

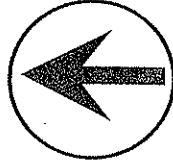
Date : 06/28/12

Count Number : TMC1218

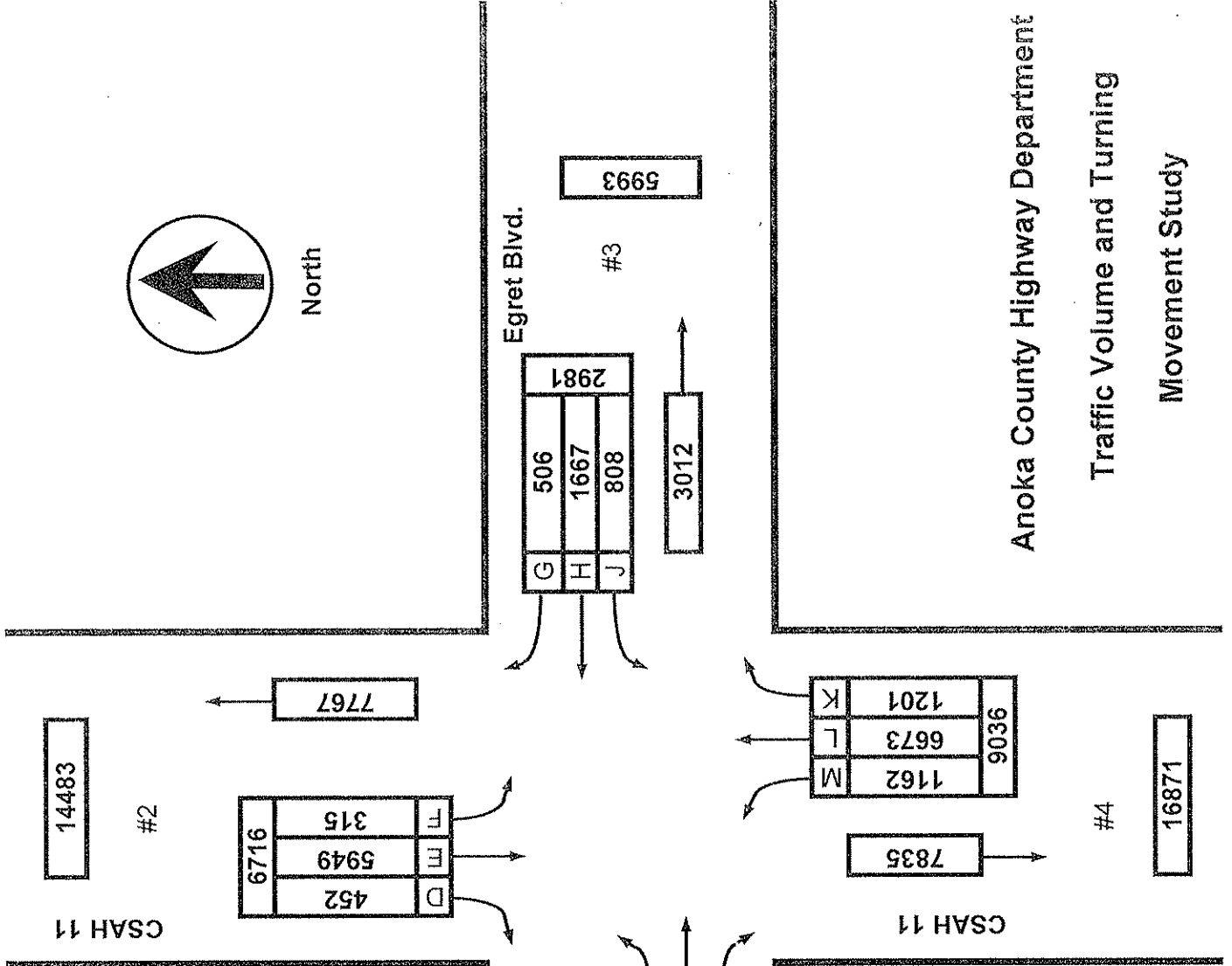
Location : CSAH 11 (Foley Blvd.)

@ Egret Blvd.

Collection Period : 6:00 AM - 10:00 PM



North



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

Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study

Date : 06/28/12

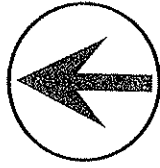
Count Number : TMC1218

Location : CSAH 11 (Foley Blvd.)

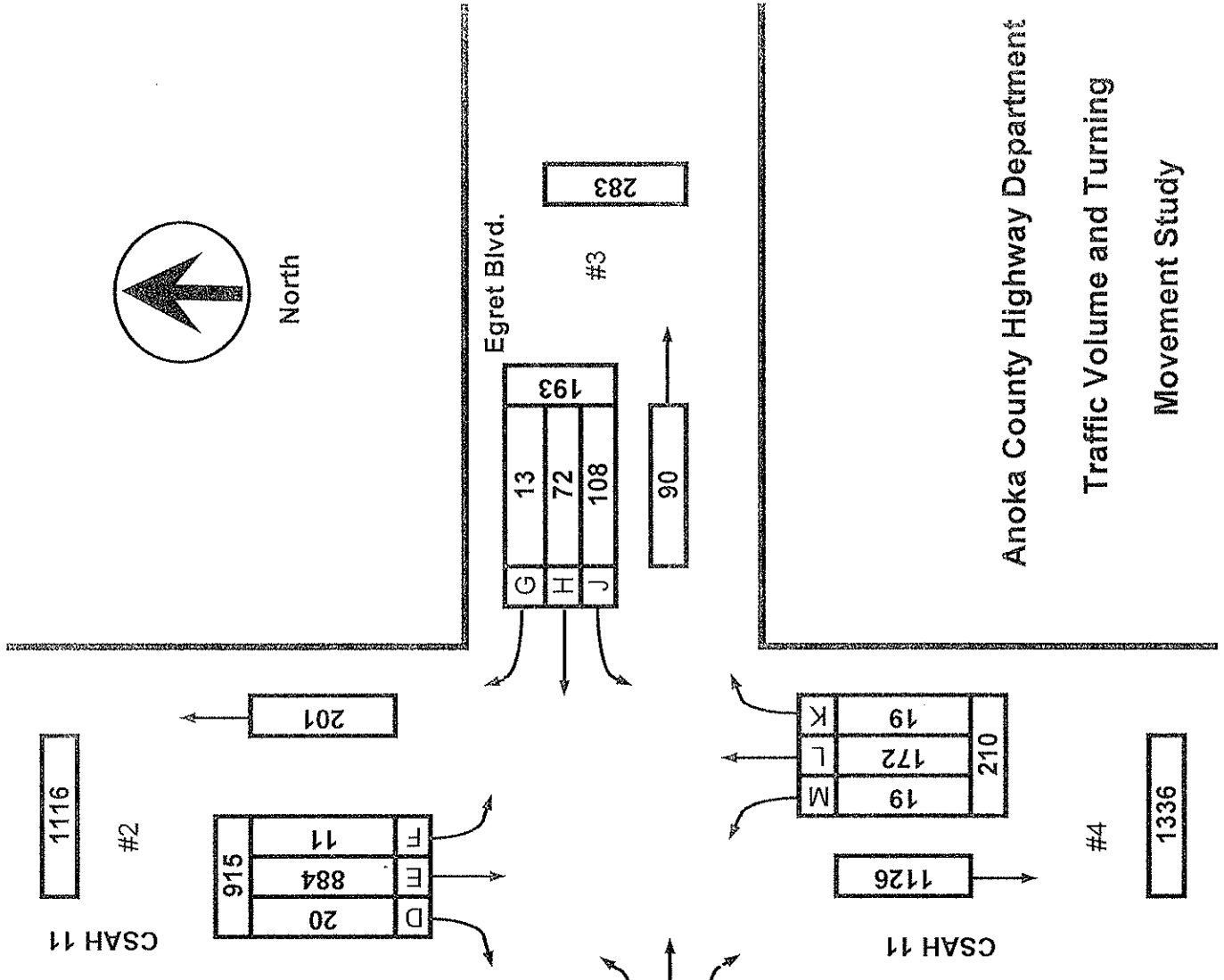
@ Egret Blvd.

Collection Period : AM PEAK

Hour : 6:45 AM - 7:45 AM



North



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

Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study

Date : 06/26/12

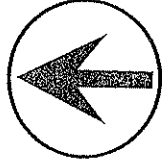
Count Number : TMC1218

Location : CSAH 11 (Foley Blvd.)

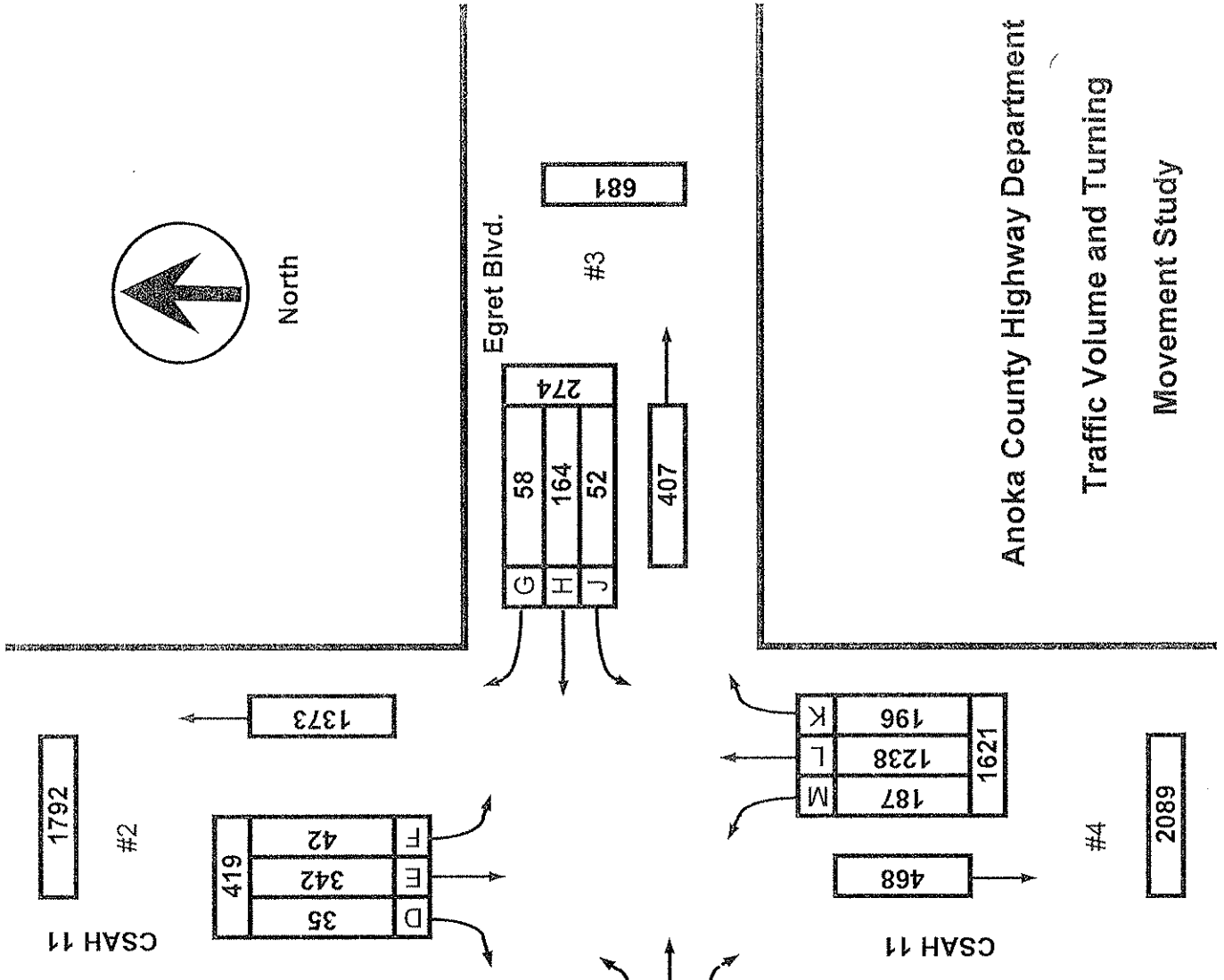
@ Egret Blvd.

Collection Period : PM PEAK

Hour : 4:45 PM - 5:45 PM



North



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

Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

File Name : tmc 1218
 Site Code : 12180202
 Start Date : 06/26/2012
 Page No : 1

Weather: Warm, Sunny
 Counter: DB-400
 study conducted by: Reno/Hannah

Groups Printed- Unshifted

| Start Time | CSAH 11 Southbound | | | | | Egret Blvd. Westbound | | | | | CSAH 11 Northbound | | | | | Egret Blvd. Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|------------|--------------------|------|-------|--------|------------|-----------------------|------|-------|--------|------------|--------------------|------|-------|--------|------------|-----------------------|------|-------|--------|------------|--------------|--------------|------------|
| | Left | Thru | Right | Heavys | App. Total | Left | Thru | Right | Heavys | App. Total | Left | Thru | Right | Heavys | App. Total | Left | Thru | Right | Heavys | App. Total | | | |
| 06:00 | 1 | 175 | 4 | 1 | 180 | 15 | 8 | 3 | 1 | 26 | 2 | 25 | 6 | 1 | 33 | 6 | 7 | 19 | 1 | 32 | 4 | 271 | 275 |
| 06:15 | 2 | 235 | 4 | 4 | 241 | 14 | 9 | 2 | 0 | 25 | 5 | 35 | 5 | 2 | 45 | 0 | 6 | 25 | 0 | 31 | 6 | 342 | 348 |
| 06:30 | 2 | 217 | 2 | 3 | 221 | 17 | 14 | 3 | 1 | 34 | 4 | 22 | 3 | 1 | 29 | 6 | 12 | 41 | 1 | 59 | 6 | 343 | 349 |
| 06:45 | 1 | 248 | 7 | 2 | 256 | 24 | 19 | 0 | 0 | 43 | 4 | 34 | 4 | 0 | 42 | 6 | 16 | 29 | 1 | 51 | 3 | 392 | 395 |
| Total | 6 | 875 | 17 | 10 | 898 | 70 | 50 | 8 | 2 | 128 | 15 | 116 | 18 | 4 | 149 | 18 | 41 | 114 | 3 | 173 | 19 | 1348 | 1367 |
| 07:00 | 1 | 222 | 1 | 4 | 224 | 30 | 14 | 6 | 1 | 50 | 8 | 33 | 3 | 0 | 44 | 1 | 13 | 41 | 2 | 55 | 7 | 373 | 380 |
| 07:15 | 3 | 218 | 5 | 5 | 226 | 27 | 20 | 3 | 2 | 50 | 5 | 49 | 7 | 3 | 61 | 4 | 17 | 32 | 5 | 53 | 15 | 390 | 405 |
| 07:30 | 6 | 196 | 7 | 0 | 209 | 27 | 19 | 4 | 1 | 50 | 2 | 56 | 5 | 3 | 63 | 5 | 14 | 32 | 2 | 51 | 6 | 373 | 379 |
| 07:45 | 4 | 192 | 7 | 2 | 203 | 23 | 27 | 4 | 3 | 54 | 6 | 43 | 5 | 6 | 54 | 10 | 28 | 38 | 3 | 76 | 14 | 387 | 401 |
| Total | 14 | 828 | 20 | 11 | 862 | 107 | 80 | 17 | 7 | 204 | 21 | 181 | 20 | 12 | 222 | 20 | 72 | 143 | 12 | 235 | 42 | 1523 | 1565 |
| 08:00 | 7 | 123 | 7 | 2 | 137 | 12 | 17 | 3 | 1 | 32 | 11 | 49 | 6 | 2 | 66 | 8 | 10 | 22 | 2 | 40 | 7 | 275 | 282 |
| 08:15 | 3 | 133 | 6 | 5 | 142 | 18 | 20 | 5 | 2 | 43 | 10 | 38 | 2 | 2 | 50 | 2 | 21 | 22 | 0 | 45 | 9 | 280 | 289 |
| 08:30 | 4 | 140 | 8 | 4 | 152 | 12 | 15 | 1 | 1 | 28 | 8 | 50 | 8 | 4 | 66 | 9 | 14 | 17 | 1 | 40 | 10 | 286 | 296 |
| 08:45 | 2 | 114 | 8 | 5 | 124 | 11 | 12 | 2 | 2 | 25 | 14 | 51 | 7 | 2 | 72 | 6 | 15 | 21 | 1 | 42 | 10 | 263 | 273 |
| Total | 16 | 510 | 29 | 16 | 555 | 53 | 64 | 11 | 6 | 128 | 43 | 188 | 23 | 10 | 254 | 25 | 60 | 82 | 4 | 167 | 36 | 1104 | 1140 |
| 09:00 | 3 | 104 | 1 | 3 | 108 | 10 | 14 | 1 | 2 | 25 | 11 | 43 | 7 | 4 | 61 | 10 | 17 | 16 | 0 | 43 | 9 | 237 | 246 |
| 09:15 | 3 | 73 | 13 | 2 | 89 | 9 | 15 | 4 | 1 | 28 | 8 | 54 | 12 | 5 | 74 | 8 | 20 | 21 | 3 | 49 | 11 | 240 | 251 |
| 09:30 | 2 | 90 | 7 | 5 | 99 | 10 | 26 | 2 | 0 | 38 | 12 | 56 | 8 | 1 | 76 | 8 | 22 | 18 | 1 | 48 | 7 | 261 | 268 |
| 09:45 | 9 | 80 | 6 | 1 | 95 | 4 | 23 | 6 | 0 | 33 | 13 | 65 | 13 | 3 | 91 | 9 | 21 | 5 | 1 | 35 | 5 | 254 | 259 |
| Total | 17 | 347 | 27 | 11 | 391 | 33 | 78 | 13 | 3 | 124 | 44 | 218 | 40 | 13 | 302 | 35 | 80 | 60 | 5 | 175 | 32 | 992 | 1024 |
| 10:00 | 4 | 67 | 5 | 2 | 76 | 18 | 18 | 6 | 1 | 42 | 12 | 47 | 19 | 1 | 78 | 8 | 18 | 17 | 0 | 43 | 4 | 239 | 243 |
| 10:15 | 6 | 67 | 4 | 3 | 77 | 5 | 13 | 5 | 2 | 23 | 11 | 55 | 13 | 4 | 79 | 10 | 24 | 23 | 1 | 57 | 10 | 236 | 246 |
| 10:30 | 2 | 77 | 8 | 1 | 87 | 12 | 24 | 8 | 0 | 44 | 12 | 71 | 10 | 3 | 93 | 4 | 21 | 18 | 1 | 43 | 5 | 267 | 272 |
| 10:45 | 1 | 58 | 8 | 2 | 67 | 14 | 19 | 7 | 1 | 40 | 6 | 61 | 12 | 4 | 79 | 7 | 16 | 19 | 2 | 42 | 9 | 228 | 237 |
| Total | 13 | 269 | 25 | 8 | 307 | 49 | 74 | 26 | 4 | 149 | 41 | 234 | 54 | 12 | 329 | 29 | 79 | 77 | 4 | 185 | 28 | 970 | 998 |
| 11:00 | 6 | 68 | 6 | 6 | 80 | 9 | 16 | 5 | 1 | 30 | 10 | 68 | 16 | 3 | 94 | 8 | 15 | 11 | 5 | 34 | 15 | 238 | 253 |
| 11:15 | 3 | 94 | 5 | 5 | 102 | 10 | 18 | 7 | 1 | 35 | 9 | 64 | 10 | 3 | 83 | 6 | 27 | 21 | 1 | 54 | 10 | 274 | 284 |
| 11:30 | 2 | 76 | 6 | 6 | 84 | 13 | 27 | 9 | 0 | 49 | 14 | 82 | 11 | 2 | 107 | 6 | 21 | 8 | 3 | 35 | 11 | 275 | 286 |
| 11:45 | 6 | 67 | 7 | 3 | 80 | 10 | 17 | 12 | 0 | 39 | 14 | 66 | 16 | 1 | 96 | 1 | 24 | 8 | 4 | 33 | 8 | 248 | 256 |
| Total | 17 | 305 | 24 | 20 | 346 | 42 | 78 | 33 | 2 | 153 | 47 | 280 | 53 | 9 | 380 | 21 | 87 | 48 | 13 | 156 | 44 | 1035 | 1079 |
| 12:00 | 7 | 57 | 5 | 2 | 69 | 11 | 26 | 5 | 0 | 42 | 13 | 75 | 24 | 2 | 112 | 7 | 23 | 9 | 1 | 39 | 5 | 262 | 267 |
| 12:15 | 3 | 76 | 5 | 5 | 84 | 16 | 30 | 5 | 3 | 51 | 14 | 77 | 18 | 1 | 109 | 8 | 32 | 12 | 2 | 52 | 11 | 296 | 307 |
| 12:30 | 5 | 88 | 6 | 6 | 99 | 9 | 31 | 4 | 1 | 44 | 15 | 82 | 22 | 3 | 119 | 11 | 23 | 12 | 1 | 46 | 11 | 308 | 319 |
| 12:45 | 6 | 86 | 12 | 3 | 104 | 9 | 27 | 4 | 1 | 40 | 14 | 99 | 22 | 10 | 135 | 9 | 17 | 17 | 3 | 43 | 17 | 322 | 339 |
| Total | 21 | 307 | 28 | 16 | 356 | 45 | 114 | 18 | 5 | 177 | 56 | 333 | 86 | 16 | 475 | 35 | 95 | 50 | 7 | 180 | 44 | 1188 | 1232 |
| 13:00 | 0 | 59 | 8 | 1 | 67 | 14 | 28 | 11 | 0 | 53 | 14 | 70 | 20 | 1 | 104 | 12 | 18 | 15 | 2 | 45 | 4 | 269 | 273 |
| 13:15 | 2 | 67 | 5 | 1 | 74 | 11 | 24 | 9 | 1 | 44 | 20 | 76 | 16 | 3 | 112 | 10 | 12 | 25 | 2 | 47 | 7 | 277 | 284 |
| 13:30 | 2 | 75 | 8 | 0 | 85 | 8 | 23 | 9 | 0 | 40 | 17 | 77 | 13 | 4 | 107 | 7 | 13 | 16 | 1 | 36 | 5 | 268 | 273 |
| 13:45 | 3 | 61 | 6 | 3 | 70 | 11 | 24 | 7 | 0 | 42 | 18 | 88 | 11 | 3 | 117 | 6 | 11 | 14 | 1 | 31 | 7 | 260 | 267 |
| Total | 7 | 262 | 27 | 5 | 296 | 44 | 99 | 36 | 1 | 179 | 69 | 311 | 60 | 11 | 440 | 35 | 54 | 70 | 6 | 159 | 23 | 1074 | 1097 |
| 14:00 | 2 | 82 | 6 | 1 | 90 | 20 | 28 | 8 | 0 | 56 | 11 | 86 | 6 | 4 | 103 | 15 | 39 | 15 | 3 | 69 | 8 | 318 | 326 |
| 14:15 | 6 | 71 | 10 | 8 | 87 | 5 | 34 | 3 | 1 | 42 | 30 | 102 | 26 | 3 | 158 | 15 | 33 | 17 | 1 | 65 | 13 | 352 | 365 |
| 14:30 | 8 | 88 | 4 | 1 | 100 | 7 | 32 | 10 | 1 | 49 | 15 | 122 | 19 | 1 | 156 | 15 | 19 | 18 | 1 | 52 | 4 | 357 | 361 |
| 14:45 | 2 | 78 | 9 | 1 | 89 | 13 | 25 | 6 | 1 | 44 | 17 | 97 | 17 | 0 | 131 | 3 | 30 | 21 | 3 | 54 | 5 | 318 | 323 |
| Total | 18 | 319 | 29 | 11 | 366 | 45 | 119 | 27 | 3 | 191 | 73 | 407 | 68 | 8 | 548 | 48 | 121 | 71 | 8 | 240 | 30 | 1345 | 1375 |
| 15:00 | 2 | 90 | 11 | 1 | 103 | 20 | 25 | 10 | 0 | 55 | 19 | 125 | 23 | 0 | 167 | 11 | 22 | 12 | 3 | 45 | 4 | 370 | 374 |
| 15:15 | 5 | 85 | 4 | 2 | 94 | 15 | 36 | 11 | 2 | 62 | 21 | 134 | 29 | 5 | 184 | 15 | 31 | 13 | 0 | 59 | 9 | 399 | 408 |
| 15:30 | 12 | 71 | 6 | 1 | 89 | 11 | 25 | 10 | 1 | 46 | 22 | 179 | 29 | 6 | 230 | 9 | 17 | 16 | 0 | 42 | 8 | 407 | 415 |
| 15:45 | 7 | 86 | 13 | 1 | 106 | 18 | 26 | 8 | 1 | 52 | 29 | 178 | 35 | 1 | 242 | 19 | 29 | 19 | 1 | 67 | 4 | 467 | 471 |
| Total | 26 | 332 | 34 | 5 | 392 | 64 | 112 | 39 | 4 | 215 | 91 | 616 | 116 | 12 | 823 | 54 | 99 | 60 | 4 | 213 | 25 | 1643 | 1668 |
| 16:00 | 5 | 80 | 8 | 2 | 93 | 12 | 39 | 23 | 0 | 74 | 28 | 214 | 38 | 3 | 280 | 11 | 36 | 21 | 0 | 68 | 5 | 515 | 520 |
| 16:15 | 4 | 82 | 10 | 0 | 96 | 14 | 42 | 18 | 2 | 74 | 32 | 197 | 35 | 2 | 264 | 12 | 34 | 16 | 0 | 62 | 4 | 496 | 500 |
| 16:30 | 5 | 87 | 9 | 0 | 101 | 7 | 46 | 11 | 0 | 64 | 39 | 244 | 51 | 2 | 334 | 12 | 44 | 15 | 0 | 71 | 2 | 570 | 572 |
| 16:45 | 6 | 84 | 10 | 2 | 100 | 12 | 44 | 15 | 0 | 71 | 43 | 297 | 55 | 2 | 395 | 27 | 27 | 16 | 1 | 70 | 5 | 636 | 641 |
| Total | 20 | 333 | 37 | 4 | 390 | 45 | 171 | 67 | 2 | 283 | 142 | 952 | 179 | 9 | 1273 | 62 | 141 | 68 | 1 | 271 | 16 | 2217 | 2233 |
| 17:00 | 12 | 78 | 8 | 1 | 98 | 16 | 32 | 8 | 0 | 56 | 51 | 336 | 47 | 12 | 434 | 17 | 48 | 18 | 1 | 83 | 14 | 671 | 685 |
| 17:15 | 18 | 98 | 10 | 2 | 126 | 13 | 35 | 15 | 1 | 63 | 53 | 324 | 52 | 2 | 429 | 19 | 51 | 14 | 0 | 84 | 5 | 702 | 707 |
| 17:30 | 6 | 82 | 7 | 1 | 95 | 11 | 53 | 20 | 0 | 84 | 40 | 281 | 42 | 5 | 363 | 14 | 43 | 26 | 0 | 83 | 6 | 625 | 631 |
| 17:45 | 12 | 68 | 16 | 2 | 96 | 8 | 52 | 16 | 0 | 76 | 40 | 245 | 39 | 1 | 324 | 18 | 44 | 18 | 1 | 80 | 4 | 576 | 580 |
| Total | 48 | 326 | 41 | 6 | 415 | 48 | 172 | 59 | 1 | 279 | 184 | 1186 | 180 | 20 | 1550 | 68 | 186 | 76 | 2 | 330 | 29 | 2574 | 2603 |



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

File Name : tmc 1218
 Site Code : 12180202
 Start Date : 06/26/2012
 Page No : 2

Weather: Warm, Sunny
 Counter: DB-400
 study conducted by: Reno/Hannah

Groups Printed- Unshifted

| Start Time | CSAH 11 Southbound | | | | | Egret Blvd. Westbound | | | | | CSAH 11 Northbound | | | | | Egret Blvd. Eastbound | | | | | Exclu. Total | Inclu. Total | Int. Total |
|--------------------|--------------------|-------------|------------|------------|-------------|-----------------------|-------------|------------|-----------|-------------|--------------------|-------------|-------------|------------|-------------|-----------------------|-------------|-------------|-----------|-------------|--------------|--------------|--------------|
| | Left | Thru | Right | Heavy | App. Total | Left | Thru | Right | Heavy | App. Total | Left | Thru | Right | Heavy | App. Total | Left | Thru | Right | Heavy | App. Total | | | |
| 18:00 | 2 | 65 | 5 | 2 | 72 | 18 | 35 | 11 | 0 | 64 | 35 | 216 | 29 | 2 | 280 | 24 | 39 | 10 | 0 | 73 | 4 | 489 | 493 |
| 18:15 | 7 | 74 | 8 | 0 | 89 | 15 | 37 | 8 | 0 | 60 | 37 | 197 | 24 | 1 | 258 | 11 | 35 | 9 | 0 | 55 | 1 | 462 | 463 |
| 18:30 | 10 | 84 | 7 | 1 | 101 | 11 | 43 | 11 | 1 | 65 | 27 | 128 | 27 | 2 | 182 | 5 | 33 | 13 | 2 | 51 | 6 | 399 | 405 |
| 18:45 | 6 | 57 | 5 | 4 | 68 | 12 | 34 | 9 | 0 | 55 | 20 | 121 | 25 | 1 | 166 | 8 | 21 | 6 | 2 | 35 | 7 | 324 | 331 |
| Total | 25 | 280 | 25 | 7 | 330 | 56 | 149 | 39 | 1 | 244 | 119 | 662 | 105 | 6 | 866 | 48 | 128 | 38 | 4 | 214 | 18 | 1674 | 1692 |
| 19:00 | 13 | 75 | 13 | 2 | 101 | 17 | 36 | 14 | 0 | 67 | 16 | 108 | 19 | 1 | 143 | 6 | 24 | 12 | 1 | 42 | 4 | 353 | 357 |
| 19:15 | 12 | 68 | 7 | 1 | 87 | 7 | 32 | 15 | 1 | 54 | 23 | 110 | 24 | 2 | 157 | 12 | 25 | 22 | 1 | 59 | 5 | 357 | 362 |
| 19:30 | 3 | 47 | 7 | 0 | 57 | 6 | 32 | 10 | 0 | 48 | 21 | 89 | 13 | 2 | 123 | 6 | 21 | 14 | 0 | 41 | 2 | 269 | 271 |
| 19:45 | 3 | 61 | 3 | 3 | 67 | 8 | 32 | 8 | 0 | 48 | 19 | 79 | 22 | 0 | 120 | 6 | 23 | 9 | 0 | 38 | 3 | 273 | 276 |
| Total | 31 | 251 | 30 | 6 | 312 | 38 | 132 | 47 | 1 | 217 | 79 | 386 | 78 | 5 | 543 | 30 | 93 | 57 | 2 | 180 | 14 | 1252 | 1266 |
| 20:00 | 8 | 67 | 10 | 0 | 85 | 7 | 27 | 13 | 0 | 47 | 23 | 86 | 13 | 1 | 122 | 7 | 18 | 7 | 0 | 32 | 1 | 286 | 287 |
| 20:15 | 0 | 64 | 7 | 4 | 71 | 13 | 22 | 12 | 0 | 47 | 17 | 85 | 19 | 1 | 121 | 5 | 27 | 7 | 0 | 39 | 5 | 278 | 283 |
| 20:30 | 2 | 70 | 7 | 0 | 79 | 7 | 19 | 3 | 0 | 29 | 23 | 76 | 13 | 0 | 112 | 11 | 28 | 5 | 0 | 44 | 0 | 264 | 264 |
| 20:45 | 3 | 53 | 10 | 0 | 66 | 9 | 28 | 5 | 0 | 42 | 16 | 67 | 25 | 0 | 108 | 9 | 19 | 5 | 0 | 33 | 0 | 249 | 249 |
| Total | 13 | 254 | 34 | 4 | 301 | 36 | 96 | 33 | 0 | 165 | 79 | 314 | 70 | 2 | 463 | 32 | 92 | 24 | 0 | 148 | 6 | 1077 | 1083 |
| 21:00 | 7 | 40 | 12 | 1 | 59 | 13 | 20 | 9 | 0 | 42 | 12 | 77 | 9 | 0 | 98 | 17 | 25 | 9 | 0 | 51 | 1 | 250 | 251 |
| 21:15 | 6 | 52 | 3 | 0 | 61 | 3 | 21 | 6 | 0 | 30 | 12 | 78 | 15 | 0 | 105 | 6 | 20 | 10 | 0 | 36 | 0 | 232 | 232 |
| 21:30 | 7 | 36 | 8 | 0 | 51 | 11 | 24 | 8 | 1 | 43 | 17 | 67 | 19 | 1 | 103 | 2 | 13 | 12 | 1 | 27 | 3 | 224 | 227 |
| 21:45 | 3 | 23 | 2 | 0 | 28 | 6 | 14 | 10 | 0 | 30 | 18 | 67 | 8 | 1 | 93 | 3 | 10 | 9 | 0 | 22 | 1 | 173 | 174 |
| Total | 23 | 151 | 25 | 1 | 199 | 33 | 79 | 33 | 1 | 145 | 59 | 289 | 51 | 2 | 399 | 28 | 68 | 40 | 1 | 136 | 5 | 879 | 884 |
| Grand Total | 315 | 5949 | 452 | 141 | 6716 | 808 | 1667 | 506 | 43 | 2981 | 1162 | 6673 | 1201 | 151 | 9036 | 588 | 1496 | 1078 | 76 | 3162 | 411 | 21895 | 22306 |
| Apprch % | 4.7 | 88.6 | 6.7 | | | 27.1 | 55.9 | 17 | | | 12.9 | 73.8 | 13.3 | | | 18.6 | 47.3 | 34.1 | | | | | |
| Total % | 1.4 | 27.2 | 2.1 | | 30.7 | 3.7 | 7.6 | 2.3 | | 13.6 | 5.3 | 30.5 | 5.5 | | 41.3 | 2.7 | 6.8 | 4.9 | | 14.4 | 1.8 | 98.2 | |

| Start Time | CSAH 11 Southbound | | | | Egret Blvd. Westbound | | | | CSAH 11 Northbound | | | | Egret Blvd. Eastbound | | | | Int. Total |
|--|--------------------|-------------|------------|------------|-----------------------|-------------|------------|------------|--------------------|-------------|-----------|------------|-----------------------|-------------|-------------|------------|-------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 06:00 to 11:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 06:45 | | | | | | | | | | | | | | | | | |
| 06:45 | 1 | 248 | 7 | 256 | 24 | 19 | 0 | 43 | 4 | 34 | 4 | 42 | 6 | 16 | 29 | 51 | 392 |
| 07:00 | 1 | 222 | 1 | 224 | 30 | 14 | 6 | 50 | 8 | 33 | 3 | 44 | 1 | 13 | 41 | 55 | 373 |
| 07:15 | 3 | 218 | 5 | 226 | 27 | 20 | 3 | 50 | 5 | 49 | 7 | 61 | 4 | 17 | 32 | 53 | 390 |
| 07:30 | 6 | 196 | 7 | 209 | 27 | 19 | 4 | 50 | 2 | 56 | 5 | 63 | 5 | 14 | 32 | 51 | 373 |
| Total Volume | 11 | 884 | 20 | 915 | 108 | 72 | 13 | 193 | 19 | 172 | 19 | 210 | 16 | 60 | 134 | 210 | 1528 |
| % App. Total | 1.2 | 96.6 | 2.2 | | 56 | 37.3 | 6.7 | | 9 | 81.9 | 9 | | 7.6 | 28.6 | 63.8 | | |
| PHF | .458 | .891 | .714 | .894 | .900 | .900 | .542 | .965 | .594 | .768 | .679 | .833 | .667 | .882 | .817 | .955 | .974 |

| Start Time | CSAH 11 Southbound | | | | Egret Blvd. Westbound | | | | CSAH 11 Northbound | | | | Egret Blvd. Eastbound | | | | Int. Total |
|--|--------------------|-------------|------------|------------|-----------------------|-------------|-------------|------------|--------------------|-------------|-------------|-------------|-----------------------|-------------|-------------|------------|-------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 12:00 to 21:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | |
| 16:45 | 6 | 84 | 10 | 100 | 12 | 44 | 15 | 71 | 43 | 297 | 55 | 395 | 27 | 27 | 16 | 70 | 636 |
| 17:00 | 12 | 78 | 8 | 98 | 16 | 32 | 8 | 56 | 51 | 336 | 47 | 434 | 17 | 48 | 18 | 83 | 671 |
| 17:15 | 18 | 98 | 10 | 126 | 13 | 35 | 15 | 63 | 53 | 324 | 52 | 429 | 19 | 51 | 14 | 84 | 702 |
| 17:30 | 6 | 82 | 7 | 95 | 11 | 53 | 20 | 84 | 40 | 281 | 42 | 363 | 14 | 43 | 26 | 83 | 625 |
| Total Volume | 42 | 342 | 35 | 419 | 52 | 164 | 58 | 274 | 187 | 1238 | 196 | 1621 | 77 | 169 | 74 | 320 | 2634 |
| % App. Total | 10 | 81.6 | 8.4 | | 19 | 59.9 | 21.2 | | 11.5 | 76.4 | 12.1 | | 24.1 | 52.8 | 23.1 | | |
| PHF | .583 | .872 | .875 | .831 | .813 | .774 | .725 | .815 | .882 | .921 | .891 | .934 | .713 | .828 | .712 | .952 | .938 |



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

Study Name : TMC1218
Study Date : 06/29/12
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 11
Number of Lanes: 2
85% Speed < 40 MPH.
Total Approach Volume: 9,036

Southbound: CSAH 11
Number of Lanes: 2
85% Speed < 40 MPH.
Total Approach Volume: 6,716

Minor Street Approaches

Eastbound: Egret Blvd.
Number of Lanes: 2
Total Approach Volume: 3,162

Westbound: Egret Blvd.
Number of Lanes: 2
Total Approach Volume: 2,981

Warrant Summary (Urban values apply.)

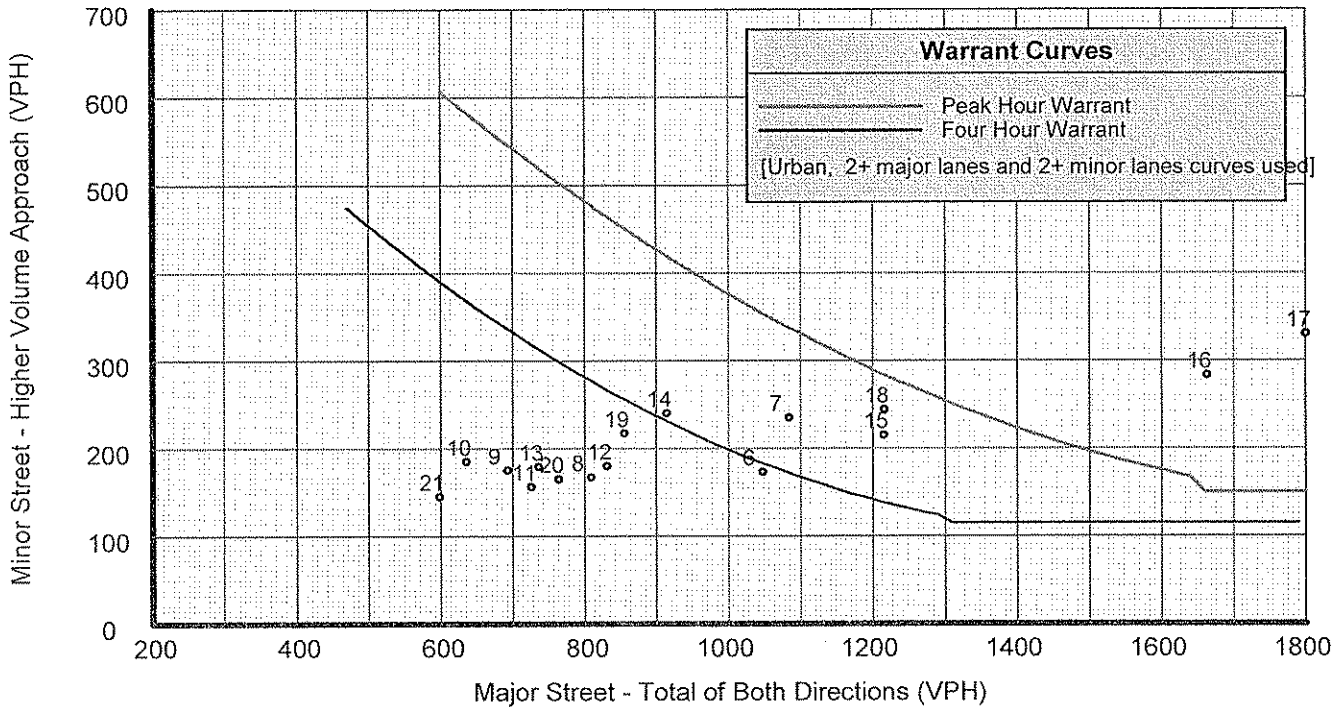
| | |
|--|----------------------|
| Warrant 1 - Eight Hour Vehicular Volumes | Satisfied |
| Warrant 1A - Minimum Vehicular Volume Not Satisfied | |
| Required volumes reached for 7 hours, 8 are needed | |
| Warrant 1B - Interruption of Continuous Traffic Not Satisfied | |
| Required volumes reached for 7 hours, 8 are needed | |
| Warrant 1 A&B - Combination of Warrants Satisfied | |
| Required volumes reached for 12 hours, 8 are needed | |
| Warrant 2 - Four Hour Volumes | Satisfied |
| Number of hours (6) volumes exceed minimum >= minimum required (4). | |
| Warrant 3 - Peak Hour | Satisfied |
| Warrant 3A - Peak Hour Delay Satisfied | |
| Number of hours (58) volumes exceed minimum >= required (1). Delay data not evaluated. | |
| Warrant 3B - Peak Hour Volumes Satisfied | |
| Volumes exceed minimums for at least one hour. | |
| Warrant 4 - Pedestrian Volumes | Not Evaluated |
| Warrant 5 - School Crossing | Not Evaluated |
| Warrant 6 - Coordinated Signal System | Not Evaluated |
| Warrant 7 - Crash Experience | Not Evaluated |
| Warrant 8 - Roadway Network | Not Evaluated |
| Warrant 9 - Intersection Near a Grade Crossing | Not Evaluated |



ANOKA COUNTY HIGHWAY PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC1218
Study Date : 06/29/12
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

| Hour Begin | Major Total | Higher Minor Vol | Dir | War 1A | | | War 1B | | | War 1A&B | | |
|------------|-------------|------------------|-----|------------|------------|--------|------------|------------|--------|------------|------------|--------|
| | | | | Major Crit | Minor Crit | Meets? | Major Crit | Minor Crit | Meets? | Major Crit | Minor Crit | Meets? |
| 00:00 | 0 | 0 | EB | 600-No | 200-No | --- | 900-No | 100-No | --- | 720-No | 160-No | --- |
| 01:00 | 0 | 0 | EB | 600-No | 200-No | --- | 900-No | 100-No | --- | 720-No | 160-No | --- |
| 02:00 | 0 | 0 | EB | 600-No | 200-No | --- | 900-No | 100-No | --- | 720-No | 160-No | --- |
| 03:00 | 0 | 0 | EB | 600-No | 200-No | --- | 900-No | 100-No | --- | 720-No | 160-No | --- |
| 04:00 | 0 | 0 | EB | 600-No | 200-No | --- | 900-No | 100-No | --- | 720-No | 160-No | --- |
| 05:00 | 0 | 0 | EB | 600-No | 200-No | --- | 900-No | 100-No | --- | 720-No | 160-No | --- |
| 06:00 | 1,047 | 173 | EB | 600-Yes | 200-No | Major | 900-Yes | 100-Yes | Both | 720-Yes | 160-Yes | Both |
| 07:00 | 1,084 | 235 | EB | 600-Yes | 200-Yes | Both | 900-Yes | 100-Yes | Both | 720-Yes | 160-Yes | Both |
| 08:00 | 809 | 167 | EB | 600-Yes | 200-No | Major | 900-No | 100-Yes | Minor | 720-Yes | 160-Yes | Both |
| 09:00 | 693 | 175 | EB | 600-Yes | 200-No | Major | 900-No | 100-Yes | Minor | 720-No | 160-Yes | Minor |
| 10:00 | 636 | 185 | EB | 600-Yes | 200-No | Major | 900-No | 100-Yes | Minor | 720-No | 160-Yes | Minor |
| 11:00 | 726 | 156 | EB | 600-Yes | 200-No | Major | 900-No | 100-Yes | Minor | 720-Yes | 160-No | Major |
| 12:00 | 831 | 180 | EB | 600-Yes | 200-No | Major | 900-No | 100-Yes | Minor | 720-Yes | 160-Yes | Both |
| 13:00 | 736 | 179 | WB | 600-Yes | 200-No | Major | 900-No | 100-Yes | Minor | 720-Yes | 160-Yes | Both |
| 14:00 | 914 | 240 | EB | 600-Yes | 200-Yes | Both | 900-Yes | 100-Yes | Both | 720-Yes | 160-Yes | Both |
| 15:00 | 1,215 | 215 | WB | 600-Yes | 200-Yes | Both | 900-Yes | 100-Yes | Both | 720-Yes | 160-Yes | Both |
| 16:00 | 1,663 | 283 | WB | 600-Yes | 200-Yes | Both | 900-Yes | 100-Yes | Both | 720-Yes | 160-Yes | Both |
| 17:00 | 1,965 | 330 | EB | 600-Yes | 200-Yes | Both | 900-Yes | 100-Yes | Both | 720-Yes | 160-Yes | Both |
| 18:00 | 1,216 | 244 | WB | 600-Yes | 200-Yes | Both | 900-Yes | 100-Yes | Both | 720-Yes | 160-Yes | Both |
| 19:00 | 855 | 217 | WB | 600-Yes | 200-Yes | Both | 900-No | 100-Yes | Minor | 720-Yes | 160-Yes | Both |
| 20:00 | 764 | 165 | WB | 600-Yes | 200-No | Major | 900-No | 100-Yes | Minor | 720-Yes | 160-Yes | Both |
| 21:00 | 598 | 145 | WB | 600-No | 200-No | --- | 900-No | 100-Yes | Minor | 720-No | 160-No | --- |
| 22:00 | 0 | 0 | EB | 600-No | 200-No | --- | 900-No | 100-No | --- | 720-No | 160-No | --- |
| 23:00 | 0 | 0 | EB | 600-No | 200-No | --- | 900-No | 100-No | --- | 720-No | 160-No | --- |



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

Study Name : TMC1218
Study Date : 06/29/12
Page No. : 1

Multi-Way Stop Warrant Report

Major Street Approaches

Northbound: CSAH 11
Total Approach Volume: 9,036
85% Speed < 40 MPH.

Southbound: CSAH 11
Total Approach Volume: 6,716
85% Speed < 40 MPH.

Minor Street Approaches

Eastbound: Egret Blvd.
Total Approach Volume: 3,162

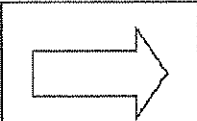
Westbound: Egret Blvd.
Total Approach Volume: 2,981

Warrant Summary

- Criteria A - Interim Measure** Not Evaluated
If traffic signals are justified, stop signs can be installed as an interim measure.
- Criteria B - Crash Experience** Not Evaluated
- Criteria C - Minimum Volumes and Delays** Satisfied
Delay data not evaluated
Required volumes reached for 16 hours, 8 are needed
- Criteria D - 80% of Volumes, Delays, and Crashes** Not Evaluated
Delay data not evaluated
Number of crashes (-1) is less than the minimum required (4).
Required volumes reached for 0 hours, 8 are needed

Analysis of 8 Hour Volume Warrants:

| Time | Major Total | Minor Total | Crit C | | | Crit D | | |
|---------------|-------------|-------------|---------|------------|--------|------------|------------|--------|
| | | | Major | Minor Crit | Meets? | Major Crit | Minor Crit | Meets? |
| 05:45 - 06:45 | 749 | 207 | 300-Yes | 200-Yes | Both | 240-Yes | 160-Yes | Both |
| 06:45 - 07:45 | 1,125 | 403 | 300-Yes | 200-Yes | Both | 240-Yes | 160-Yes | Both |
| 07:45 - 08:45 | 870 | 358 | 300-Yes | 200-Yes | Both | 240-Yes | 160-Yes | Both |
| 08:45 - 09:45 | 703 | 298 | 300-Yes | 200-Yes | Both | 240-Yes | 160-Yes | Both |
| 09:45 - 10:45 | 676 | 320 | 300-Yes | 200-Yes | Both | 240-Yes | 160-Yes | Both |
| 10:45 - 11:45 | 696 | 319 | 300-Yes | 200-Yes | Both | 240-Yes | 160-Yes | Both |
| 11:45 - 12:45 | 768 | 346 | 300-Yes | 200-Yes | Both | 240-Yes | 160-Yes | Both |
| 12:45 - 13:45 | 788 | 348 | 300-Yes | 200-Yes | Both | 240-Yes | 160-Yes | Both |
| 13:45 - 14:45 | 881 | 406 | 300-Yes | 200-Yes | Both | 240-Yes | 160-Yes | Both |
| 14:45 - 15:45 | 1,087 | 407 | 300-Yes | 200-Yes | Both | 240-Yes | 160-Yes | Both |
| 15:45 - 16:45 | 1,516 | 532 | 300-Yes | 200-Yes | Both | 240-Yes | 160-Yes | Both |
| 16:45 - 17:45 | 2,040 | 594 | 300-Yes | 200-Yes | Both | 240-Yes | 160-Yes | Both |
| 17:45 - 18:45 | 1,402 | 524 | 300-Yes | 200-Yes | Both | 240-Yes | 160-Yes | Both |
| 18:45 - 19:45 | 902 | 401 | 300-Yes | 200-Yes | Both | 240-Yes | 160-Yes | Both |
| 19:45 - 20:45 | 777 | 324 | 300-Yes | 200-Yes | Both | 240-Yes | 160-Yes | Both |
| 20:45 - 21:45 | 651 | 304 | 300-Yes | 200-Yes | Both | 240-Yes | 160-Yes | Both |
| 05:30 - 06:30 | 499 | 114 | 300-Yes | 200-No | Major | 240-Yes | 160-No | Major |
| 00:00 - 01:00 | 0 | 0 | 300-No | 200-No | No | 240-No | 160-No | No |
| 00:15 - 01:15 | 0 | 0 | 300-No | 200-No | No | 240-No | 160-No | No |
| 00:30 - 01:30 | 0 | 0 | 300-No | 200-No | No | 240-No | 160-No | No |
| 00:45 - 01:45 | 0 | 0 | 300-No | 200-No | No | 240-No | 160-No | No |
| 01:00 - 02:00 | 0 | 0 | 300-No | 200-No | No | 240-No | 160-No | No |
| 01:15 - 02:15 | 0 | 0 | 300-No | 200-No | No | 240-No | 160-No | No |
| 01:30 - 02:30 | 0 | 0 | 300-No | 200-No | No | 240-No | 160-No | No |



COUNT LOCATION:

CSAH 11 (Foley Blvd.)

DATE:

06/28/2012

@ Egret Blvd.

NORTH

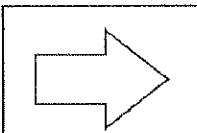
| |
|-----------------------|
| APP. #1 = CSAH 11 |
| APP. #2 = Egret Blvd. |
| APP. #3 = CSAH 11 |
| APP. #4 = Egret Blvd. |

| | |
|---------|---------|
| APP. #2 | APP. #3 |
| APP. #1 | APP. #4 |

- HEAVY VEHICLE- ANY VEHICLE HAVING MORE THAN FOUR TIRES TOUCHING THE PAVEMENT
- A. TRUCKS- A HEAVY VEHICLE INVOLVED PRIMARILY IN THE TRANSPORT OF GOODS OR IN THE DELIVERY OF A SERVICE.
 - B. RV- A HEAVY VEHICLE OPERATED BY A PRIVATE MOTORIST AND INVOLVED IN THE TRANSPORT OF RECREATIONAL EQUIPMENT OR FACILITIES.
 - C. BUSES- A HEAVY VEHICLE INVOLVED IN THE TRANSPORTATION OF GROUPS OF PEOPLE.

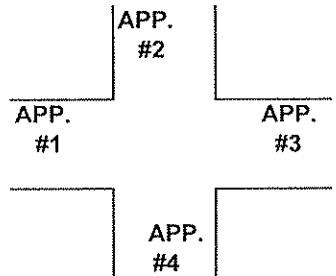
| TIME | PEDESTRIANS | | | | | HEAVY VEHICLES | | |
|---------------------|-------------|---------|---------|---------|------------|---------------------|----|------------|
| | APP. #1 | APP. #2 | APP. #3 | APP. #4 | 15 MIN TOT | TRUCKS | RV | BUS |
| 6:00-6:15AM | | | | | | 3 | | 1 |
| 6:15-6:30 | | | | | | 5 | | 1 |
| 6:30-6:45 | | | | | | 6 | | |
| 6:45-7:00 | | | | | | 1 | | 2 |
| HOURLY TOTAL | | | | | | HOURLY TOTAL | | 19 |
| 7:00-7:15 | 1 | | 1 | | 2 | 4 | | 3 |
| 7:15-7:30 | | | | | | 7 | | 8 |
| 7:30-7:45 | | | | | | 3 | | 3 |
| 7:45-8:00 | | | 1 | | 1 | 8 | | 6 |
| HOURLY TOTAL | | | | | 3 | HOURLY TOTAL | | 42 |
| 8:00-8:15 | | | | 1 | 1 | 4 | | 3 |
| 8:15-8:30 | 1 | | | | 1 | 5 | | 4 |
| 8:30-8:45 | 2 | | | 1 | 3 | 4 | | 6 |
| 8:45-9:00 | | | | | | 8 | | 2 |
| HOURLY TOTAL | | | | | 5 | HOURLY TOTAL | | 36 |
| 9:00-9:15 | | | | | | 6 | 1 | 2 |
| 9:15-9:30 | | | | | | 8 | | 3 |
| 9:30-9:45 | | | | | | 4 | | 3 |
| 9:45-10:00 | 1 | | | 1 | 2 | 3 | 1 | 1 |
| HOURLY TOTAL | | | | | 2 | HOURLY TOTAL | | 32 |
| 10:00-10:15 | | | | | | 4 | | |
| 10:15-10:30 | 1 | | 1 | | 2 | 7 | | 3 |
| 10:30-10:45 | | | 1 | | 1 | 4 | | 1 |
| 10:45-11:00 | | 1 | 1 | | 2 | 3 | 1 | 5 |
| HOURLY TOTAL | | | | | 5 | | | 28 |
| 11:00-11:15 | 4 | | | 1 | 5 | 9 | | 6 |
| 11:15-11:30 | | | 1 | 2 | 3 | 5 | 1 | 4 |
| 11:30-11:45 | 1 | | | | 1 | 7 | | 4 |
| 11:45-12:00 | 8 | 2 | 1 | 1 | 12 | 6 | | 2 |
| HOURLY TOTAL | | | | | 21 | HOURLY TOTAL | | 44 |
| 12:00-12:15 | | | | | | 5 | | 2 |
| 12:15-12:30 | 1 | | 1 | | 2 | 9 | | 2 |
| 12:30-12:45 | 1 | | | | 1 | 10 | | 1 |
| 12:45-1:00 | | | 2 | 1 | 3 | 12 | | 5 |
| HOURLY TOTAL | | | | | 6 | HOURLY TOTAL | | 46 |
| 1:00-1:15 | | | | 2 | 2 | 3 | | 2 |
| 1:15-1:30 | | 1 | | 3 | 4 | 3 | | 4 |
| 1:30-1:45 | | | | 3 | 3 | 5 | | |
| 1:45-2:00 | | | | 3 | 3 | 4 | | 3 |
| HOURLY TOTAL | | | | | 12 | HOURLY TOTAL | | 24 |
| TOTAL | | | | | 54 | TOTAL | | 271 |

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COUNT LOCATION: CSAH 11 (Foley Blvd.) DATE: 06/26/2012
@ Egret Blvd.

NORTH
 APP. #1 = CSAH 11
 APP. #2 = Egret Blvd.
 APP. #3 = CSAH 11
 APP. #4 = Egret Blvd.



HEAVY VEHICLE- ANY VEHICLE HAVING MORE THAN FOUR TIRES TOUCHING THE PAVEMENT
 A. TRUCKS- A HEAVY VEHICLE INVOLVED PRIMARILY IN THE TRANSPORT OF GOODS OR IN THE DELIVERY OF A SERVICE.
 B. RV- A HEAVY VEHICLE OPERATED BY A PRIVATE MOTORIST AND INVOLVED IN THE TRANSPORT OF RECREATIONAL EQUIPMENT OR FACILITIES.
 C. BUSES- A HEAVY VEHICLE INVOLVED IN THE TRANSPORTATION OF GROUPS OF PEOPLE.

| TIME | PEDESTRIANS | | | | | HEAVY VEHICLES | | |
|---------------------|-------------|---------|---------|---------|------------|---------------------|----|------------|
| | APP. #1 | APP. #2 | APP. #3 | APP. #4 | 15 MIN TOT | TRUCKS | RV | BUS |
| 2:00-2:15PM | 2 | | | 3 | 5 | 5 | | 2 |
| 2:15-2:30 | 1 | | | | 1 | 8 | 1 | 4 |
| 2:30-2:45 | | | | | | 3 | | |
| 2:45-3:00 | | | 2 | | 2 | 5 | | 1 |
| HOURLY TOTAL | | | | | 8 | HOURLY TOTAL | | 29 |
| 3:00-3:15 | 2 | | 1 | | 3 | 3 | | 1 |
| 3:15-3:30 | | | | | | 4 | | 5 |
| 3:30-3:45 | | | 3 | 1 | 4 | 6 | 1 | 1 |
| 3:45-4:00 | 1 | | 1 | 1 | 3 | 4 | 1 | |
| HOURLY TOTAL | | | | | 10 | HOURLY TOTAL | | 26 |
| 4:00-4:15 | | 1 | 2 | | 3 | 5 | | 1 |
| 4:15-4:30 | | | | | | 4 | | |
| 4:30-4:45 | | | | | | 2 | | |
| 4:45-5:00 | 2 | 1 | | | 3 | 5 | | |
| HOURLY TOTAL | | | | | 6 | HOURLY TOTAL | | 17 |
| 5:00-5:15 | 1 | 1 | | 1 | 3 | 14 | | |
| 5:15-5:30 | | | 1 | 1 | 2 | 2 | | 2 |
| 5:30-5:45 | 1 | | 2 | | 3 | 6 | | |
| 5:45-6:00 | | | | 3 | 3 | 4 | | |
| HOURLY TOTAL | | | | | 11 | HOURLY TOTAL | | 28 |
| 6:00-6:15 | | | 1 | 1 | 2 | 1 | | 1 |
| 6:15-6:30 | | | | 2 | 2 | 7 | | 1 |
| 6:30-6:45 | | | | | | | | |
| 6:45-7:00 | | | | | | 7 | | |
| HOURLY TOTAL | | | | | 4 | HOURLY TOTAL | | 17 |
| 7:00-7:15 | 1 | | | 1 | 2 | 4 | | |
| 7:15-7:30 | | | | | | 4 | | 1 |
| 7:30-7:45 | 5 | | 2 | 1 | 8 | 2 | | |
| 7:45-8:00 | 1 | | | 1 | 2 | 3 | | |
| HOURLY TOTAL | | | | | 12 | HOURLY TOTAL | | 14 |
| 8:00-8:15 | | | 1 | 1 | 2 | 1 | | |
| 8:15-8:30 | 1 | | | | 1 | 3 | | 2 |
| 8:30-8:45 | 2 | | | | 2 | | | |
| 8:45-9:00 | | 1 | 3 | 2 | 6 | | | |
| HOURLY TOTAL | | | | | 11 | HOURLY TOTAL | | 6 |
| 9:00-9:15 | | | | | | 1 | | |
| 9:15-9:30 | | 1 | | 1 | 2 | | | |
| 9:30-9:45 | | | | | | 2 | | 1 |
| 9:45-10:00 | | | | | | 1 | | |
| HOURLY TOTAL | | | | | 2 | HOURLY TOTAL | | 5 |
| TOTAL | | | | | 118 | TOTAL | | 413 |

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