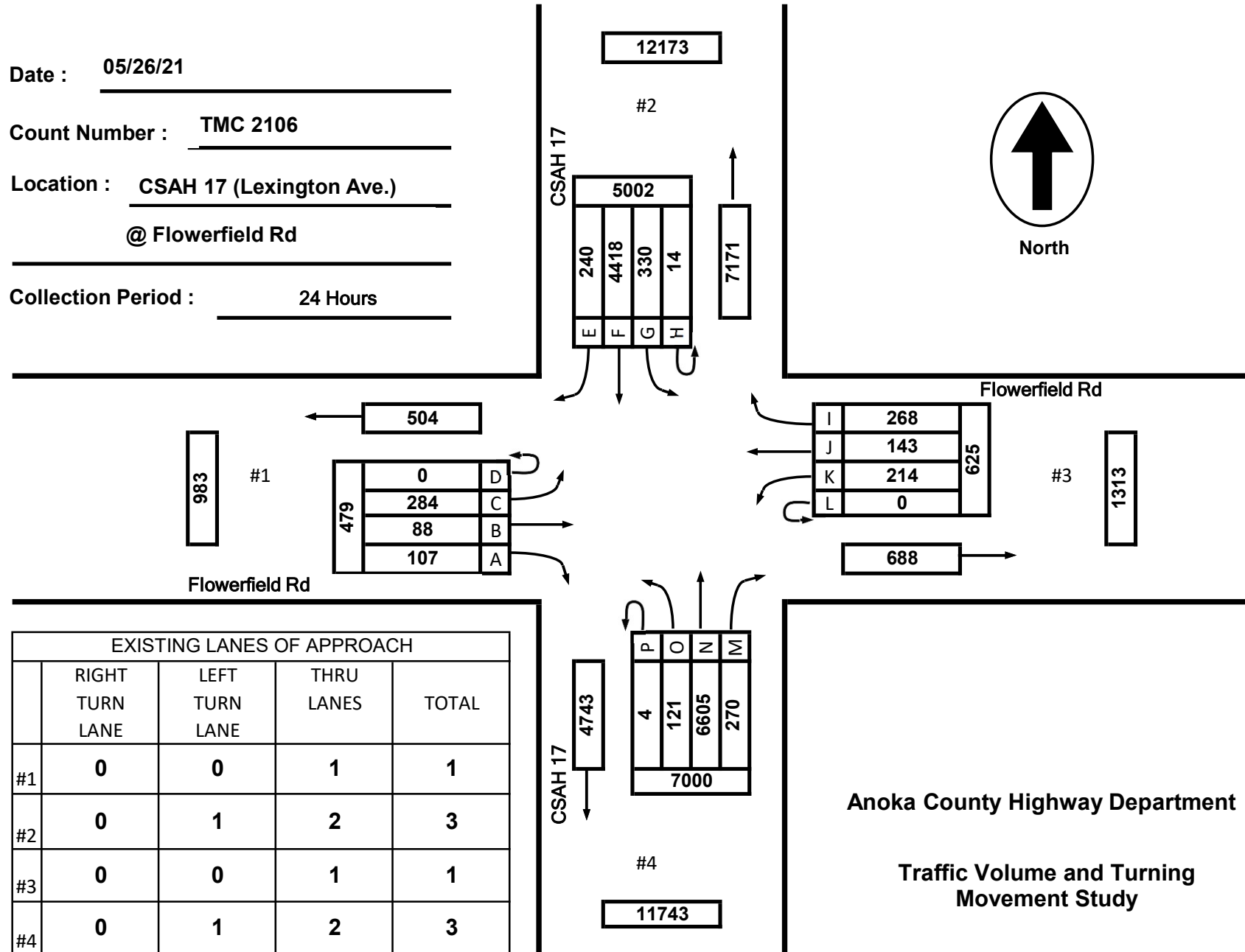
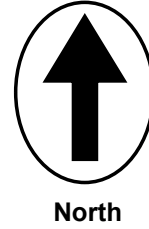


Date : 05/26/21

Count Number : TMC 2106

Location : CSAH 17 (Lexington Ave.)  
@ Flowerfield Rd

Collection Period : 24 Hours



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

Anoka County Highway Department  
 Traffic Volume and Turning Movement Study

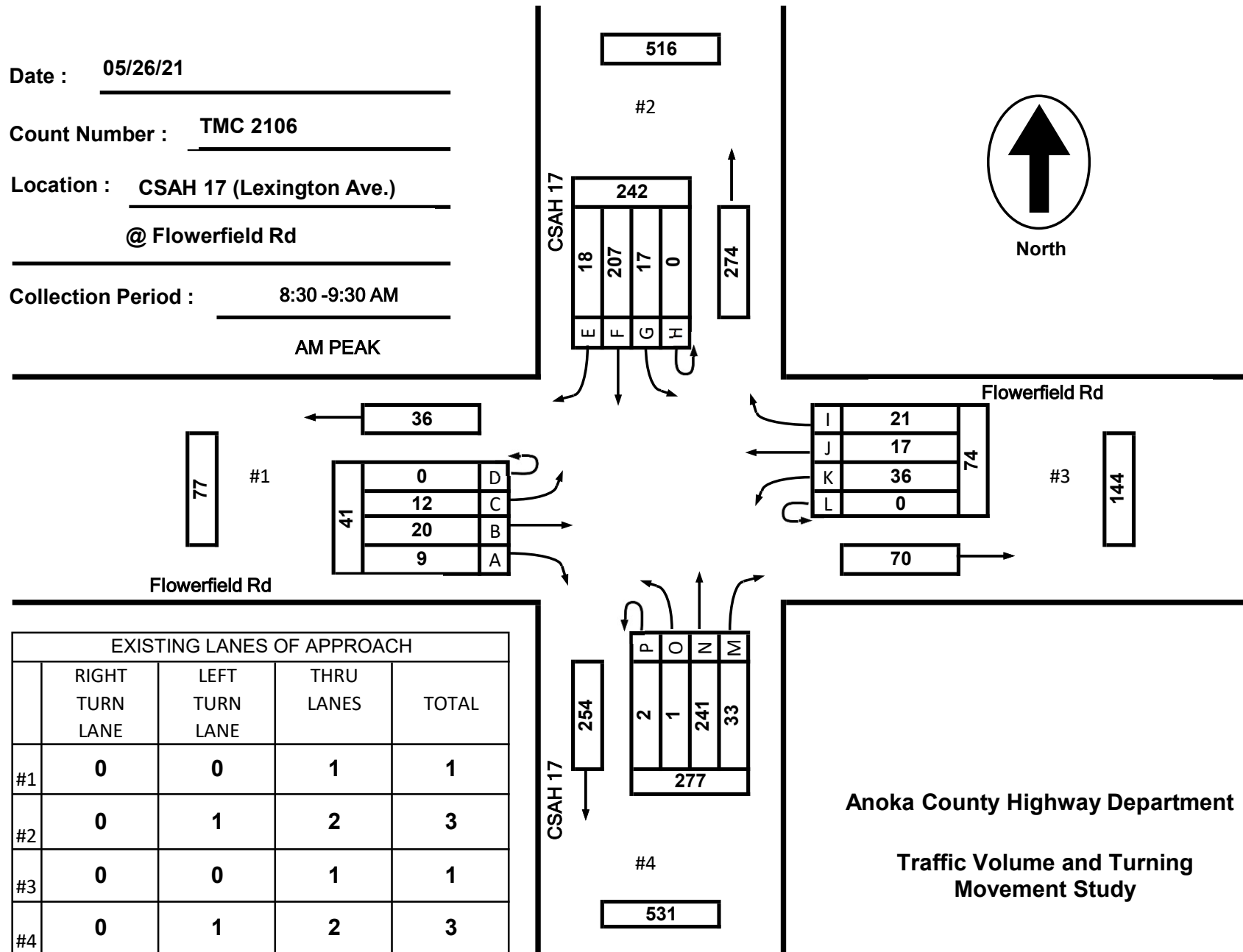
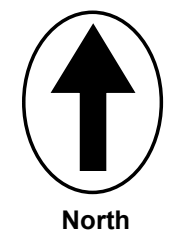
Date : 05/26/21

Count Number : TMC 2106

Location : CSAH 17 (Lexington Ave.)  
@ Flowerfield Rd

Collection Period : 8:30 -9:30 AM

AM PEAK



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

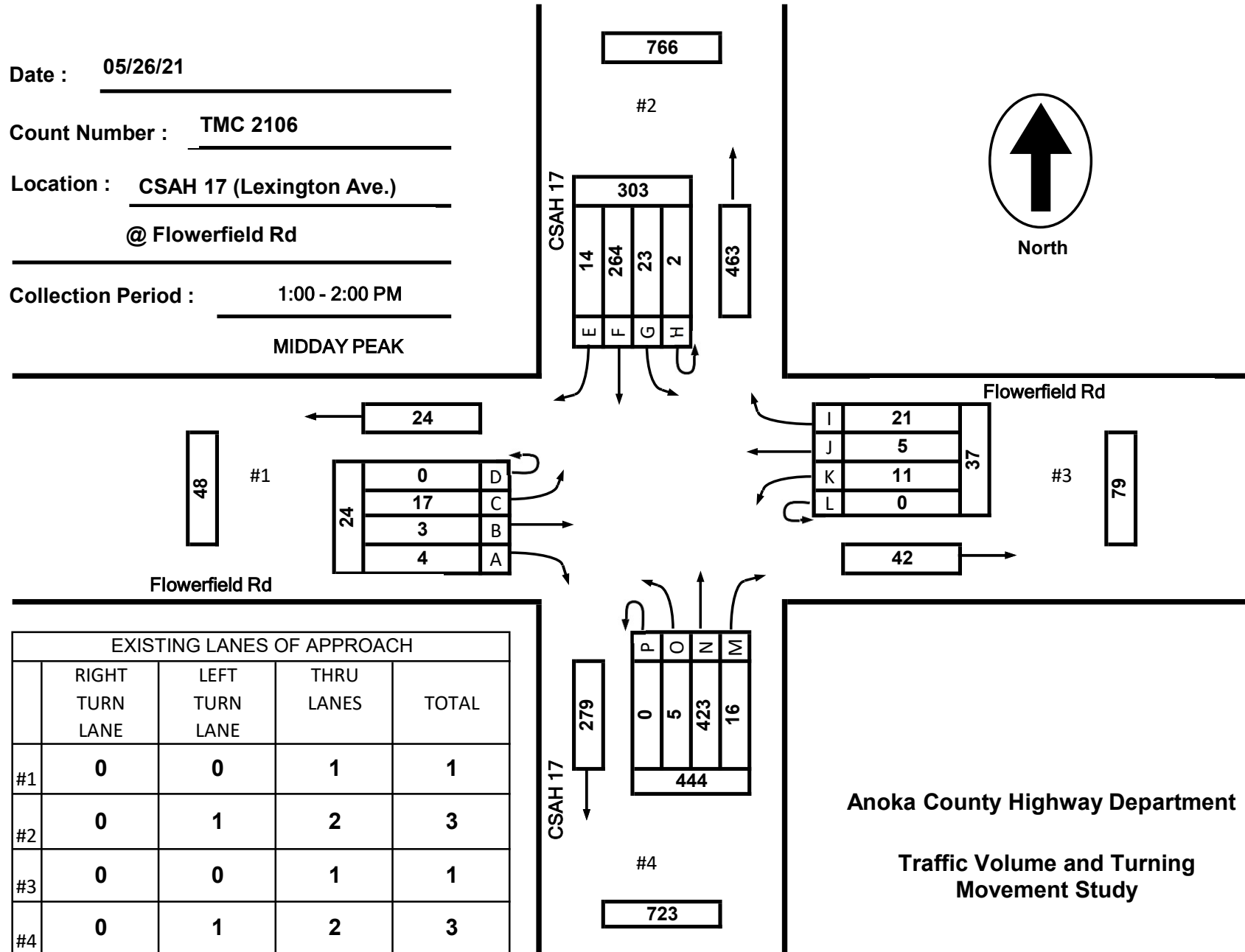
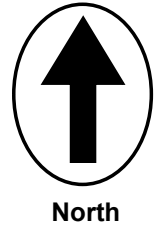
Anoka County Highway Department  
 Traffic Volume and Turning Movement Study

Date : 05/26/21

Count Number : TMC 2106

Location : CSAH 17 (Lexington Ave.)  
@ Flowerfield Rd

Collection Period : 1:00 - 2:00 PM  
**MIDDAY PEAK**



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

Anoka County Highway Department

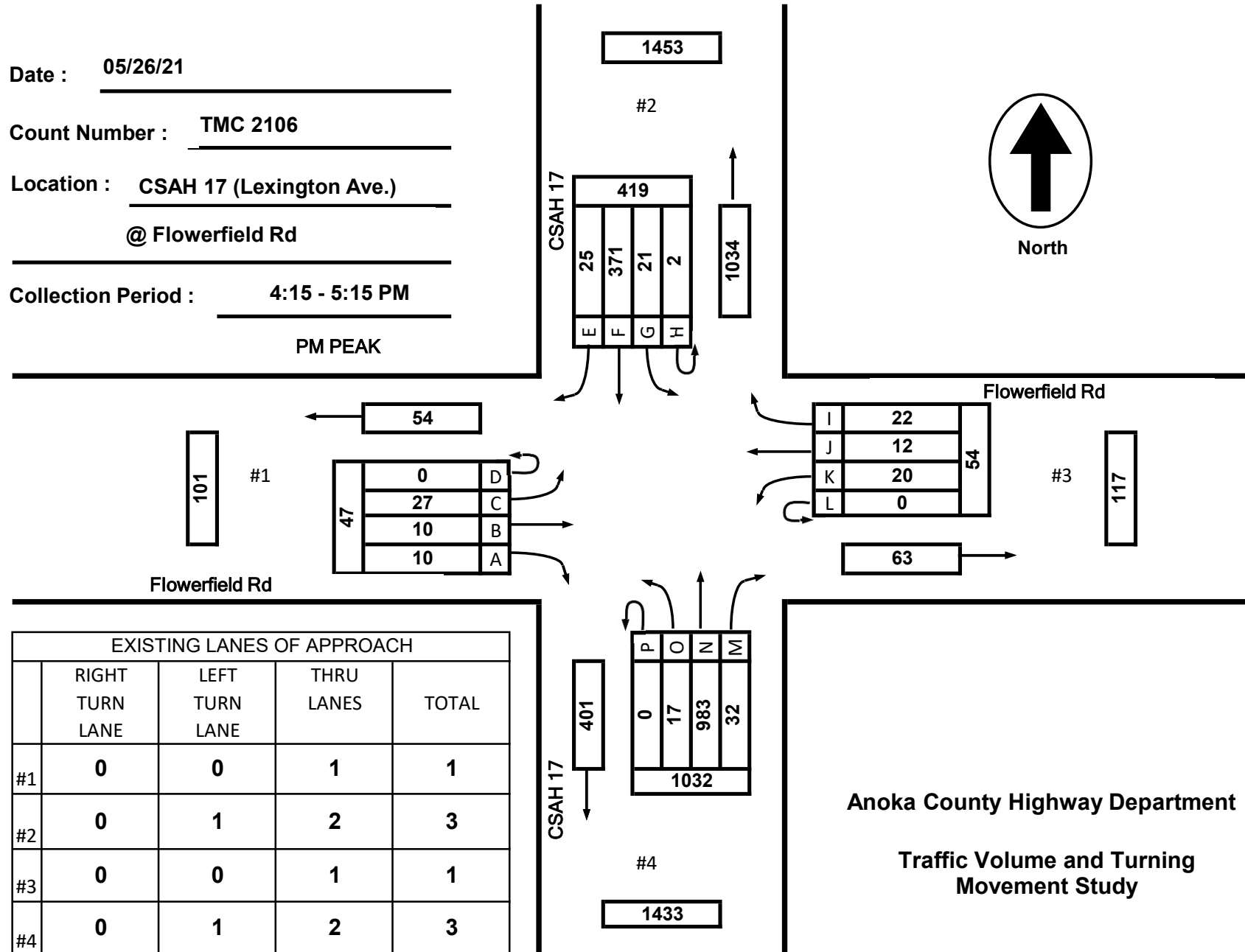
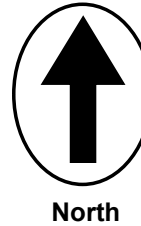
Traffic Volume and Turning Movement Study

Date : 05/26/21

Count Number : TMC 2106

Location : CSAH 17 (Lexington Ave.)  
@ Flowerfield Rd

Collection Period : 4:15 - 5:15 PM  
 PM PEAK



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

Weather: Cool & Sunny  
 CountCAM 200  
 Study Conducted By: Matt

File Name : TMC 2106  
 Site Code :  
 Start Date : 5/26/2021  
 Page No : 1

Groups Printed- Cars + - Trucks

Start Time	CSAH 17 Southbound						Flowerfield Rd Westbound						CSAH 17 Northbound						Flowerfield Rd Eastbound						Exclu. Total	Inclu. Total	Int. Total		
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total					
00:00	0	0	5	0	0	5	0	0	0	1	0	1	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	11	11
00:15	0	0	3	0	0	3	0	0	0	0	0	0	0	0	5	0	0	5	0	0	1	0	0	1	0	0	9	9	
00:30	1	2	6	0	0	9	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	16	16	
00:45	0	0	3	0	0	3	0	0	0	1	0	1	0	1	3	1	0	5	0	0	0	0	0	0	0	0	9	9	
<b>Total</b>	<b>1</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>45</b>		
01:00	0	1	1	0	0	2	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	4	
01:15	0	0	3	0	0	3	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	0	1	0	0	8	8	
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	0	2	0	0	3	3	
01:45	0	0	2	0	0	2	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	7	7	
<b>Total</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>22</b>		
02:00	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4	4	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	
02:30	0	0	4	0	0	4	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	10	10	
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</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>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>		
03:00	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	6	6	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	2	
03:30	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	3	
03:45	0	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	7	7	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>18</b>		
04:00	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	3	3	
04:15	0	0	5	0	0	5	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	6	6	
04:30	0	0	7	0	0	7	0	0	2	0	0	2	0	0	4	0	0	4	0	0	0	1	0	1	0	0	14	14	
04:45	0	0	11	0	0	11	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	1	0	1	0	0	17	17	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>40</b>	<b>40</b>		
05:00	0	0	16	0	0	16	0	0	0	1	0	1	0	0	4	0	0	4	0	0	0	0	0	0	0	0	21	21	
05:15	0	0	25	0	0	25	0	0	2	1	0	3	0	0	6	1	0	7	0	0	0	0	0	0	0	0	35	35	
05:30	0	0	29	1	0	30	0	1	3	1	0	5	0	0	18	0	0	18	0	3	0	1	0	4	0	0	57	57	
05:45	0	0	25	0	0	25	0	2	0	3	0	5	0	0	15	0	0	15	0	0	0	2	0	2	0	0	47	47	
<b>Total</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>1</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>160</b>	<b>160</b>		
06:00	0	2	33	0	0	35	0	0	1	1	0	2	0	0	17	1	0	18	0	2	0	1	1	3	1	0	58	59	
06:15	0	1	55	1	0	57	0	2	3	1	1	6	0	0	14	0	0	14	0	6	0	1	0	7	1	0	84	85	
06:30	0	2	58	2	0	62	0	2	2	0	0	4	0	0	31	0	0	31	0	5	0	3	0	8	0	0	105	105	



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

Weather: Cool & Sunny  
 CountCAM 200  
 Study Conducted By: Matt

File Name : TMC 2106  
 Site Code :  
 Start Date : 5/26/2021  
 Page No : 2

Groups Printed- Cars + - Trucks

Start Time	CSAH 17 Southbound						Flowerfield Rd Westbound						CSAH 17 Northbound						Flowerfield Rd Eastbound						Exclu. Total	Inclu. Total	Int. Total
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total			
06:45	0	0	60	1	0	61	0	5	2	0	1	7	0	0	39	1	0	40	0	3	0	1	2	4	3	112	115
Total	0	5	206	4	0	215	0	9	8	2	2	19	0	0	101	2	0	103	0	16	0	6	3	22	5	359	364
07:00	0	0	54	3	0	57	0	1	3	2	0	6	0	0	25	5	0	30	0	4	0	0	0	4	0	97	97
07:15	0	4	59	1	2	64	0	3	4	4	2	11	0	0	29	2	0	31	0	4	0	2	1	6	5	112	117
07:30	0	5	53	2	0	60	0	5	3	5	0	13	0	0	47	6	0	53	0	7	0	1	0	8	0	134	134
07:45	0	3	74	3	0	80	0	5	3	2	0	10	0	0	65	1	0	66	0	3	1	0	0	4	0	160	160
Total	0	12	240	9	2	261	0	14	13	13	2	40	0	0	166	14	0	180	0	18	1	3	1	22	5	503	508
08:00	0	1	48	0	1	49	0	5	3	6	0	14	0	0	52	4	0	56	0	2	3	1	1	6	2	125	127
08:15	0	2	47	1	0	50	0	3	2	5	0	10	0	0	49	7	0	56	0	3	1	1	0	5	0	121	121
08:30	0	4	57	2	0	63	0	6	2	2	1	10	0	0	59	8	0	67	0	2	1	0	0	3	1	143	144
08:45	0	4	47	5	0	56	0	8	4	6	0	18	1	1	60	12	0	74	0	3	7	4	0	14	0	162	162
Total	0	11	199	8	1	218	0	22	11	19	1	52	1	1	220	31	0	253	0	10	12	6	1	28	3	551	554
09:00	0	7	47	6	0	60	0	18	11	6	0	35	0	0	72	9	0	81	0	4	10	3	1	17	1	193	194
09:15	0	2	56	5	0	63	0	4	0	7	0	11	1	0	50	4	0	55	0	3	2	2	0	7	0	136	136
09:30	0	4	39	0	0	43	0	4	2	2	0	8	0	1	68	0	0	69	0	7	1	0	0	8	0	128	128
09:45	0	4	51	1	1	56	0	1	0	6	0	7	0	1	69	2	0	72	0	0	1	2	0	3	1	138	139
Total	0	17	193	12	1	222	0	27	13	21	0	61	1	2	259	15	0	277	0	14	14	7	1	35	2	595	597
10:00	0	5	44	2	0	51	0	2	4	2	0	8	0	1	48	4	0	53	0	1	0	1	0	2	0	114	114
10:15	0	5	60	3	0	68	0	2	1	5	1	8	0	2	53	2	1	57	0	1	1	1	0	3	2	136	138
10:30	0	1	56	2	0	59	0	0	2	2	0	4	0	0	69	2	0	71	0	8	0	3	0	11	0	145	145
10:45	0	5	69	6	0	80	0	1	2	3	0	6	0	0	83	5	0	88	0	4	1	2	0	7	0	181	181
Total	0	16	229	13	0	258	0	5	9	12	1	26	0	3	253	13	1	269	0	14	2	7	0	23	2	576	578
11:00	0	3	46	2	0	51	0	4	4	3	1	11	0	3	88	5	0	96	0	5	1	3	0	9	1	167	168
11:15	1	5	58	2	0	66	0	4	1	5	0	10	0	0	90	3	0	93	0	1	1	4	0	6	0	175	175
11:30	0	4	74	7	0	85	0	2	1	6	0	9	1	3	75	2	0	81	0	5	0	2	0	7	0	182	182
11:45	0	11	76	1	0	88	0	1	2	3	0	6	0	1	72	2	0	75	0	8	1	3	0	12	0	181	181
Total	1	23	254	12	0	290	0	11	8	17	1	36	1	7	325	12	0	345	0	19	3	12	0	34	1	705	706
12:00	0	6	80	5	0	91	0	4	1	6	0	11	0	2	79	3	0	84	0	8	2	2	0	12	0	198	198
12:15	0	3	73	4	0	80	0	4	2	1	1	7	0	1	89	1	0	91	0	5	1	0	0	6	1	184	185
12:30	1	7	70	4	0	82	0	5	4	2	0	11	0	3	79	2	0	84	0	3	0	2	0	5	0	182	182
12:45	0	7	85	4	0	96	0	3	3	4	1	10	0	0	68	2	0	70	0	6	1	2	0	9	1	185	186
Total	1	23	308	17	0	349	0	16	10	13	2	39	0	6	315	8	0	329	0	22	4	6	0	32	2	749	751
13:00	0	6	69	6	0	81	0	3	3	5	1	11	0	1	97	5	0	103	0	3	2	2	0	7	1	202	203
13:15	0	6	64	4	0	74	0	0	2	3	0	5	0	1	104	3	0	108	0	7	0	0	0	7	0	194	194



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

Weather: Cool & Sunny  
 CountCAM 200  
 Study Conducted By: Matt

File Name : TMC 2106  
 Site Code :  
 Start Date : 5/26/2021  
 Page No : 3

Groups Printed- Cars + - Trucks

Start Time	CSAH 17 Southbound						Flowerfield Rd Westbound						CSAH 17 Northbound						Flowerfield Rd Eastbound						Exclu. Total	Inclu. Total	Int. Total
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total			
13:30	2	5	76	2	0	85	0	5	0	6	0	11	0	1	107	3	0	111	0	3	1	2	0	6	0	213	213
13:45	0	6	55	2	0	63	0	3	0	7	0	10	0	2	115	5	1	122	0	4	0	0	0	4	1	199	200
<b>Total</b>	<b>2</b>	<b>23</b>	<b>264</b>	<b>14</b>	<b>0</b>	<b>303</b>	<b>0</b>	<b>11</b>	<b>5</b>	<b>21</b>	<b>1</b>	<b>37</b>	<b>0</b>	<b>5</b>	<b>423</b>	<b>16</b>	<b>1</b>	<b>444</b>	<b>0</b>	<b>17</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>2</b>	<b>808</b>	<b>810</b>
14:00	0	7	89	1	0	97	0	2	1	4	0	7	0	1	113	3	2	117	0	5	2	5	0	12	2	233	235
14:15	0	3	76	2	0	81	0	4	2	2	0	8	0	3	150	3	0	156	0	8	0	0	1	8	1	253	254
14:30	0	5	82	4	2	91	0	0	1	4	0	5	0	2	130	6	2	138	0	5	1	4	2	10	6	244	250
14:45	0	4	84	5	1	93	0	6	1	5	0	12	0	2	164	3	0	169	0	6	1	1	0	8	1	282	283
<b>Total</b>	<b>0</b>	<b>19</b>	<b>331</b>	<b>12</b>	<b>3</b>	<b>362</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>8</b>	<b>557</b>	<b>15</b>	<b>4</b>	<b>580</b>	<b>0</b>	<b>24</b>	<b>4</b>	<b>10</b>	<b>3</b>	<b>38</b>	<b>10</b>	<b>1012</b>	<b>1022</b>
15:00	0	6	75	8	1	89	0	4	0	8	1	12	0	1	181	5	0	187	0	9	0	2	0	11	2	299	301
15:15	0	11	99	9	0	119	0	0	1	9	2	10	0	4	217	9	0	230	0	5	5	1	1	11	3	370	373
15:30	0	16	81	9	0	106	0	6	1	3	4	10	0	5	233	10	0	248	0	2	5	0	0	7	4	371	375
15:45	0	11	83	4	0	98	0	13	10	12	1	35	0	5	230	8	0	243	0	4	1	1	0	6	1	382	383
<b>Total</b>	<b>0</b>	<b>44</b>	<b>338</b>	<b>30</b>	<b>1</b>	<b>412</b>	<b>0</b>	<b>23</b>	<b>12</b>	<b>32</b>	<b>8</b>	<b>67</b>	<b>0</b>	<b>15</b>	<b>861</b>	<b>32</b>	<b>0</b>	<b>908</b>	<b>0</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>35</b>	<b>10</b>	<b>1422</b>	<b>1432</b>
16:00	0	7	98	3	0	108	0	5	0	4	0	9	0	1	247	8	0	256	0	4	0	3	0	7	0	380	380
16:15	0	5	78	7	0	90	0	1	2	4	0	7	0	7	233	8	0	248	0	6	1	4	1	11	1	356	357
16:30	0	3	103	6	0	112	0	9	5	2	1	16	0	5	258	7	0	270	0	7	2	2	0	11	1	409	410
16:45	0	8	102	7	0	117	0	5	2	10	1	17	0	3	247	4	2	254	0	6	3	4	0	13	3	401	404
<b>Total</b>	<b>0</b>	<b>23</b>	<b>381</b>	<b>23</b>	<b>0</b>	<b>427</b>	<b>0</b>	<b>20</b>	<b>9</b>	<b>20</b>	<b>2</b>	<b>49</b>	<b>0</b>	<b>16</b>	<b>985</b>	<b>27</b>	<b>2</b>	<b>1028</b>	<b>0</b>	<b>23</b>	<b>6</b>	<b>13</b>	<b>1</b>	<b>42</b>	<b>5</b>	<b>1546</b>	<b>1551</b>
17:00	2	5	88	5	2	100	0	5	3	6	0	14	0	2	245	13	2	260	0	8	4	0	1	12	5	386	391
17:15	0	9	97	2	2	108	0	5	1	5	2	11	0	5	205	5	0	215	0	8	0	1	0	9	4	343	347
17:30	0	10	115	3	1	128	0	4	0	4	0	8	0	10	240	6	0	256	0	7	0	0	3	7	4	399	403
17:45	0	3	80	4	0	87	0	3	2	4	0	9	1	1	218	6	2	226	0	6	0	2	0	8	2	330	332
<b>Total</b>	<b>2</b>	<b>27</b>	<b>380</b>	<b>14</b>	<b>5</b>	<b>423</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>19</b>	<b>2</b>	<b>42</b>	<b>1</b>	<b>18</b>	<b>908</b>	<b>30</b>	<b>4</b>	<b>957</b>	<b>0</b>	<b>29</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>36</b>	<b>15</b>	<b>1458</b>	<b>1473</b>
18:00	0	7	86	5	0	98	0	1	2	5	0	8	0	5	158	4	0	167	0	7	3	2	0	12	0	285	285
18:15	0	2	72	2	0	76	0	3	2	9	0	14	0	3	153	6	0	162	0	8	0	3	0	11	0	263	263
18:30	1	6	66	8	0	81	0	3	2	7	0	12	0	3	108	3	1	114	0	3	0	1	2	4	3	211	214
18:45	3	5	76	7	0	91	0	2	4	4	1	10	0	1	96	2	0	99	0	4	1	1	0	6	1	206	207
<b>Total</b>	<b>4</b>	<b>20</b>	<b>300</b>	<b>22</b>	<b>0</b>	<b>346</b>	<b>0</b>	<b>9</b>	<b>10</b>	<b>25</b>	<b>1</b>	<b>44</b>	<b>0</b>	<b>12</b>	<b>515</b>	<b>15</b>	<b>1</b>	<b>542</b>	<b>0</b>	<b>22</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>33</b>	<b>4</b>	<b>965</b>	<b>969</b>
19:00	0	7	76	8	0	91	0	1	0	8	0	9	0	6	68	2	0	76	0	3	1	0	0	4	0	180	180
19:15	0	3	50	3	0	56	0	0	2	5	0	7	0	1	68	6	0	75	0	1	3	0	0	4	0	142	142
19:30	0	11	64	4	0	79	0	2	2	4	0	8	0	3	56	2	0	61	0	4	1	2	0	7	0	155	155
19:45	2	2	75	3	0	82	0	4	0	1	1	5	0	2	53	4	0	59	0	1	1	1	0	3	1	149	150
<b>Total</b>	<b>2</b>	<b>23</b>	<b>265</b>	<b>18</b>	<b>0</b>	<b>308</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>18</b>	<b>1</b>	<b>29</b>	<b>0</b>	<b>12</b>	<b>245</b>	<b>14</b>	<b>0</b>	<b>271</b>	<b>0</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>1</b>	<b>626</b>	<b>627</b>
20:00	1	5	48	6	0	60	0	0	2	1	2	3	0	2	56	3	0	61	0	3	1	0	0	4	2	128	130



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

Weather: Cool & Sunny  
 CountCAM 200  
 Study Conducted By: Matt

File Name : TMC 2106  
 Site Code :  
 Start Date : 5/26/2021  
 Page No : 4

Groups Printed- Cars + - Trucks

Start Time	CSAH 17 Southbound						Flowerfield Rd Westbound						CSAH 17 Northbound						Flowerfield Rd Eastbound						Exclu. Total	Inclu. Total	Int. Total
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total			
20:15	0	9	51	5	0	65	0	2	4	1	0	7	0	0	41	3	0	44	0	3	1	2	2	6	2	122	124
20:30	0	8	56	2	0	66	0	0	1	2	0	3	0	2	42	2	0	46	0	5	2	3	0	10	0	125	125
20:45	0	3	38	4	0	45	0	1	1	3	0	5	0	1	44	4	0	49	0	2	1	0	0	3	0	102	102
<b>Total</b>	<b>1</b>	<b>25</b>	<b>193</b>	<b>17</b>	<b>0</b>	<b>236</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>18</b>	<b>0</b>	<b>5</b>	<b>183</b>	<b>12</b>	<b>0</b>	<b>200</b>	<b>0</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>23</b>	<b>4</b>	<b>477</b>	<b>481</b>
21:00	0	4	29	2	0	35	0	2	0	0	0	2	0	2	31	3	0	36	0	1	1	2	0	4	0	77	77
21:15	0	1	35	3	0	39	0	1	1	1	0	3	0	0	20	2	0	22	0	2	1	0	0	3	0	67	67
21:30	0	1	21	1	0	23	0	0	0	0	0	0	0	1	25	0	0	26	0	1	1	1	0	3	0	52	52
21:45	0	0	23	1	0	24	0	0	1	1	0	2	0	2	14	3	0	19	0	2	0	1	0	3	0	48	48
<b>Total</b>	<b>0</b>	<b>6</b>	<b>108</b>	<b>7</b>	<b>0</b>	<b>121</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>90</b>	<b>8</b>	<b>0</b>	<b>103</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>244</b>	<b>244</b>
22:00	0	3	22	0	0	25	0	1	1	0	0	2	0	1	21	2	0	24	0	1	1	0	0	2	0	53	53
22:15	0	4	15	3	0	22	0	0	0	1	0	1	0	1	18	0	0	19	0	0	1	0	0	1	0	43	43
22:30	0	0	9	1	0	10	0	0	1	0	0	1	0	0	13	0	0	13	0	0	0	0	0	0	0	24	24
22:45	0	0	3	0	0	3	0	1	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	0	7	7
<b>Total</b>	<b>0</b>	<b>7</b>	<b>49</b>	<b>4</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>2</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>127</b>	<b>127</b>
23:00	0	0	3	2	0	5	0	0	0	0	0	0	0	0	11	1	0	12	0	2	2	0	0	4	0	21	21
23:15	0	2	11	0	0	13	0	0	0	1	0	1	0	0	14	1	0	15	0	0	0	1	0	1	0	30	30
23:30	0	1	6	0	0	7	0	0	0	1	0	1	0	1	8	0	0	9	0	0	1	0	0	1	0	18	18
23:45	0	0	3	1	0	4	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	14	14
<b>Total</b>	<b>0</b>	<b>3</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>2</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>83</b>	<b>83</b>
<b>Grand Total</b>	<b>14</b>	<b>330</b>	<b>4418</b>	<b>240</b>	<b>13</b>	<b>5002</b>	<b>0</b>	<b>214</b>	<b>143</b>	<b>268</b>	<b>26</b>	<b>625</b>	<b>4</b>	<b>121</b>	<b>6605</b>	<b>270</b>	<b>13</b>	<b>7000</b>	<b>0</b>	<b>284</b>	<b>88</b>	<b>107</b>	<b>19</b>	<b>479</b>	<b>71</b>	<b>13106</b>	<b>13177</b>
Apprch %	0.3	6.6	88.3	4.8			0	34.2	22.9	42.9			0.1	1.7	94.4	3.9			0	59.3	18.4	22.3					
Total %	0.1	2.5	33.7	1.8		38.2	0	1.6	1.1	2		4.8	0	0.9	50.4	2.1		53.4	0	2.2	0.7	0.8		3.7	0.5	99.5	
Cars +	14	325	4363	231		4946	0	208	142	264		640	4	118	6486	264		6885	0	279	84	103		485	0	0	12956
% Cars +	100	98.5	98.8	96.2	100	98.6	0	97.2	99.3	98.5	100	98.3	100	97.5	98.2	97.8	100	98.2	0	98.2	95.5	96.3	100	97.4	0	0	98.3
Trucks	0	5	55	9		69	0	6	1	4		11	0	3	119	6		128	0	5	4	4		13	0	0	221
% Trucks	0	1.5	1.2	3.8	0	1.4	0	2.8	0.7	1.5	0	1.7	0	2.5	1.8	2.2	0	1.8	0	1.8	4.5	3.7	0	2.6	0	0	1.7





# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

Weather: Cool & Sunny  
 CountCAM 200  
 Study Conducted By: Matt

File Name : TMC 2106  
 Site Code :  
 Start Date : 5/26/2021  
 Page No : 5

Start Time	CSAH 17 Southbound					Flowerfield Rd Westbound					CSAH 17 Northbound					Flowerfield Rd Eastbound					Int. Total
	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	
Peak Hour Analysis From 00:00 to 09:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30																					
08:30	0	4	57	2	63	0	6	2	2	10	0	0	59	8	67	0	2	1	0	3	143
08:45	0	4	47	5	56	0	8	4	6	18	1	1	60	12	74	0	3	7	4	14	162
09:00	0	7	47	6	60	0	18	11	6	35	0	0	72	9	81	0	4	10	3	17	193
09:15	0	2	56	5	63	0	4	0	7	11	1	0	50	4	55	0	3	2	2	7	136
Total Volume	0	17	207	18	242	0	36	17	21	74	2	1	241	33	277	0	12	20	9	41	634
% App. Total	0	7	85.5	7.4		0	48.6	23	28.4		0.7	0.4	87	11.9		0	29.3	48.8	22		
PHF	.000	.607	.908	.750	.960	.000	.500	.386	.750	.529	.500	.250	.837	.688	.855	.000	.750	.500	.563	.603	.821
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:00																					
13:00	0	6	69	6	81	0	3	3	5	11	0	1	97	5	103	0	3	2	2	7	202
13:15	0	6	64	4	74	0	0	2	3	5	0	1	104	3	108	0	7	0	0	7	194
13:30	2	5	76	2	85	0	5	0	6	11	0	1	107	3	111	0	3	1	2	6	213
13:45	0	6	55	2	63	0	3	0	7	10	0	2	115	5	122	0	4	0	0	4	199
Total Volume	2	23	264	14	303	0	11	5	21	37	0	5	423	16	444	0	17	3	4	24	808
% App. Total	0.7	7.6	87.1	4.6		0	29.7	13.5	56.8		0	1.1	95.3	3.6		0	70.8	12.5	16.7		
PHF	.250	.958	.868	.583	.891	.000	.550	.417	.750	.841	.000	.625	.920	.800	.910	.000	.607	.375	.500	.857	.948
Peak Hour Analysis From 14:00 to 23:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	5	78	7	90	0	1	2	4	7	0	7	233	8	248	0	6	1	4	11	356
16:30	0	3	103	6	112	0	9	5	2	16	0	5	258	7	270	0	7	2	2	11	409
16:45	0	8	102	7	117	0	5	2	10	17	0	3	247	4	254	0	6	3	4	13	401
17:00	2	5	88	5	100	0	5	3	6	14	0	2	245	13	260	0	8	4	0	12	386
Total Volume	2	21	371	25	419	0	20	12	22	54	0	17	983	32	1032	0	27	10	10	47	1552
% App. Total	0.5	5	88.5	6		0	37	22.2	40.7		0	1.6	95.3	3.1		0	57.4	21.3	21.3		
PHF	.250	.656	.900	.893	.895	.000	.556	.600	.550	.794	.000	.607	.953	.615	.956	.000	.844	.625	.625	.904	.949



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2106  
 Site Code :  
 Start Date : 5/26/2021  
 Page No : 1

Weather: Cool & Sunny  
 CountCAM 200  
 Study Conducted By: Matt

Groups Printed- Trucks

Start Time	CSAH 17 Southbound					Flowerfield Rd Westbound					CSAH 17 Northbound					Flowerfield Rd Eastbound					Int. Total	
	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total		
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	1	2
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	1	2
06:00	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
06:30	0	0	0	1	1	0	0	0	0	0	0	1	0	1	0	0	0	1	1	1	1	3
06:45	0	0	1	0	1	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	3
Total	0	0	3	1	4	0	0	0	0	0	0	4	0	4	0	0	0	1	1	1	1	9
07:00	0	0	2	0	2	0	0	0	0	0	0	2	0	2	0	0	1	0	0	1	1	5
07:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30	0	0	0	1	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
07:45	0	1	1	0	2	0	0	0	1	1	0	0	0	0	0	1	0	0	1	1	1	4
Total	0	1	4	1	6	0	0	0	1	1	0	0	2	1	3	0	2	0	0	2	2	12
08:00	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
08:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	0	2	0	2	0	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	7
08:45	0	2	5	2	9	0	0	0	2	2	0	3	0	3	0	0	0	0	0	0	0	14
Total	0	2	9	2	13	0	0	0	2	2	0	8	1	9	0	0	0	0	0	0	0	24
09:00	0	0	0	0	0	0	3	0	0	3	0	0	2	0	2	0	0	2	0	2	2	7
09:15	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3
09:30	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	1	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	1	1	1	4
Total	0	0	2	0	2	0	3	0	0	3	0	0	6	0	6	0	0	2	1	3	3	14



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2106  
 Site Code :  
 Start Date : 5/26/2021  
 Page No : 2

Weather: Cool & Sunny  
 CountCAM 200  
 Study Conducted By: Matt

Groups Printed- Trucks

Start Time	CSAH 17 Southbound					Flowerfield Rd Westbound					CSAH 17 Northbound					Flowerfield Rd Eastbound					Int. Total	
	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total		
10:00	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
10:15	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	3
10:30	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
10:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	3
Total	0	0	3	0	3	0	0	0	0	0	0	0	6	1	7	0	0	0	0	0	0	10
11:00	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	1	4
11:15	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	0	0	0	0	0	2
11:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
11:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	2
Total	0	0	2	0	2	0	0	0	1	1	0	0	5	0	5	0	1	0	1	2	2	10
12:00	0	1	2	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	4
12:15	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
12:30	0	0	4	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5
12:45	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3
Total	0	1	8	1	10	0	1	0	0	1	0	0	3	0	3	0	0	0	0	0	0	14
13:00	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	1	4
13:15	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	4
13:30	0	0	1	0	1	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	4
13:45	0	0	1	0	1	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	4
Total	0	0	3	0	3	0	0	0	0	0	0	0	11	1	12	0	0	1	0	1	1	16
14:00	0	0	1	0	1	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	4
14:15	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	5
14:30	0	0	1	2	3	0	0	0	0	0	0	0	5	0	5	0	0	1	0	1	1	9
14:45	0	0	1	0	1	0	1	0	0	1	0	0	5	1	6	0	0	0	0	0	0	8
Total	0	0	3	2	5	0	1	0	0	1	0	0	18	1	19	0	0	1	0	1	1	26
15:00	0	0	1	1	2	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	9
15:15	0	1	2	0	3	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	8
15:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	4
15:45	0	0	4	0	4	0	0	1	0	1	0	0	5	0	5	0	0	0	0	0	0	10
Total	0	1	7	1	9	0	0	1	0	1	0	0	21	0	21	0	0	0	0	0	0	31
16:00	0	0	2	0	2	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	5
16:15	0	0	2	1	3	0	0	0	0	0	0	0	3	0	3	0	1	0	0	1	1	7
16:30	0	0	1	0	1	0	0	0	0	0	0	0	6	0	6	0	1	0	0	1	1	8
16:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	4
Total	0	0	5	1	6	0	0	0	0	0	0	0	15	1	16	0	2	0	0	2	2	24
17:00	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
17:15	0	0	1	0	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	3
17:30	0	0	2	0	2	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	6
17:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	4
Total	0	0	4	0	4	0	0	0	0	0	0	1	10	0	11	0	0	0	0	0	0	15
18:00	0	0	1	0	1	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	4
18:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	3
Total	0	0	1	0	1	0	0	0	0	0	0	1	8	0	9	0	0	0	0	0	0	10
19:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

Weather: Cool & Sunny  
 CountCAM 200  
 Study Conducted By: Matt

File Name : TMC 2106  
 Site Code :  
 Start Date : 5/26/2021  
 Page No : 3

Groups Printed- Trucks

Start Time	CSAH 17 Southbound					Flowerfield Rd Westbound					CSAH 17 Northbound					Flowerfield Rd Eastbound					Int. Total	
	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total		
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	5	55	9	69	0	6	1	4	11	0	3	119	6	128	0	5	4	4	13	221	
Apprch %	0	7.2	79.7	13		0	54.5	9.1	36.4		0	2.3	93	4.7		0	38.5	30.8	30.8			
Total %	0	2.3	24.9	4.1	31.2	0	2.7	0.5	1.8	5	0	1.4	53.8	2.7	57.9	0	2.3	1.8	1.8	5.9		

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2106

Study Date : 06/08/2021

## Signal Warrants - Summary

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### Major Street Approaches

#### Northbound: CSAH 17

Number of Lanes : 2+

Total Approach Volume: 7,000

#### Southbound: CSAH 17

Number of Lanes :2+

Total Approach Volume: 5,002

### Minor Street Approaches

#### Eastbound: Flowerfield Rd.

Number of Lanes :1

Total Approach Volume: 479

#### Westbound: Flowerfield Rd.

Number of Lanes :1

Total Approach Volume: 625

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### Warrant Summary (Rural Values Apply)

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

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

Required volumes reached for 0 hours, 8 are needed

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

Required volumes reached for 2 hours, 8 are needed

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

Required 1A volumes reached for 0 hours, 8 are needed

Required 1B volumes reached for 5 hours, 8 are needed

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

Number of hours (1) volumes exceed minimum < minimum required (4).

**Warrant 3 - Peak Hour.....Not Satisfied**

**Warrant 3A - Peak Hour Delay.....Not Satisfied**

Approach volumes on minor street don't exceed minimums for any one hour period. Delay data not evaluated.

**Warrant 3B - Peak Hour Volumes.....Not Satisfied**

Volumes do not exceed minimums for any one hour period.

**Warrant 4 - Pedestrian Volumes.....Not Evaluated**

**Warrant 5 - School Crossing.....Not Evaluated**

**Warrant 6 - Coordinated Signal System.....Not Evaluated**

**Warrant 7 - Crash Experience.....Not Evaluated**

**Warrant 8 - Roadway Network.....Not Evaluated**

**Warrant 9 - Intersection Near a Grade Crossing.....Not Evaluated**

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2106

Study Date : 06/08/2021

## Warrant 1A - Minimum Volumes

#### Description

Intended for sites where the volume of intersecting traffic is the principal reason for consideration of a signal installation.

#### Summary

Only 0 one hour periods meet minimums.  
Warrant is NOT met.

#### Site Data Required

Rural Settings Apply = **True**  
 Number of Major Lanes = **2 or more**  
 Number of Minor Lanes = **1**

#### Volume Requirements

Rural Factor of 70 % applied  
 Veh/Hr Major = **420**

Veh/Hr Minor = **105**

Time	Major Road CSAH 17				Total	Minor Road Flowerfield Rd.		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
16:00 - 17:00	1028	+	427	=	1455	42	49	No
16:15 - 17:15	1032	+	419	=	1451	47	54	No
16:45 - 17:45	985	+	453	=	1438	41	50	No
16:30 - 17:30	999	+	437	=	1436	45	58	No
15:45 - 16:45	1017	+	408	=	1425	35	67	No
15:15 - 16:15	977	+	431	=	1408	31	64	No
15:30 - 16:30	995	+	402	=	1397	31	61	No
17:00 - 18:00	957	+	423	=	1380	36	42	No
15:00 - 16:00	908	+	412	=	1320	35	67	No
17:15 - 18:15	864	+	421	=	1285	36	36	No
14:45 - 15:45	834	+	407	=	1241	37	44	No
17:30 - 18:30	811	+	389	=	1200	38	39	No
14:30 - 15:30	724	+	392	=	1116	40	39	No
17:45 - 18:45	669	+	342	=	1011	35	43	No
14:15 - 15:15	650	+	354	=	1004	37	37	No
14:00 - 15:00	580	+	362	=	942	38	32	No
18:00 - 19:00	542	+	346	=	888	33	44	No
13:45 - 14:45	533	+	332	=	865	34	30	No
13:30 - 14:30	506	+	326	=	832	30	36	No
18:15 - 19:15	451	+	339	=	790	25	45	No
13:15 - 14:15	458	+	319	=	777	29	33	No
13:00 - 14:00	444	+	303	=	747	24	37	No
12:45 - 13:45	392	+	336	=	728	29	37	No
12:30 - 13:30	365	+	333	=	698	28	37	No
12:15 - 13:15	348		339		687	27	39	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2106

Study Date : 06/08/2021

## Warrant 1B - Interruption of Continuous Traffic

#### Description

Intended for sites where the volume of the major street is so heavy that traffic on the minor street suffers excessive delay or hazard.

#### Summary

Only 2 one hour periods meet minimums.  
Warrant is NOT met.

#### Site Data Required

Rural Settings Apply = **True**  
 Number of Major Lanes = **2 or more**  
 Number of Minor Lanes = **1**

#### Volume Requirements

Rural Factor of 70 % applied  
 Veh/Hr Major = **630**  
  
 Veh/Hr Minor = **52**

Time	Major Road CSAH 17				Total	Minor Road Flowerfield Rd.		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
16:15 - 17:15	1032	+	419	=	1451	47	54	Yes
15:00 - 16:00	908	+	412	=	1320	35	67	Yes
16:00 - 17:00	1028	+	427	=	1455	42	49	No
17:15 - 18:15	864	+	421	=	1285	36	36	No
14:45 - 15:45	834	+	407	=	1241	37	44	No
17:30 - 18:30	811	+	389	=	1200	38	39	No
14:30 - 15:30	724	+	392	=	1116	40	39	No
17:45 - 18:45	669	+	342	=	1011	35	43	No
14:15 - 15:15	650	+	354	=	1004	37	37	No
14:00 - 15:00	580	+	362	=	942	38	32	No
18:00 - 19:00	542	+	346	=	888	33	44	No
13:45 - 14:45	533	+	332	=	865	34	30	No
13:30 - 14:30	506	+	326	=	832	30	36	No
18:15 - 19:15	451	+	339	=	790	25	45	No
13:15 - 14:15	458	+	319	=	777	29	33	No
13:00 - 14:00	444	+	303	=	747	24	37	No
12:45 - 13:45	392	+	336	=	728	29	37	No
12:30 - 13:30	365	+	333	=	698	28	37	No
12:15 - 13:15	348	+	339	=	687	27	39	No
18:30 - 19:30	364	+	319	=	683	18	38	No
12:00 - 13:00	329	+	349	=	678	32	39	No
11:45 - 12:45	334	+	341	=	675	35	35	No
11:30 - 12:30	331	+	344	=	675	37	33	No
11:15 - 12:15	333	+	330	=	663	37	36	No
10:45 - 11:45	358		282		640	29	36	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2106

Study Date : 06/08/2021

## Warrant 1C Combination of Warrants

#### Description

Intended for sites where the traffic volumes don't meet individual warrants but where Warrants 1A and 1B are both met to 80% of their stated values.

#### Summary

Only 0 hours meet 1A minimums.  
Only 5 hours meet 1B minimums.  
Warrant is NOT met.

#### Site Data Required

Rural Settings Apply = **True**  
Number of Major Lanes = **2 or more**  
Number of Minor Lanes = **1**

#### Volume Requirements

Rural Factor of 70% applied  
Warrant 1A 1B  
Veh/Hr Major = **336 504**

Veh/Hr Minor = **84 42**

#### Major Road

**CSAH 17**

#### Minor Road

**Flowerfield Rd.**

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
16:00 - 17:00	1028	+	427	=	1455	42	49	No
16:15 - 17:15	1032	+	419	=	1451	47	54	No
16:45 - 17:45	985	+	453	=	1438	41	50	No
16:30 - 17:30	999	+	437	=	1436	45	58	No
15:45 - 16:45	1017	+	408	=	1425	35	67	No
15:15 - 16:15	977	+	431	=	1408	31	64	No
15:30 - 16:30	995	+	402	=	1397	31	61	No
17:00 - 18:00	957	+	423	=	1380	36	42	No
15:00 - 16:00	908	+	412	=	1320	35	67	No
17:15 - 18:15	864	+	421	=	1285	36	36	No
14:45 - 15:45	834	+	407	=	1241	37	44	No
17:30 - 18:30	811	+	389	=	1200	38	39	No

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
16:45 - 17:45	985	+	453	=	1438	41	50	Yes
15:45 - 16:45	1017	+	408	=	1425	35	67	Yes
14:45 - 15:45	834	+	407	=	1241	37	44	Yes
17:45 - 18:45	669	+	342	=	1011	35	43	Yes
08:15 - 09:15	278	+	229	=	507	39	73	Yes
14:30 - 15:30	724	+	392	=	1116	40	39	No
14:15 - 15:15	650	+	354	=	1004	37	37	No
14:00 - 15:00	580	+	362	=	942	38	32	No
13:45 - 14:45	533	+	332	=	865	34	30	No
13:30 - 14:30	506	+	326	=	832	30	36	No
13:15 - 14:15	458	+	319	=	777	29	33	No
13:00 - 14:00	444	+	303	=	747	24	37	No



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2106

Study Date : 06/08/2021

## Warrant 2 - Four Hour Volumes

### Description

Intended for sites where the volume of intersecting traffic during any four hours of the day is the principal reason for consideration of a signal installation.

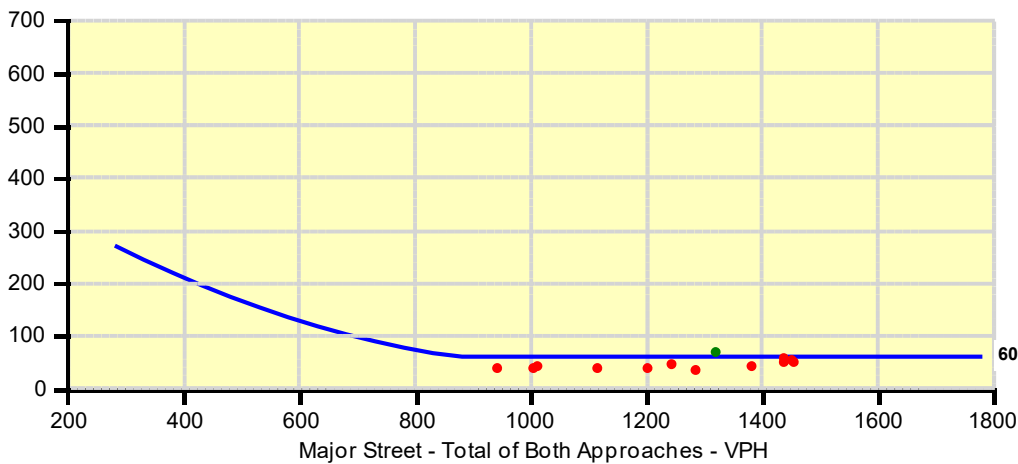
### Summary

Only 1 one hour periods meet minimums.  
Warrant is NOT met.

### Site Data Required

Rural Settings Apply = **True**  
 Number of Major Lanes = **2 or more**  
 Number of Minor Lanes = **1**

Time	Major Road CSAH 17				=	Total	Minor Road Flowerfield Rd.		Met?
	Major NB	+	Major SB				Minor EB	Minor WB	
15:00 - 16:00	908	+	412	=	1320	35	67	Yes	
16:00 - 17:00	1028	+	427	=	1455	42	49	No	
16:15 - 17:15	1032	+	419	=	1451	47	54	No	
16:45 - 17:45	985	+	453	=	1438	41	50	No	
16:30 - 17:30	999	+	437	=	1436	45	58	No	
17:00 - 18:00	957	+	423	=	1380	36	42	No	
17:15 - 18:15	864	+	421	=	1285	36	36	No	
14:45 - 15:45	834	+	407	=	1241	37	44	No	
17:30 - 18:30	811	+	389	=	1200	38	39	No	
14:30 - 15:30	724	+	392	=	1116	40	39	No	
17:45 - 18:45	669	+	342	=	1011	35	43	No	
							37	No	



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2106

Study Date : 06/08/2021

## Warrant 3B - Peak Hour Volumes

### Description

Intended for sites where the volume of intersecting traffic during one hour of the day is the principal reason for consideration of a signal installation.

### Summary

Only 0 one hour periods meet minimums.  
Warrant is NOT met.

### Site Data Required

Rural Settings Apply = **True**  
 Number of Major Lanes = **2 or more**  
 Number of Minor Lanes = **1**

Time	Major Road CSAH 17				Total	Minor Road Flowerfield Rd.		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
16:00 - 17:00	1028	+	427	=	1455	42	49	No
16:15 - 17:15	1032	+	419	=	1451	47	54	No
16:45 - 17:45	985	+	453	=	1438	41	50	No
16:30 - 17:30	999	+	437	=	1436	45	58	No
15:45 - 16:45	1017	+	408	=	1425	35	67	No
15:15 - 16:15	977	+	431	=	1408	31	64	No
15:30 - 16:30	995	+	402	=	1397	31	61	No
17:00 - 18:00	957	+	423	=	1380	36	42	No
15:00 - 16:00	908	+	412	=	1320	35	67	No
17:15 - 18:15	864	+	421	=	1285	36	36	No
14:45 - 15:45	834	+	407	=	1241	37	44	No
							39	No

