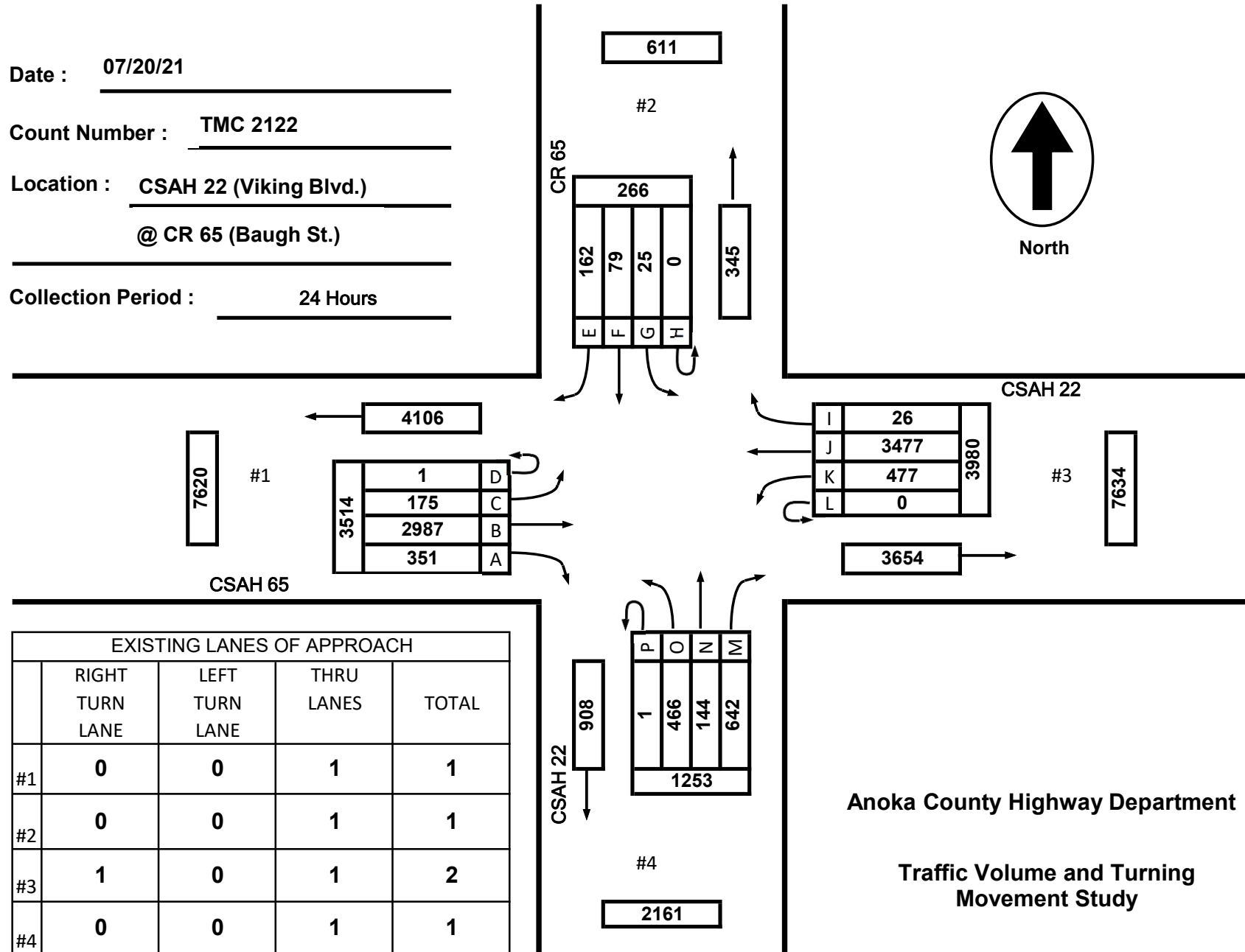


Date : 07/20/21

Count Number : TMC 2122

Location : CSAH 22 (Viking Blvd.)
@ CR 65 (Baugh St.)

Collection Period : 24 Hours



Anoka County Highway Department

Traffic Volume and Turning Movement Study

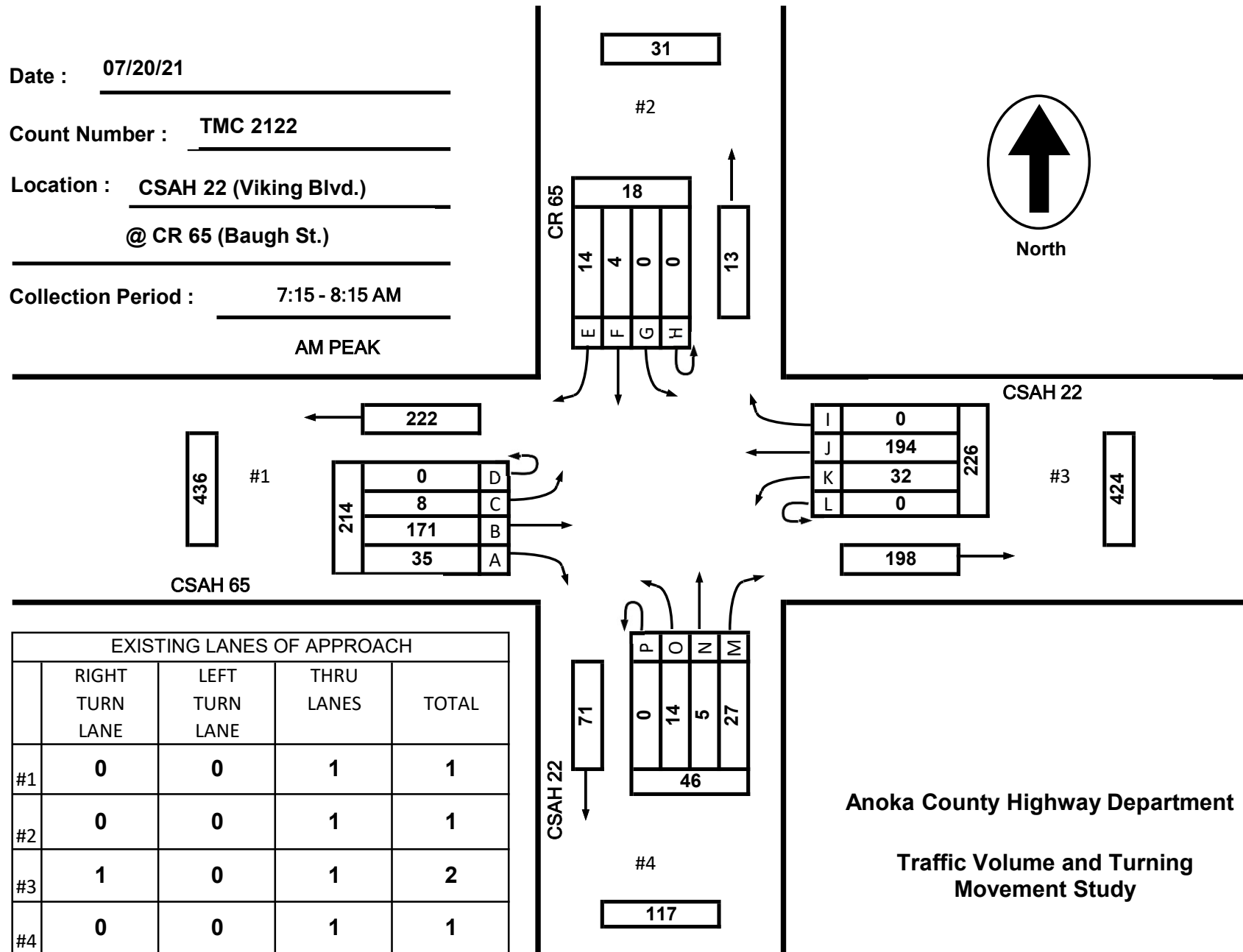
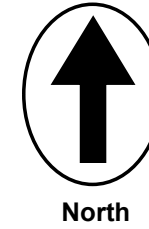
Date : 07/20/21

Count Number : TMC 2122

Location : CSAH 22 (Viking Blvd.)
@ CR 65 (Baugh St.)

Collection Period : 7:15 - 8:15 AM

AM PEAK



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

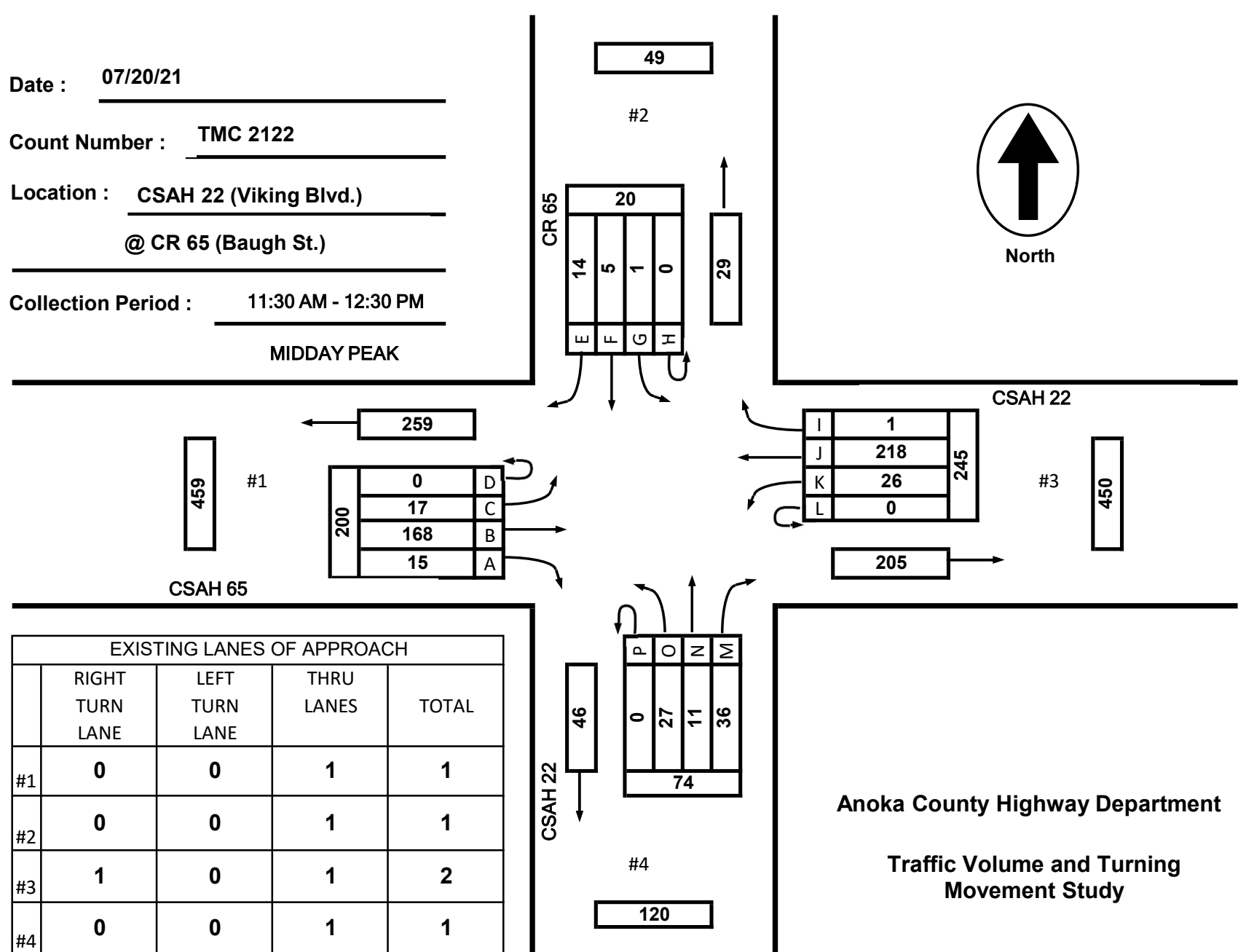
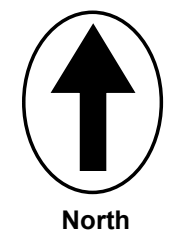
Anoka County Highway Department
 Traffic Volume and Turning Movement Study

Date : 07/20/21

Count Number : TMC 2122

Location : CSAH 22 (Viking Blvd.)
@ CR 65 (Baugh St.)

Collection Period : 11:30 AM - 12:30 PM
MIDDAY PEAK



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

Anoka County Highway Department
Traffic Volume and Turning Movement Study

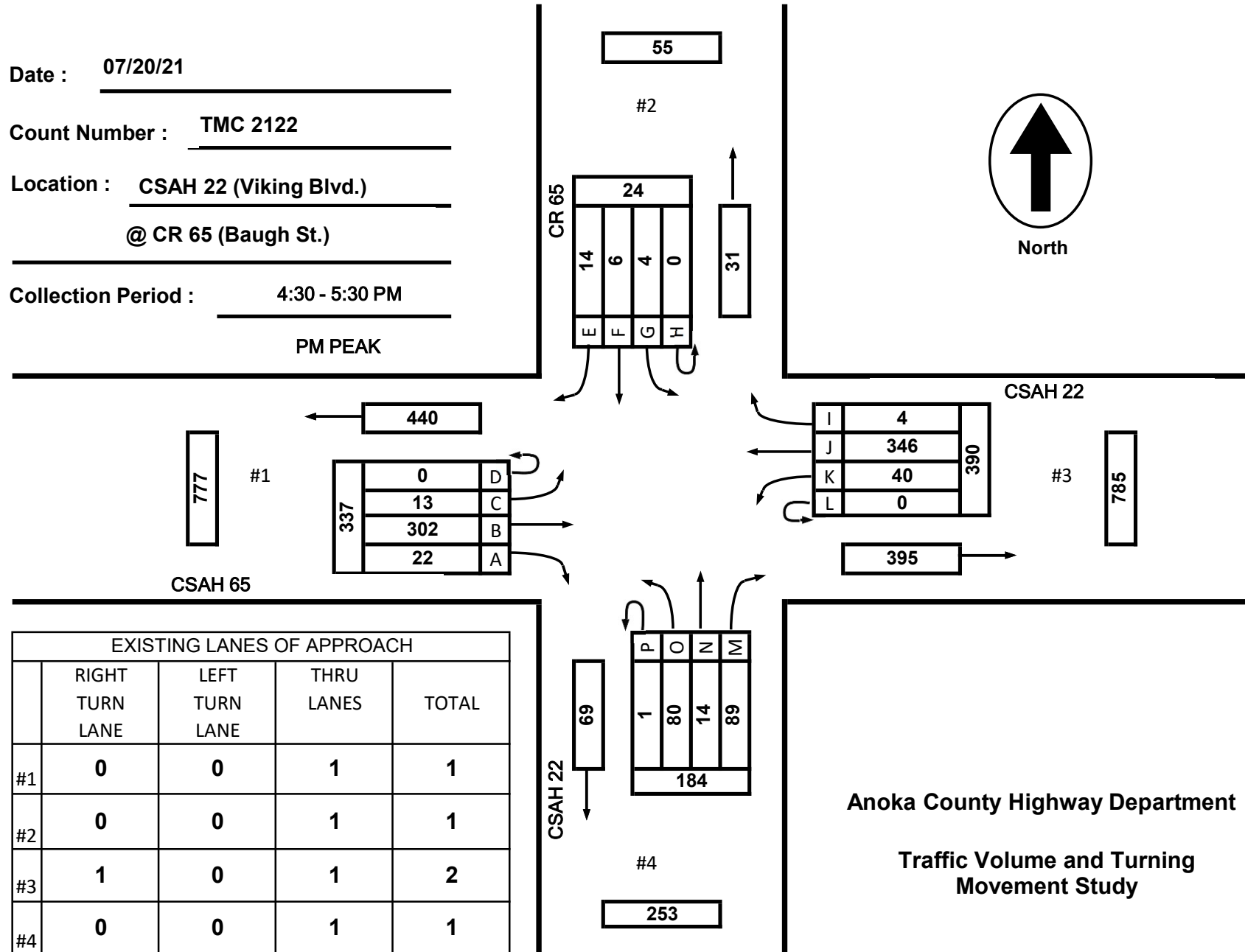
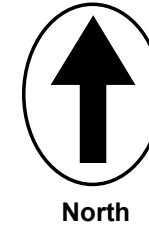
Date : 07/20/21

Count Number : TMC 2122

Location : CSAH 22 (Viking Blvd.)
@ CR 65 (Baugh St.)

Collection Period : 4:30 - 5:30 PM

PM PEAK



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

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 2122
 Site Code :
 Start Date : 07/20/2021
 Page No : 1

Weather: Hot & Cloudy
 countCAM2
 Study Conducted By: Matt

Groups Printed- Cars + - Trucks

| Start Time | CR 65 (Baugh St.) Southbound | | | | | | CSAH 22 (Viking Blvd.) Westbound | | | | | | CSAH 22 (Baugh St.) Northbound | | | | | | CSAH 65 (Viking Blvd.) 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 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 5 |
| 00:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 00:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 3 |
| 00:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 5 | 5 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 1 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 1 | 0 | 6 | 0 | 16 | 16 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 01:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 2 | 1 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 7 | 7 |
| 01:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 01:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 5 | 5 |
| 01:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 1 | 3 | 1 | 0 | 5 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 18 | 18 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 02:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 5 | 5 |
| 02:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 |
| 02:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 8 | 8 |
| 02:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 20 | 20 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 03:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 0 | 4 | 0 | 5 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 14 | 14 |
| 03:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 10 | 10 |
| 03:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 8 | 8 |
| 03:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 8 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 14 | 0 | 0 | 15 | 0 | 1 | 0 | 9 | 0 | 10 | 0 | 0 | 13 | 2 | 0 | 15 | 0 | 40 | 40 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 7 | 0 | 0 | 9 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 13 | 13 |
| 04:15 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 16 | 16 |
| 04:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 6 | 0 | 0 | 7 | 0 | 26 | 26 |
| 04:45 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 15 | 0 | 0 | 16 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 24 | 24 |
| Total | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 5 | 46 | 0 | 0 | 51 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 3 | 13 | 2 | 0 | 18 | 0 | 79 | 79 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24 | 0 | 0 | 25 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 2 | 9 | 0 | 0 | 11 | 0 | 39 | 39 |
| 05:15 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 28 | 0 | 0 | 30 | 0 | 3 | 0 | 5 | 0 | 8 | 0 | 1 | 15 | 4 | 0 | 20 | 0 | 60 | 60 |
| 05:30 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 6 | 48 | 0 | 0 | 54 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 25 | 2 | 0 | 27 | 0 | 87 | 87 |
| 05:45 | 0 | 0 | 2 | 4 | 0 | 6 | 0 | 8 | 37 | 0 | 0 | 45 | 0 | 2 | 0 | 3 | 0 | 5 | 0 | 0 | 26 | 8 | 0 | 34 | 0 | 90 | 90 |
| Total | 0 | 1 | 4 | 6 | 0 | 11 | 0 | 17 | 137 | 0 | 0 | 154 | 0 | 7 | 1 | 11 | 0 | 19 | 0 | 3 | 75 | 14 | 0 | 92 | 0 | 276 | 276 |



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

Weather: Hot & Cloudy
 countCAM2
 Study Conducted By: Matt

File Name : TMC 2122
 Site Code :
 Start Date : 07/20/2021
 Page No : 2

Groups Printed- Cars + - Trucks

| Start Time | CR 65 (Baugh St.) Southbound | | | | | | CSAH 22 (Viking Blvd.) Westbound | | | | | | CSAH 22 (Baugh St.) Northbound | | | | | | CSAH 65 (Viking Blvd.) 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 | | | |
| 06:00 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 7 | 47 | 0 | 0 | 54 | 0 | 2 | 0 | 4 | 0 | 6 | 0 | 3 | 29 | 4 | 0 | 36 | 0 | 100 | 100 |
| 06:15 | 0 | 0 | 2 | 3 | 0 | 5 | 0 | 9 | 62 | 0 | 0 | 71 | 0 | 3 | 0 | 3 | 0 | 6 | 0 | 3 | 28 | 6 | 0 | 37 | 0 | 119 | 119 |
| 06:30 | 0 | 0 | 1 | 4 | 0 | 5 | 0 | 7 | 60 | 0 | 0 | 67 | 0 | 3 | 2 | 9 | 0 | 14 | 0 | 0 | 36 | 9 | 0 | 45 | 0 | 131 | 131 |
| 06:45 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 5 | 57 | 0 | 0 | 62 | 0 | 2 | 0 | 4 | 1 | 6 | 0 | 1 | 49 | 10 | 0 | 60 | 1 | 131 | 132 |
| Total | 0 | 0 | 6 | 11 | 0 | 17 | 0 | 28 | 226 | 0 | 0 | 254 | 0 | 10 | 2 | 20 | 1 | 32 | 0 | 7 | 142 | 29 | 0 | 178 | 1 | 481 | 482 |
| 07:00 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 3 | 50 | 0 | 0 | 53 | 0 | 2 | 1 | 6 | 0 | 9 | 0 | 1 | 31 | 14 | 0 | 46 | 0 | 112 | 112 |
| 07:15 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 3 | 48 | 0 | 0 | 51 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 51 | 9 | 0 | 60 | 0 | 117 | 117 |
| 07:30 | 0 | 0 | 1 | 4 | 1 | 5 | 0 | 10 | 54 | 0 | 0 | 64 | 0 | 5 | 0 | 8 | 0 | 13 | 0 | 0 | 45 | 15 | 0 | 60 | 1 | 142 | 143 |
| 07:45 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 11 | 44 | 0 | 1 | 55 | 0 | 6 | 2 | 10 | 0 | 18 | 0 | 6 | 43 | 6 | 0 | 55 | 1 | 132 | 133 |
| Total | 0 | 0 | 4 | 13 | 1 | 17 | 0 | 27 | 196 | 0 | 1 | 223 | 0 | 13 | 5 | 24 | 0 | 42 | 0 | 7 | 170 | 44 | 0 | 221 | 2 | 503 | 505 |
| 08:00 | 0 | 0 | 2 | 3 | 0 | 5 | 0 | 8 | 48 | 0 | 0 | 56 | 0 | 3 | 1 | 9 | 0 | 13 | 0 | 2 | 32 | 5 | 0 | 39 | 0 | 113 | 113 |
| 08:15 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 9 | 38 | 1 | 0 | 48 | 0 | 7 | 3 | 8 | 0 | 18 | 0 | 1 | 31 | 3 | 0 | 35 | 0 | 105 | 105 |
| 08:30 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 7 | 60 | 0 | 0 | 67 | 0 | 3 | 3 | 9 | 0 | 15 | 0 | 0 | 37 | 4 | 0 | 41 | 0 | 125 | 125 |
| 08:45 | 0 | 0 | 3 | 7 | 0 | 10 | 0 | 4 | 55 | 0 | 0 | 59 | 0 | 3 | 3 | 4 | 0 | 10 | 0 | 2 | 36 | 6 | 0 | 44 | 0 | 123 | 123 |
| Total | 0 | 0 | 7 | 14 | 0 | 21 | 0 | 28 | 201 | 1 | 0 | 230 | 0 | 16 | 10 | 30 | 0 | 56 | 0 | 5 | 136 | 18 | 0 | 159 | 0 | 466 | 466 |
| 09:00 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 4 | 46 | 0 | 0 | 50 | 0 | 3 | 0 | 11 | 0 | 14 | 0 | 1 | 36 | 3 | 0 | 40 | 0 | 107 | 107 |
| 09:15 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 8 | 42 | 1 | 0 | 51 | 0 | 3 | 0 | 8 | 0 | 11 | 0 | 1 | 29 | 5 | 0 | 35 | 0 | 100 | 100 |
| 09:30 | 0 | 1 | 1 | 2 | 0 | 4 | 0 | 7 | 40 | 0 | 0 | 47 | 0 | 6 | 1 | 5 | 0 | 12 | 0 | 3 | 37 | 6 | 0 | 46 | 0 | 109 | 109 |
| 09:45 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 3 | 39 | 0 | 0 | 42 | 0 | 1 | 0 | 5 | 0 | 6 | 0 | 4 | 44 | 2 | 0 | 50 | 0 | 101 | 101 |
| Total | 0 | 2 | 3 | 8 | 0 | 13 | 0 | 22 | 167 | 1 | 0 | 190 | 0 | 13 | 1 | 29 | 0 | 43 | 0 | 9 | 146 | 16 | 0 | 171 | 0 | 417 | 417 |
| 10:00 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 4 | 53 | 1 | 0 | 58 | 0 | 4 | 2 | 6 | 0 | 12 | 0 | 2 | 36 | 3 | 0 | 41 | 0 | 114 | 114 |
| 10:15 | 0 | 1 | 2 | 4 | 0 | 7 | 0 | 7 | 46 | 0 | 0 | 53 | 0 | 2 | 1 | 8 | 0 | 11 | 0 | 0 | 37 | 6 | 0 | 43 | 0 | 114 | 114 |
| 10:30 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 2 | 31 | 0 | 0 | 33 | 0 | 5 | 2 | 7 | 0 | 14 | 0 | 3 | 38 | 8 | 0 | 49 | 0 | 99 | 99 |
| 10:45 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 41 | 0 | 0 | 46 | 0 | 2 | 2 | 7 | 0 | 11 | 0 | 2 | 35 | 3 | 1 | 40 | 1 | 98 | 99 |
| Total | 0 | 2 | 3 | 9 | 0 | 14 | 0 | 18 | 171 | 1 | 0 | 190 | 0 | 13 | 7 | 28 | 0 | 48 | 0 | 7 | 146 | 20 | 1 | 173 | 1 | 425 | 426 |
| 11:00 | 0 | 0 | 2 | 4 | 0 | 6 | 0 | 6 | 51 | 0 | 0 | 57 | 0 | 5 | 3 | 16 | 0 | 24 | 0 | 1 | 33 | 7 | 0 | 41 | 0 | 128 | 128 |
| 11:15 | 0 | 1 | 1 | 2 | 0 | 4 | 0 | 6 | 50 | 0 | 0 | 56 | 0 | 2 | 1 | 6 | 0 | 9 | 0 | 3 | 42 | 5 | 0 | 50 | 0 | 119 | 119 |
| 11:30 | 0 | 1 | 1 | 3 | 0 | 5 | 0 | 6 | 58 | 0 | 0 | 64 | 0 | 4 | 4 | 6 | 0 | 14 | 0 | 3 | 41 | 6 | 0 | 50 | 0 | 133 | 133 |
| 11:45 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 8 | 46 | 1 | 0 | 55 | 0 | 8 | 2 | 10 | 0 | 20 | 0 | 4 | 47 | 2 | 0 | 53 | 0 | 132 | 132 |
| Total | 0 | 2 | 5 | 12 | 0 | 19 | 0 | 26 | 205 | 1 | 0 | 232 | 0 | 19 | 10 | 38 | 0 | 67 | 0 | 11 | 163 | 20 | 0 | 194 | 0 | 512 | 512 |
| 12:00 | 0 | 0 | 1 | 4 | 0 | 5 | 0 | 6 | 59 | 0 | 0 | 65 | 0 | 8 | 2 | 8 | 0 | 18 | 0 | 6 | 35 | 4 | 0 | 45 | 0 | 133 | 133 |



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

File Name : TMC 2122
 Site Code :
 Start Date : 07/20/2021
 Page No : 3

Weather: Hot & Cloudy
 countCAM2
 Study Conducted By: Matt

Groups Printed- Cars + - Trucks

| Start Time | CR 65 (Baugh St.) Southbound | | | | | | CSAH 22 (Viking Blvd.) Westbound | | | | | | CSAH 22 (Baugh St.) Northbound | | | | | | CSAH 65 (Viking Blvd.) 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 | | | |
| 12:15 | 0 | 0 | 2 | 4 | 0 | 6 | 0 | 6 | 55 | 0 | 0 | 61 | 0 | 7 | 3 | 12 | 0 | 22 | 0 | 4 | 45 | 3 | 0 | 52 | 0 | 141 | 141 |
| 12:30 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 7 | 43 | 0 | 0 | 50 | 0 | 10 | 1 | 9 | 0 | 20 | 0 | 1 | 45 | 7 | 1 | 53 | 1 | 125 | 126 |
| 12:45 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 6 | 42 | 0 | 0 | 48 | 0 | 0 | 3 | 13 | 0 | 16 | 0 | 4 | 40 | 2 | 0 | 46 | 0 | 113 | 113 |
| Total | 0 | 0 | 5 | 11 | 0 | 16 | 0 | 25 | 199 | 0 | 0 | 224 | 0 | 25 | 9 | 42 | 0 | 76 | 0 | 15 | 165 | 16 | 1 | 196 | 1 | 512 | 513 |
| 13:00 | 0 | 0 | 5 | 5 | 0 | 10 | 0 | 6 | 37 | 0 | 0 | 43 | 0 | 9 | 3 | 6 | 0 | 18 | 0 | 1 | 47 | 2 | 1 | 50 | 1 | 121 | 122 |
| 13:15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 3 | 34 | 0 | 0 | 37 | 0 | 8 | 2 | 8 | 0 | 18 | 0 | 3 | 35 | 3 | 0 | 41 | 0 | 97 | 97 |
| 13:30 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 5 | 40 | 2 | 0 | 47 | 0 | 8 | 0 | 7 | 0 | 15 | 0 | 1 | 51 | 5 | 0 | 57 | 0 | 121 | 121 |
| 13:45 | 0 | 1 | 2 | 3 | 0 | 6 | 0 | 4 | 55 | 0 | 0 | 59 | 0 | 9 | 1 | 14 | 0 | 24 | 0 | 4 | 47 | 4 | 0 | 55 | 0 | 144 | 144 |
| Total | 0 | 3 | 7 | 9 | 0 | 19 | 0 | 18 | 166 | 2 | 0 | 186 | 0 | 34 | 6 | 35 | 0 | 75 | 0 | 9 | 180 | 14 | 1 | 203 | 1 | 483 | 484 |
| 14:00 | 0 | 0 | 2 | 3 | 0 | 5 | 0 | 11 | 54 | 0 | 0 | 65 | 0 | 2 | 4 | 9 | 0 | 15 | 0 | 0 | 50 | 7 | 0 | 57 | 0 | 142 | 142 |
| 14:15 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 7 | 59 | 1 | 0 | 67 | 0 | 9 | 3 | 12 | 0 | 24 | 0 | 2 | 50 | 10 | 0 | 62 | 0 | 157 | 157 |
| 14:30 | 0 | 1 | 1 | 2 | 0 | 4 | 0 | 8 | 63 | 1 | 0 | 72 | 0 | 10 | 2 | 8 | 0 | 20 | 0 | 2 | 49 | 4 | 0 | 55 | 0 | 151 | 151 |
| 14:45 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 11 | 58 | 1 | 0 | 70 | 0 | 8 | 3 | 15 | 0 | 26 | 0 | 7 | 68 | 5 | 0 | 80 | 0 | 179 | 179 |
| Total | 0 | 1 | 7 | 8 | 0 | 16 | 0 | 37 | 234 | 3 | 0 | 274 | 0 | 29 | 12 | 44 | 0 | 85 | 0 | 11 | 217 | 26 | 0 | 254 | 0 | 629 | 629 |
| 15:00 | 0 | 0 | 0 | 4 | 1 | 4 | 0 | 7 | 49 | 0 | 0 | 56 | 0 | 13 | 4 | 12 | 0 | 29 | 0 | 3 | 53 | 5 | 0 | 61 | 1 | 150 | 151 |
| 15:15 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 2 | 71 | 1 | 0 | 74 | 0 | 9 | 5 | 15 | 0 | 29 | 0 | 6 | 68 | 6 | 0 | 80 | 0 | 187 | 187 |
| 15:30 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 7 | 65 | 0 | 0 | 72 | 0 | 13 | 6 | 17 | 0 | 36 | 0 | 4 | 64 | 8 | 0 | 76 | 0 | 185 | 185 |
| 15:45 | 0 | 4 | 0 | 1 | 0 | 5 | 0 | 7 | 83 | 0 | 0 | 90 | 0 | 20 | 5 | 15 | 0 | 40 | 0 | 5 | 68 | 6 | 0 | 79 | 0 | 214 | 214 |
| Total | 0 | 4 | 1 | 9 | 1 | 14 | 0 | 23 | 268 | 1 | 0 | 292 | 0 | 55 | 20 | 59 | 0 | 134 | 0 | 18 | 253 | 25 | 0 | 296 | 1 | 736 | 737 |
| 16:00 | 0 | 1 | 2 | 4 | 0 | 7 | 0 | 6 | 68 | 0 | 0 | 74 | 0 | 14 | 4 | 21 | 0 | 39 | 0 | 4 | 89 | 8 | 0 | 101 | 0 | 221 | 221 |
| 16:15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 14 | 100 | 2 | 0 | 116 | 0 | 22 | 4 | 7 | 0 | 33 | 0 | 2 | 69 | 4 | 0 | 75 | 0 | 225 | 225 |
| 16:30 | 0 | 1 | 1 | 2 | 0 | 4 | 0 | 9 | 94 | 0 | 0 | 103 | 0 | 20 | 6 | 21 | 0 | 47 | 0 | 1 | 73 | 5 | 0 | 79 | 0 | 233 | 233 |
| 16:45 | 0 | 1 | 1 | 3 | 0 | 5 | 0 | 2 | 93 | 1 | 0 | 96 | 0 | 27 | 2 | 35 | 0 | 64 | 0 | 5 | 64 | 6 | 0 | 75 | 0 | 240 | 240 |
| Total | 0 | 3 | 4 | 10 | 0 | 17 | 0 | 31 | 355 | 3 | 0 | 389 | 0 | 83 | 16 | 84 | 0 | 183 | 0 | 12 | 295 | 23 | 0 | 330 | 0 | 919 | 919 |
| 17:00 | 0 | 1 | 2 | 5 | 0 | 8 | 0 | 15 | 87 | 1 | 0 | 103 | 0 | 9 | 4 | 13 | 0 | 26 | 0 | 6 | 79 | 4 | 0 | 89 | 0 | 226 | 226 |
| 17:15 | 0 | 1 | 2 | 4 | 0 | 7 | 0 | 14 | 72 | 2 | 0 | 88 | 1 | 24 | 2 | 20 | 0 | 47 | 0 | 1 | 86 | 7 | 0 | 94 | 0 | 236 | 236 |
| 17:30 | 0 | 0 | 2 | 3 | 0 | 5 | 0 | 14 | 72 | 0 | 0 | 86 | 0 | 15 | 2 | 24 | 0 | 41 | 0 | 2 | 54 | 8 | 0 | 64 | 0 | 196 | 196 |
| 17:45 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 5 | 70 | 0 | 0 | 75 | 0 | 13 | 5 | 14 | 0 | 32 | 0 | 4 | 64 | 8 | 0 | 76 | 0 | 185 | 185 |
| Total | 0 | 2 | 7 | 13 | 0 | 22 | 0 | 48 | 301 | 3 | 0 | 352 | 1 | 61 | 13 | 71 | 0 | 146 | 0 | 13 | 283 | 27 | 0 | 323 | 0 | 843 | 843 |
| 18:00 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 65 | 0 | 0 | 71 | 0 | 11 | 8 | 12 | 0 | 31 | 0 | 0 | 51 | 7 | 0 | 58 | 0 | 161 | 161 |
| 18:15 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 6 | 49 | 1 | 0 | 56 | 0 | 7 | 0 | 10 | 0 | 17 | 0 | 1 | 70 | 3 | 0 | 74 | 0 | 150 | 150 |



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

Weather: Hot & Cloudy
 countCAM2
 Study Conducted By: Matt

File Name : TMC 2122
 Site Code :
 Start Date : 07/20/2021
 Page No : 4

Groups Printed- Cars + - Trucks

| Start Time | CR 65 (Baugh St.) Southbound | | | | | | CSAH 22 (Viking Blvd.) Westbound | | | | | | CSAH 22 (Baugh St.) Northbound | | | | | | CSAH 65 (Viking Blvd.) 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 | | | |
| 18:30 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 6 | 41 | 2 | 0 | 49 | 0 | 6 | 2 | 5 | 0 | 13 | 0 | 2 | 48 | 3 | 0 | 53 | 0 | 119 | 119 |
| 18:45 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 11 | 30 | 0 | 0 | 41 | 0 | 5 | 2 | 4 | 0 | 11 | 1 | 1 | 43 | 7 | 0 | 52 | 0 | 106 | 106 |
| Total | 0 | 0 | 3 | 7 | 0 | 10 | 0 | 29 | 185 | 3 | 0 | 217 | 0 | 29 | 12 | 31 | 0 | 72 | 1 | 4 | 212 | 20 | 0 | 237 | 0 | 536 | 536 |
| 19:00 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 8 | 39 | 0 | 0 | 47 | 0 | 9 | 1 | 10 | 0 | 20 | 0 | 4 | 40 | 2 | 0 | 46 | 0 | 115 | 115 |
| 19:15 | 0 | 0 | 2 | 3 | 0 | 5 | 0 | 7 | 41 | 0 | 0 | 48 | 0 | 4 | 1 | 7 | 0 | 12 | 0 | 1 | 24 | 2 | 0 | 27 | 0 | 92 | 92 |
| 19:30 | 0 | 1 | 0 | 4 | 0 | 5 | 0 | 6 | 35 | 0 | 0 | 41 | 0 | 2 | 3 | 6 | 0 | 11 | 0 | 5 | 29 | 7 | 0 | 41 | 0 | 98 | 98 |
| 19:45 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 6 | 28 | 1 | 0 | 35 | 0 | 3 | 0 | 5 | 0 | 8 | 0 | 1 | 27 | 1 | 0 | 29 | 0 | 74 | 74 |
| Total | 0 | 2 | 3 | 9 | 0 | 14 | 0 | 27 | 143 | 1 | 0 | 171 | 0 | 18 | 5 | 28 | 0 | 51 | 0 | 11 | 120 | 12 | 0 | 143 | 0 | 379 | 379 |
| 20:00 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 8 | 37 | 0 | 0 | 45 | 0 | 2 | 0 | 8 | 0 | 10 | 0 | 4 | 20 | 6 | 0 | 30 | 0 | 88 | 88 |
| 20:15 | 0 | 1 | 1 | 3 | 0 | 5 | 0 | 12 | 23 | 1 | 0 | 36 | 0 | 2 | 0 | 12 | 1 | 14 | 0 | 2 | 30 | 2 | 0 | 34 | 1 | 89 | 90 |
| 20:30 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 31 | 0 | 1 | 36 | 0 | 3 | 3 | 2 | 0 | 8 | 0 | 8 | 22 | 3 | 0 | 33 | 2 | 77 | 79 |
| 20:45 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 4 | 21 | 0 | 0 | 25 | 0 | 7 | 3 | 4 | 0 | 14 | 0 | 2 | 24 | 2 | 0 | 28 | 0 | 71 | 71 |
| Total | 0 | 2 | 3 | 7 | 1 | 12 | 0 | 29 | 112 | 1 | 1 | 142 | 0 | 14 | 6 | 26 | 1 | 46 | 0 | 16 | 96 | 13 | 0 | 125 | 3 | 325 | 328 |
| 21:00 | 0 | 1 | 1 | 2 | 0 | 4 | 0 | 3 | 22 | 0 | 0 | 25 | 0 | 2 | 1 | 5 | 0 | 8 | 0 | 1 | 22 | 0 | 0 | 23 | 0 | 60 | 60 |
| 21:15 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 11 | 0 | 0 | 16 | 0 | 4 | 0 | 5 | 0 | 9 | 0 | 4 | 26 | 2 | 0 | 32 | 0 | 58 | 58 |
| 21:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 22 | 0 | 0 | 28 | 0 | 2 | 0 | 3 | 0 | 5 | 0 | 4 | 26 | 1 | 0 | 31 | 0 | 64 | 64 |
| 21:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 17 | 1 | 0 | 23 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 2 | 17 | 0 | 0 | 19 | 0 | 46 | 46 |
| Total | 0 | 1 | 1 | 3 | 0 | 5 | 0 | 19 | 72 | 1 | 0 | 92 | 0 | 10 | 1 | 15 | 0 | 26 | 0 | 11 | 91 | 3 | 0 | 105 | 0 | 228 | 228 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 15 | 0 | 0 | 20 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 1 | 11 | 0 | 0 | 12 | 0 | 34 | 34 |
| 22:15 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 5 | 6 | 0 | 0 | 11 | 0 | 3 | 1 | 3 | 0 | 7 | 0 | 0 | 12 | 1 | 0 | 13 | 0 | 33 | 33 |
| 22:30 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 3 | 2 | 1 | 0 | 6 | 0 | 0 | 6 | 1 | 0 | 7 | 0 | 23 | 23 |
| 22:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 1 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 3 | 1 | 0 | 6 | 0 | 13 | 13 |
| Total | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 13 | 32 | 1 | 0 | 46 | 0 | 8 | 3 | 5 | 0 | 16 | 0 | 3 | 32 | 3 | 0 | 38 | 0 | 103 | 103 |
| 23:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2 | 0 | 15 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 8 | 1 | 0 | 9 | 0 | 27 | 27 |
| 23:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 8 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 18 | 18 |
| 23:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 5 | 1 | 0 | 6 | 0 | 13 | 13 |
| 23:45 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 9 | 9 |
| Total | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 25 | 2 | 0 | 30 | 0 | 5 | 2 | 5 | 0 | 12 | 0 | 0 | 22 | 2 | 0 | 24 | 0 | 67 | 67 |
| Grand Total | 0 | 25 | 79 | 162 | 3 | 266 | 0 | 477 | 3477 | 26 | 2 | 3980 | 1 | 466 | 144 | 642 | 2 | 1253 | 1 | 175 | 2987 | 351 | 3 | 3514 | 10 | 9013 | 9023 |
| Apprch % | 0 | 9.4 | 29.7 | 60.9 | | | 0 | 12 | 87.4 | 0.7 | | | 0.1 | 37.2 | 11.5 | 51.2 | | | 0 | 5 | 85 | 10 | | | | | |
| Total % | 0 | 0.3 | 0.9 | 1.8 | | 3 | 0 | 5.3 | 38.6 | 0.3 | | 44.2 | 0 | 5.2 | 1.6 | 7.1 | | 13.9 | 0 | 1.9 | 33.1 | 3.9 | | 39 | 0.1 | 99.9 | |
| Cars + | 0 | 23 | 76 | 157 | | 259 | 0 | 449 | 3212 | 24 | | 3687 | 1 | 427 | 135 | 601 | | 1166 | 1 | 169 | 2731 | 330 | | 3234 | 0 | 0 | 8346 |
| % Cars + | 0 | 92 | 96.2 | 96.9 | 100 | 96.3 | 0 | 94.1 | 92.4 | 92.3 | 100 | 92.6 | 100 | 91.6 | 93.8 | 93.6 | 100 | 92.9 | 100 | 96.6 | 91.4 | 94 | 100 | 92 | 0 | 0 | 92.5 |
| Trucks | 0 | 2 | 3 | 5 | | 10 | 0 | 28 | 265 | 2 | | 295 | 0 | 39 | 9 | 41 | | 89 | 0 | 6 | 256 | 21 | | 283 | 0 | 0 | 677 |
| % Trucks | 0 | 8 | 3.8 | 3.1 | 0 | 3.7 | 0 | 5.9 | 7.6 | 7.7 | 0 | 7.4 | 0 | 8.4 | 6.2 | 6.4 | 0 | 7.1 | 0 | 3.4 | 8.6 | 6 | 0 | 8 | 0 | 0 | 7.5 |

Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

| Start Time | CR 65 (Baugh St.) Southbound | | | | | CSAH 22 (Viking Blvd.) Westbound | | | | | CSAH 22 (Baugh St.) Northbound | | | | | CSAH 65 (Viking Blvd.) 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 07:15 | | | | | | | | | | | | | | | | | | | | | |
| 07:15 | 0 | 0 | 1 | 3 | 4 | 0 | 3 | 48 | 0 | 51 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 51 | 9 | 60 | 117 |
| 07:30 | 0 | 0 | 1 | 4 | 5 | 0 | 10 | 54 | 0 | 64 | 0 | 5 | 0 | 8 | 13 | 0 | 0 | 45 | 15 | 60 | 142 |
| 07:45 | 0 | 0 | 0 | 4 | 4 | 0 | 11 | 44 | 0 | 55 | 0 | 6 | 2 | 10 | 18 | 0 | 6 | 43 | 6 | 55 | 132 |
| 08:00 | 0 | 0 | 2 | 3 | 5 | 0 | 8 | 48 | 0 | 56 | 0 | 3 | 1 | 9 | 13 | 0 | 2 | 32 | 5 | 39 | 113 |
| Total Volume | 0 | 0 | 4 | 14 | 18 | 0 | 32 | 194 | 0 | 226 | 0 | 14 | 5 | 27 | 46 | 0 | 8 | 171 | 35 | 214 | 504 |
| % App. Total | 0 | 0 | 22.2 | 77.8 | | 0 | 14.2 | 85.8 | 0 | | 0 | 30.4 | 10.9 | 58.7 | | 0 | 3.7 | 79.9 | 16.4 | | |
| PHF | .000 | .000 | .500 | .875 | .900 | .000 | .727 | .898 | .000 | .883 | .000 | .583 | .625 | .675 | .639 | .000 | .333 | .838 | .583 | .892 | .887 |

| | | | | | | | | | | | | | | | | | | | | | |
|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:30 | | | | | | | | | | | | | | | | | | | | | |
| 11:30 | 0 | 1 | 1 | 3 | 5 | 0 | 6 | 58 | 0 | 64 | 0 | 4 | 4 | 6 | 14 | 0 | 3 | 41 | 6 | 50 | 133 |
| 11:45 | 0 | 0 | 1 | 3 | 4 | 0 | 8 | 46 | 1 | 55 | 0 | 8 | 2 | 10 | 20 | 0 | 4 | 47 | 2 | 53 | 132 |
| 12:00 | 0 | 0 | 1 | 4 | 5 | 0 | 6 | 59 | 0 | 65 | 0 | 8 | 2 | 8 | 18 | 0 | 6 | 35 | 4 | 45 | 133 |
| 12:15 | 0 | 0 | 2 | 4 | 6 | 0 | 6 | 55 | 0 | 61 | 0 | 7 | 3 | 12 | 22 | 0 | 4 | 45 | 3 | 52 | 141 |
| Total Volume | 0 | 1 | 5 | 14 | 20 | 0 | 26 | 218 | 1 | 245 | 0 | 27 | 11 | 36 | 74 | 0 | 17 | 168 | 15 | 200 | 539 |
| % App. Total | 0 | 5 | 25 | 70 | | 0 | 10.6 | 89 | 0.4 | | 0 | 36.5 | 14.9 | 48.6 | | 0 | 8.5 | 84 | 7.5 | | |
| PHF | .000 | .250 | .625 | .875 | .833 | .000 | .813 | .924 | .250 | .942 | .000 | .844 | .688 | .750 | .841 | .000 | .708 | .894 | .625 | .943 | .956 |

| | | | | | | | | | | | | | | | | | | | | | |
|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Peak Hour Analysis From 14:00 to 23:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 0 | 1 | 1 | 2 | 4 | 0 | 9 | 94 | 0 | 103 | 0 | 20 | 6 | 21 | 47 | 0 | 1 | 73 | 5 | 79 | 233 |
| 16:45 | 0 | 1 | 1 | 3 | 5 | 0 | 2 | 93 | 1 | 96 | 0 | 27 | 2 | 35 | 64 | 0 | 5 | 64 | 6 | 75 | 240 |
| 17:00 | 0 | 1 | 2 | 5 | 8 | 0 | 15 | 87 | 1 | 103 | 0 | 9 | 4 | 13 | 26 | 0 | 6 | 79 | 4 | 89 | 226 |
| 17:15 | 0 | 1 | 2 | 4 | 7 | 0 | 14 | 72 | 2 | 88 | 1 | 24 | 2 | 20 | 47 | 0 | 1 | 86 | 7 | 94 | 236 |
| Total Volume | 0 | 4 | 6 | 14 | 24 | 0 | 40 | 346 | 4 | 390 | 1 | 80 | 14 | 89 | 184 | 0 | 13 | 302 | 22 | 337 | 935 |
| % App. Total | 0 | 16.7 | 25 | 58.3 | | 0 | 10.3 | 88.7 | 1 | | 0.5 | 43.5 | 7.6 | 48.4 | | 0 | 3.9 | 89.6 | 6.5 | | |
| PHF | .000 | 1.00 | .750 | .700 | .750 | .000 | .667 | .920 | .500 | .947 | .250 | .741 | .583 | .636 | .719 | .000 | .542 | .878 | .786 | .896 | .974 |



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

File Name : TMC 2122
 Site Code :
 Start Date : 07/20/2021
 Page No : 1

Weather: Hot & Cloudy
 countCAM2
 Study Conducted By: Matt

Groups Printed- Trucks

| Start Time | CR 65 (Baugh St.) Southbound | | | | | CSAH 22 (Viking Blvd.) Westbound | | | | | CSAH 22 (Baugh St.) Northbound | | | | | CSAH 65 (Viking Blvd.) 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 | 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 |
| 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 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 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 | 1 | 0 | 1 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 1 |
| 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 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 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 | 1 | 0 | 1 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 2 |
| 04:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 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 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 3 |
| 05:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:45 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 0 | 11 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 13 |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 3 | 7 |
| 06:15 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 3 | 9 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 8 |
| 06:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 0 | 12 | 0 | 0 | 1 | 1 | 0 | 1 | 11 | 2 | 14 | 2 | 14 | 27 |
| Total | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 24 | 0 | 27 | 0 | 0 | 2 | 2 | 0 | 1 | 18 | 2 | 21 | 2 | 21 | 51 |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 1 | 0 | 3 | 4 | 0 | 0 | 2 | 1 | 3 | 3 | 16 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 8 | 1 | 9 | 1 | 12 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 13 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 7 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 25 | 0 | 26 | 0 | 1 | 1 | 4 | 6 | 0 | 0 | 14 | 2 | 16 | 2 | 48 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 7 | 1 | 8 | 1 | 18 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 5 | 0 | 1 | 6 | 0 | 0 | 5 | 0 | 5 | 0 | 13 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 6 | 2 | 8 | 0 | 15 |
| 08:45 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 1 | 4 | 1 | 12 |
| Total | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 20 | 0 | 21 | 0 | 6 | 2 | 3 | 11 | 0 | 0 | 21 | 4 | 25 | 1 | 58 |



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

File Name : TMC 2122
 Site Code :
 Start Date : 07/20/2021
 Page No : 2

Weather: Hot & Cloudy
 countCAM2
 Study Conducted By: Matt

Groups Printed- Trucks

| Start Time | CR 65 (Baugh St.) Southbound | | | | | CSAH 22 (Viking Blvd.) Westbound | | | | | CSAH 22 (Baugh St.) Northbound | | | | | CSAH 65 (Viking Blvd.) 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 | |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 6 | 0 | 1 | 0 | 3 | 4 | 0 | 0 | 4 | 0 | 4 | 14 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | 8 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 1 | 9 | 15 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 20 | 0 | 21 | 0 | 2 | 1 | 5 | 8 | 0 | 1 | 14 | 1 | 16 | 45 |
| 10:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 9 | 0 | 9 | 0 | 1 | 1 | 1 | 3 | 0 | 0 | 6 | 1 | 7 | 20 |
| 10:15 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 3 | 2 | 5 | 15 |
| 10:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 10 | 1 | 11 | 15 |
| 10:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 14 |
| Total | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 25 | 0 | 27 | 0 | 2 | 1 | 6 | 9 | 0 | 0 | 22 | 4 | 26 | 64 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 0 | 4 | 13 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 0 | 1 | 0 | 2 | 3 | 0 | 1 | 7 | 1 | 9 | 21 |
| 11:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 11 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 1 | 6 | 18 |
| 11:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 4 | 0 | 0 | 1 | 0 | 1 | 7 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 28 | 0 | 30 | 0 | 5 | 0 | 4 | 9 | 0 | 1 | 17 | 2 | 20 | 59 |
| 12:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 7 | 0 | 3 | 0 | 1 | 4 | 0 | 0 | 8 | 0 | 8 | 19 |
| 12:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 0 | 2 | 0 | 3 | 5 | 0 | 0 | 6 | 1 | 7 | 23 |
| 12:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 7 | 0 | 7 | 21 |
| 12:45 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 12 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 33 | 0 | 37 | 0 | 7 | 0 | 5 | 12 | 0 | 0 | 25 | 1 | 26 | 75 |
| 13:00 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 5 | 9 |
| 13:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 10 | 1 | 11 | 15 |
| 13:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 2 | 10 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 1 | 4 | 15 |
| 13:45 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 1 | 4 | 0 | 0 | 5 | 0 | 5 | 14 |
| Total | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 15 | 2 | 19 | 0 | 6 | 0 | 1 | 7 | 0 | 0 | 23 | 2 | 25 | 53 |
| 14:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 16 |
| 14:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 7 |
| 14:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 6 | 0 | 6 | 12 |
| 14:45 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 14 |
| Total | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 21 | 0 | 23 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 23 | 1 | 24 | 49 |
| 15:00 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 6 | 0 | 6 | 13 |
| 15:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 9 | 14 |
| 15:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 7 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 5 | 1 | 6 | 15 |
| 15:45 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 8 | 13 |
| Total | 0 | 2 | 0 | 1 | 3 | 0 | 1 | 19 | 0 | 20 | 0 | 1 | 0 | 2 | 3 | 0 | 2 | 26 | 1 | 29 | 55 |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 9 | 0 | 9 | 15 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 8 | 0 | 8 | 17 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 5 | 0 | 0 | 6 | 0 | 6 | 11 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 4 | 5 | 0 | 0 | 2 | 0 | 2 | 9 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 13 | 0 | 5 | 3 | 6 | 14 | 0 | 0 | 25 | 0 | 25 | 52 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 7 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 5 | 8 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 5 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 7 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 12 | 1 | 14 | 22 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

File Name : TMC 2122
 Site Code :
 Start Date : 07/20/2021
 Page No : 3

Weather: Hot & Cloudy
 countCAM2
 Study Conducted By: Matt

Groups Printed- Trucks

| Start Time | CR 65 (Baugh St.) Southbound | | | | | CSAH 22 (Viking Blvd.) Westbound | | | | | CSAH 22 (Baugh St.) Northbound | | | | | CSAH 65 (Viking Blvd.) 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 | |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 13 |
| 19:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 5 |
| 20:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 2 | 3 |
| 20:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 3 |
| 20:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 5 | 0 | 5 | 8 |
| 21:00 | 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 |
| 21:30 | 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 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22:00 | 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 |
| 22:30 | 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 |
| Total | 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 |
| 23:15 | 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 |
| 23:45 | 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 |
| Grand Total | 0 | 2 | 3 | 5 | 10 | 0 | 28 | 265 | 2 | 295 | 0 | 39 | 9 | 41 | 89 | 0 | 6 | 256 | 21 | 283 | 677 |
| Apprch % | 0 | 20 | 30 | 50 | | 0 | 9.5 | 89.8 | 0.7 | | 0 | 43.8 | 10.1 | 46.1 | | 0 | 2.1 | 90.5 | 7.4 | | |
| Total % | 0 | 0.3 | 0.4 | 0.7 | 1.5 | 0 | 4.1 | 39.1 | 0.3 | 43.6 | 0 | 5.8 | 1.3 | 6.1 | 13.1 | 0 | 0.9 | 37.8 | 3.1 | 41.8 | |

ANOKA COUNTY HIGHWAY DEPARTMENT

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2122

Study Date: 07/30/2021

Page No: 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: CSAH 65 (Viking Blvd.)

Number of Lanes : 1

Total Approach Volume: 3,514

Westbound: CSAH 22 (Viking Blvd.)

Number of Lanes : 1

Total Approach Volume: 3,980

Minor Street Approaches

Northbound: CSAH 22 (Baugh St.)

Number of Lanes : 1

Total Approach Volume: 1,253

Southbound: CR 65 (Baugh St.)

Number of Lanes : 1

Total Approach Volume: 266

Warrant Summary (Rural Values Apply)

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

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

Required volumes reached for 3 hours, 8 are needed

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

Required volumes reached for 4 hours, 8 are needed

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

Required 1A volumes reached for 4 hours, 8 are needed

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

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

Number of hours (3) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour.....Satisfied

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

Approach volumes on minor street don't exceed minimums for any hour. 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 DEPARTMENT

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: **TMC 2122**

Study Date: **07/30/2021**

Page No: **2**

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 3 hours meet minimums.
Warrant is NOT met.

Site Data Required

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

Volume Requirements

Rural Factor of 70 % applied
Veh/Hr Major = **350**

Veh/Hr Minor = **105**

| Time | Major Road | | | | Total | Minor Road | | Met? |
|---------------|------------|---|----------|---|-------|------------|----------|------|
| | Major EB | + | Major WB | = | | Minor NB | Minor SB | |
| 15:45 - 16:45 | 334 | + | 383 | = | 717 | 159 | 17 | Yes |
| 16:45 - 17:45 | 322 | + | 373 | = | 695 | 178 | 25 | Yes |
| 14:45 - 15:45 | 297 | + | 272 | = | 569 | 120 | 12 | Yes |
| 14:30 - 15:30 | 276 | + | 272 | = | 548 | 104 | 15 | No |
| 14:00 - 15:00 | 254 | + | 274 | = | 528 | 85 | 16 | No |
| 14:15 - 15:15 | 258 | + | 265 | = | 523 | 99 | 15 | No |
| 17:45 - 18:45 | 261 | + | 251 | = | 512 | 93 | 10 | No |
| 13:45 - 14:45 | 229 | + | 263 | = | 492 | 83 | 19 | No |
| 13:30 - 14:30 | 231 | + | 238 | = | 469 | 78 | 17 | No |
| 06:45 - 07:45 | 226 | + | 230 | = | 456 | 30 | 16 | No |
| 18:00 - 19:00 | 237 | + | 217 | = | 454 | 72 | 10 | No |
| 11:30 - 12:30 | 200 | + | 245 | = | 445 | 74 | 20 | No |
| 07:00 - 08:00 | 221 | + | 223 | = | 444 | 42 | 17 | No |
| 06:30 - 07:30 | 211 | + | 233 | = | 444 | 31 | 16 | No |
| 06:15 - 07:15 | 188 | + | 253 | = | 441 | 35 | 17 | No |
| 07:15 - 08:15 | 214 | + | 226 | = | 440 | 46 | 18 | No |
| 11:15 - 12:15 | 198 | + | 240 | = | 438 | 61 | 18 | No |
| 11:45 - 12:45 | 203 | + | 231 | = | 434 | 80 | 17 | No |
| 06:00 - 07:00 | 178 | + | 254 | = | 432 | 32 | 17 | No |
| 11:00 - 12:00 | 194 | + | 232 | = | 426 | 67 | 19 | No |
| 12:00 - 13:00 | 196 | + | 224 | = | 420 | 76 | 16 | No |
| 18:15 - 19:15 | 225 | + | 193 | = | 418 | 61 | 11 | No |
| 13:15 - 14:15 | 210 | + | 208 | = | 418 | 72 | 14 | No |
| 07:30 - 08:30 | 189 | + | 223 | = | 412 | 62 | 18 | No |
| 10:45 - 11:45 | 181 | | 223 | | 404 | 58 | 16 | No |

ANOKA COUNTY HIGHWAY DEPARTMENT

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: **TMC 2122**

Study Date: **07/30/2021**

Page No: **3**

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 4 hours meet minimums.
Warrant is NOT met.

Site Data Required

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

Volume Requirements

Rural Factor of 70 % applied
 Veh/Hr Major = **525**

Veh/Hr Minor = **53**

| Time | Major Road | | | | Total | Minor Road | | Met? |
|---------------|------------|---|----------|---|-------|------------|----------|------|
| | Major EB | + | Major WB | = | | Minor NB | Minor SB | |
| 16:00 - 17:00 | 330 | + | 389 | = | 719 | 183 | 17 | Yes |
| 17:00 - 18:00 | 323 | + | 352 | = | 675 | 146 | 22 | Yes |
| 15:00 - 16:00 | 296 | + | 292 | = | 588 | 134 | 14 | Yes |
| 14:00 - 15:00 | 254 | + | 274 | = | 528 | 85 | 16 | Yes |
| 13:45 - 14:45 | 229 | + | 263 | = | 492 | 83 | 19 | No |
| 13:30 - 14:30 | 231 | + | 238 | = | 469 | 78 | 17 | No |
| 06:45 - 07:45 | 226 | + | 230 | = | 456 | 30 | 16 | No |
| 18:00 - 19:00 | 237 | + | 217 | = | 454 | 72 | 10 | No |
| 11:30 - 12:30 | 200 | + | 245 | = | 445 | 74 | 20 | No |
| 07:00 - 08:00 | 221 | + | 223 | = | 444 | 42 | 17 | No |
| 06:30 - 07:30 | 211 | + | 233 | = | 444 | 31 | 16 | No |
| 06:15 - 07:15 | 188 | + | 253 | = | 441 | 35 | 17 | No |
| 07:15 - 08:15 | 214 | + | 226 | = | 440 | 46 | 18 | No |
| 11:15 - 12:15 | 198 | + | 240 | = | 438 | 61 | 18 | No |
| 11:45 - 12:45 | 203 | + | 231 | = | 434 | 80 | 17 | No |
| 06:00 - 07:00 | 178 | + | 254 | = | 432 | 32 | 17 | No |
| 11:00 - 12:00 | 194 | + | 232 | = | 426 | 67 | 19 | No |
| 12:00 - 13:00 | 196 | + | 224 | = | 420 | 76 | 16 | No |
| 18:15 - 19:15 | 225 | + | 193 | = | 418 | 61 | 11 | No |
| 13:15 - 14:15 | 210 | + | 208 | = | 418 | 72 | 14 | No |
| 07:30 - 08:30 | 189 | + | 223 | = | 412 | 62 | 18 | No |
| 10:45 - 11:45 | 181 | + | 223 | = | 404 | 58 | 16 | No |
| 12:15 - 13:15 | 201 | + | 202 | = | 403 | 76 | 21 | No |
| 07:45 - 08:45 | 170 | + | 226 | = | 396 | 64 | 15 | No |
| 13:00 - 14:00 | 203 | | 186 | | 389 | 75 | 19 | No |

ANOKA COUNTY HIGHWAY DEPARTMENT

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: **TMC 2122**

Study Date: **07/30/2021**

Page No: **4**

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 4 hours meet 1A minimums.
8 hours meet 1B minimums.
Warrant is NOT met.

Site Data Required

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

Volume Requirements

Rural Factor of 70% applied
Warrant 1A 1B
Veh/Hr Major = **280 420**

Veh/Hr Minor = **84 42**

Major Road CSAH 65 (Viking Blvd.)

Minor Road CSAH 22 (Baugh St.)

| Time | Major EB | + | Major WB | = | Total | Minor NB | Minor SB | Met1A? |
|---------------|----------|---|----------|---|-------|----------|----------|--------|
| 16:00 - 17:00 | 330 | + | 389 | = | 719 | 183 | 17 | Yes |
| 17:00 - 18:00 | 323 | + | 352 | = | 675 | 146 | 22 | Yes |
| 15:00 - 16:00 | 296 | + | 292 | = | 588 | 134 | 14 | Yes |
| 14:00 - 15:00 | 254 | + | 274 | = | 528 | 85 | 16 | Yes |
| 13:45 - 14:45 | 229 | + | 263 | = | 492 | 83 | 19 | No |
| 13:30 - 14:30 | 231 | + | 238 | = | 469 | 78 | 17 | No |
| 06:45 - 07:45 | 226 | + | 230 | = | 456 | 30 | 16 | No |
| 18:00 - 19:00 | 237 | + | 217 | = | 454 | 72 | 10 | No |
| 11:30 - 12:30 | 200 | + | 245 | = | 445 | 74 | 20 | No |
| 07:00 - 08:00 | 221 | + | 223 | = | 444 | 42 | 17 | No |
| 06:30 - 07:30 | 211 | + | 233 | = | 444 | 31 | 16 | No |
| 06:15 - 07:15 | 188 | + | 253 | = | 441 | 35 | 17 | No |

| Time | Major EB | + | Major WB | = | Total | Minor NB | Minor SB | Met1B? |
|---------------|----------|---|----------|---|-------|----------|----------|--------|
| 16:30 - 17:30 | 337 | + | 390 | = | 727 | 184 | 24 | Yes |
| 15:30 - 16:30 | 331 | + | 352 | = | 683 | 148 | 14 | Yes |
| 17:30 - 18:30 | 272 | + | 288 | = | 560 | 121 | 11 | Yes |
| 14:30 - 15:30 | 276 | + | 272 | = | 548 | 104 | 15 | Yes |
| 13:30 - 14:30 | 231 | + | 238 | = | 469 | 78 | 17 | Yes |
| 07:00 - 08:00 | 221 | + | 223 | = | 444 | 42 | 17 | Yes |
| 11:00 - 12:00 | 194 | + | 232 | = | 426 | 67 | 19 | Yes |
| 12:00 - 13:00 | 196 | + | 224 | = | 420 | 76 | 16 | Yes |
| 06:45 - 07:45 | 226 | + | 230 | = | 456 | 30 | 16 | No |
| 06:30 - 07:30 | 211 | + | 233 | = | 444 | 31 | 16 | No |
| 06:15 - 07:15 | 188 | + | 253 | = | 441 | 35 | 17 | No |
| 06:00 - 07:00 | 178 | + | 254 | = | 432 | 32 | 17 | No |

ANOKA COUNTY HIGHWAY DEPARTMENT

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: **TMC 2122**

Study Date: **07/30/2021**

Page No: **5**

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.

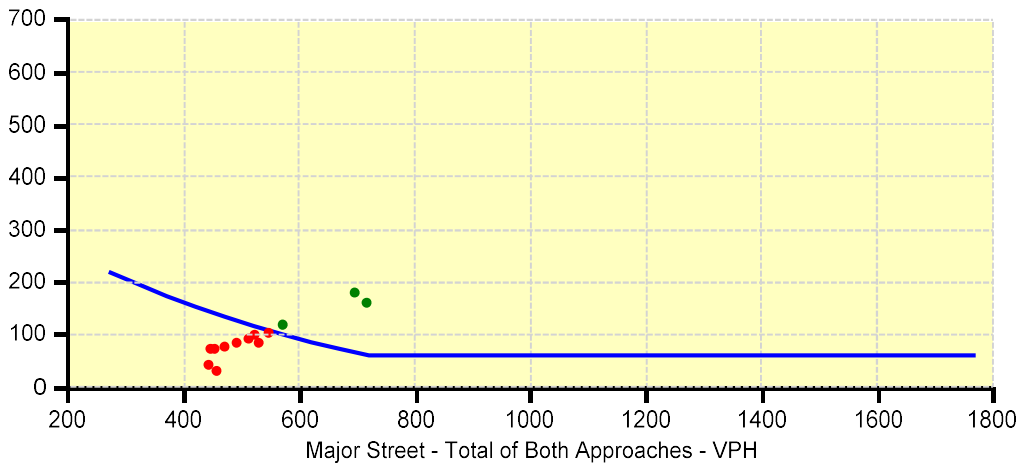
Summary

Only 3 hours meet minimums.
Warrant is NOT met.

Site Data Required

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

| Time | Major Road CSAH 65 (Viking Blvd.) | | | | Total | Minor Road CSAH 22 (Baugh St.) | | Met? |
|---------------|--------------------------------------|---|----------|---|-------|-----------------------------------|----------|------|
| | Major EB | + | Major WB | = | | Minor NB | Minor SB | |
| 15:45 - 16:45 | 334 | + | 383 | = | 717 | 159 | 17 | Yes |
| 16:45 - 17:45 | 322 | + | 373 | = | 695 | 178 | 25 | Yes |
| 14:45 - 15:45 | 297 | + | 272 | = | 569 | 120 | 12 | Yes |
| 14:30 - 15:30 | 276 | + | 272 | = | 548 | 104 | 15 | No |
| 14:00 - 15:00 | 254 | + | 274 | = | 528 | 85 | 16 | No |
| 14:15 - 15:15 | 258 | + | 265 | = | 523 | 99 | 15 | No |
| 17:45 - 18:45 | 261 | + | 251 | = | 512 | 93 | 10 | No |
| 13:45 - 14:45 | 229 | + | 263 | = | 492 | 83 | 19 | No |
| 13:30 - 14:30 | 231 | + | 238 | = | 469 | 78 | 17 | No |
| 06:45 - 07:45 | 226 | + | 230 | = | 456 | 30 | 16 | No |
| 18:00 - 19:00 | 237 | + | 217 | = | 454 | 72 | 10 | No |
| | | | | | | | 20 | No |



ANOKA COUNTY HIGHWAY DEPARTMENT

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: **TMC 2122**

Study Date: **07/30/2021**

Page No: **6**

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

5 hours meet minimums.
Warrant IS met.

Site Data Required

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

| Time | Major Road CSAH 65 (Viking Blvd.) | | | | Total | Minor Road CSAH 22 (Baugh St.) | | Met? |
|---------------|--------------------------------------|---|----------|---|-------|-----------------------------------|----------|------|
| | Major EB | + | Major WB | = | | Minor NB | Minor SB | |
| 16:15 - 17:15 | 318 | + | 418 | = | 736 | 170 | 18 | Yes |
| 16:30 - 17:30 | 337 | + | 390 | = | 727 | 184 | 24 | Yes |
| 16:00 - 17:00 | 330 | + | 389 | = | 719 | 183 | 17 | Yes |
| 15:45 - 16:45 | 334 | + | 383 | = | 717 | 159 | 17 | Yes |
| 16:45 - 17:45 | 322 | + | 373 | = | 695 | 178 | 25 | Yes |
| 15:30 - 16:30 | 331 | + | 352 | = | 683 | 148 | 14 | No |
| 17:00 - 18:00 | 323 | + | 352 | = | 675 | 146 | 22 | No |
| 15:15 - 16:15 | 336 | + | 310 | = | 646 | 144 | 17 | No |
| 17:15 - 18:15 | 292 | + | 320 | = | 612 | 151 | 15 | No |
| 15:00 - 16:00 | 296 | + | 292 | = | 588 | 134 | 14 | No |
| 14:45 - 15:45 | 297 | + | 272 | = | 569 | 120 | 12 | No |
| | | | | | | | 11 | No |

