



East Danube Road Traffic Calming Study

Amendment to the Feasibility Report of
2025 Street Rehabilitation
Project No. ST2025-01

March 2025



**CITY OF FRIDLEY, MINNESOTA
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION**



**EAST DANUBE ROAD TRAFFIC CALMING STUDY
AMENDMENT TO THE FEASIBILITY REPORT OF
2025 STREET REHABILITATION PROJECT NO. ST2025-01**

March 18, 2025

I hereby certify that this plan, specifications, or report was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer with the laws of the State of Minnesota.



James P. Kosluchar, P.E.
Registration No. 26460

Date: March 18, 2025

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Executive Summary

The existing pavement and utilities within the North Innsbruck neighborhood are currently scheduled for rehabilitation as part of the City's 2025 Street Rehabilitation Project No. ST2025-01. During preliminary public engagement for the project, staff received comments regarding excessive traffic speed and cut-through traffic volume along East Danube Road. A cursory evaluation of existing traffic conditions was performed with the feasibility study for the project, at which time it was concluded that the corridor did not meet individual warrants for City-initiated traffic calming improvements.

Staff held an additional public meeting with adjacent properties to discuss the findings of the feasibility study. While the report concluded that traffic conditions did not warrant City-initiated traffic calming improvements, staff indicated that such improvements could be initiated by petition of benefiting adjacent properties. Staff received a petition for said improvements on December 23, 2024 with signatures representing fifteen (15) of seventeen (17) benefiting adjacent properties.

Following referral of the petition, staff performed additional traffic data collection and evaluated potential traffic calming improvements. The enclosed amendment to the feasibility report concludes that the construction of traffic calming measures along East Danube Road is warranted in an effort to curb traffic speeds and reduce cut-through traffic along the corridor. For this purpose, it is recommended that a series of two (2) reinforced concrete speed humps be constructed along the corridor from West Danube Road to North Innsbruck Drive. The proposed improvements as described are feasible, cost-effective, fully funded within the adopted FY2025 budget, and can be readily incorporated into the existing project scope.

Introduction

The City of Fridley has a long-standing commitment to create vibrant neighborhoods and places within the community. For the City's Public Works Department, this commitment begins with the desire to maintain a well-connected, traversable and inviting network of streets for motorists and pedestrians alike.



The implementation of traffic calming infrastructure and other traffic management strategies is just one method utilized by the City to achieve these goals and address localized traffic concerns. In recent years, the City has successfully implemented a variety of traffic solutions, ranging from low-cost countermeasures and traffic calming infrastructure to full-scale roadway safety improvement projects.

The enclosed traffic calming study of the East Danube Road corridor from Matterhorn Drive to North Innsbruck Drive is a formal evaluation of existing traffic conditions, recommended traffic management strategies, estimated costs and coordination with future capital improvement projects, namely the 2025 Street Rehabilitation Project in the North Innsbruck neighborhood, which is slated for construction in Summer 2025.



Project Background & Public Engagement

The City of Fridley began preliminary investigation of the streets and utilities within the North Innsbruck neighborhood with the initiation of the 2025 Street Rehabilitation Project in June 2024. The project aims to address the existing concrete pavement and utilities along portions of Arthur Street, East Danube Road, North Danube Road and West Danube Road. See Exhibit A in the appendices for a map of the project location.

Preliminary public engagement for the project included an informational open house for project residents on June 25th, 2024. At the meeting, Engineering Division staff presented an overview of the proposed project scope and schedule before opening the meeting to public feedback for consideration with the project's feasibility study. Staff received a number of traffic-related comments at the meeting including concerns of excessive traffic speed and cut-through traffic volume along East Danube Road. Property owners and residents within the project area indicated that a large volume of traffic was utilizing the route as a shortcut from Matterhorn Drive to North Innsbruck Drive.

Following the open house, staff performed a cursory evaluation of the existing traffic conditions along East Danube Road during development of the project feasibility report. The findings of the report concluded that the existing traffic conditions did not warrant City-initiated traffic calming infrastructure, but that such improvements could be initiated by petition of benefiting adjacent properties. Under these conditions, any potential traffic calming improvements would be subject to special assessment in accordance with Minnesota Statutes (M.S.) Chapter 429.

An additional public meeting was held on December 18th, 2024 with property owners along East Danube Road to discuss the findings of the feasibility report as well as the initiation of traffic calming improvements by petition. At the meeting, staff indicated that the addition of any traffic calming improvements, if approved, would follow the process outlined in M.S. Chapter 429 and that any associated special assessment would be in addition to those previously identified for pavement rehabilitation.

A signed petition for traffic calming improvements along East Danube Road was received by staff on December 23rd, 2024 with signatures representing fifteen (15) of seventeen (17) benefiting properties abutting the proposed improvements (Exhibit B). Following receipt and referral of the petition, Engineering Division staff gathered additional traffic data along East Danube Road and the surrounding streets to evaluate the feasibility of a variety of traffic calming measures.



Exhibit 1. Informational open house meeting.

Traffic Data Collection Methods

In evaluation of the existing traffic conditions along East Danube Road and the surrounding roadway network, staff collected a variety of traffic data. Below is a summary of the data and collection methods used.

Traffic Volume & Speed

The Houston Radar StatTrak is the primary tool utilized by the Engineering Division staff to evaluate traffic volume and speed concerns along a corridor. The device is installed inconspicuously on a traffic sign or utility pole and is capable of collecting two-way 24-hour traffic volume and speed data for extended periods of time up to two weeks.

The device was used to collect traffic volume and speed data along East Danube Road and West Danube Road during the following periods:

Location	Begin Date	End Date
East Danube Road	7/09/2024	7/17/2024
	9/04/2024	9/09/2024
West Danube Road	1/08/2025	1/21/2025

Intersection Traffic Footage & Turning Movements

Additional traffic data was collected at intersections along the East Danube Road corridor with the aid of a traffic camera capable of capturing 24-hour video. The footage, in turn, was used to evaluate other characteristics of the existing traffic conditions including turning movements and driver behavior at intersections.

The traffic camera was used to collect intersection footage at the following locations and dates:

Intersection	Begin Date	End Date
East Danube Road & Matterhorn Drive	1/21/2025	1/24/2025
East Danube Road & West Danube Road	10/28/2024	10/31/2024
East Danube Road & North Innsbruck Drive	1/06/2025	1/09/2025

Evaluation of Existing Traffic

Traffic data collected by staff was used to evaluate multiple characteristics of existing traffic conditions as well as any warrants for traffic calming implementation or other traffic management solutions along the corridor.

A complete summary of traffic data and analysis conducted by staff has been included in Exhibit C of the appendices.

Traffic Volume & Speed

When considering traffic calming improvements to address concerns of traffic volume and speed, two common metrics are typically used to evaluate traffic conditions: average daily traffic (ADT) and 85th percentile speed. Average daily traffic (ADT) refers to an average traffic volume over a period of less than one year, which can be further categorized into weekday and weekend ADT values in circumstances with variable traffic volume. 85th percentile speed refers to the speed at which 85 percent of vehicles travel at or below during an observed period of traffic.

The following table provides an overview of ADT and 85th percentile speed metrics from the traffic volume and speed data collected along East Danube Road and West Danube Road.

Street Segment	Traffic Data Month	Average Daily Traffic (veh/day)			85 th Percentile Speed (mph)
		Overall	Weekday	Weekend	
East Danube Road	July 2024	692	724	581	29
	September 2024	556	611	431	28
West Danube Road	January 2025	63	66	56	19

Traffic data collected along East Danube Road indicates that traffic volume is variable, generally ranging from 400 to 750 vehicles per day, with 85th percentile vehicle speeds along the corridor typically ranging from 28 to 29 miles per hour. The observed traffic volume is considered elevated when compared to typical values for low-volume City streets (ADT < 400 vehicles per day) while the observed traffic speeds generally fall below the posted speed limit of 30 miles per hour for the corridor. In accordance with the initial findings of the feasibility study, the observed traffic conditions in isolation are not enough to warrant City-initiated traffic calming improvements.

Existing traffic data was also collected along the portion of West Danube Road from East Danube Road to North Innsbruck Drive for comparison. This portion of West Danube Road is identical in design to East Danube Road with similar length, property type and density. For the fourteen (14) day data collection period, observed traffic volume and speed were found to be significantly lower than those observed along East Danube Road, with a traffic volume and speed of approximately 65 vehicles per day and 19 miles per hour, respectively.

Through comparison of traffic conditions along the two streets, it is evident that East Danube Road exhibits elevated and reasonably undue traffic volume and speeds. The excess traffic volume can be partially attributed to additional cut-through traffic from Matterhorn Drive and North Innsbruck Drive as there are no sizeable trip generators along the corridor. This theory is further supported by currently recommended routing by online mapping services (Google Maps, Apple Maps, etc.) through the corridor, which was first identified during the informational open house for the project. That said, the contribution of a single trip-generating entity, such as Totino-Grace High School or Al-

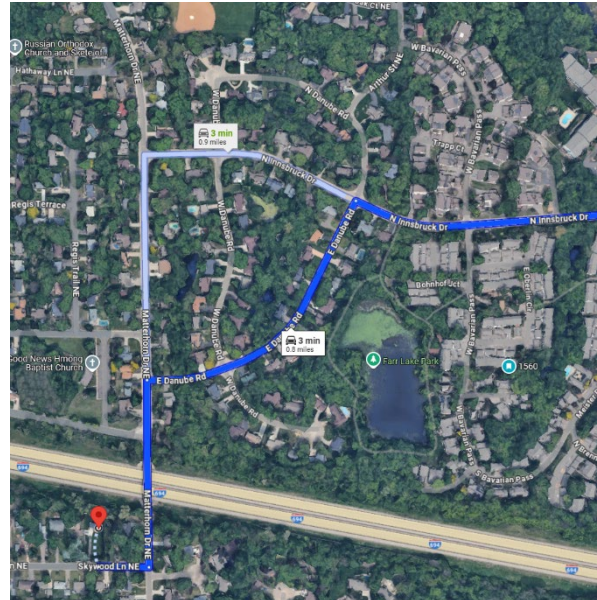


Exhibit 2. Online Mapping Service Routing.

Amal School, to the additional cut-through traffic cannot be reasonably quantified. Moreover, the contribution of cut-through traffic to increased vehicle speeds along the corridor also cannot be reasonably determined.

The presence of elevated traffic volume and speed along a local street (as opposed to collectors or arterials) is undesirable from an engineering perspective as it does not effectively condense and channelize traffic throughout the larger roadway network. Additionally, the resulting differential in traffic volume and speed compared to adjacent local streets increases the risk of traffic conflicts between motorists and pedestrians. For these reasons, it is recommended that traffic calming infrastructure be implemented along East Danube Road to reduce traffic speeds and reduce cut-through traffic along the corridor.

Intersection Turning Movements

Staff additionally reviewed intersection traffic footage along East Danube Road at Matterhorn Drive, West Danube Road, and North Innsbruck Drive to identify primary turning movements through the corridor and provide additional context to overall traffic volume data. Traffic footage and turning movement counts were performed during the school year and on garbage/refuse collection days to provide a conservative estimate of weekday traffic patterns.



Exhibit 3. Intersection Traffic Footage.

Turning movements to/from East Danube Road at the intersections of Matterhorn Drive and North Innsbruck Drive provide strong evidence of increased cut-through traffic with the majority of these turning movements originating from Matterhorn Drive south of and North Innsbruck Drive east of the corridor. Moreover, comparable through-movement counts along East Danube Road at the intersection of West Danube Road suggests that the corridor primarily serves as a through route between Matterhorn Drive and North Innsbruck Drive.

Driver Behavior (Stop Compliance)

Staff also utilized intersection traffic footage to evaluate driver behavior, particularly stop compliance, at intersections along the corridor. From the traffic footage collected at the three intersections, staff determined that stop non-compliance is comparable to that of other stop-controlled local street intersections and does not warrant additional investigation or traffic management implementation.

Coordinated low-cost countermeasures may be installed at applicable stop-control intersections within the project area to further improve intersection visibility, however, their impact on stop-compliance has not been estimated. Moreover, the implementation of other traffic calming improvements aimed at traffic volume and speed reduction are projected to provide more tangible benefits and may improve stop-compliance as a by-product.

Evaluated Traffic Calming Measures

Following the collection of traffic data, staff evaluated a variety of common traffic calming measures and suggestions from residents of the corridor based on their applicability to the given traffic conditions as well as estimated cost and construction considerations.

The following sections provide a summary and discussion of each traffic calming measure evaluated by staff.

Speed Humps

Speed humps are raised pavement sections installed perpendicular to vehicle traffic that are designed to create a vertical deflection and thereby reduce traffic speeds. Speed humps are typically 12 feet in length along the full roadway width with a 3-inch to 4-inch vertical deflection. Speed humps can reduce vehicle



speeds to 15-20 mph in proximity to each speed hump and can also be placed in series to calm traffic over an extended roadway segment.

Exhibit 4. Speed Hump (Channel Road, Fridley).

Speed humps were first successfully implemented in the City in 2024 along Channel Road from Mississippi Street (CSAH 6) to the north. Installed as a proactive traffic calming measure, the three speed humps have resulted in a 10% reduction in overall 85th percentile speed along the corridor with greater speed reductions in proximity to each speed hump.

Placement of speed humps requires consideration of spacing to other roadway elements including intersections, curves, and driveways. Additionally, it is desirable that speed humps in series be spaced 250-500 feet apart to provide traffic calming benefits over the entire roadway length.

Speed humps are considered a feasible traffic calming implementation along East Danube Road as they have proven to be effective at addressing traffic speeds and volumes along a corridor. Moreover, speed humps could be efficiently incorporated into the existing scope of street rehabilitation work.

Curb Bump-Outs (Chokers), Median Islands, Road Diet

Curb bump-outs or chokers are another type of traffic calming device that can be installed at intersections or midblock locations. The bump-outs are designed to restrict roadway width, reducing the perceived margin of error for drivers and encouraging slower speeds.



Exhibit 5. Curb Bump-Outs (3rd Street, Fridley).

Similar to curb bump-outs, median islands and road diets are designed to encourage slower speeds by restricting the roadway width. Median islands can be constructed at intersections and midblock locations to provide localized road narrowing while a road diet restricts the roadway width across the entire road segment.

The traffic calming effects of these devices are largely dependent on density of on-street parking, traffic volume and traffic distribution. Corridors with a high concentration of on-street parking and continuous two-way traffic are ideal candidates for these types of traffic calming.

The lack of these traffic conditions in addition to the narrow 26' face-to-face construction of the existing roadway along East Danube Road make these methods unlikely to produce the desired traffic calming effects along the corridor.

Partial/Full Closure at Matterhorn Drive

Staff received multiple requests during public engagement for the street rehabilitation project to evaluate a partial or full closure of East Danube Road at Matterhorn Drive. Project residents believed that the closure would eliminate cut-through traffic and reduce remaining traffic speeds.

While the City has implemented road closures and other major traffic modifications in the past, they are generally not considered for the sole intent of calming traffic as it is the City's goal to maintain a well-connected and traversable network of streets. Such modifications require an analysis of regional traffic as well as additional public engagement to ensure that traffic is not unduly redistributed to the surrounding streets. Moreover, major traffic modifications, such as road closures, require design and construction considerations that are generally outside the scope of traffic management improvements that can be readily included with the current street rehabilitation work.

For this reason, a closure or other major modification of traffic at the intersection of East Danube Road and Matterhorn Drive is not recommended at this time.

Low-Cost Safety Countermeasures (Stop-Controlled Intersections)

The Federal Highway Administration (FHWA) provides recommendations on a variety of proven safety countermeasures that can be employed to improve safety and visibility of stop-control intersections. These devices are low-cost and easily implemented in isolation or incorporated with a larger improvement project.

At all-way stop-controlled intersections as seen at all intersections along East Danube Road, the recommended countermeasures can include the following:

- Doubled-up "Stop Ahead" advanced warning signs
- Doubled-up stop signs
- Retroreflective sheeting on sign posts
- Installation of stop bar pavement markings
- Removal of vegetation, parking or obstructions that limit sight distance or intersection visibility

Some of these countermeasures are currently employed along East Danube Road including advanced warning signs and stop bar pavement markings. Additionally, visibility of stop-controlled intersections along the corridor is considered adequate. For this reason, additional countermeasures are not found to be warranted unless used to supplement other traffic calming methods.

Proposed Improvements

Based upon the existing traffic conditions, it is determined that reasonably undue traffic volume and speed are exhibited along East Danube Road, and that traffic calming improvements are warranted with a goal to reduce cut-through traffic and vehicle speeds along the corridor.

From the available traffic calming methods and design constraints, staff recommend the construction of a series of two (2) concrete speed humps along East Danube Road from West Danube Road to North Innsbruck Drive. Proposed locations and construction details for the concrete speed humps have been included in Exhibit D of the appendices.

The proposed speed hump locations provide spacings of 365 feet and 280 feet from the intersections of West Danube Road and North Innsbruck Drive, respectively. The proposed locations also provide 230 feet of spacing between speed humps and adequate clearance from driveways. Speed hump construction is not recommended on the portion of East Danube Road between Matterhorn Drive and West Danube Road due to the segment's short length and steep grade.

The design of the proposed speed humps was developed in partnership with the Streets Division of the Public Works Department who is responsible for street maintenance and plowing operations. Overall, the geometric design of the proposed speed humps will mirror those installed along Channel Road in 2024 with no anticipated impact to maintenance or plowing operations. It is recommended that the speed humps be constructed of reinforced concrete as shown in the included detail, as opposed to the previously installed bituminous asphalt speed humps, so that they may be constructed in concert with pavement rehabilitation operations and ensure proper load transfer from the speed humps to the adjacent concrete pavement. Construction of the proposed speed humps will also include the addition of warning signage and pavement markings at each speed hump.

Estimated Costs

The cost of the proposed traffic calming improvements is estimated to be \$29,675. This estimate includes a 15% contingency for minor changes in construction methods and variability in unit pricing. All costs expressed in this report are preliminary, but are expected to remain within the budgeted amount.

An itemized breakdown of estimated improvement costs can be found in Exhibit E of the appendices.

Funding Sources

The proposed traffic calming improvements are to be funded through a combination of sources including the Traffic Safety Upgrades (Improvements) fund identified in the City's adopted 2025-2029 Capital Investment Program (CIP) and special assessments to benefiting properties.

A breakdown of the preliminary budget and special assessment funding can be found in Exhibit F of the appendices.

While existing traffic volume and speed along East Danube Road do not meet individual warrants for City-initiated and funded traffic calming improvements, there does exist benefit to the corridor and regional traffic as a result of such improvements. Accordingly, it is recommended that costs associated with the proposed traffic calming improvements be equally shared between the City and benefiting adjacent properties. Pursuant to the methods outlined in the City's Roadway Major Maintenance Financing Policy, the resulting preliminary estimate of special assessment for the seventeen (17) benefiting adjacent properties is approximately \$875 per parcel. This special assessment would be in addition to the currently pending special assessment for the street rehabilitation work.

Construction

Construction of the proposed traffic calming improvements would be incorporated into the final scope of the 2025 Street Rehabilitation Project without significant impact to construction schedule or completion date. Speed hump construction would be completed in concert with pavement rehabilitation work, which is currently anticipated to begin construction in May 2025 and be completed by September 2025.

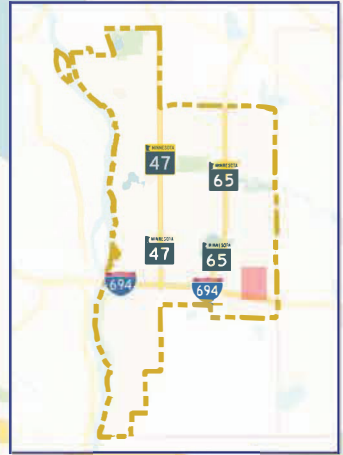
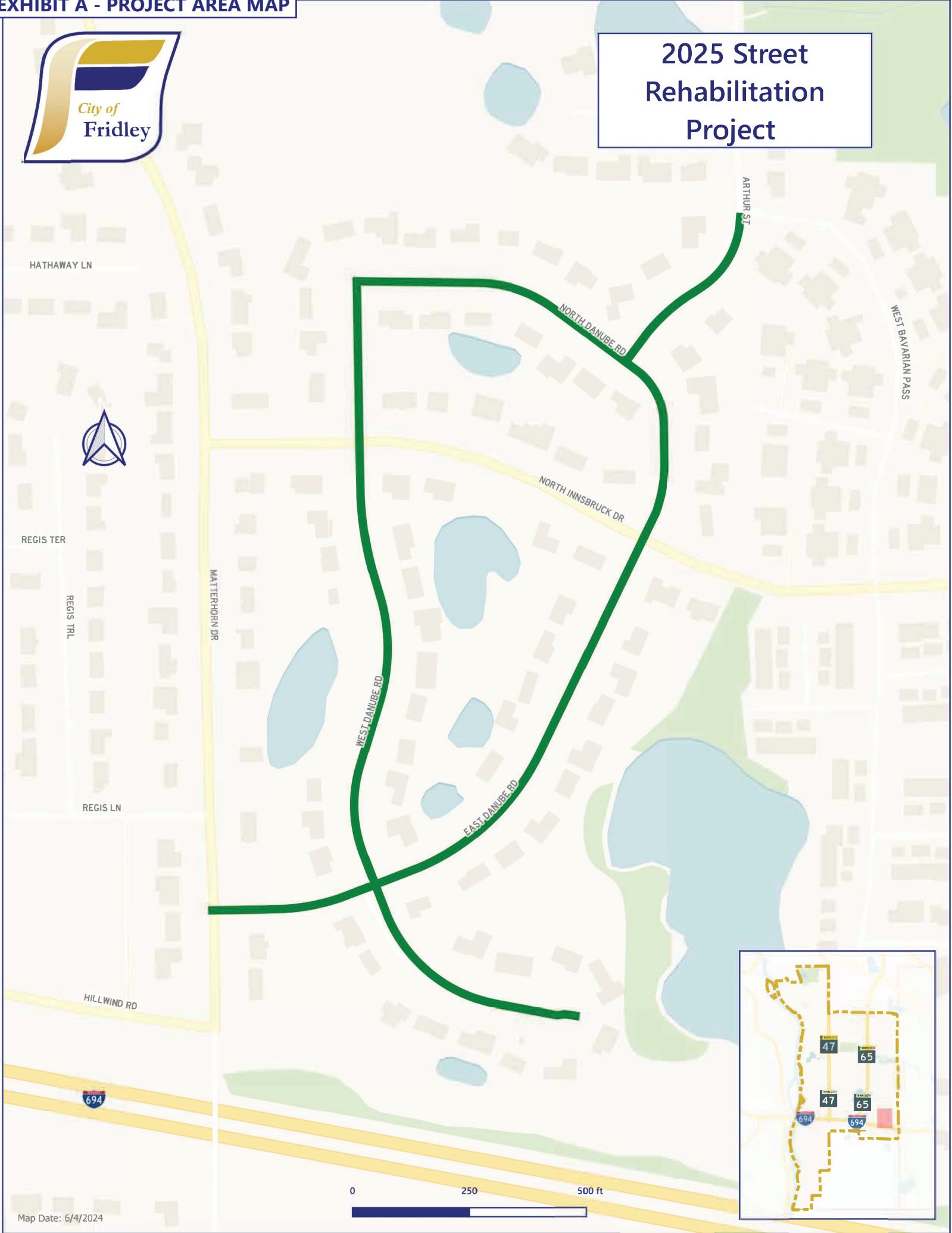
Summary

When presuming a goal to reduce cut-through traffic and vehicle speeds along East Danube Road, the traffic calming improvements proposed in this report are warranted and feasible from an engineering standpoint and cost-effective when paired with the proposed cost-share detailed in this report. The improvements proposed are consistent with the City of Fridley's Active Transportation Plan, 2025-2029 Capital Investment Program and can be fully funded by its 2025 Budget. The Engineering Division recommends that the City Council approve the proposed improvements for final design as presented and that such improvements be incorporated into the 2025 Street Rehabilitation Project.

Appendices



2025 Street
Rehabilitation
Project



CITY OF FRIDLEY
PETITION FOR LOCAL IMPROVEMENT

Date submitted: 12-23-2024

We, the undersigned real property owners abutting on East Danube Road NE, between West Danube Road NE and North Innsbruck Drive NE, hereby petition that such street be improved by East Danube Rd. Traffic Calming pursuant to Minnesota Statutes, Chapter 429.

(Names of signers must be entered by signature. Properties under joint ownership must be signed by each owner.)

<u>Name (PRINTED)</u>	<u>Property Address</u>	<u>Signature</u>
<u>Gretchen Schroeder</u>	<u>5497 East Danube Rd.</u>	<u>Gretchen Schroeder</u>
<u>Rich Schroeder</u>	<u>5497 East Danube Rd.</u>	<u>Rich Schroeder</u>
<u>PATRICIA FREEBUR</u>	<u>5557 E Danube Rd</u>	<u>Patricia R Freeburg</u>
<u>Paul Otremba</u>	<u>5567 E Danube</u>	<u>Paul Otremba</u>
<u>Linda Studley</u>	<u>1500 N. INNSBRUCK DR</u>	<u>Linda Studley</u>
<u>Pam Studley</u>	<u>1500 N. INNSBRUCK DR.</u>	<u>Pam Studley</u>
<u>Jorge R. Otanez</u>	<u>5554 E Danube Rd</u>	<u>Jorge R. Otanez</u>
<u>Lauren Otanez</u>	<u>5554 E Danube Rd</u>	<u>Lauren Otanez</u>
<u>Roman Zounirowicz</u>	<u>5527 E. Danube Rd</u>	<u>Roman Zounirowicz</u>
<u>Lisa Zounirowicz</u>	<u>5527 E Danube Road</u>	<u>Lisa Zounirowicz</u>
<u>Karl Breitbarth</u>	<u>5477 East Danube Road NE</u>	<u>Karl Breitbarth</u>
<u>Jacob Altheldt</u>	<u>5457 E Danube Rd</u>	<u>Jacob Altheldt</u>
<u>Olathe Otremba</u>	<u>5567 E. Danube</u>	<u>Olathe Otremba</u>
<u>Todd Fisher</u>	<u>5544 E. Danube Rd</u>	<u>Todd Fisher</u>
<u>Angela Acker-Fisher</u>	<u>5544 E Danube Rd</u>	<u>Angela Acker-Fisher</u>

(Name of Petition Circulator)
Todd Fisher, being duly sworn, deposes and says that he/she, and he/she only, personally circulated the foregoing paper, that all the signatures appended thereto were made in his/her presence, and that he/she believes them to be the genuine signatures of the persons whose names they purport to be.

Signed Todd Fisher
(Signature of Circulator)

State of Minnesota }
County of Anoka }

Subscribed, sworn to, and acknowledged before me this 23rd day of December, 2024 by

 **MELISSA M. MOORE**
Notary Public-Minnesota
My Commission Expires Jan 31, 2026

Melissa Moore
Notary Public

CITY OF FRIDLEY
PETITION FOR LOCAL IMPROVEMENT

Date submitted: 12-23-2024

We, the undersigned real property owners abutting on East Danube Road NE, between West Danube Road NE and North Innsbruck Drive NE, hereby petition that such street be improved by Traffic Calming Measures pursuant to Minnesota Statutes, Chapter 429.

(Names of signers must be entered by signature. Properties under joint ownership must be signed by each owner.)

<u>Name (PRINTED)</u>	<u>Property Address</u>	<u>Signature</u>
Jill Vonderharr	5547 E. Danube	Jill Vonderharr
Scott Vonderharr	5547 E Danube Rd	Scott Vonderharr
Boyd HENDERDORF	5467 E DANUBE	Boyd Henderdorf
Megan Henderdorf	5467 E. Danube	Megan Henderdorf
Nathan Foster	5495 W Danube	Nathan Foster
Amelia LeBarron	5495 W Danube	Amelia LeBarron
Robert Barlow	5490 E Danube	Robert Barlow
Kali Barlow	5490 E. Danube	Kali Barlow
Mike Shannon	1496 Innsbruck	Mike Shannon
Chris Menon	5564 E. Danube Rd	Chris Menon
Koreen Menon	5564 E Danube Rd	Koreen Menon
Abigail Affeldt	5457 E Danube Rd	Abigail Affeldt
Scott Wenum	5584 E Danube Rd	Scott Wenum
JODY WENUM	5584 E Danube Rd	Jody Wenum

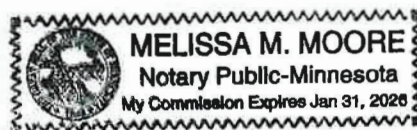
(Name of Petition Circulator)

Todd Fisher, being duly sworn, deposes and says that he/she, and he/she only, personally circulated the foregoing paper, that all the signatures appended thereto were made in his/her presence, and that he/she believes them to be the genuine signatures of the persons whose names they purport to be.

Signed Todd Fisher
(Signature of Circulator)

State of Minnesota }
County of Anoka }

Subscribed, sworn to, and acknowledged before me this 23rd day of December, 2024 by



Melissa Moore
Notary Public



EXHIBIT C - EXISTING TRAFFIC DATA



WEST DANUBE ROAD
1/8/25 - 1/21/25

EAST DANUBE ROAD
7/9/24 - 7/17/24
9/4/24 - 9/9/24

StatTrak Traffic Volume & Speed Data
Data Collection Location & Period

Extended Speed Summary

East Danube Road NE @ 5490 E Danube - Southbound, SB

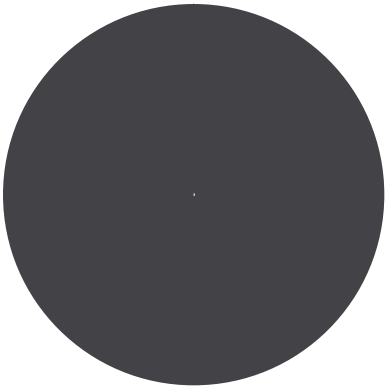
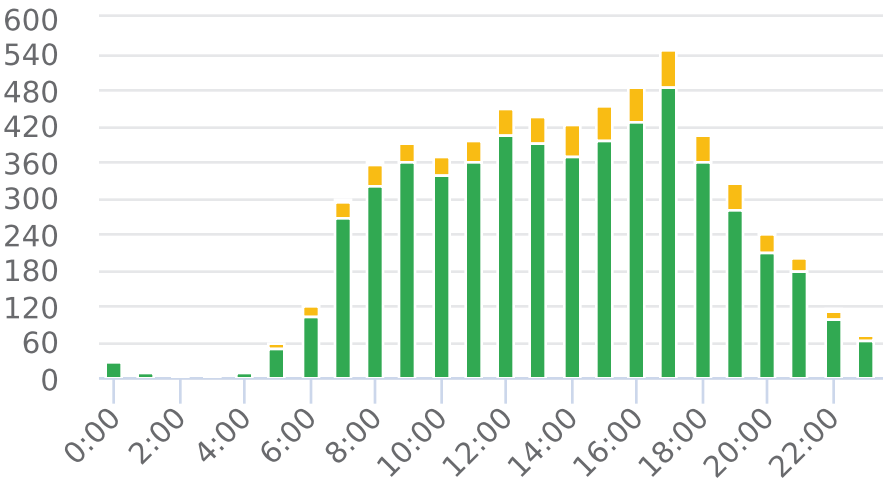
Start: 2024-07-09
End: 2024-07-17
Times: 0:00:00-23:59:59

Overall Summary

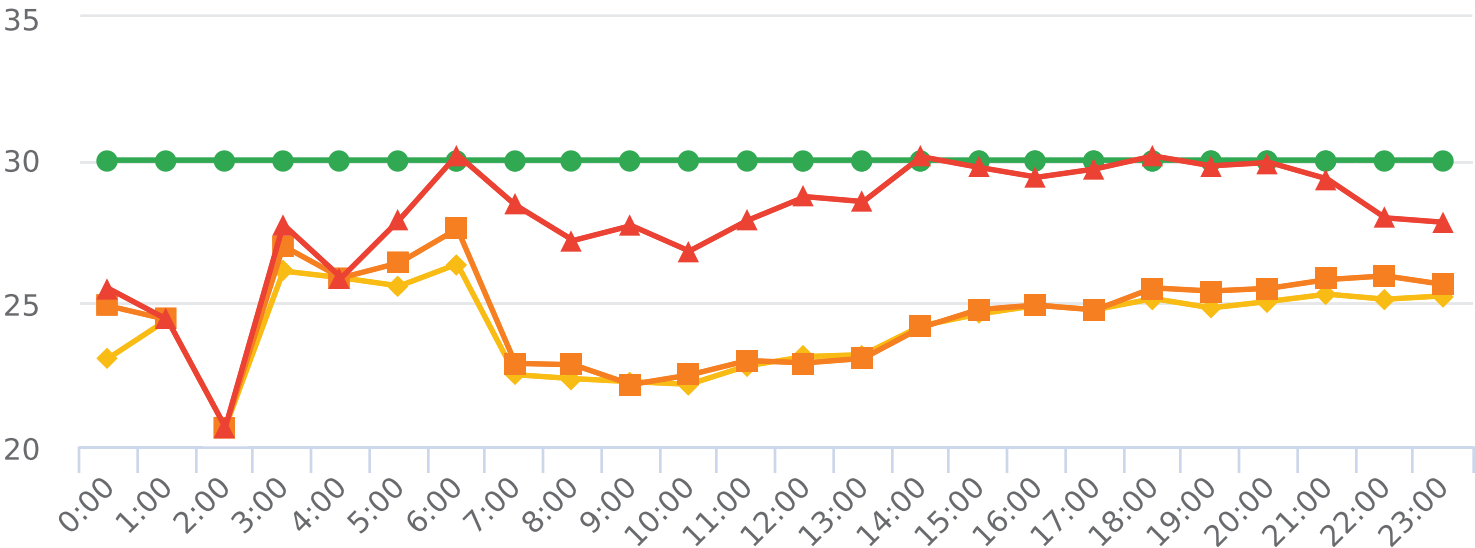
Total Days of Data: 9
Speed Limit: 30
Average Speed: 23.92
50th Percentile Speed: 24.13
85th Percentile Speed: 28.87
Pace Speed Range: 20-30

Minimum Speed: 5
Maximum Speed: 48
Display Mode: Unknown
Average Volume per Day: 692.2
Total Volume: 6230

Violation Threshold: Speed Limit + 10
Speed Range: 1 to 150



● Violators ● Inside Threshold ● Compliant ● Vehicles Slowed ● Other



● Speed Limit ● Average Speed ● 50% Speed ● 85% Speed



Volume by Time

East Danube Road NE @ 5490 E Danube - Southbound, SB

Start: 2024-07-09
End: 2024-07-17
Times: 0:00:00-23:59:59

Speed Bins: Size 10, Range 1 to 150
Time View: By Day (Total Volumes)

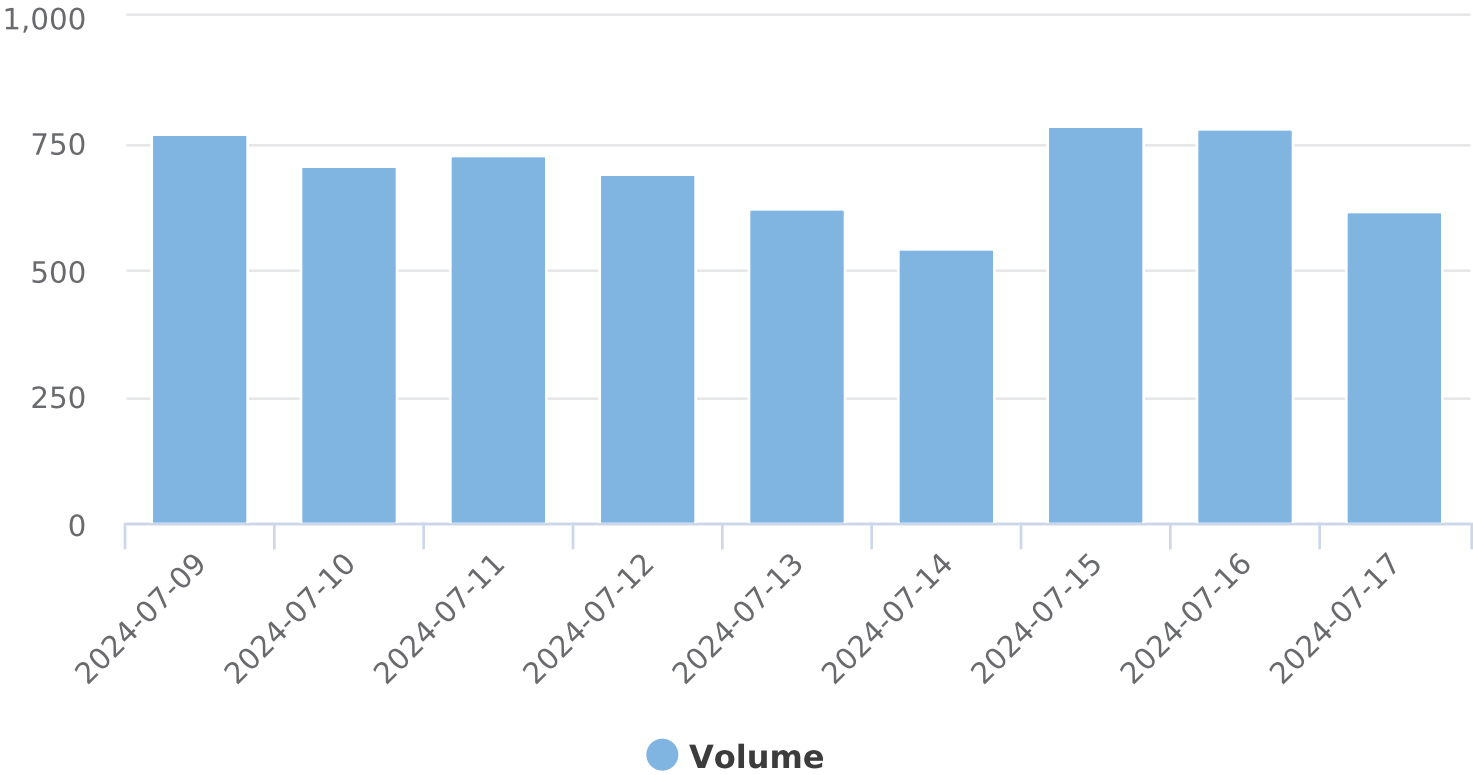
Date	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
07-09	7	n/a	n/a	n/a	1	9	18	38	55	64	48	37	58	61	43	46	71	68	34	30	32	24	11	12	767
07-10	2	1	1	n/a	2	7	22	45	53	46	26	58	61	34	40	51	22	66	35	48	43	22	14	7	706
07-11	3	2	n/a	n/a	n/a	8	16	28	42	47	24	41	55	57	58	43	62	70	64	44	26	20	10	5	725
07-12	4	n/a	1	n/a	1	3	17	30	30	39	41	58	52	53	46	50	65	52	50	33	20	27	9	6	687
07-13	2	1	n/a	2	n/a	7	7	13	32	35	41	41	41	43	47	52	52	42	39	43	27	24	17	11	619
07-14	3	n/a	2	n/a	n/a	1	3	17	17	35	38	49	43	47	40	42	48	46	41	30	18	10	7	5	542
07-15	5	1	1	4	3	6	10	38	45	41	49	38	62	53	60	73	59	72	49	39	26	28	16	8	786
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07-17	2	n/a	1	1	1	7	13	48	45	42	56	27	10	33	28	40	38	70	52	28	30	22	15	9	618
Total	30	7	6	8	9	58	125	296	358	397	370	395	452	436	426	458	487	548	407	326	245	202	114	70	6230



Start: 2024-07-09
End: 2024-07-17
Times: 0:00:00-23:59:59

Speed Bins: Size 10, Range 1 to 150
Time View: By Day (Total Volumes)

Daily Total Volume



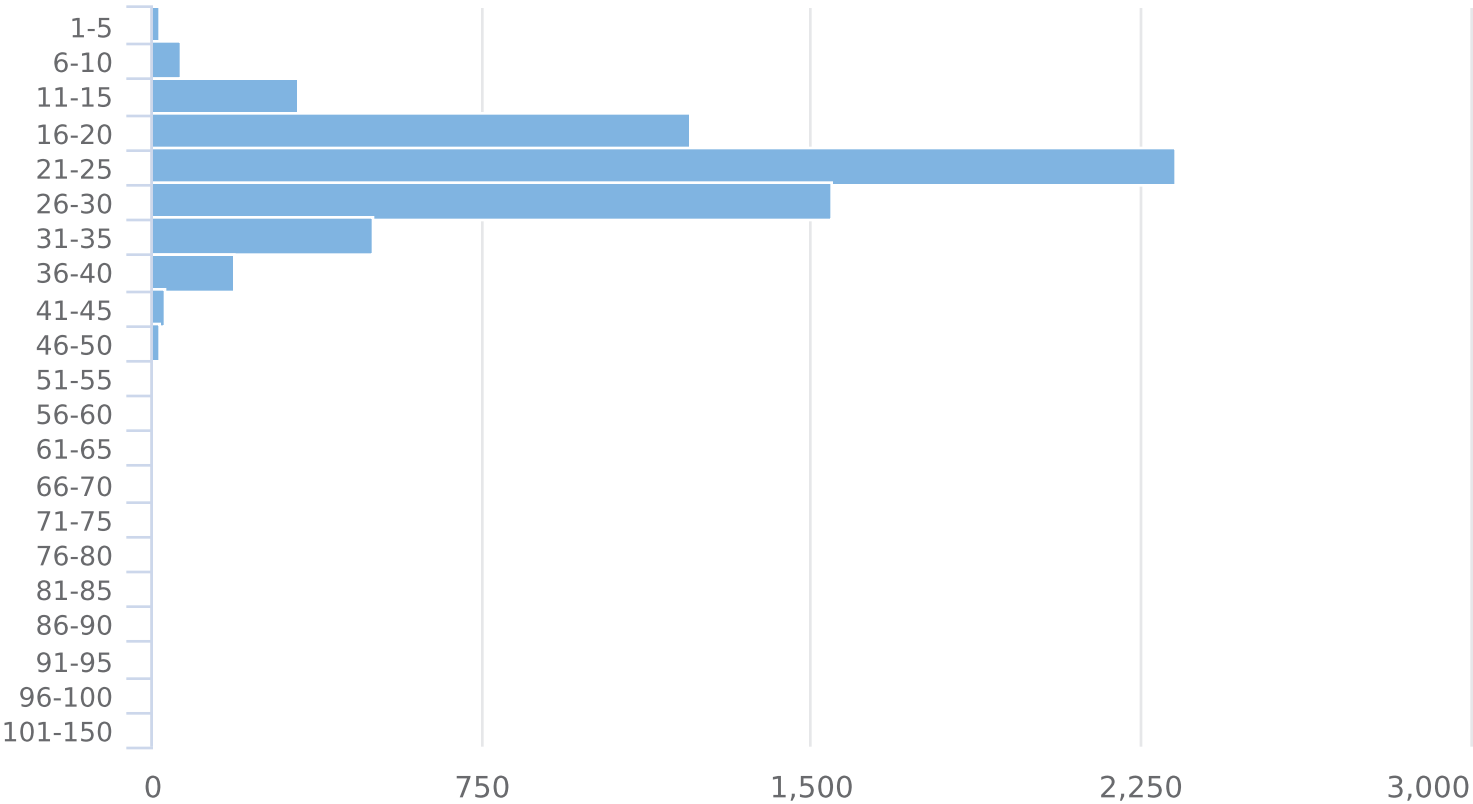
Time	1 to 5	6 to 10	11 to 15	16 to 20	21 to 25	26 to 30	31 to 35	36 to 40	41 to 45	46 to 50	51 to 55	56 to 60	61 to 65	66 to 70	71 to 75	76 to 80	81 to 85	86 to 90	91 to 95	96 to 100	101 to 150	Avg Speed	Total
0:00	0	2	1	4	15	5	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	30
1:00	0	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24.4	7
2:00	0	0	0	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.7	6
3:00	0	0	1	1	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26.1	8
4:00	0	0	0	1	3	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.9	9
5:00	0	0	0	6	26	16	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25.6	58
6:00	0	0	6	12	38	45	15	6	3	0	0	0	0	0	0	0	0	0	0	0	0	26.4	125
7:00	1	4	37	67	105	52	17	11	2	0	0	0	0	0	0	0	0	0	0	0	0	22.5	296
8:00	0	8	39	91	117	65	29	8	1	0	0	0	0	0	0	0	0	0	0	0	0	22.4	358
9:00	0	4	37	133	129	56	18	16	3	1	0	0	0	0	0	0	0	0	0	0	0	22.3	397
10:00	0	9	25	106	137	63	25	5	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	370
11:00	1	11	28	81	167	70	27	9	1	0	0	0	0	0	0	0	0	0	0	0	0	22.8	395
12:00	0	5	37	115	147	101	33	11	3	0	0	0	0	0	0	0	0	0	0	0	0	23.1	452
13:00	0	4	34	112	139	100	33	12	2	0	0	0	0	0	0	0	0	0	0	0	0	23.2	436
14:00	0	8	25	68	165	104	40	12	4	0	0	0	0	0	0	0	0	0	0	0	0	24.2	426
15:00	0	5	19	85	149	139	41	16	4	0	0	0	0	0	0	0	0	0	0	0	0	24.6	458
16:00	0	2	9	74	198	145	39	17	3	0	0	0	0	0	0	0	0	0	0	0	0	24.9	487
17:00	0	4	12	72	237	158	46	19	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	548
18:00	0	2	5	55	164	133	36	11	1	0	0	0	0	0	0	0	0	0	0	0	0	25.2	407
19:00	0	0	10	49	124	99	33	11	0	0	0	0	0	0	0	0	0	0	0	0	0	24.8	326
20:00	0	1	5	33	100	72	27	3	3	1	0	0	0	0	0	0	0	0	0	0	0	25.1	245
21:00	0	0	1	29	84	64	14	10	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	202
22:00	0	0	1	22	46	29	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	25.1	114
23:00	0	0	0	8	30	25	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	25.3	70
Total	2	69	332	1226	2329	1549	503	187	31	2	0	0	0	0	0	0	0	0	0	0	0	23.9	6230



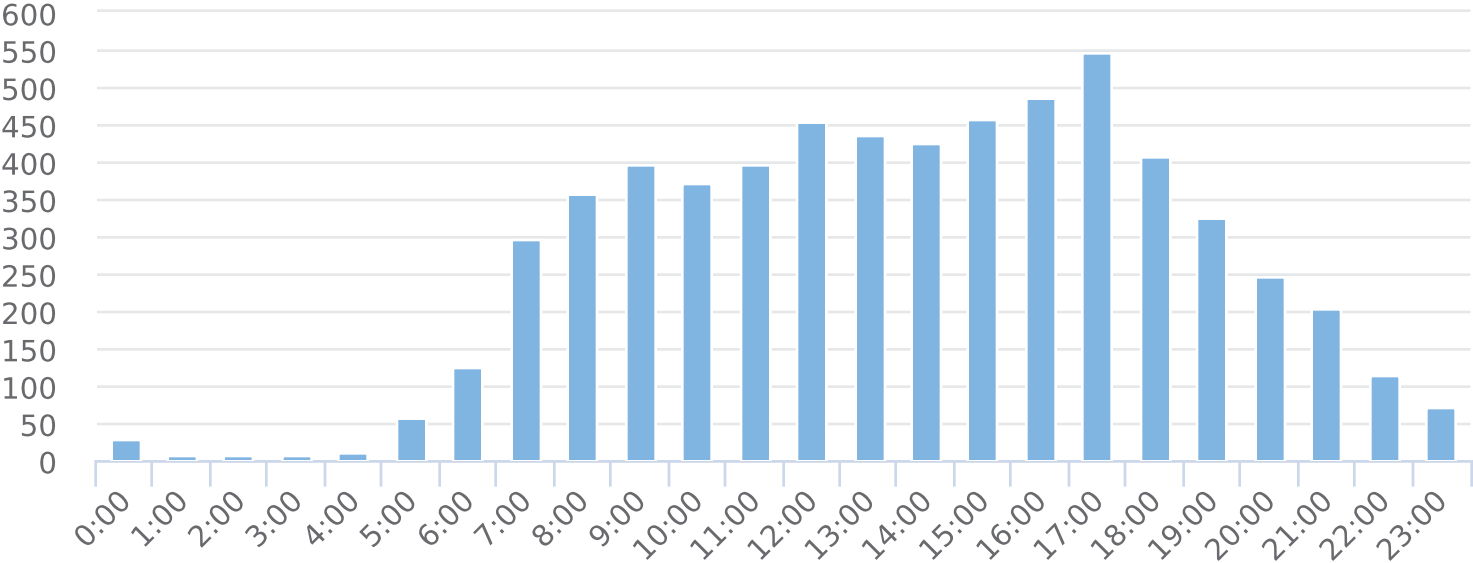
Start: 2024-07-09
End: 2024-07-17
Times: 0:00:00-23:59:59

Speed Bins: Size 5, Range 1 to 150
Time View: By Hour (Total Volumes)

Total Volume by Speed Distribution



Volume over Time



Extended Speed Summary

East Danube Road NE @ 5490 E Danube - Southbound, SB

Start: 2024-09-04
End: 2024-09-16
Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10
Speed Range: 1 to 150

Overall Summary

Total Days of Data: 13

Speed Limit: 30

Average Speed: 23.1

50th Percentile Speed: 23.45

85th Percentile Speed: 28.02

Pace Speed Range: 19-29

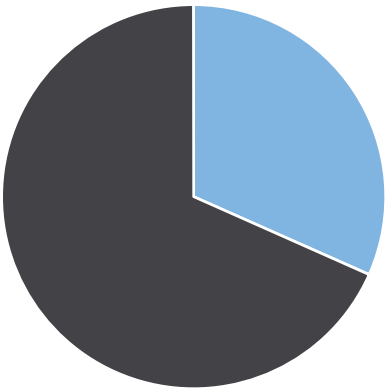
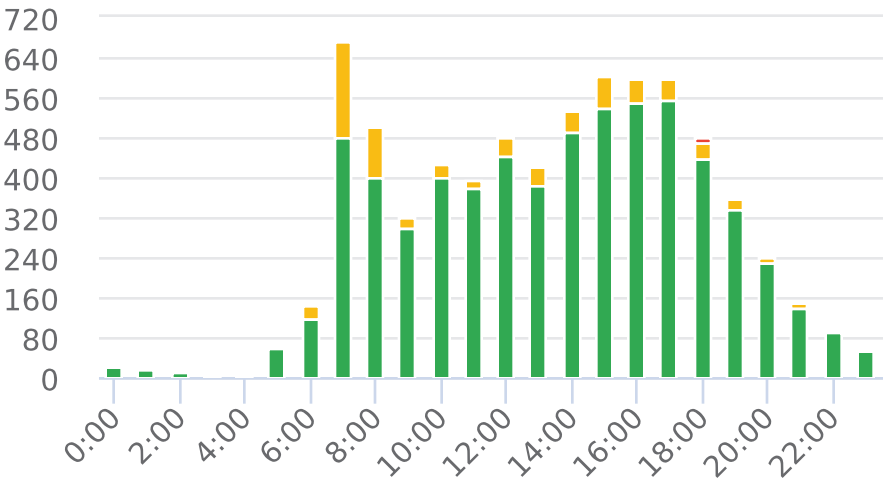
Minimum Speed: 5

Maximum Speed: 56

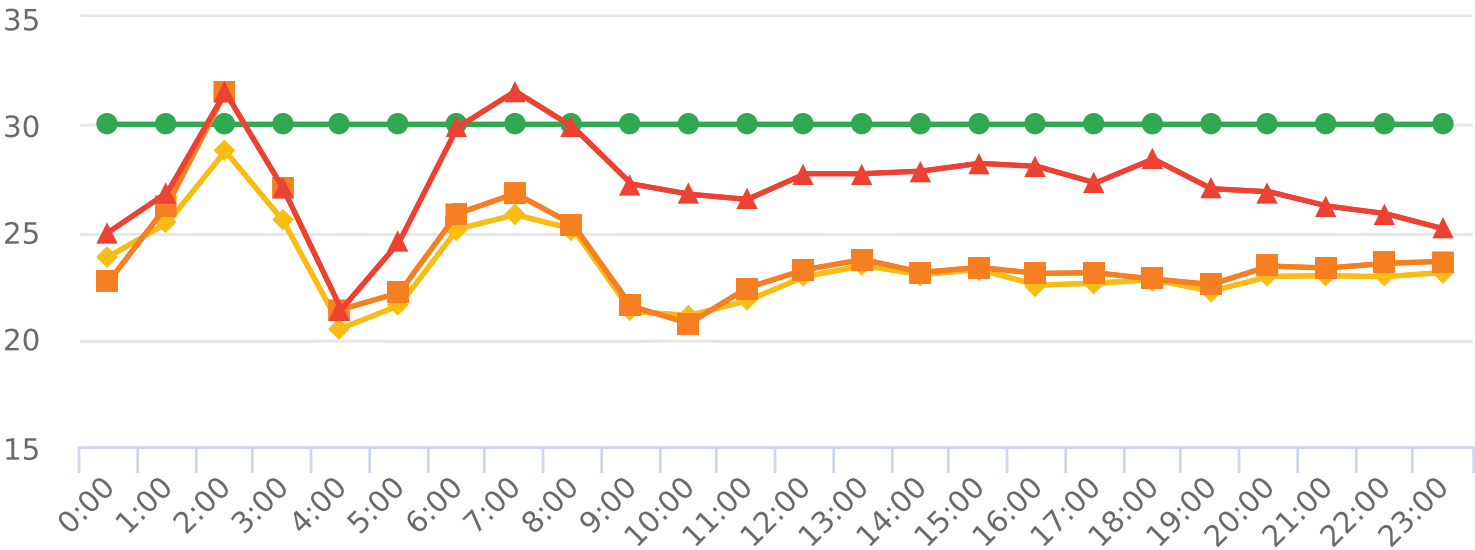
Display Mode: Unknown

Average Volume per Day: 555.7

Total Volume: 7224



● Violators ● Inside Threshold ● Compliant ● Vehicles Slowed ● Other



● Speed Limit ● Average Speed ● 50% Speed ● 85% Speed



Start: 2024-09-04
End: 2024-09-16
Times: 0:00:00-23:59:59

Speed Bins: Size 10, Range 1 to 150
Time View: By Day (Total Volumes)

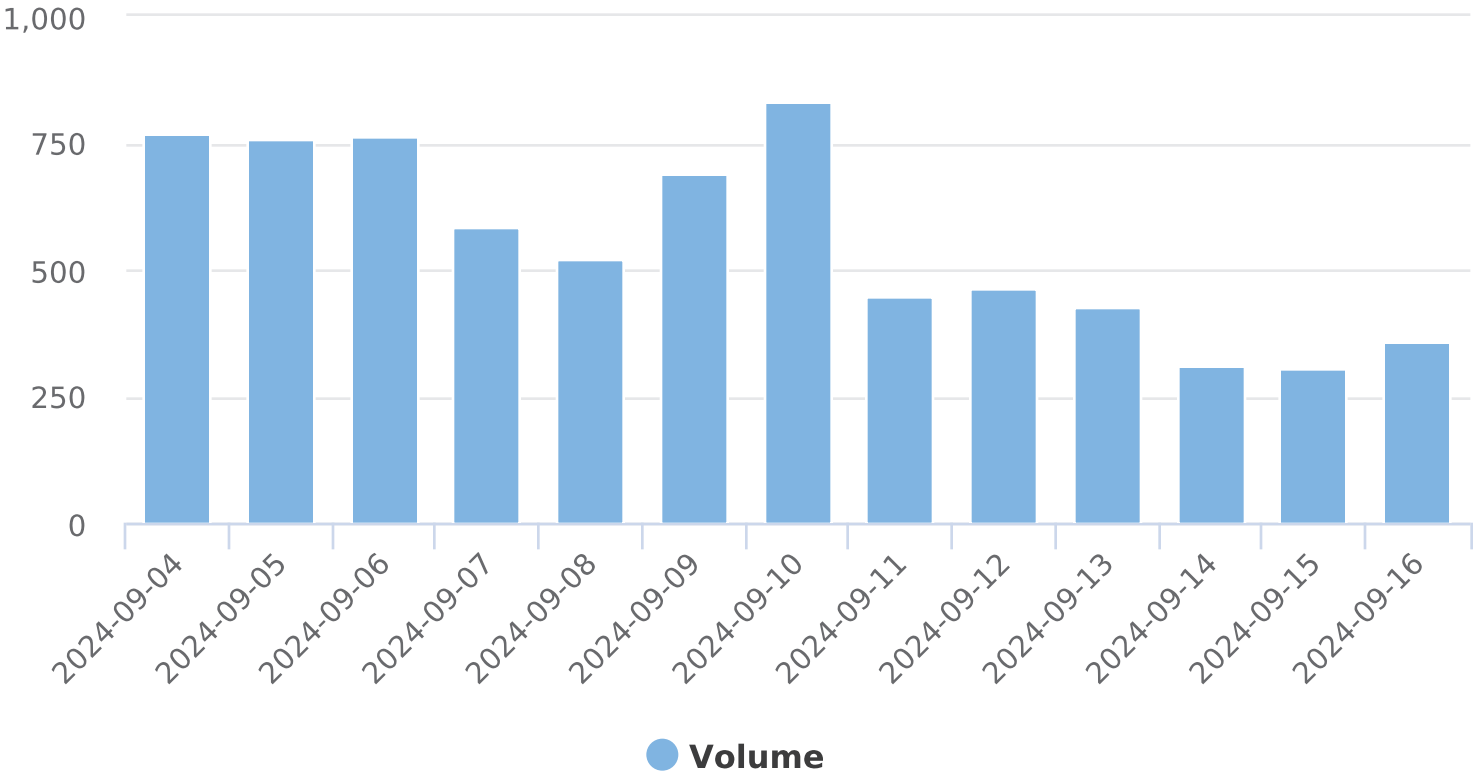
Date	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
09-04	1	n/a	n/a	2	n/a	6	15	71	41	37	42	35	53	47	65	67	69	66	51	38	26	16	10	9	767
09-05	1	1	n/a	n/a	n/a	6	25	53	50	29	40	38	43	37	65	79	58	75	53	33	36	19	12	5	758
09-06	3	2	n/a	1	2	6	18	39	48	27	32	50	52	44	70	66	69	54	54	49	32	25	10	10	763
09-07	3	2	2	n/a	n/a	2	10	15	21	42	49	47	43	55	37	46	36	43	46	38	17	14	12	6	586
09-08	2	5	7	1	1	1	5	17	20	24	26	25	54	38	45	48	46	37	39	32	28	10	9	3	523
09-09	3	1	1	2	2	4	14	50	37	27	28	38	51	42	53	63	65	75	45	38	24	15	7	4	689
09-10	1	n/a	n/a	1	n/a	7	26	310	143	16	23	23	25	23	26	31	50	54	29	15	11	10	3	2	829
09-11	0	1	0	0	0	7	5	33	33	17	32	24	21	30	37	37	48	38	37	27	13	3	3	1	447
09-12	2	0	0	1	0	7	4	25	32	19	63	19	58	21	34	34	28	41	33	19	7	9	6	3	465
09-13	2	2	1	0	1	8	6	24	26	30	19	26	20	19	26	51	49	35	27	19	10	10	9	4	424
09-14	1	1	1	0	0	4	5	9	11	11	20	24	23	27	34	21	30	27	17	15	10	9	7	6	313
09-15	2	0	0	0	1	1	3	4	17	23	21	24	23	15	21	27	29	27	22	18	14	5	3	3	303
09-16	0	2	0	0	1	3	9	21	25	19	36	21	18	24	18	34	26	31	28	18	13	5	3	2	357
Total	21	17	12	8	8	62	145	671	504	321	431	394	484	422	531	604	603	603	481	359	241	150	94	58	7224



Start: 2024-09-04
End: 2024-09-16
Times: 0:00:00-23:59:59

Speed Bins: Size 10, Range 1 to 150
Time View: By Day (Total Volumes)

Daily Total Volume



Time	1 to 5	6 to 10	11 to 15	16 to 20	21 to 25	26 to 30	31 to 35	36 to 40	41 to 45	46 to 50	51 to 55	56 to 60	61 to 65	66 to 70	71 to 75	76 to 80	81 to 85	86 to 90	91 to 95	96 to 100	101 to 150	Avg Speed	Total
0:00	0	1	0	3	9	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23.9	21
1:00	0	0	1	1	5	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.4	17
2:00	0	0	0	1	2	6	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	28.8	12
3:00	0	0	1	0	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25.5	8
4:00	0	1	0	2	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.5	8
5:00	0	5	2	17	20	16	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.6	62
6:00	1	1	3	18	70	26	18	6	2	0	0	0	0	0	0	0	0	0	0	0	0	25.1	145
7:00	3	24	18	85	164	186	155	35	1	0	0	0	0	0	0	0	0	0	0	0	0	25.9	671
8:00	1	12	22	78	164	123	84	15	4	0	1	0	0	0	0	0	0	0	0	0	0	25.0	504
9:00	2	41	18	60	113	64	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	21.2	321
10:00	2	22	70	94	152	60	19	7	1	2	1	1	0	0	0	0	0	0	0	0	0	21.0	431
11:00	1	24	20	94	160	78	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	21.8	394
12:00	0	19	33	101	175	114	26	11	4	1	0	0	0	0	0	0	0	0	0	0	0	23.0	484
13:00	2	9	12	74	199	90	30	4	2	0	0	0	0	0	0	0	0	0	0	0	0	23.4	422
14:00	1	14	16	110	245	105	35	5	0	0	0	0	0	0	0	0	0	0	0	0	0	23.0	531
15:00	7	18	27	120	233	132	53	13	1	0	0	0	0	0	0	0	0	0	0	0	0	23.2	604
16:00	9	35	29	115	235	126	35	16	2	1	0	0	0	0	0	0	0	0	0	0	0	22.6	603
17:00	9	24	23	119	260	120	37	8	2	1	0	0	0	0	0	0	0	0	0	0	0	22.6	603
18:00	6	14	31	102	196	87	24	12	5	3	1	0	0	0	0	0	0	0	0	0	0	22.8	481
19:00	6	10	19	94	130	78	15	7	0	0	0	0	0	0	0	0	0	0	0	0	0	22.2	359
20:00	0	3	3	75	96	51	9	3	1	0	0	0	0	0	0	0	0	0	0	0	0	22.9	241
21:00	0	0	6	44	64	25	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	23.0	150
22:00	0	0	8	19	39	24	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22.9	94
23:00	0	0	4	11	31	7	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23.1	58
Total	50	277	366	1437	2767	1538	591	161	25	8	3	1	0	0	0	0	0	0	0	0	0	23.1	7224



Start: 2024-09-04

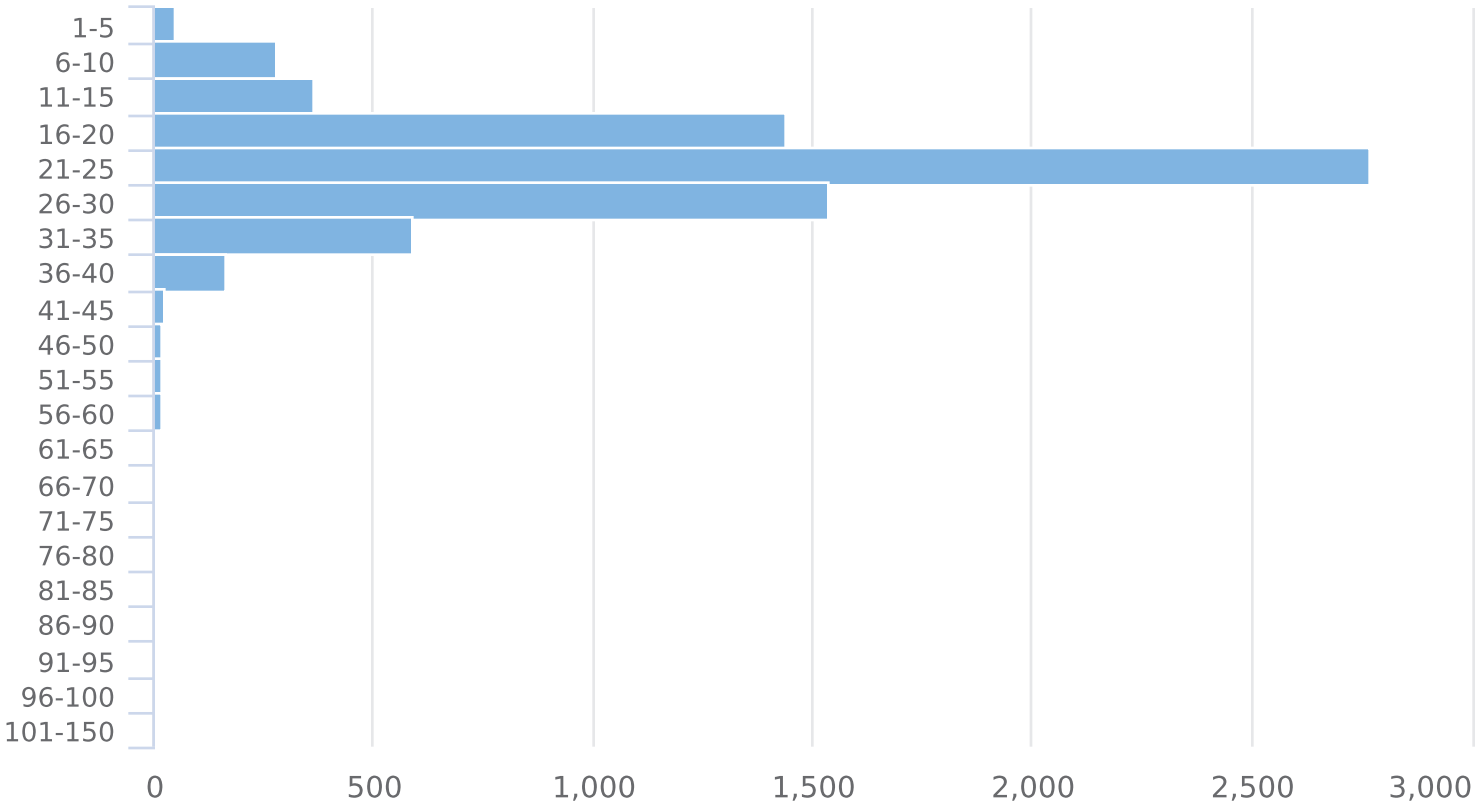
End: 2024-09-16

Times: 0:00:00-23:59:59

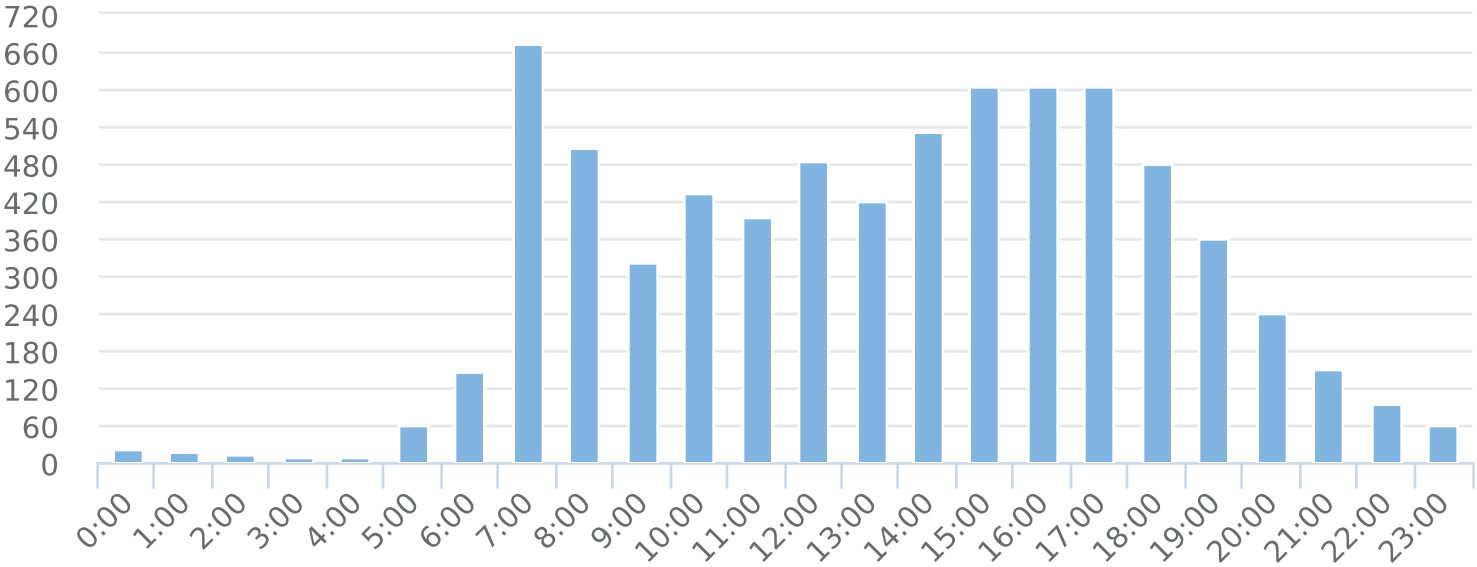
Speed Bins: Size 5, Range 1 to 150

Time View: By Hour (Total Volumes)

Total Volume by Speed Distribution



Volume over Time



Extended Speed Summary

West Danube Road NE @ 5535 W Danube - Northbound, NB

Start: 2025-01-08
End: 2025-01-20
Times: 0:00:00-23:59:59

Violation Threshold: Speed Limit + 10
Speed Range: 1 to 150

Overall Summary

Total Days of Data: 13

Speed Limit: 30

Average Speed: 17.82

50th Percentile Speed: 18.56

85th Percentile Speed: 19.06

Pace Speed Range: 17-27

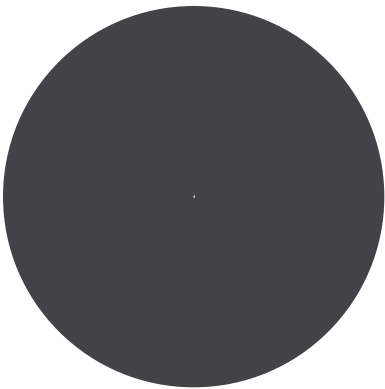
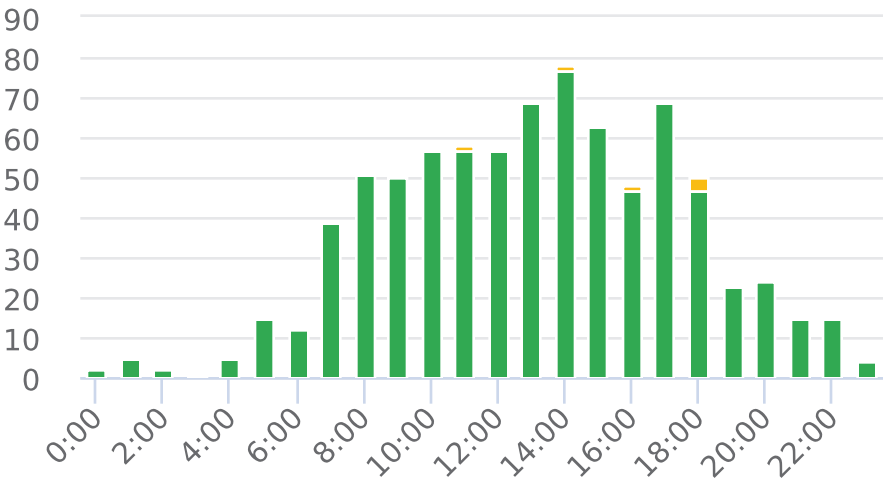
Minimum Speed: 6

Maximum Speed: 33

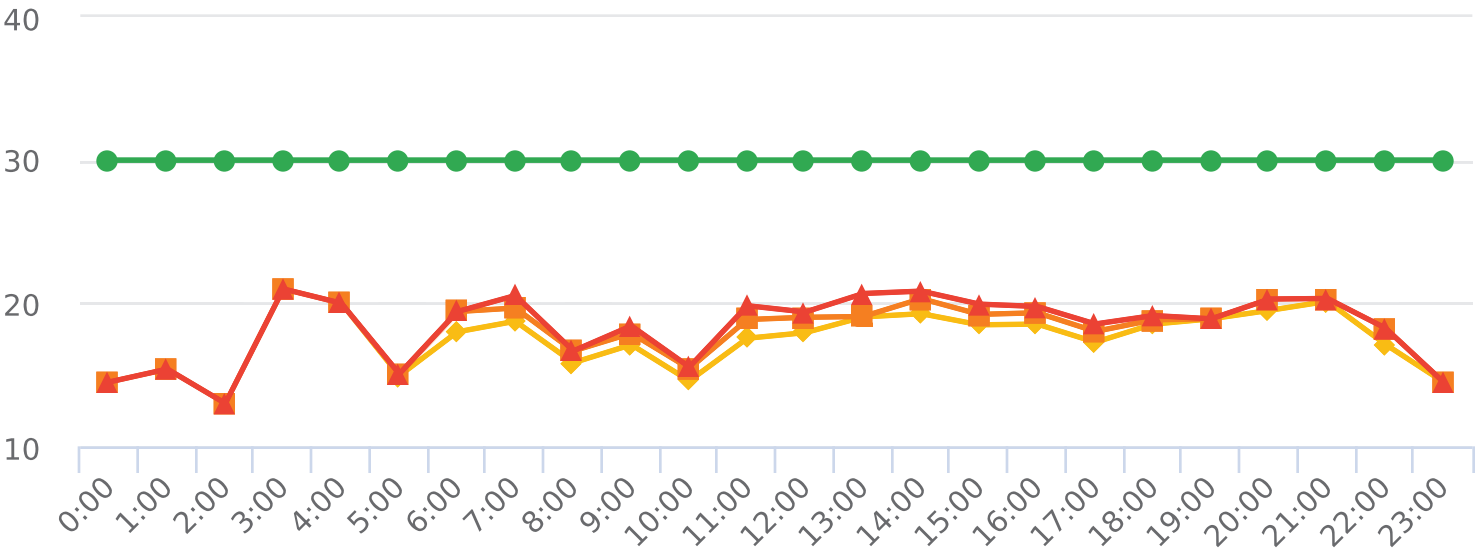
Display Mode: Unknown

Average Volume per Day: 62.5

Total Volume: 812



● Violators ● Inside Threshold ● Compliant ● Vehicles Slowed ● Other



● Speed Limit ● Average Speed ● 50% Speed ● 85% Speed



Volume by Time

West Danube Road NE @ 5535 W Danube - Northbound, NB

Start: 2025-01-08
End: 2025-01-20
Times: 0:00:00-23:59:59

Speed Bins: Size 10, Range 1 to 150
Time View: By Day (Total Volumes)

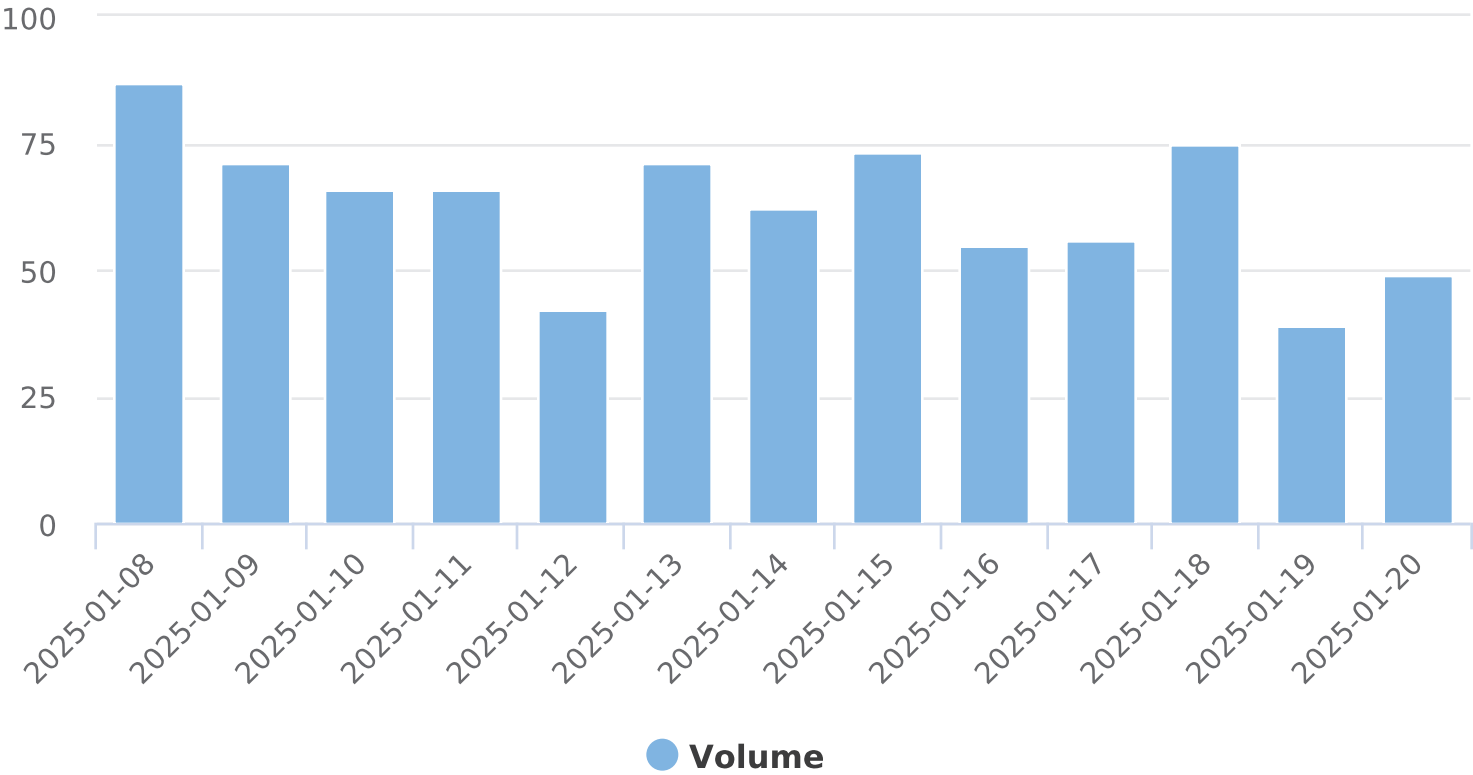
Date	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
01-08	n/a	1	n/a	n/a	2	1	1	4	7	7	5	12	4	4	6	10	6	8	3	2	3	n/a	n/a	1	87
01-09	n/a	n/a	n/a	n/a	1	3	n/a	4	4	4	4	4	6	7	16	5	2	5	3	2	1	n/a	n/a	n/a	71
01-10	n/a	n/a	n/a	n/a	1	3	n/a	5	4	6	3	3	4	5	4	7	3	8	2	4	3	1	n/a	n/a	66
01-11	n/a	n/a	n/a	n/a	n/a	n/a	2	n/a	1	2	7	8	2	8	6	2	4	7	7	2	4	1	2	1	66
01-12	1	1	n/a	n/a	n/a	n/a	2	1	4	1	1	5	7	2	6	1	1	2	2	2	1	2	n/a	n/a	42
01-13	n/a	n/a	n/a	n/a	n/a	1	n/a	7	7	8	4	2	2	9	6	5	3	4	5	4	n/a	3	n/a	1	71
01-14	n/a	n/a	1	n/a	1	2	n/a	4	5	5	5	1	3	6	7	1	5	7	6	n/a	2	1	n/a	n/a	62
01-15	n/a	1	n/a	1	n/a	1	2	7	7	2	6	4	9	3	5	5	5	6	2	2	2	3	n/a	n/a	73
01-16	n/a	n/a	1	n/a	n/a	2	n/a	3	1	4	6	1	4	6	4	7	2	5	5	n/a	2	1	1	n/a	55
01-17	n/a	n/a	n/a	n/a	n/a	1	2	3	6	2	6	1	3	2	3	4	5	4	7	1	2	1	2	1	56
01-18	1	2	n/a	n/a	n/a	n/a	1	1	1	5	4	10	10	7	4	3	7	7	7	1	1	n/a	3	n/a	75
01-19	n/a	n/a	n/a	n/a	n/a	n/a	2	n/a	3	n/a	2	5	1	4	2	8	1	3	n/a	2	2	2	2	n/a	39
01-20	n/a	n/a	n/a	n/a	n/a	1	n/a	n/a	1	4	4	2	2	6	9	5	4	3	1	1	1	n/a	5	n/a	49
Total	2	5	2	1	5	15	12	39	51	50	57	58	57	69	78	63	48	69	50	23	24	15	15	4	812



Start: 2025-01-08
End: 2025-01-20
Times: 0:00:00-23:59:59

Speed Bins: Size 10, Range 1 to 150
Time View: By Day (Total Volumes)

Daily Total Volume



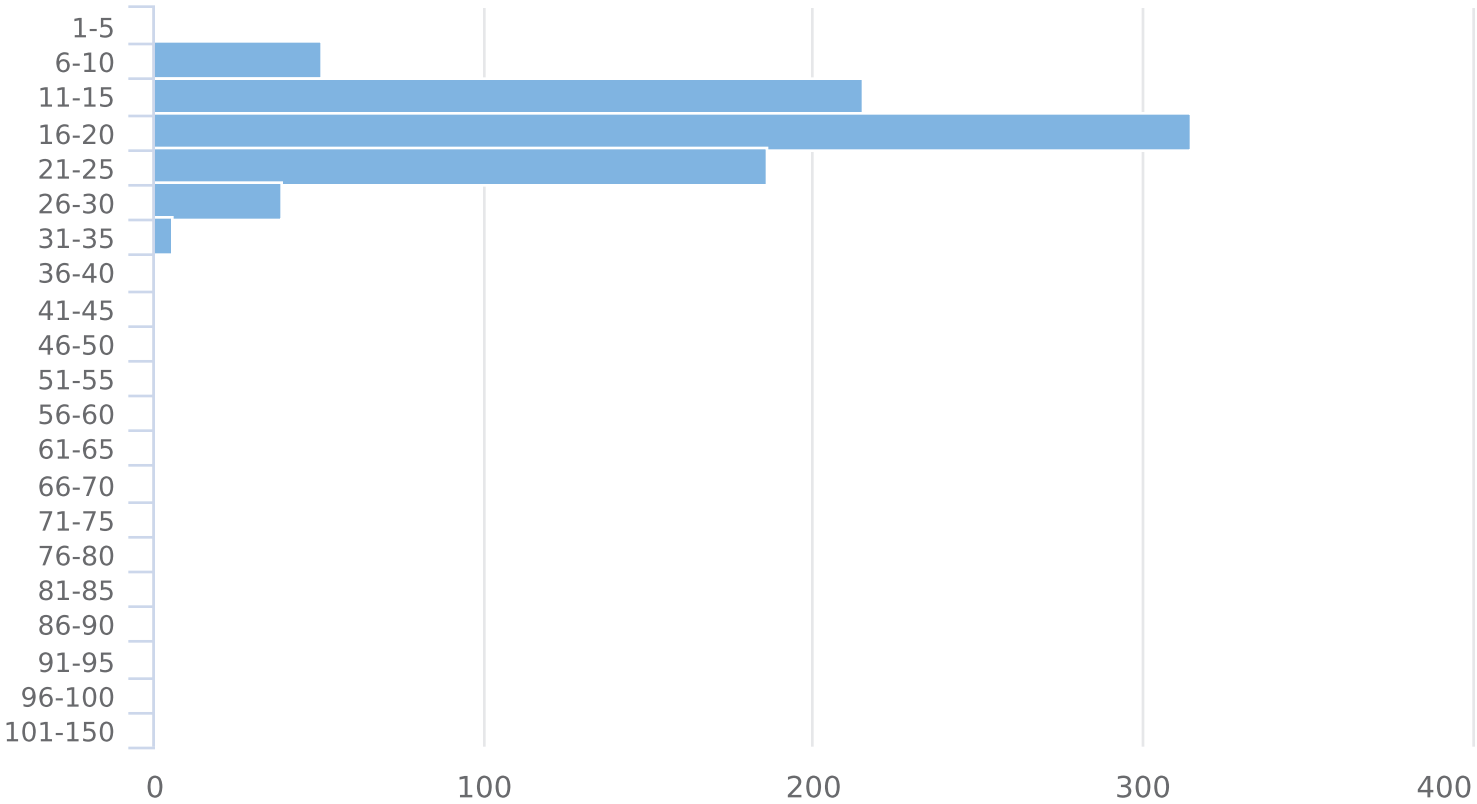
Time	1 to 5	6 to 10	11 to 15	16 to 20	21 to 25	26 to 30	31 to 35	36 to 40	41 to 45	46 to 50	51 to 55	56 to 60	61 to 65	66 to 70	71 to 75	76 to 80	81 to 85	86 to 90	91 to 95	96 to 100	101 to 150	Avg Speed	Total
0:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	2
1:00	0	1	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.4	5
2:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13.0	2
3:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21.0	1
4:00	0	0	1	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.0	5
5:00	0	3	5	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.9	15
6:00	0	1	4	3	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.0	12
7:00	0	2	7	17	12	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.7	39
8:00	0	2	27	15	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.8	51
9:00	0	4	16	19	10	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	50
10:00	0	16	16	12	11	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.6	57
11:00	0	7	14	21	10	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.6	58
12:00	0	3	13	24	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.9	57
13:00	0	2	11	33	16	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.0	69
14:00	0	1	17	30	24	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.3	78
15:00	0	2	16	22	21	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	63
16:00	0	0	13	21	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	48
17:00	0	5	20	27	14	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.3	69
18:00	0	0	11	28	8	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.5	50
19:00	0	0	6	10	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18.9	23
20:00	0	0	6	8	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19.5	24
21:00	0	0	2	8	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20.1	15
22:00	0	1	4	7	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.1	15
23:00	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14.5	4
Total	0	51	215	315	186	39	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17.8	812



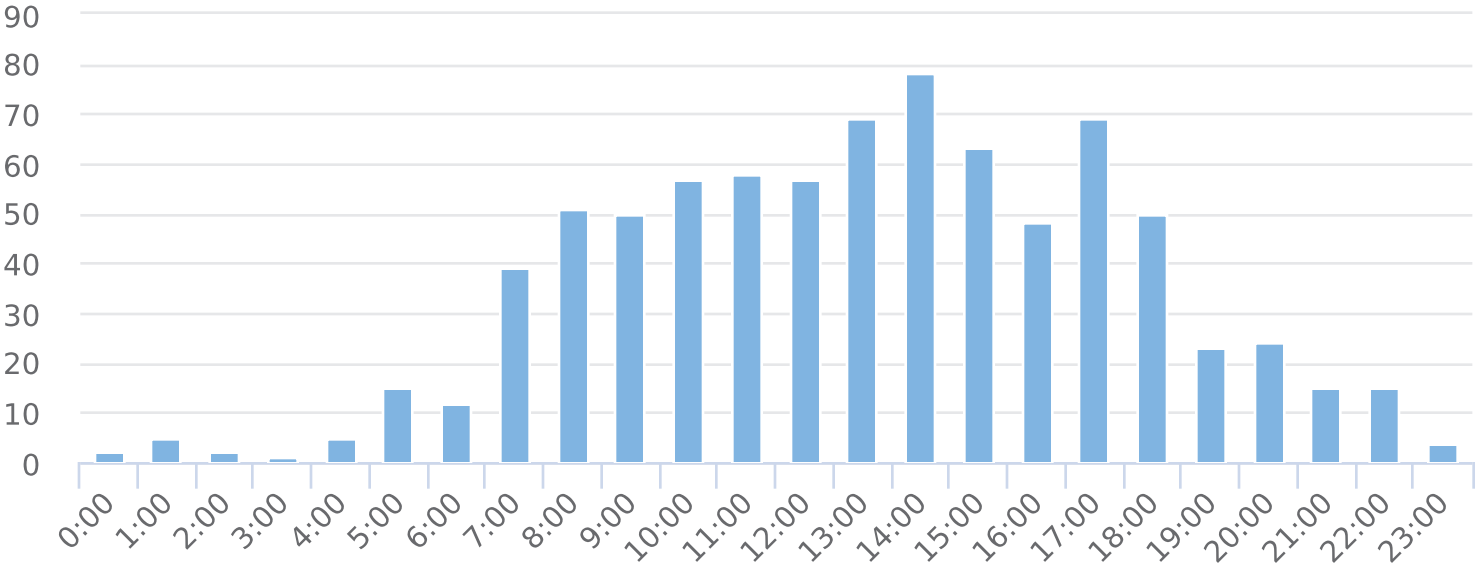
Start: 2025-01-08
End: 2025-01-20
Times: 0:00:00-23:59:59

Speed Bins: Size 5, Range 1 to 150
Time View: By Hour (Total Volumes)

Total Volume by Speed Distribution



Volume over Time





Turning Movement Count City of Fridley, MN

Intersection: East Danube Road & Matterhorn Drive
Date: Wednesday, January 22, 2025



Time	MATTERHORN DRIVE					EAST DANUBE ROAD					MATTERHORN DRIVE					Eastbound				
	Southbound					Westbound					Northbound									
	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing
12:00:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:15:00 AM	-	1	1	-	-	-	-	-	-	-	-	-	1	1	-	-	-	-	-	-
12:30:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-
12:45:00 AM	-	-	2	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-
1:00:00 AM	-	-	1	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-
1:15:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-
1:30:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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6:45:00 AM	-	-	6	-	-	-	1	-	1	-	-	-	2	1	-	-	-	-	-	-
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7:30:00 AM	-	1	35	-	-	-	5	-	-	1	-	-	37	2	-	-	-	-	-	-
7:45:00 AM	-	2	43	-	-	-	7	-	1	-	-	-	21	7	-	-	-	-	-	-
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2:30:00 PM	-	1	13	-	-	-	3	-	-	-	-	-	8	6	-	-	-	-	-	-
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3:00:00 PM	-	2	17	-	-	-	8	-	1	-	-	-	9	7	-	-	-	-	-	-
3:15:00 PM	-	-	18	-	-	-	8	-	-	-	-	-	15	7	-	-	-	-	-	-
3:30:00 PM	1	-	21	-	1	-	4	-	-	1	-	-	18	7	-	-	-	-	-	-
3:45:00 PM	1	1	15	-	-	-	3	-	2	-	-	-	11	8	-	-	-	-	-	-
4:00:00 PM	-	-	18	-	-	-	7	-	-	2	-	-	15	6	-	-	-	-	-	-
4:15:00 PM	-	1	13	-	-	-	7	-	1	-	-	-	7	6	-	-	-	-	-	-
4:30:00 PM	-	-	19	-	1	-	7	-	-	-	-	-	9	5	-	-	-	-	-	-
4:45:00 PM	-	1	11	-	-	-	13	-	-	-	-	-	15	5	-	-	-	-	-	-
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6:00:00 PM	-	3	10	-	-	-	9	-	-	-	-	-	10	6	-	-	-	-	-	-
6:15:00 PM	-	-	3	-	-	-	4	-	-	-	-	-	6	4	-	-	-	-	-	-

Turning Movement Count City of Fridley, MN

Intersection: East Danube Road & Matterhorn Drive
Date: Wednesday, January 22, 2025



Time	MATTERHORN DRIVE Southbound					EAST DANUBE ROAD Westbound					MATTERHORN DRIVE Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing
6:30:00 PM	-	-	14	-	-	-	9	-	1	-	-	-	7	9	-	-	-	-	-	-
6:45:00 PM	-	-	7	-	-	-	1	-	-	-	-	-	6	3	-	-	-	-	-	-
7:00:00 PM	-	1	6	-	-	-	4	-	-	-	-	-	8	4	-	-	-	-	-	-
7:15:00 PM	-	2	3	-	-	-	3	-	2	-	-	-	5	4	-	-	-	-	-	-
7:30:00 PM	-	-	7	-	-	-	-	-	1	-	-	-	6	1	-	-	-	-	-	-
7:45:00 PM	-	-	10	-	-	-	2	-	-	-	-	-	3	3	-	-	-	-	-	-
8:00:00 PM	-	1	16	-	-	-	-	-	-	-	-	-	2	1	-	-	-	-	-	-
8:15:00 PM	-	-	5	-	-	-	2	-	-	-	-	-	4	2	-	-	-	-	-	-
8:30:00 PM	-	-	5	-	-	-	4	-	-	-	-	-	-	4	-	-	-	-	-	-
8:45:00 PM	-	-	2	-	-	-	1	-	-	-	-	-	2	6	-	-	-	-	-	-
9:00:00 PM	-	-	3	-	-	-	2	-	-	-	-	-	3	3	-	-	-	-	-	-
9:15:00 PM	-	-	4	-	-	-	1	-	-	-	-	-	-	2	-	-	-	-	-	-
9:30:00 PM	-	-	1	-	-	-	1	-	-	-	-	-	2	1	-	-	-	-	-	-
9:45:00 PM	-	-	1	-	-	-	-	-	-	-	-	-	1	1	-	-	-	-	-	-
10:00:00 PM	-	-	-	-	-	-	2	-	-	-	-	-	1	1	-	-	-	-	-	-
10:15:00 PM	-	-	1	-	-	-	1	-	-	-	-	-	3	2	-	-	-	-	-	-
10:30:00 PM	-	-	-	-	-	-	2	-	-	-	-	-	2	1	-	-	-	-	-	-
10:45:00 PM	-	-	2	-	-	-	1	-	-	-	-	-	1	2	-	-	-	-	-	-
11:00:00 PM	-	-	1	-	-	-	1	-	-	-	-	-	-	2	-	-	-	-	-	-
11:15:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	1	1	-	-	-	-	-	-
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11:45:00 PM	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-
Total	2	34	649	-	9	-	286	-	24	9	-	-	537	310	4	-	-	-	-	-
Heavy		4	21	1			9		4				17	6						



Turning Movement Count City of Fridley, MN

Intersection: East Danube Road & West Danube Road
Date: Wednesday, October 30, 2024



Time	WEST DANUBE ROAD					EAST DANUBE ROAD					WEST DANUBE ROAD					EAST DANUBE ROAD				
	Southbound					Westbound					Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing
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12:15:00 AM	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
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9:30:00 AM	-	1	-	1	-	-	2	2	1	-	-	-	-	-	-	-	-	3	1	1
9:45:00 AM	-	-	1	3	-	-	-	6	1	-	-	-	-	2	-	-	1	4	-	1
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10:45:00 AM	-	1	-	1	-	-	-	2	-	1	-	-	-	1	-	-	1	3	1	2
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12:30:00 PM	-	-	-	-	-	-	-	2	1	-	-	1	-	1	-	-	-	6	-	1
12:45:00 PM	-	-	-	-	-	-	-	3	-	-	-	-	-	-	-	-	-	6	-	-
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1:15:00 PM	-	-	-	-	1	-	-	4	-	1	-	1	-	-	-	-	1	4	1	-
1:30:00 PM	-	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	1	1	-	-
1:45:00 PM	-	-	-	-	-	-	-	3	1	-	-	2	-	-	-	-	-	7	2	-
2:00:00 PM	-	-	-	-	1	-	-	5	-	-	-	-	-	1	1	-	-	5	1	-
2:15:00 PM	-	-	-	-	3	-	-	5	-	-	-	-	-	1	-	-	-	5	1	-
2:30:00 PM	-	-	-	-	-	-	1	2	-	-	-	-	-	1	-	-	4	4	-	-
2:45:00 PM	-	-	-	1	-	-	1	15	-	-	-	1	-	-	-	-	-	5	-	1
3:00:00 PM	-	-	-	1	-	-	-	8	-	1	-	-	-	-	-	-	-	7	1	-
3:15:00 PM	-	-	-	-	5	-	-	8	-	-	-	1	-	-	-	-	1	9	-	-
3:30:00 PM	-	-	-	-	-	-	-	3	-	1	-	-	-	1	-	-	1	4	1	-
3:45:00 PM	-	-	-	-	-	-	2	9	1	-	-	-	-	-	-	-	1	6	-	2
4:00:00 PM	1	-	-	1	-	-	-	5	-	-	-	1	-	1	-	-	-	8	1	1
4:15:00 PM	-	-	1	1	-	-	-	4	-	-	-	2	-	1	-	-	-	5	1	-
4:30:00 PM	-	1	1	1	-	-	2	8	-	1	-	-	-	2	-	-	1	6	1	-
4:45:00 PM	-	-	-	-	1	-	1	8	1	-	-	1	-	-	-	-	1	10	-	-
5:00:00 PM	-	-	-	-	-	-	-	9	-	-	-	-	-	-	-	-	1	12	-	-
5:15:00 PM	-	1	-	1	-	-	-	8	-	1	-	-	-	1	-	-	1	2	-	-
5:30:00 PM	-	-	1	-	-	-	2	7	1	-	-	-	-	1	-	-	2	7	1	1
5:45:00 PM	-	-	-	-	-	-	-	7	-	-	-	-	-	-	-	-	-	7	-	-
6:00:00 PM	-	1	-	2	-	-	-	7	-	-	-	-	-	1	-	-	1	7	-	-
6:15:00 PM	-	-	-	-	-	-	-	7	-	-	-	-	-	1	-	-	-	7	1	-

Turning Movement Count City of Fridley, MN



Intersection: East Danube Road & West Danube Road
Date: Wednesday, October 30, 2024

Time	WEST DANUBE ROAD					EAST DANUBE ROAD					WEST DANUBE ROAD					EAST DANUBE ROAD				
	Southbound					Westbound					Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing
6:30:00 PM	-	-	-	-	-	-	1	5	-	-	-	-	-	1	-	-	-	4	1	-
6:45:00 PM	-	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-	1	5	-	-
7:00:00 PM	-	-	-	-	-	-	2	7	-	-	-	1	-	-	-	-	1	6	1	-
7:15:00 PM	-	-	-	1	-	-	1	6	-	-	-	-	-	-	-	-	-	3	1	-
7:30:00 PM	-	-	-	-	-	-	1	1	-	-	-	-	-	-	-	-	-	5	-	-
7:45:00 PM	-	1	-	1	-	-	-	-	-	-	-	-	-	1	-	-	-	5	2	-
8:00:00 PM	-	-	-	-	-	-	1	6	-	-	-	2	-	1	-	-	-	6	-	-
8:15:00 PM	-	-	-	-	-	-	-	3	1	-	-	-	-	-	-	-	1	3	1	-
8:30:00 PM	-	-	-	1	-	-	1	4	-	-	-	-	-	-	-	-	1	3	-	-
8:45:00 PM	-	-	-	-	-	-	-	3	-	-	-	-	-	-	-	-	-	2	-	-
9:00:00 PM	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	-	-	3	-	-
9:15:00 PM	-	-	-	-	-	-	-	1	1	-	-	-	-	-	-	1	-	3	-	-
9:30:00 PM	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
9:45:00 PM	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1	2	-	-
10:00:00 PM	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-
10:15:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-
10:30:00 PM	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-
10:45:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-
11:00:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:15:00 PM	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30:00 PM	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-
11:45:00 PM	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-
Total	1	11	7	29	13	3	27	304	14	10	-	26	1	34	3	2	33	331	29	15
Heavy		3	2	2			2	13	5			2	1	4			1	8	5	



Turning Movement Count City of Fridley, MN

Intersection: East Danube Road & North Innsbruck Drive
Date: Wednesday, January 8, 2025



Time	NORTH DANUBE ROAD					NORTH INNSBRUCK DRIVE					EAST DANUBE ROAD					NORTH INNSBRUCK DRIVE				
	Southbound					Westbound					Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing
12:00:00 AM	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-
12:15:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:30:00 AM	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-
12:45:00 AM	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	1	-	-
1:00:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:15:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-
1:30:00 AM	-	-	-	-	-	-	-	-	1	-	-	-	-	1	-	-	-	-	-	-
1:45:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-
2:00:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-
2:15:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:30:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-
2:45:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:15:00 AM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:30:00 AM	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-
3:45:00 AM	-	-	-	-	-	-	-	3	-	-	-	-	-	-	-	-	-	1	-	-
4:00:00 AM	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	-	-
4:15:00 AM	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
4:30:00 AM	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	-	-
4:45:00 AM	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	-
5:00:00 AM	-	-	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	3	-	-
5:15:00 AM	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-
5:30:00 AM	-	-	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	1	-	-
5:45:00 AM	-	-	-	-	-	-	2	7	-	-	-	-	-	2	-	-	-	4	-	-
6:00:00 AM	-	-	-	-	-	-	-	6	-	-	-	-	-	2	-	-	-	2	-	-
6:15:00 AM	-	-	-	-	-	-	3	3	2	-	-	-	-	2	-	-	-	8	-	-
6:30:00 AM	-	1	-	-	-	-	1	5	3	1	-	-	1	1	-	-	-	6	-	-
6:45:00 AM	-	-	1	-	-	-	-	3	1	-	-	-	-	3	-	-	-	4	-	-
7:00:00 AM	-	2	-	1	-	-	3	7	1	-	-	-	-	6	-	-	-	5	-	-
7:15:00 AM	-	4	1	1	-	-	4	20	7	-	-	-	1	1	-	-	-	15	-	-
7:30:00 AM	-	4	2	1	-	-	4	27	10	-	-	-	2	5	-	-	2	14	-	-
7:45:00 AM	-	2	1	-	-	-	6	14	9	-	-	-	-	4	-	-	1	28	-	-
8:00:00 AM	-	1	2	1	-	-	8	9	8	-	-	-	3	13	-	-	-	18	-	-
8:15:00 AM	-	6	1	-	-	-	6	10	11	-	-	-	-	8	-	-	2	11	-	1
8:30:00 AM	-	2	-	1	-	-	6	7	7	-	-	-	1	6	-	-	1	7	-	-
8:45:00 AM	-	6	1	1	-	-	4	5	21	-	-	-	3	3	-	-	1	8	1	-
9:00:00 AM	-	3	1	-	-	-	4	7	16	-	-	1	2	3	-	-	1	18	-	-
9:15:00 AM	-	2	-	-	-	1	6	12	4	-	-	-	-	4	-	-	-	4	-	-
9:30:00 AM	-	1	-	-	-	-	-	12	3	-	-	-	-	-	-	-	-	9	-	-
9:45:00 AM	-	1	1	-	-	-	2	10	-	-	-	-	-	5	-	-	-	9	-	-
10:00:00 AM	-	-	-	-	-	-	2	6	2	1	-	-	-	4	-	-	1	9	-	-
10:15:00 AM	-	3	-	-	-	-	2	14	-	-	-	-	-	4	-	-	-	4	-	-
10:30:00 AM	-	2	1	-	-	-	3	12	2	-	-	1	-	3	-	-	-	5	-	-
10:45:00 AM	-	1	-	-	-	-	2	4	2	1	-	-	-	3	-	-	-	8	-	-
11:00:00 AM	-	1	-	-	-	-	3	6	-	-	-	-	1	3	-	-	-	7	-	-
11:15:00 AM	-	4	-	-	-	-	3	8	-	-	-	1	-	4	-	-	-	7	-	-
11:30:00 AM	-	1	2	-	-	-	5	13	1	-	-	-	-	-	-	-	-	7	-	-
11:45:00 AM	1	3	-	-	-	-	3	25	2	-	-	-	-	3	-	-	-	6	-	-
12:00:00 PM	-	2	-	-	-	-	6	16	3	-	-	-	-	3	2	-	-	10	-	-
12:15:00 PM	-	-	-	1	-	-	3	13	1	-	-	-	1	5	2	-	-	1	12	-
12:30:00 PM	-	1	-	1	-	1	1	5	3	-	-	-	1	8	-	-	1	5	-	1
12:45:00 PM	-	5	-	-	1	-	6	9	3	1	1	-	-	5	-	-	2	10	-	-
1:00:00 PM	-	1	2	-	-	-	2	8	1	-	-	-	-	6	-	-	-	12	-	-
1:15:00 PM	-	-	-	-	-	-	8	9	4	1	-	-	-	8	2	-	-	6	-	-
1:30:00 PM	-	3	-	1	-	-	2	13	2	-	1	1	1	3	-	-	1	5	-	-
1:45:00 PM	-	3	1	-	1	-	3	8	1	-	-	-	-	6	1	-	-	10	-	-
2:00:00 PM	-	1	-	-	-	-	7	15	2	1	-	1	-	4	-	-	1	5	1	1
2:15:00 PM	-	2	-	-	-	-	11	14	4	-	-	1	1	10	-	-	-	13	-	-
2:30:00 PM	-	1	-	-	-	-	4	17	11	-	-	-	2	12	-	-	-	10	-	-
2:45:00 PM	-	25	3	-	-	-	5	15	2	-	-	-	-	5	-	-	-	14	-	-
3:00:00 PM	-	9	3	-	1	-	9	13	4	-	-	-	2	5	-	-	4	14	-	1
3:15:00 PM	-	6	2	-	-	-	4	20	3	-	-	-	1	9	-	-	1	18	-	2
3:30:00 PM	-	3	-	2	-	-	5	20	3	-	-	-	3	11	2	-	2	22	-	1
3:45:00 PM	-	4	-	-	-	-	4	18	3	1	-	-	-	8	-	-	-	13	-	-
4:00:00 PM	-	2	1	-	-	-	3	14	3	1	-	-	1	3	1	-	-	21	-	-
4:15:00 PM	-	1	1	-	-	-	2	15	6	-	1	-	-	5	-	-	-	16	-	1
4:30:00 PM	-	1	-	-	-	-	7	25	3	-	-	-	-	3	-	-	-	11	-	1
4:45:00 PM	-	5	-	-	1	-	5	14	2	-	-	-	-	5	-	-	-	11	-	-
5:00:00 PM	-	4	-	-	-	-	9	14	10	1	-	-	-	8	-	-	1	19	-	-
5:15:00 PM	-	1	-	1	-	-	10	28	6	-	-	-	-	4	-	-	-	10	-	-
5:30:00 PM	-	-	-	-	-	-	7	13	1	-	-	1	-	9	-	-	-	17	-	-
5:45:00 PM	-	2	-	-	-	-	5	12	4	-	-	-	-	14	-	-	-	15	2	-
6:00:00 PM	-	-	-	-	-	-	6	7	2	-	-	-	-	8	-	-	-	9	-	-
6:15:00 PM	-	2	1	-	-	-	2	3	2	-	-	1	-	5	-	-	-	9	-	-

Turning Movement Count City of Fridley, MN

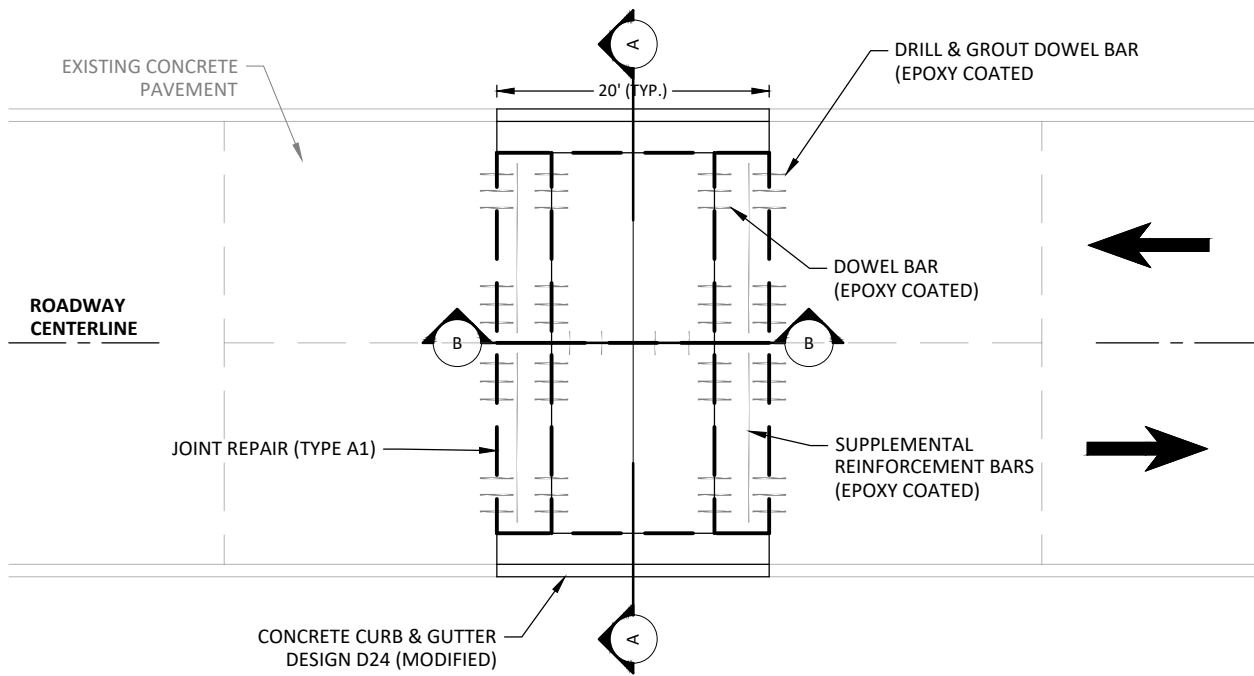
Intersection: East Danube Road & North Innsbruck Drive
Date: Wednesday, January 8, 2025



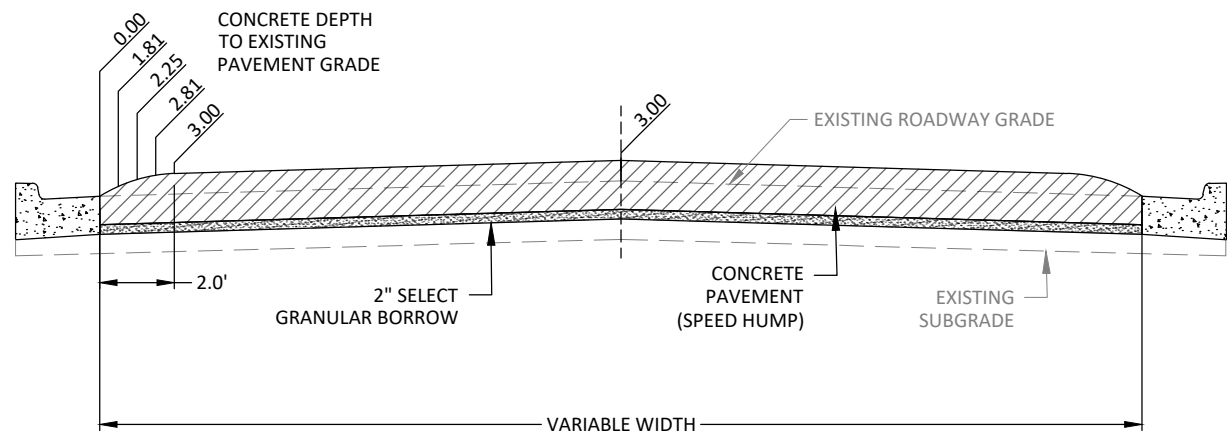
Time	NORTH DANUBE ROAD					NORTH INNSBRUCK DRIVE					EAST DANUBE ROAD					NORTH INNSBRUCK DRIVE				
	Southbound					Westbound					Northbound					Eastbound				
	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing	U Turns	Left Turns	Straight Through	Right Turns	Ped Crossing
6:30:00 PM	-	2	1	1	-	-	6	8	1	-	-	-	1	3	-	-	-	4	-	-
6:45:00 PM	-	3	-	-	-	-	4	8	2	-	-	-	-	6	-	-	-	5	-	-
7:00:00 PM	-	1	-	-	-	-	4	10	-	-	-	-	-	2	-	-	-	9	-	-
7:15:00 PM	-	1	-	-	-	-	6	8	1	-	-	-	-	5	-	1	-	7	-	-
7:30:00 PM	-	1	-	-	-	-	1	5	1	-	-	-	-	2	-	-	-	8	-	-
7:45:00 PM	-	-	-	-	-	-	3	7	5	-	-	-	-	-	-	-	-	5	-	-
8:00:00 PM	-	1	-	-	-	-	1	7	1	-	-	-	-	2	-	-	-	11	-	-
8:15:00 PM	-	1	-	-	-	-	5	5	1	-	-	-	-	1	-	-	-	7	-	-
8:30:00 PM	-	-	-	-	-	-	-	7	-	-	-	-	-	-	-	-	-	6	-	-
8:45:00 PM	-	-	-	-	-	-	1	3	-	-	-	-	-	3	-	1	-	7	-	-
9:00:00 PM	-	-	-	-	-	-	1	5	-	-	-	-	-	1	-	-	-	5	-	-
9:15:00 PM	-	-	-	-	-	-	2	5	-	-	-	-	-	3	-	-	-	7	-	-
9:30:00 PM	-	-	-	-	-	-	1	4	1	-	-	-	1	4	-	-	-	3	-	-
9:45:00 PM	-	-	-	-	-	-	-	6	-	-	-	-	-	4	-	-	-	2	-	-
10:00:00 PM	-	-	1	-	-	-	-	2	-	-	-	-	-	2	-	-	-	2	-	-
10:15:00 PM	-	-	-	-	-	-	3	1	1	-	-	-	-	1	-	-	-	2	-	-
10:30:00 PM	-	-	-	-	-	-	1	2	-	-	-	-	-	2	-	-	-	2	-	-
10:45:00 PM	-	-	-	-	-	-	3	2	1	-	-	-	-	2	-	-	-	1	-	-
11:00:00 PM	-	-	-	-	-	-	1	3	1	-	-	-	-	-	-	-	-	1	-	-
11:15:00 PM	-	-	-	-	-	-	1	1	1	-	-	-	-	1	-	-	-	2	-	-
11:30:00 PM	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-
11:45:00 PM	-	-	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	-
Total	1	147	30	13	4	2	262	727	219	9	3	8	29	321	10	2	24	648	5	9
Heavy	1	7	4	1			10	18	6		1	1	5	11			3	12	1	



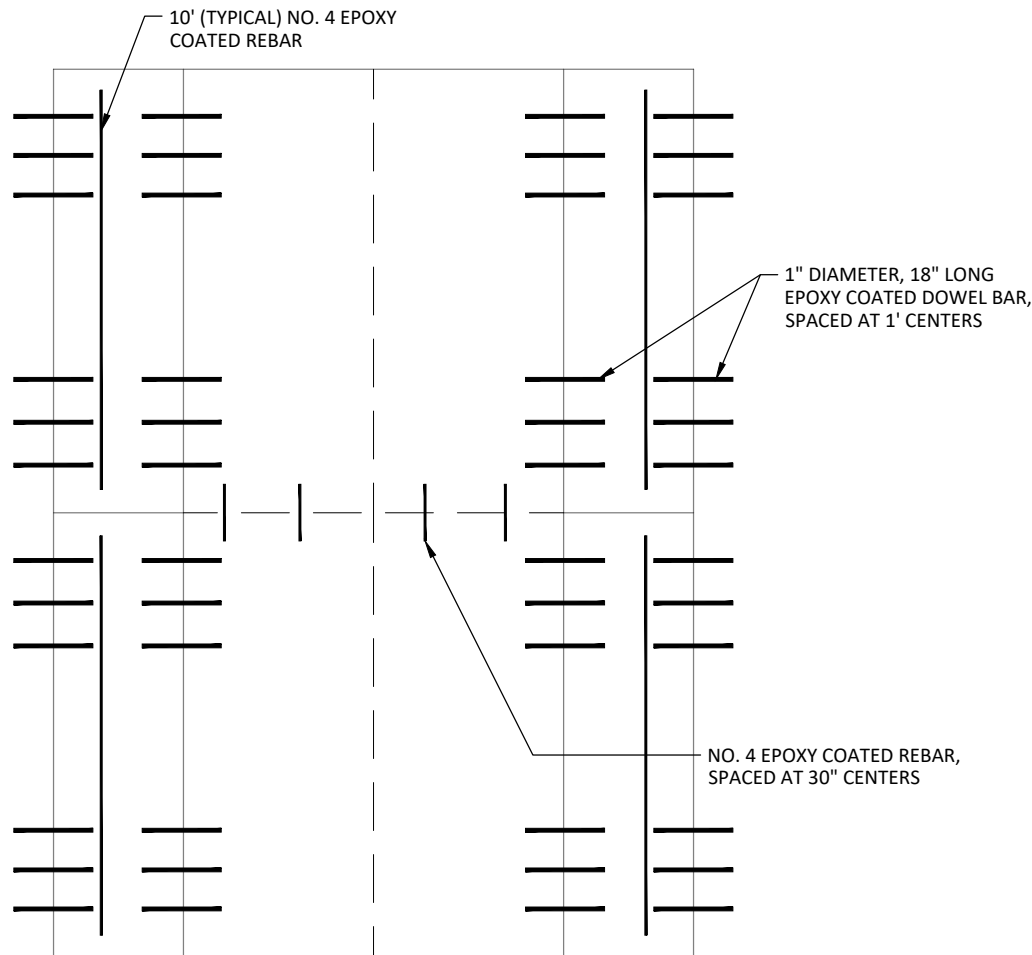




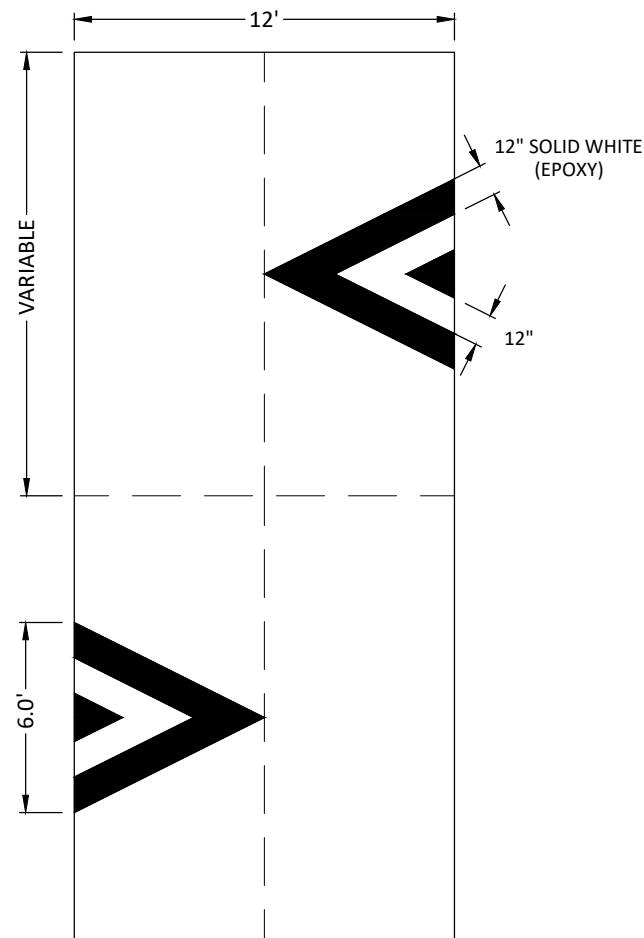
CONCRETE SPEED HUMP
DETAIL (PLAN)



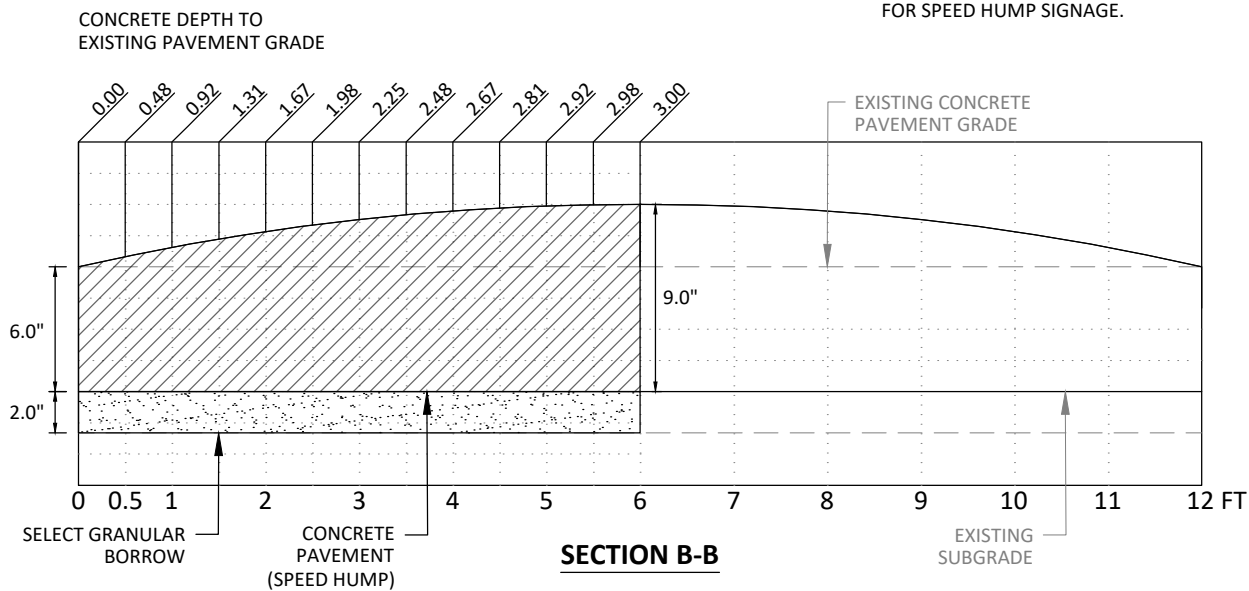
SECTION A-A



SPEED HUMP
REINFORCEMENT PLAN



SPEED HUMP
PAVEMENT MARKINGS



SECTION B-B

NOTE: SEE PAVEMENT MARKING AND SIGNAGE PLAN
FOR SPEED HUMP SIGNAGE.

Exhibit E - Opinion of Probable Cost
EAST DANUBE ROAD TRAFFIC CALMING
2025 STREET REHABILITATION PROJECT
PROJECT NO. ST2025-01
CITY OF FRIDLEY, MN
3/18/2025



ITEM NO.	MnDOT SPEC NO.	DESCRIPTION	NOTES	UNIT	UNIT PRICE	TOTAL ESTIMATED QUANTITY	TOTAL AMOUNT
SCHEDULE 1 - CONCRETE SPEED HUMPS							
1	2104.503	Sawing Concrete Pavement (Full Depth)		LF	\$6.00	112	\$ 672.00
2	2104.503	Remove Integrant Curb		LF	\$10.00	80	\$ 800.00
3	2104.504	Remove Concrete Pavement		SY	\$35.00	116	\$ 4,060.00
4	2105.607	Subgrade Excavation		CY	\$50.00	7	\$ 350.00
5	2105.607	Select Granular Borrow (CV)		CY	\$75.00	7	\$ 525.00
6	2301.504	Concrete Pavement - Speed Hump		SY	\$110.00	98	\$ 10,780.00
7	2301.602	Drill & Grout Dowel Bar (Epoxy Coated)		EA	\$30.00	48	\$ 1,440.00
8	2301.602	Drill & Grout Reinforcement Bar (Epoxy Coated)		EA	\$16.00	8	\$ 128.00
9	2302.502	Dowel Bar (Epoxy Coated)		EA	\$16.00	48	\$ 768.00
10	2302.503	Joint Repair (Type A1)		LF	\$5.00	296	\$ 1,480.00
11	2302.508	Supplemental Reinforcement Bars (Epoxy Coated)		LB	\$3.00	27	\$ 81.00
12	2531.503	Concrete Curb & Gutter Design D424 (Modified)		LF	\$50.00	80	\$ 4,000.00
13	2582.518	Pavement Message Epoxy		SF	\$15.00	48	\$ 720.00
CONSTRUCTION SUBTOTAL							\$ 25,804.00
CONTINGENCY (15%)							\$ 3,870.60
TOTAL							\$ 29,674.60

Exhibit F - Funding Sources
EAST DANUBE ROAD TRAFFIC CALMING
2025 STREET REHABILITATION PROJECT
PROJECT NO. ST2025-01
CITY OF FRIDLEY, MN
3/18/2025



Funding Sources

		Estimated	
No.	Description	Construction Amount	2025 Budgeted Amount
1	Special Assessments*	\$14,837.50	
2	Traffic Safety Upgrades (Improvements)	\$14,837.50	\$35,000.00
GRAND TOTAL		\$29,675.00	\$35,000.00

*Note that Special Assessments amounts are calculated need for Estimated Amount based on the project estimate, and the Budgeted Amount is calculated based upon the project scope and property information.

Special Assessment Breakdown

Assessments (East Danube Road)

Low-Density Residential (LDR) - Unit	17	x	\$872.79	=	\$14,837.50
TOTAL					\$14,837.50
SPECIAL ASSESSMENT GRAND TOTAL					\$14,837.50