

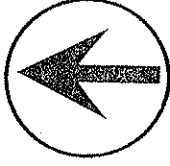
Date : 08/30/12

Count Number : TMC1236

Location : CSAH 22 (Viking Blvd.)

@ Cedar Drive (Old CR 67)

Collection Period : PEAK HOURS  
6-8 AM, 4-6 PM



North

CSAH 22

2280

#1

1153
1127
0
1082
45
C
B
A

CSAH 22

#3

1110
0
1067
43
J
H
G

1179

2289

Cedar Drive

88

#4

183
86
0
97
M
L
K

271

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

Anoka County Highway Department  
Traffic Volume and Turning  
Movement Study

Date : 08/30/12

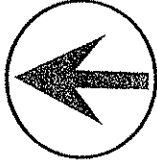
Count Number : TMC1236

Location : CSAH 22 (Viking Blvd.)

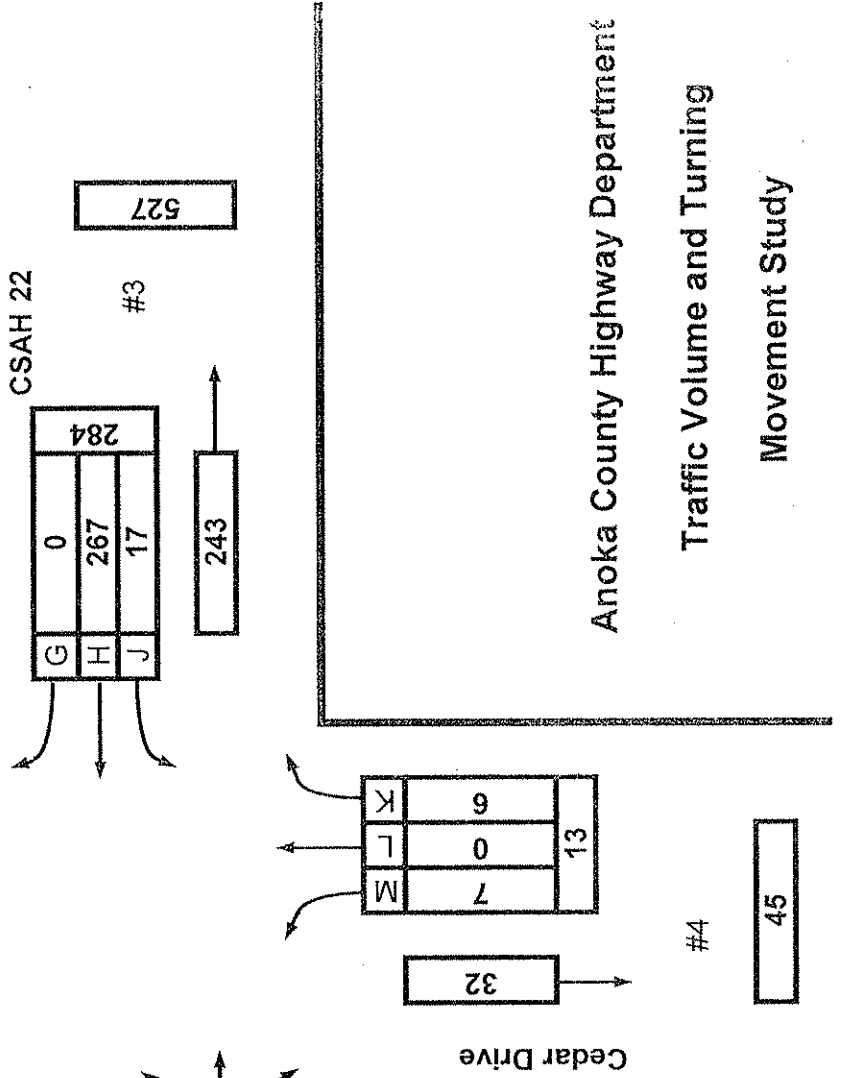
@ Cedar Drive (Old CR 67)

Collection Period : AM PEAK

Hour : 6:45 AM - 7:45 AM



North



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

Anoka County Highway Department  
 Traffic Volume and Turning  
 Movement Study

Date : 08/28/12

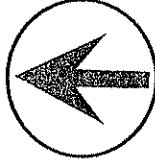
Count Number : TMC1236

Location : CSAH 22 (Viking Blvd.)

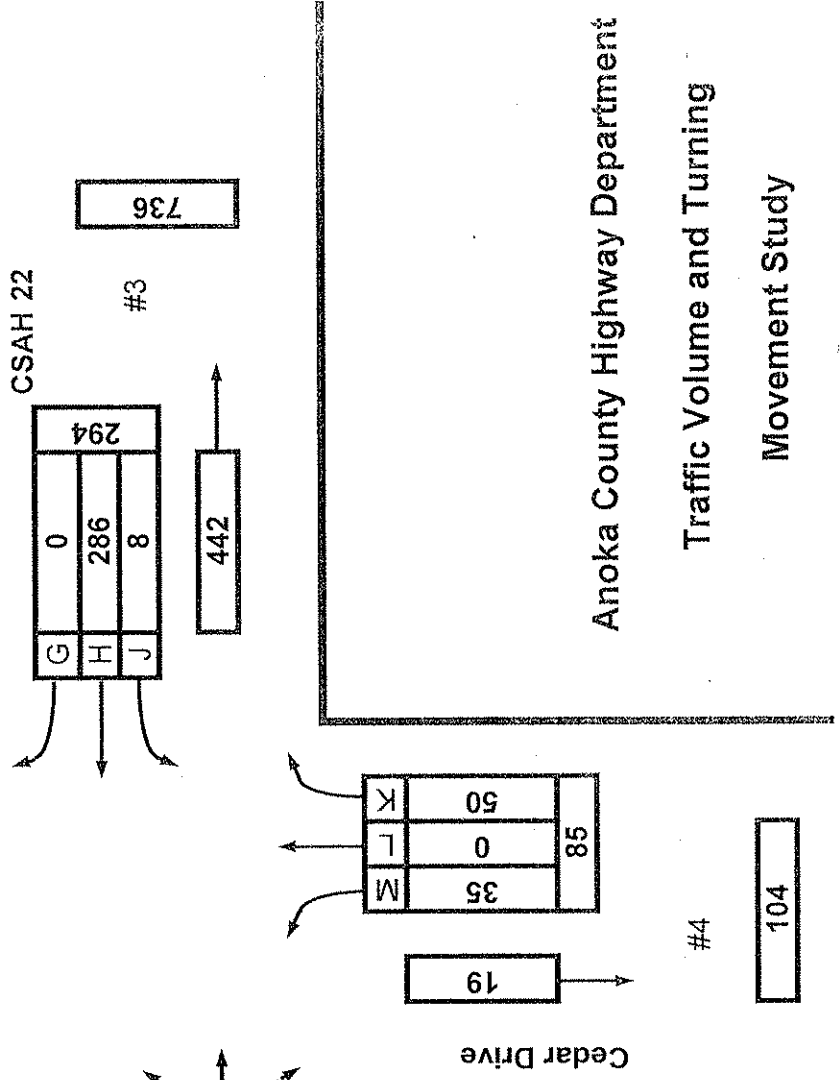
@ Cedar Drive (Old CR 67)

Collection Period : PM PEAK

Hour : 4:15 PM - 5:15 PM



North



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

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 : TMC1236  
 Site Code : 12360202  
 Start Date : 08/28/2012  
 Page No : 1

Weather: Warm and Sunny  
 Counter: DB-400  
 Counted by: Sam and Andrea

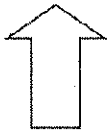
#### Groups Printed- Unshifted

Start Time	NONE Southbound					CSAH 22 Westbound					Cedar Drive (Old 67) Northbound					CSAH 22 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			
06:00	0	0	0	0	0	1	44	0	3	45	0	0	1	0	1	0	35	0	6	35	9	81	90
06:15	0	0	0	0	0	5	63	0	4	68	0	0	1	0	1	0	40	0	2	40	6	109	115
06:30	0	0	0	0	0	3	63	0	4	66	0	0	4	0	4	0	41	4	2	45	6	115	121
06:45	0	0	0	0	0	6	67	0	3	73	2	0	4	0	6	0	54	3	1	57	4	136	140
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>237</b>	<b>0</b>	<b>14</b>	<b>252</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>170</b>	<b>7</b>	<b>11</b>	<b>177</b>	<b>25</b>	<b>441</b>	<b>466</b>
07:00	0	0	0	0	0	2	65	0	7	67	4	0	1	0	5	0	50	3	2	53	9	125	134
07:15	0	0	0	0	0	2	60	0	1	62	1	0	0	0	1	0	63	5	3	68	4	131	135
07:30	0	0	0	0	0	7	75	0	3	82	0	0	1	0	1	0	70	4	11	74	14	157	171
07:45	0	0	0	0	0	1	42	0	1	43	2	0	2	0	4	0	61	1	7	62	8	109	117
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>242</b>	<b>0</b>	<b>12</b>	<b>254</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>244</b>	<b>13</b>	<b>23</b>	<b>257</b>	<b>35</b>	<b>522</b>	<b>557</b>
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
16:00	0	0	0	0	0	1	68	0	1	69	10	0	10	2	20	0	70	0	3	70	6	159	165
16:15	0	0	0	0	0	1	74	0	3	75	5	0	11	0	16	0	121	1	4	122	7	213	220
16:30	0	0	0	0	0	3	72	0	6	75	9	0	9	0	18	0	103	3	3	106	9	199	208
16:45	0	0	0	0	0	2	65	0	5	67	6	0	10	1	15	0	91	7	1	98	7	181	188
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>279</b>	<b>0</b>	<b>15</b>	<b>286</b>	<b>30</b>	<b>0</b>	<b>40</b>	<b>3</b>	<b>70</b>	<b>0</b>	<b>385</b>	<b>11</b>	<b>11</b>	<b>396</b>	<b>29</b>	<b>752</b>	<b>781</b>
17:00	0	0	0	0	0	2	75	0	5	77	15	0	20	0	35	0	77	0	3	77	8	189	197
17:15	0	0	0	0	0	1	69	0	2	70	3	0	10	0	13	0	79	3	3	82	5	165	170
17:30	0	0	0	0	0	3	96	0	3	99	15	0	8	0	23	0	69	5	1	74	4	196	200
17:45	0	0	0	0	0	3	69	0	1	72	14	0	5	1	19	0	58	6	2	64	4	155	159
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>309</b>	<b>0</b>	<b>11</b>	<b>318</b>	<b>47</b>	<b>0</b>	<b>43</b>	<b>1</b>	<b>90</b>	<b>0</b>	<b>283</b>	<b>14</b>	<b>9</b>	<b>297</b>	<b>21</b>	<b>705</b>	<b>726</b>
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>1067</b>	<b>0</b>	<b>52</b>	<b>1110</b>	<b>86</b>	<b>0</b>	<b>97</b>	<b>4</b>	<b>183</b>	<b>0</b>	<b>1082</b>	<b>45</b>	<b>54</b>	<b>1127</b>	<b>110</b>	<b>2420</b>	<b>2530</b>
Apprch %	0	0	0			3.9	96.1	0			47	0	53			0	96	4					
Total %	0	0	0			1.8	44.1	0		45.9	3.6	0	4		7.6	0	44.7	1.9		46.6	4.3	95.7	

**Anoka County Highway Department**  
**Traffic Engineering Section**  
**Traffic Volume and Turning Movement Study**

Start Time	NONE Southbound				CSAH 22 Westbound				Cedar Drive (Old 67) Northbound				CSAH 22 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	0	0	0	0	6	67	0	73	2	0	4	6	0	54	3	57	136
07:00	0	0	0	0	2	65	0	67	4	0	1	5	0	50	3	53	125
07:15	0	0	0	0	2	60	0	62	1	0	0	1	0	63	5	68	131
07:30	0	0	0	0	7	75	0	82	0	0	1	1	0	70	4	74	157
Total Volume	0	0	0	0	17	267	0	284	7	0	6	13	0	237	15	252	549
% App. Total	0	0	0	0	6	94	0		53.8	0	46.2		0	94	6		
PHF	.000	.000	.000	.000	.607	.890	.000	.866	.438	.000	.375	.542	.000	.846	.750	.851	.874

Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	0	0	0	0	1	74	0	75	5	0	11	16	0	121	1	122	213
16:30	0	0	0	0	3	72	0	75	9	0	9	18	0	103	3	106	199
16:45	0	0	0	0	2	65	0	67	6	0	10	16	0	91	7	98	181
17:00	0	0	0	0	2	75	0	77	15	0	20	35	0	77	0	77	189
Total Volume	0	0	0	0	8	286	0	294	35	0	50	85	0	392	11	403	782
% App. Total	0	0	0	0	2.7	97.3	0		41.2	0	58.8		0	97.3	2.7		
PHF	.000	.000	.000	.000	.667	.953	.000	.955	.583	.000	.625	.607	.000	.810	.393	.826	.918



**NORTH**

**COUNT LOCATION:** \_\_\_\_\_

CSAH 22 (Viking Blvd.)

**DATE:** \_\_\_\_\_

08/30/2012

@ Cedar Drive (Old CR 67)

HEAVY VEHICLE- ANY VEHICLE HAVING MORE THAN FOUR TIRES TOUCHING THE PAVEMENT

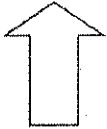
- A. TRUCKS- A HEAVY VEHICLE INVOLVED PRIMARILY IN THE TRANSPORT OF GOODS OR IN THE DELIVERY OF A SERVICE.
- B. RV- A HEAVY VEHICLE OPERATED BY A PRIVATE MOTORIST AND INVOLVED IN THE TRANSPORT OF RECREATIONAL EQUIPMENT OR FACILITIES.
- C. BUSES- A HEAVY VEHICLE INVOLVED IN THE TRANSPORTATION OF GROUPS OF PEOPLE.

APP. #1 = CSAH 22
APP. #2 = None
APP. #3 = CSAH 22
APP. #4 = Cedar Drive

APP. #1	APP. #3
APP. #4	

TIME	PEDESTRIANS					HEAVY VEHICLES		
	APP. #1	APP. #2	APP. #3	APP. #4	15 MIN TOT	TRUCKS	RV	BUS
6:00-6:15AM						9		
6:15-6:30						6		
6:30-6:45						6		
6:45-7:00						4		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>25</b>
7:00-7:15						11		1
7:15-7:30						7		
7:30-7:45						8		
7:45-8:00						8		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>35</b>
8:00-8:15								
8:15-8:30								
8:30-8:45								
8:45-9:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		
9:00-9:15								
9:15-9:30								
9:30-9:45								
9:45-10:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		
10:00-10:15								
10:15-10:30								
10:30-10:45								
10:45-11:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		
11:00-11:15								
11:15-11:30								
11:30-11:45								
11:45-12:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		
12:00-12:15								
12:15-12:30								
12:30-12:45								
12:45-1:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		
1:00-1:15								
1:15-1:30								
1:30-1:45								
1:45-2:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		
					<b>TOTAL</b>		<b>TOTAL</b>	<b>60</b>

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**NORTH**

**COUNT LOCATION:**

CSAH 22 (Viking Blvd.)

**DATE:**

08/28/2012

@ Cedar Drive (Old CR 67)

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.

APP. #1 = CSAH 22
APP. #2 = None
APP. #3 = CSAH 22
APP. #4 = Cedar Drive

APP. #1	APP. #3
APP. #4	

TIME	PEDESTRIANS					HEAVY VEHICLES		
	APP. #1	APP. #2	APP. #3	APP. #4	15 MIN TOT	TRUCKS	RV	BUS
2:00-2:15PM								
2:15-2:30								
2:30-2:45								
2:45-3:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		
3:00-3:15								
3:15-3:30								
3:30-3:45								
3:45-4:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		
4:00-4:15						5		1
4:15-4:30						7		
4:30-4:45						8		1
4:45-5:00						6	1	
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>29</b>
5:00-5:15						8		
5:15-5:30						4	1	
5:30-5:45						4		
5:45-6:00						4		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>21</b>
6:00-6:15								
6:15-6:30								
6:30-6:45								
6:45-7:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		
7:00-7:15								
7:15-7:30								
7:30-7:45								
7:45-8:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		
8:00-8:15								
8:15-8:30								
8:30-8:45								
8:45-9:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		
9:00-9:15								
9:15-9:30								
9:30-9:45								
9:45-10:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		
					<b>TOTAL</b>		<b>TOTAL</b>	<b>110</b>

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