | 0 | 15 | 1 | 38 | 0 | 0 | 28 | 93 | 13 | 0 | 389 |
| Hourly Total | 0 | 203 | 9 | 61 | 3 | 11 | 67 | 441 | 73 | 0 | 0 | 65 | 13 | 151 | 1 | 0 | 112 | 446 | 52 | 6 | 1704 |
| 7:00 PM | 0 | 66 | 0 | 20 | 4 | 2 | 13 | 91 | 14 | 0 | 0 | 15 | 8 | 39 | 0 | 0 | 26 | 118 | 11 | 3 | 423 |
| 7:15 PM | 0 | 41 | 2 | 12 | 1 | 1 | 8 | 83 | 12 | 0 | 0 | 20 | 8 | 41 | 0 | 0 | 20 | 89 | 5 | 0 | 342 |
| 7:30 PM | 0 | 47 | 9 | 12 | 1 | 6 | 5 | 85 | 16 | 0 | 0 | 23 | 1 | 53 | 1 | 0 | 25 | 74 | 10 | 0 | 366 |
| 7:45 PM | 0 | 42 | 2 | 14 | 0 | 4 | 10 | 69 | 11 | 0 | 0 | 13 | 8 | 53 | 0 | 0 | 8 | 61 | 5 | 1 | 300 |
| Hourly Total | 0 | 196 | 13 | 58 | 6 | 13 | 36 | 328 | 53 | 0 | 0 | 71 | 25 | 186 | 1 | 0 | 79 | 342 | 31 | 4 | 1431 |
| 8:00 PM | 0 | 43 | 3 | 9 | 0 | 4 | 6 | 70 | 12 | 0 | 0 | 11 | 7 | 39 | 0 | 0 | 18 | 74 | 7 | 0 | 303 |
| 8:15 PM | 0 | 42 | 2 | 12 | 0 | 2 | 5 | 52 | 12 | 1 | 0 | 9 | 4 | 48 | 1 | 0 | 9 | 74 | 2 | 1 | 273 |
| 8:30 PM | 0 | 40 | 1 | 3 | 0 | 3 | 5 | 44 | 8 | 0 | 0 | 19 | 2 | 43 | 1 | 0 | 13 | 58 | 3 | 1 | 242 |
| 8:45 PM | 0 | 37 | 3 | 10 | 0 | 3 | 6 | 53 | 7 | 0 | 0 | 9 | 2 | 32 | 0 | 0 | 10 | 63 | 1 | 0 | 236 |
| Hourly Total | 0 | 162 | 9 | 34 | 0 | 12 | 22 | 219 | 39 | 1 | 0 | 48 | 15 | 162 | 2 | 0 | 50 | 269 | 13 | 2 | 1054 |
| 9:00 PM | 0 | 28 | 0 | 13 | 0 | 2 | 2 | 53 | 8 | 0 | 0 | 13 | 1 | 45 | 1 | 0 | 4 | 57 | 1 | 1 | 227 |
| 9:15 PM | 0 | 27 | 1 | 5 | 0 | 0 | 1 | 38 | 5 | 0 | 0 | 10 | 2 | 47 | 0 | 0 | 3 | 40 | 1 | 0 | 180 |
| 9:30 PM | 0 | 32 | 0 | 5 | 0 | 2 | 0 | 23 | 8 | 0 | 0 | 5 | 0 | 25 | 0 | 0 | 4 | 33 | 1 | 0 | 138 |
| 9:45 PM | 0 | 14 | 0 | 5 | 1 | 1 | 2 | 30 | 3 | 0 | 0 | 2 | 0 | 15 | 0 | 0 | 4 | 23 | 1 | 0 | 100 |
| Hourly Total | 0 | 101 | 1 | 28 | 1 | 5 | 5 | 144 | 24 | 0 | 0 | 30 | 3 | 132 | 1 | 0 | 15 | 153 | 4 | 1 | 645 |
| 10:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DAILY TOTAL | 2 | 2443 | 118 | 797 | 56 | 128 | 677 | 5822 | 1043 | 4 | 4 | 736 | 179 | 1983 | 28 | 9 | 1498 | 5527 | 434 | 73 | 21400 |
| Cars | 2 | 2432 | 118 | 795 | 53 | 128 | 673 | 5668 | 1040 | 3 | 4 | 732 | 179 | 1976 | 26 | 9 | 1493 | 5374 | 434 | 72 | 21057 |
| Heavy Vehicles | 0 | 11 | 0 | 2 | 3 | 0 | 4 | 154 | 3 | 1 | 0 | 4 | 0 | 7 | 2 | 0 | 5 | 153 | 0 | 1 | 343 |
| Heavy Vehicle % | 0.00% | 0.45% | 0.00% | 0.25% | 5.36% | 0.00% | 0.59% | 2.65% | 0.29% | 25.00% | 0.00% | 0.54% | 0.00% | 0.35% | 7.14% | 0.00% | 0.33% | 2.77% | 0.00% | 1.37% | 1.60% |

**CR B2 & American
Ramsey County MN
Thursday, October 17, 2019**

AM Peak Hour

| Time | Southbound | | | | | Westbound | | | | | Northbound | | | | | Eastbound | | | | | VEHICLE TOTAL |
|-----------------|------------|------------|------------------|-------------|---------------|-----------|------------|------------------|-------------|---------------|------------|------------|------------------|-------------|---------------|-----------|------------|------------------|-------------|---------------|---------------|
| | U Turns | Left Turns | Straight Through | Right Turns | Peds/Bicycles | U Turns | Left Turns | Straight Through | Right Turns | Peds/Bicycles | U Turns | Left Turns | Straight Through | Right Turns | Peds/Bicycles | U Turns | Left Turns | Straight Through | Right Turns | Peds/Bicycles | |
| 11:00 AM | 0 | 40 | 1 | 8 | 0 | 1 | 18 | 115 | 23 | 0 | 0 | 12 | 4 | 29 | 1 | 0 | 30 | 72 | 13 | 0 | 366 |
| 11:15 AM | 0 | 44 | 2 | 14 | 1 | 4 | 20 | 125 | 26 | 0 | 0 | 15 | 4 | 32 | 1 | 1 | 31 | 111 | 10 | 0 | 439 |
| 11:30 AM | 0 | 34 | 4 | 15 | 3 | 1 | 18 | 136 | 16 | 0 | 0 | 13 | 3 | 33 | 0 | 0 | 28 | 87 | 8 | 2 | 396 |
| 11:45 AM | 0 | 51 | 4 | 18 | 0 | 3 | 17 | 147 | 26 | 0 | 0 | 12 | 4 | 43 | 1 | 0 | 39 | 112 | 13 | 1 | 489 |
| Peak Hour Total | 0 | 169 | 11 | 55 | 4 | 9 | 73 | 523 | 91 | 0 | 0 | 52 | 15 | 137 | 3 | 1 | 128 | 382 | 44 | 3 | 1690 |
| PHF | 0.000 | 0.828 | 0.688 | 0.764 | 0.333 | 0.563 | 0.913 | 0.889 | 0.875 | 0.000 | 0.000 | 0.867 | 0.938 | 0.797 | 0.750 | 0.250 | 0.821 | 0.853 | 0.846 | 0.375 | 0.864 |
| Heavy Vehicle % | 0.00% | 0.59% | 0.00% | 0.00% | 25.00% | 0.00% | 2.74% | 2.49% | 1.10% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 1.56% | 2.88% | 0.00% | 0.00% | 1.78% |

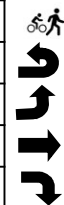
PM Peak Hour

| Time | Southbound | | | | | Westbound | | | | | Northbound | | | | | Eastbound | | | | | VEHICLE TOTAL |
|-----------------|------------|------------|------------------|-------------|---------------|-----------|------------|------------------|-------------|---------------|------------|------------|------------------|-------------|---------------|-----------|------------|------------------|-------------|---------------|---------------|
| | U Turns | Left Turns | Straight Through | Right Turns | Peds/Bicycles | U Turns | Left Turns | Straight Through | Right Turns | Peds/Bicycles | U Turns | Left Turns | Straight Through | Right Turns | Peds/Bicycles | U Turns | Left Turns | Straight Through | Right Turns | Peds/Bicycles | |
| 4:30 PM | 0 | 45 | 2 | 12 | 1 | 1 | 14 | 113 | 20 | 0 | 1 | 9 | 1 | 55 | 0 | 0 | 46 | 190 | 8 | 0 | 517 |
| 4:45 PM | 0 | 55 | 2 | 27 | 0 | 2 | 15 | 111 | 18 | 0 | 0 | 21 | 6 | 44 | 0 | 0 | 48 | 206 | 10 | 1 | 565 |
| 5:00 PM | 0 | 64 | 1 | 15 | 0 | 1 | 21 | 131 | 17 | 1 | 1 | 22 | 6 | 44 | 0 | 0 | 41 | 218 | 13 | 1 | 595 |
| 5:15 PM | 0 | 60 | 1 | 25 | 3 | 3 | 20 | 113 | 19 | 0 | 0 | 9 | 6 | 41 | 1 | 0 | 47 | 172 | 15 | 2 | 531 |
| Peak Hour Total | 0 | 224 | 6 | 79 | 4 | 7 | 70 | 468 | 74 | 1 | 2 | 61 | 19 | 184 | 1 | 0 | 182 | 786 | 46 | 4 | 2208 |
| PHF | 0.000 | 0.875 | 0.750 | 0.731 | 0.333 | 0.583 | 0.833 | 0.893 | 0.925 | 0.250 | 0.500 | 0.693 | 0.792 | 0.836 | 0.250 | 0.000 | 0.948 | 0.901 | 0.767 | 0.500 | 0.928 |
| Heavy Vehicle % | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 1.71% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 1.53% | 0.00% | 0.00% | 0.91% |

| Total Vehicles On Leg 6082 | | | | | |
|--------------------------------|------------|------------|-------------------------------|----------|-----------|
| Vehicles Entering Intersection | | | Vehicles Exiting Intersection | | |
| 3360 | | | 2722 | | |
| Southbound | | | | | |
| Cars | 795 | 118 | 2432 | 2 | 53 |
| Heavy | 2 | 0 | 11 | 0 | 3 |
| Total | 797 | 118 | 2443 | 2 | 56 |

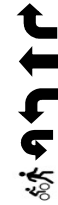


| | | | | | |
|-----------------------------|-------------------------------------|-----------|------|-------|-------|
| Total Vehicles on Leg 14832 | Vehicles Entering Intersection 7468 | Eastbound | Cars | Heavy | Total |
| | | | 72 | 1 | 73 |
| | 9 | | 0 | 9 | |
| | 1493 | | 5 | 1498 | |
| | Vehicles Exiting Intersection 7364 | | 5374 | 153 | 5527 |
| | | 434 | 0 | 434 | |



#VALUE!

| | | | | | |
|-------------------------------------|-------|-------|-----------|-------------------------------------|-----------------------------|
| Cars | Heavy | Total | Westbound | Vehicles Entering Intersection 7670 | Total Vehicles on Leg 17751 |
| 1040 | 3 | 1043 | | | |
| 5668 | 154 | 5822 | | | |
| 673 | 4 | 677 | | | |
| Vehicles Exiting Intersection 10081 | 128 | 0 | | 128 | |
| | 3 | 1 | 4 | | |



| Cars | 26 | 4 | 732 | 179 | 1976 |
|-------------------------------------|-----------|----------|------------------------------------|------------|-------------|
| Heavy | 2 | 0 | 4 | 0 | 7 |
| Total | 28 | 4 | 736 | 179 | 1983 |
| Northbound | | | | | |
| Vehicles Entering Intersection 2902 | | | Vehicles Exiting Intersection 1233 | | |
| Total Vehicles On Leg 4135 | | | | | |

