

Date : 09/14/21

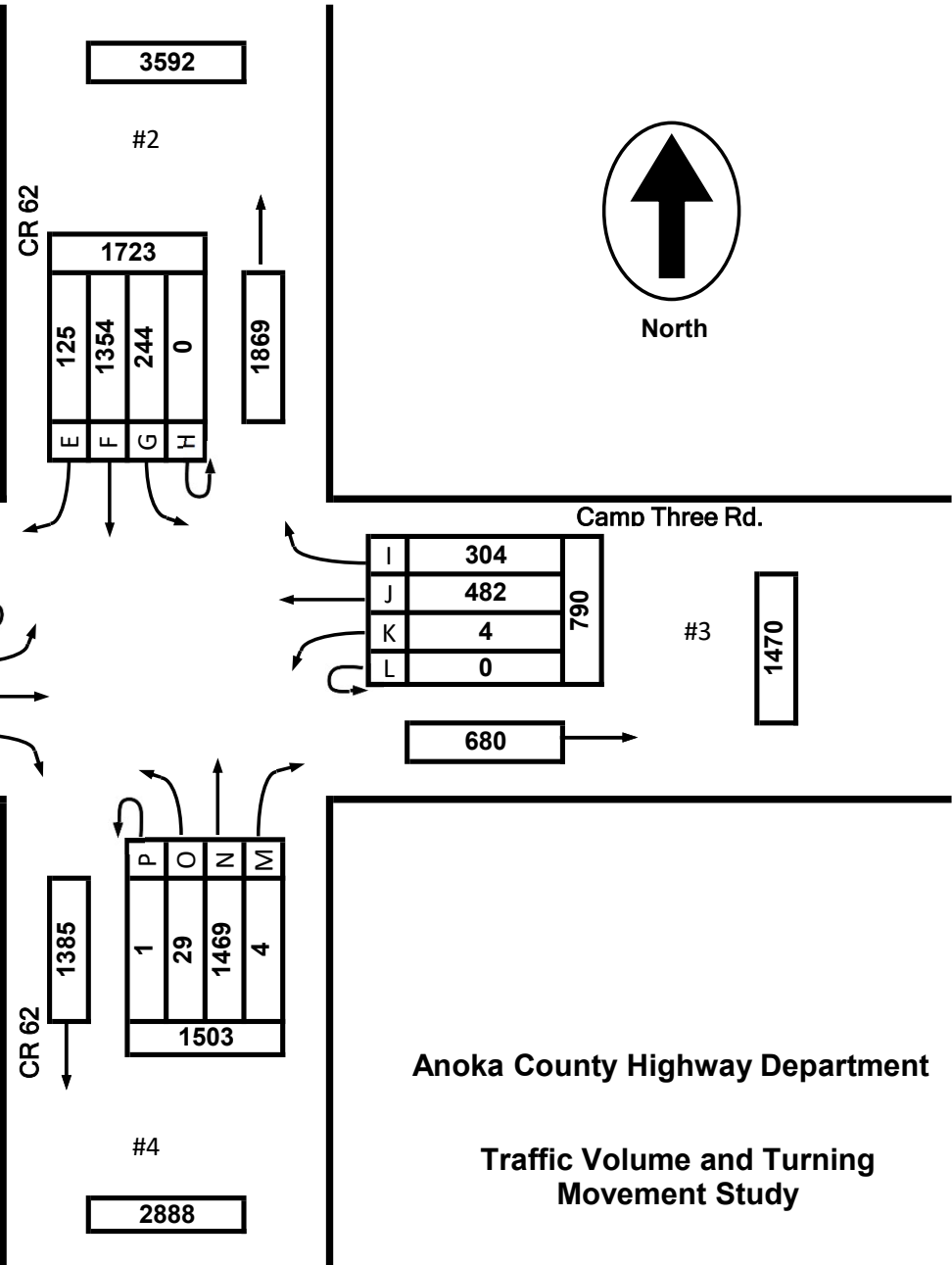
Count Number : TMC 2138

Location : CR 62 (Kettle River Blvd.)
@ Camp Three Rd.

Collection Period : 24 Hours



North



Camp Three Rd.

Camp Three Rd.

CR 62

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

Anoka County Highway Department

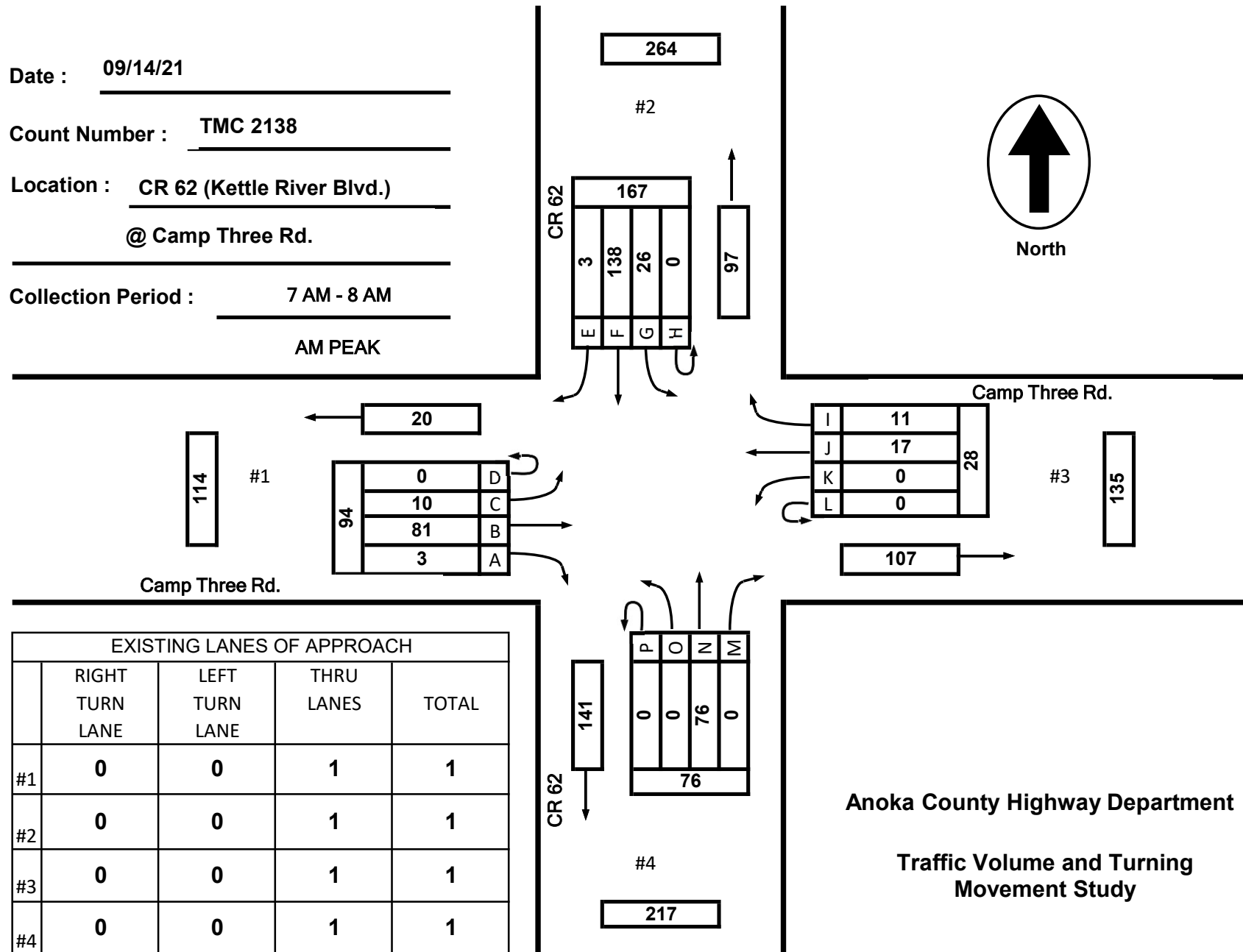
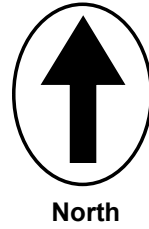
Traffic Volume and Turning Movement Study

Date : 09/14/21

Count Number : TMC 2138

Location : CR 62 (Kettle River Blvd.)
@ Camp Three Rd.

Collection Period : 7 AM - 8 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 | 0 | 0 | 1 | 1 |
| #4 | 0 | 0 | 1 | 1 |

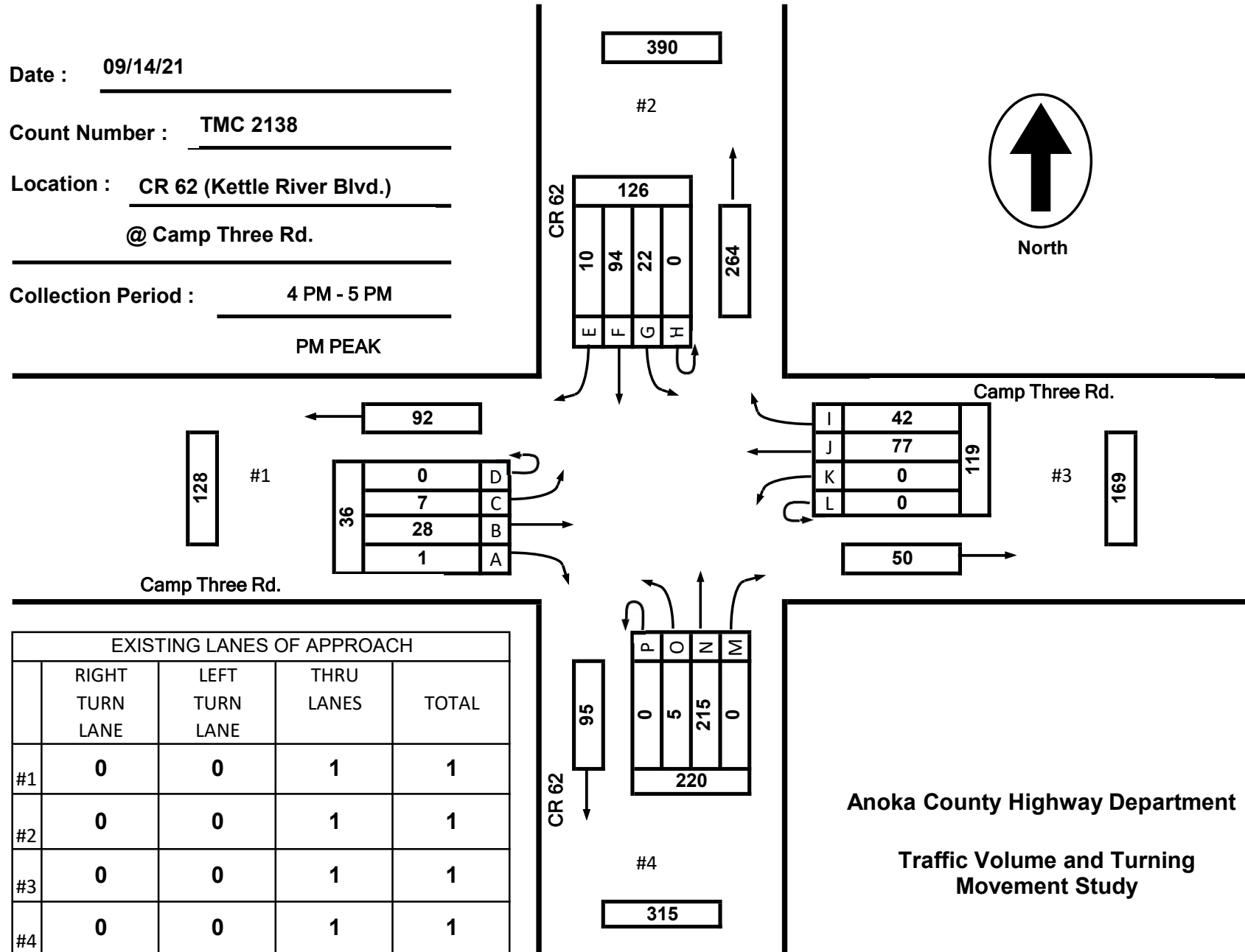
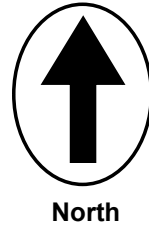
Anoka County Highway Department
 Traffic Volume and Turning Movement Study

Date : 09/14/21

Count Number : TMC 2138

Location : CR 62 (Kettle River Blvd.)
@ Camp Three Rd.

Collection Period : 4 PM - 5 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 | 0 | 0 | 1 | 1 |
| #4 | 0 | 0 | 1 | 1 |

Anoka County Highway Department

Traffic Volume and Turning Movement Study

**CR 62 @ Camp Three Rd.
Columbus MN
Tuesday, September 14, 2021**

| Time | Southbound CR 62 | | | | | | Westbound Camp Three Rd. | | | | | | Northbound CR 62 | | | | | | Eastbound Camp Three Rd. | | | | | | VEHICLE TOTAL | | | | | | |
|--------------|---------------------|------------|---------------------|----------------|------------------------|------------------------------|-----------------------------|------------|---------------------|----------------|------------------------|------------------------------|---------------------|------------|---------------------|----------------|------------------------|------------------------------|-----------------------------|------------|---------------------|----------------|------------------------|------------------------------|------------------|---|----|---|---|---|-----|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | | | | | | | |
| 12:00 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:30 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:45 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Hourly Total | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 1:00 AM | 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 | 0 | 0 |
| 1:15 AM | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 1:30 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1:45 AM | 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 | 0 | 0 |
| Hourly Total | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:30 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2:45 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hourly Total | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 3:00 AM | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3:15 AM | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3:45 AM | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hourly Total | 0 | 1 | 7 | 1 | 0 | 9 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 4:00 AM | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 4:15 AM | 0 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 9 |
| 4:30 AM | 0 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 9 |
| 4:45 AM | 0 | 1 | 5 | 1 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 14 |
| Hourly Total | 0 | 4 | 18 | 1 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 36 |
| 5:00 AM | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 16 |
| 5:15 AM | 0 | 6 | 10 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 25 |
| 5:30 AM | 0 | 6 | 18 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 35 |
| 5:45 AM | 0 | 6 | 17 | 1 | 0 | 24 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 38 |
| Hourly Total | 0 | 18 | 51 | 1 | 0 | 70 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 1 | 26 | 2 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 114 |
| 6:00 AM | 0 | 4 | 19 | 0 | 0 | 23 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 37 |
| 6:15 AM | 0 | 3 | 35 | 1 | 0 | 39 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 9 | 1 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 51 |
| 6:30 AM | 0 | 3 | 20 | 0 | 0 | 23 | 0 | 0 | 2 | 4 | 0 | 6 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 10 | 2 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 46 |
| 6:45 AM | 0 | 5 | 28 | 2 | 0 | 35 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 62 |
| Hourly Total | 0 | 15 | 102 | 3 | 0 | 120 | 0 | 0 | 5 | 6 | 0 | 11 | 0 | 0 | 25 | 0 | 0 | 25 | 0 | 0 | 37 | 3 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | 196 |
| 7:00 AM | 0 | 7 | 35 | 0 | 0 | 42 | 0 | 0 | 5 | 3 | 0 | 8 | 0 | 0 | 16 | 0 | 0 | 16 | 0 | 1 | 11 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 79 |
| 7:15 AM | 0 | 8 | 39 | 0 | 0 | 47 | 0 | 0 | 4 | 4 | 0 | 8 | 0 | 0 | 26 | 0 | 0 | 26 | 0 | 0 | 32 | 2 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 115 |
| 7:30 AM | 0 | 5 | 47 | 0 | 0 | 52 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 22 | 0 | 0 | 22 | 0 | 4 | 21 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 104 |
| 7:45 AM | 0 | 6 | 17 | 3 | 0 | 26 | 0 | 0 | 4 | 3 | 0 | 7 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 5 | 17 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 67 |
| Hourly Total | 0 | 26 | 138 | 3 | 0 | 167 | 0 | 0 | 17 | 11 | 0 | 28 | 0 | 0 | 76 | 0 | 0 | 76 | 0 | 10 | 81 | 3 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 0 | 365 |

**CR 62 @ Camp Three Rd.
Columbus MN
Tuesday, September 14, 2021**

| Time | Southbound CR 62 | | | | | Vehicle Approach Total | Westbound Camp Three Rd. | | | | | Vehicle Approach Total | Northbound CR 62 | | | | | Vehicle Approach Total | Eastbound Camp Three Rd. | | | | | VEHICLE TOTAL | |
|--------------|---------------------|------------|---------------------|----------------|------------------------|------------------------------|-----------------------------|------------|---------------------|----------------|------------------------|------------------------------|---------------------|------------|---------------------|----------------|------------------------|------------------------------|-----------------------------|------------|---------------------|----------------|------------------------|------------------|-----|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | | |
| 8:00 AM | 0 | 5 | 30 | 0 | 0 | 35 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 17 | 0 | 0 | 17 | 0 | 1 | 8 | 1 | 0 | 10 | 66 |
| 8:15 AM | 0 | 4 | 27 | 1 | 0 | 32 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 21 | 0 | 0 | 21 | 0 | 2 | 5 | 1 | 0 | 8 | 64 |
| 8:30 AM | 0 | 2 | 17 | 2 | 0 | 21 | 0 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 1 | 13 | 0 | 0 | 14 | 51 |
| 8:45 AM | 0 | 2 | 21 | 0 | 0 | 23 | 0 | 0 | 2 | 6 | 0 | 8 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 3 | 4 | 0 | 0 | 7 | 51 |
| Hourly Total | 0 | 13 | 95 | 3 | 0 | 111 | 0 | 0 | 9 | 11 | 0 | 20 | 0 | 0 | 62 | 0 | 0 | 62 | 0 | 7 | 30 | 2 | 0 | 39 | 232 |
| 9:00 AM | 0 | 5 | 23 | 0 | 0 | 28 | 0 | 0 | 3 | 4 | 0 | 7 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 2 | 6 | 0 | 0 | 8 | 58 |
| 9:15 AM | 0 | 7 | 26 | 3 | 0 | 36 | 0 | 1 | 5 | 4 | 0 | 10 | 0 | 0 | 16 | 1 | 0 | 17 | 0 | 0 | 3 | 16 | 0 | 3 | 66 |
| 9:30 AM | 0 | 1 | 20 | 1 | 0 | 22 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 1 | 6 | 0 | 0 | 7 | 47 |
| 9:45 AM | 0 | 2 | 22 | 4 | 0 | 28 | 0 | 1 | 2 | 5 | 0 | 8 | 0 | 0 | 19 | 0 | 0 | 19 | 0 | 1 | 5 | 0 | 0 | 6 | 61 |
| Hourly Total | 0 | 15 | 91 | 8 | 0 | 114 | 0 | 2 | 14 | 13 | 0 | 29 | 0 | 0 | 64 | 1 | 0 | 65 | 0 | 4 | 20 | 0 | 0 | 24 | 232 |
| 10:00 AM | 0 | 1 | 17 | 2 | 0 | 20 | 0 | 0 | 4 | 3 | 0 | 7 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 2 | 8 | 0 | 1 | 10 | 46 |
| 10:15 AM | 0 | 3 | 16 | 2 | 0 | 21 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 1 | 24 | 0 | 0 | 25 | 0 | 1 | 5 | 0 | 0 | 6 | 55 |
| 10:30 AM | 0 | 2 | 14 | 0 | 0 | 16 | 0 | 0 | 4 | 5 | 0 | 9 | 1 | 0 | 15 | 0 | 0 | 16 | 0 | 3 | 1 | 0 | 0 | 4 | 45 |
| 10:45 AM | 0 | 2 | 20 | 4 | 0 | 26 | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 2 | 12 | 0 | 0 | 14 | 0 | 0 | 3 | 0 | 0 | 3 | 49 |
| Hourly Total | 0 | 8 | 67 | 8 | 0 | 83 | 0 | 0 | 14 | 11 | 0 | 25 | 1 | 3 | 60 | 0 | 0 | 64 | 0 | 6 | 17 | 0 | 1 | 23 | 195 |
| 11:00 AM | 0 | 2 | 21 | 0 | 0 | 23 | 0 | 0 | 2 | 2 | 1 | 4 | 0 | 1 | 12 | 0 | 0 | 13 | 0 | 1 | 5 | 0 | 0 | 6 | 46 |
| 11:15 AM | 0 | 1 | 16 | 0 | 0 | 17 | 0 | 0 | 2 | 3 | 0 | 5 | 0 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 3 | 0 | 0 | 3 | 44 |
| 11:30 AM | 0 | 4 | 11 | 0 | 0 | 15 | 0 | 0 | 4 | 7 | 0 | 11 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 3 | 3 | 0 | 0 | 6 | 47 |
| 11:45 AM | 0 | 0 | 15 | 3 | 0 | 18 | 0 | 0 | 7 | 3 | 0 | 10 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 2 | 3 | 1 | 0 | 6 | 46 |
| Hourly Total | 0 | 7 | 63 | 3 | 0 | 73 | 0 | 0 | 15 | 15 | 1 | 30 | 0 | 1 | 58 | 0 | 0 | 59 | 0 | 6 | 14 | 1 | 0 | 21 | 183 |
| 12:00 PM | 0 | 4 | 18 | 1 | 0 | 23 | 0 | 0 | 3 | 4 | 0 | 7 | 0 | 0 | 21 | 1 | 0 | 22 | 0 | 1 | 1 | 0 | 0 | 2 | 54 |
| 12:15 PM | 0 | 4 | 28 | 1 | 0 | 33 | 0 | 0 | 7 | 2 | 0 | 9 | 0 | 0 | 19 | 0 | 0 | 19 | 0 | 0 | 3 | 1 | 0 | 4 | 65 |
| 12:30 PM | 0 | 6 | 16 | 3 | 0 | 25 | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 1 | 20 | 0 | 0 | 21 | 0 | 1 | 4 | 1 | 0 | 6 | 58 |
| 12:45 PM | 0 | 6 | 22 | 4 | 0 | 32 | 0 | 0 | 7 | 2 | 0 | 9 | 0 | 1 | 22 | 0 | 0 | 23 | 0 | 1 | 7 | 0 | 0 | 8 | 72 |
| Hourly Total | 0 | 20 | 84 | 9 | 0 | 113 | 0 | 0 | 21 | 10 | 0 | 31 | 0 | 2 | 82 | 1 | 0 | 85 | 0 | 3 | 15 | 2 | 0 | 20 | 249 |
| 1:00 PM | 0 | 3 | 20 | 2 | 0 | 25 | 0 | 0 | 4 | 6 | 0 | 10 | 0 | 0 | 20 | 1 | 0 | 21 | 0 | 4 | 3 | 0 | 0 | 7 | 63 |
| 1:15 PM | 0 | 3 | 18 | 2 | 0 | 23 | 0 | 0 | 4 | 3 | 0 | 7 | 0 | 1 | 23 | 0 | 0 | 24 | 0 | 0 | 3 | 0 | 0 | 3 | 57 |
| 1:30 PM | 0 | 3 | 11 | 1 | 0 | 15 | 0 | 1 | 6 | 3 | 0 | 10 | 0 | 0 | 21 | 0 | 0 | 21 | 0 | 2 | 11 | 0 | 0 | 13 | 59 |
| 1:45 PM | 0 | 0 | 13 | 2 | 0 | 15 | 0 | 0 | 9 | 6 | 0 | 15 | 0 | 0 | 31 | 0 | 0 | 31 | 0 | 0 | 4 | 0 | 0 | 4 | 65 |
| Hourly Total | 0 | 9 | 62 | 7 | 0 | 78 | 0 | 1 | 23 | 18 | 0 | 42 | 0 | 1 | 95 | 1 | 0 | 97 | 0 | 6 | 21 | 0 | 0 | 27 | 244 |
| 2:00 PM | 0 | 3 | 37 | 1 | 0 | 41 | 0 | 0 | 5 | 5 | 0 | 10 | 0 | 3 | 31 | 0 | 0 | 34 | 0 | 3 | 5 | 0 | 0 | 8 | 93 |
| 2:15 PM | 0 | 2 | 24 | 4 | 0 | 30 | 0 | 0 | 11 | 8 | 0 | 19 | 0 | 2 | 20 | 0 | 0 | 22 | 0 | 4 | 6 | 1 | 0 | 11 | 82 |
| 2:30 PM | 0 | 5 | 33 | 4 | 0 | 42 | 0 | 0 | 14 | 5 | 0 | 19 | 0 | 1 | 31 | 0 | 0 | 32 | 0 | 2 | 7 | 0 | 0 | 9 | 102 |
| 2:45 PM | 0 | 2 | 24 | 1 | 0 | 27 | 0 | 0 | 16 | 10 | 0 | 26 | 0 | 0 | 33 | 0 | 0 | 33 | 0 | 3 | 8 | 0 | 0 | 11 | 97 |
| Hourly Total | 0 | 12 | 118 | 10 | 0 | 140 | 0 | 0 | 46 | 28 | 0 | 74 | 0 | 6 | 115 | 0 | 0 | 121 | 0 | 12 | 26 | 1 | 0 | 39 | 374 |
| 3:00 PM | 0 | 2 | 28 | 9 | 0 | 39 | 0 | 0 | 8 | 7 | 0 | 15 | 0 | 0 | 33 | 0 | 0 | 33 | 0 | 1 | 6 | 2 | 0 | 9 | 96 |
| 3:15 PM | 0 | 1 | 28 | 3 | 0 | 32 | 0 | 0 | 8 | 9 | 0 | 17 | 0 | 0 | 60 | 0 | 0 | 60 | 0 | 0 | 1 | 0 | 0 | 1 | 110 |
| 3:30 PM | 0 | 2 | 18 | 3 | 0 | 23 | 0 | 0 | 8 | 10 | 0 | 18 | 0 | 0 | 39 | 0 | 0 | 39 | 0 | 2 | 6 | 0 | 0 | 8 | 88 |
| 3:45 PM | 0 | 9 | 22 | 3 | 0 | 34 | 0 | 0 | 13 | 6 | 0 | 19 | 0 | 1 | 52 | 0 | 0 | 53 | 0 | 2 | 8 | 3 | 0 | 13 | 119 |
| Hourly Total | 0 | 14 | 96 | 18 | 0 | 128 | 0 | 0 | 37 | 32 | 0 | 69 | 0 | 1 | 184 | 0 | 0 | 185 | 0 | 5 | 21 | 5 | 0 | 31 | 413 |

**CR 62 @ Camp Three Rd.
Columbus MN
Tuesday, September 14, 2021**

| Time | Southbound CR 62 | | | | | | Westbound Camp Three Rd. | | | | | | Northbound CR 62 | | | | | | Eastbound Camp Three Rd. | | | | | | VEHICLE TOTAL |
|------------------------|---------------------|------------|---------------------|----------------|------------------------|------------------------------|-----------------------------|------------|---------------------|----------------|------------------------|------------------------------|---------------------|------------|---------------------|----------------|------------------------|------------------------------|-----------------------------|------------|---------------------|----------------|------------------------|------------------------------|------------------|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | |
| 4:00 PM | 0 | 3 | 24 | 3 | 0 | 30 | 0 | 0 | 17 | 9 | 0 | 26 | 0 | 1 | 59 | 0 | 0 | 60 | 0 | 4 | 4 | 0 | 0 | 8 | 124 |
| 4:15 PM | 0 | 9 | 27 | 1 | 0 | 37 | 0 | 0 | 14 | 13 | 0 | 27 | 0 | 0 | 54 | 0 | 0 | 54 | 0 | 2 | 7 | 1 | 0 | 10 | 128 |
| 4:30 PM | 0 | 6 | 20 | 2 | 0 | 28 | 0 | 0 | 22 | 11 | 0 | 33 | 0 | 3 | 54 | 0 | 0 | 57 | 0 | 4 | 5 | 0 | 0 | 9 | 127 |
| 4:45 PM | 0 | 4 | 23 | 4 | 0 | 31 | 0 | 0 | 24 | 9 | 0 | 33 | 0 | 1 | 48 | 0 | 0 | 49 | 0 | 5 | 6 | 0 | 0 | 11 | 124 |
| Hourly Total | 0 | 22 | 94 | 10 | 0 | 126 | 0 | 0 | 77 | 42 | 0 | 119 | 0 | 5 | 215 | 0 | 0 | 220 | 0 | 15 | 22 | 1 | 0 | 38 | 503 |
| 5:00 PM | 0 | 5 | 20 | 3 | 0 | 28 | 0 | 1 | 9 | 10 | 0 | 20 | 0 | 3 | 49 | 0 | 0 | 52 | 0 | 2 | 8 | 0 | 0 | 10 | 110 |
| 5:15 PM | 0 | 8 | 21 | 6 | 0 | 35 | 0 | 0 | 9 | 12 | 0 | 21 | 0 | 0 | 44 | 0 | 0 | 44 | 0 | 2 | 10 | 2 | 0 | 14 | 114 |
| 5:30 PM | 0 | 4 | 21 | 2 | 0 | 27 | 0 | 0 | 10 | 11 | 0 | 21 | 0 | 1 | 33 | 0 | 0 | 34 | 0 | 0 | 7 | 0 | 1 | 7 | 89 |
| 5:45 PM | 0 | 7 | 15 | 2 | 0 | 24 | 0 | 0 | 13 | 10 | 0 | 23 | 0 | 0 | 36 | 0 | 0 | 36 | 0 | 1 | 6 | 0 | 0 | 7 | 90 |
| Hourly Total | 0 | 24 | 77 | 13 | 0 | 114 | 0 | 1 | 41 | 43 | 0 | 85 | 0 | 4 | 162 | 0 | 0 | 166 | 0 | 5 | 31 | 2 | 1 | 38 | 403 |
| 6:00 PM | 0 | 5 | 19 | 1 | 0 | 25 | 0 | 0 | 12 | 4 | 0 | 16 | 0 | 2 | 28 | 0 | 0 | 30 | 0 | 2 | 7 | 0 | 0 | 9 | 80 |
| 6:15 PM | 0 | 0 | 22 | 1 | 0 | 23 | 0 | 0 | 13 | 7 | 0 | 20 | 0 | 2 | 20 | 0 | 0 | 22 | 0 | 3 | 7 | 0 | 0 | 10 | 75 |
| 6:30 PM | 0 | 1 | 9 | 1 | 0 | 11 | 0 | 0 | 11 | 8 | 0 | 19 | 0 | 0 | 25 | 0 | 0 | 25 | 0 | 1 | 3 | 0 | 0 | 4 | 59 |
| 6:45 PM | 0 | 3 | 15 | 2 | 0 | 20 | 0 | 0 | 7 | 3 | 0 | 10 | 0 | 1 | 33 | 0 | 0 | 34 | 0 | 0 | 3 | 0 | 0 | 3 | 67 |
| Hourly Total | 0 | 9 | 65 | 5 | 0 | 79 | 0 | 0 | 43 | 22 | 0 | 65 | 0 | 5 | 106 | 0 | 0 | 111 | 0 | 6 | 20 | 0 | 0 | 26 | 281 |
| 7:00 PM | 0 | 4 | 18 | 4 | 0 | 26 | 0 | 0 | 6 | 7 | 0 | 13 | 0 | 0 | 26 | 1 | 0 | 27 | 0 | 0 | 6 | 1 | 0 | 7 | 73 |
| 7:15 PM | 0 | 4 | 11 | 0 | 0 | 15 | 0 | 0 | 11 | 4 | 0 | 15 | 0 | 0 | 21 | 0 | 0 | 21 | 0 | 0 | 3 | 0 | 0 | 3 | 54 |
| 7:30 PM | 0 | 3 | 18 | 2 | 0 | 23 | 0 | 0 | 10 | 4 | 0 | 14 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 1 | 9 | 0 | 1 | 10 | 62 |
| 7:45 PM | 0 | 8 | 13 | 3 | 0 | 24 | 0 | 0 | 10 | 1 | 1 | 11 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 1 | 4 | 0 | 0 | 5 | 55 |
| Hourly Total | 0 | 19 | 60 | 9 | 0 | 88 | 0 | 0 | 37 | 16 | 1 | 53 | 0 | 0 | 77 | 1 | 0 | 78 | 0 | 2 | 22 | 1 | 1 | 25 | 244 |
| 8:00 PM | 0 | 1 | 13 | 0 | 0 | 14 | 0 | 0 | 13 | 4 | 0 | 17 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 6 | 1 | 0 | 8 | 44 |
| 8:15 PM | 0 | 0 | 6 | 4 | 0 | 10 | 0 | 0 | 10 | 5 | 0 | 15 | 0 | 1 | 7 | 0 | 0 | 8 | 0 | 1 | 2 | 0 | 0 | 3 | 36 |
| 8:30 PM | 0 | 0 | 9 | 2 | 0 | 11 | 0 | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 4 | 0 | 1 | 0 | 5 | 32 |
| 8:45 PM | 0 | 2 | 1 | 1 | 0 | 4 | 0 | 0 | 6 | 4 | 0 | 10 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| Hourly Total | 0 | 3 | 29 | 7 | 0 | 39 | 0 | 0 | 36 | 14 | 0 | 50 | 0 | 1 | 28 | 0 | 0 | 29 | 0 | 6 | 8 | 2 | 0 | 16 | 134 |
| 9:00 PM | 0 | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 8 | 2 | 0 | 10 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 2 | 0 | 0 | 3 | 26 |
| 9:15 PM | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 2 | 17 |
| 9:30 PM | 0 | 1 | 7 | 0 | 0 | 8 | 0 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 0 | 2 | 19 |
| 9:45 PM | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| Hourly Total | 0 | 1 | 21 | 2 | 0 | 24 | 0 | 0 | 18 | 8 | 0 | 26 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 1 | 5 | 1 | 0 | 7 | 71 |
| 10:00 PM | 0 | 2 | 2 | 2 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 1 | 14 |
| 10:15 PM | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 3 | 13 |
| 10:30 PM | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 1 | 13 |
| 10:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hourly Total | 0 | 3 | 5 | 2 | 0 | 10 | 0 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 18 | 0 | 0 | 18 | 0 | 1 | 4 | 0 | 0 | 5 | 46 |
| 11:00 PM | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 11:15 PM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 |
| 11:30 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:45 PM | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| Hourly Total | 0 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 2 | 17 |
| DAILY TOTAL | 0 | 244 | 1354 | 125 | 0 | 1723 | 0 | 4 | 482 | 304 | 2 | 790 | 1 | 29 | 1469 | 4 | 0 | 1503 | 0 | 96 | 432 | 26 | 3 | 554 | 4570 |
| Cars | 0 | 241 | 1316 | 123 | 0 | 1680 | 0 | 3 | 473 | 296 | 2 | 772 | 1 | 29 | 1422 | 4 | 0 | 1456 | 0 | 91 | 424 | 26 | 3 | 541 | 4449 |
| Heavy Vehicles | 0 | 3 | 38 | 2 | 0 | 43 | 0 | 1 | 9 | 8 | 0 | 18 | 0 | 0 | 47 | 0 | 0 | 47 | 0 | 5 | 8 | 0 | 0 | 13 | 121 |
| Heavy Vehicle % | 0.00% | 1.23% | 2.81% | 1.60% | 0.00% | 2.50% | 0.00% | 25.00% | 1.87% | 2.63% | 0.00% | 2.28% | 0.00% | 0.00% | 3.20% | 0.00% | 0.00% | 3.13% | 0.00% | 5.21% | 1.85% | 0.00% | 0.00% | 2.35% | 2.65% |

**CR 62 @ Camp Three Rd.
Columbus MN
Tuesday, September 14, 2021
AM Peak Hour**

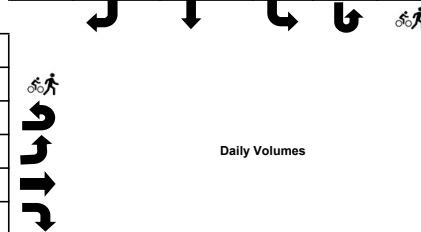
| Time | Southbound | | | | | | Westbound | | | | | | Northbound | | | | | | Eastbound | | | | | | VEHICLE TOTAL |
|-----------------|------------|------------|------------------|-------------|---------------------|------------------------|-----------|------------|------------------|-------------|---------------------|------------------------|------------|------------|------------------|-------------|---------------------|------------------------|-----------|------------|------------------|-------------|---------------------|------------------------|---------------|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | |
| 7:00 AM | 0 | 7 | 35 | 0 | 0 | 42 | 0 | 0 | 5 | 3 | 0 | 8 | 0 | 0 | 16 | 0 | 0 | 16 | 0 | 1 | 11 | 1 | 0 | 13 | 79 |
| 7:15 AM | 0 | 8 | 39 | 0 | 0 | 47 | 0 | 0 | 4 | 4 | 0 | 8 | 0 | 0 | 26 | 0 | 0 | 26 | 0 | 0 | 32 | 2 | 0 | 34 | 115 |
| 7:30 AM | 0 | 5 | 47 | 0 | 0 | 52 | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 22 | 0 | 0 | 22 | 0 | 4 | 21 | 0 | 0 | 25 | 104 |
| 7:45 AM | 0 | 6 | 17 | 3 | 0 | 26 | 0 | 0 | 4 | 3 | 0 | 7 | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 5 | 17 | 0 | 0 | 22 | 67 |
| Peak Hour Total | 0 | 26 | 138 | 3 | 0 | 167 | 0 | 0 | 17 | 11 | 0 | 28 | 0 | 0 | 76 | 0 | 0 | 76 | 0 | 10 | 81 | 3 | 0 | 94 | 365 |
| PHF | 0.000 | 0.813 | 0.734 | 0.250 | 0.000 | 0.803 | 0.000 | 0.000 | 0.850 | 0.688 | 0.000 | 0.875 | 0.000 | 0.000 | 0.731 | 0.000 | 0.000 | 0.731 | 0.000 | 0.500 | 0.633 | 0.375 | 0.000 | 0.691 | 0.793 |

PM Peak Hour

| Time | Southbound | | | | | | Westbound | | | | | | Northbound | | | | | | Eastbound | | | | | | VEHICLE TOTAL |
|-----------------|------------|------------|------------------|-------------|---------------------|------------------------|-----------|------------|------------------|-------------|---------------------|------------------------|------------|------------|------------------|-------------|---------------------|------------------------|-----------|------------|------------------|-------------|---------------------|------------------------|---------------|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | |
| 4:00 PM | 0 | 3 | 24 | 3 | 0 | 30 | 0 | 0 | 17 | 9 | 0 | 26 | 0 | 1 | 59 | 0 | 0 | 60 | 0 | 4 | 4 | 0 | 0 | 8 | 124 |
| 4:15 PM | 0 | 9 | 27 | 1 | 0 | 37 | 0 | 0 | 14 | 13 | 0 | 27 | 0 | 0 | 54 | 0 | 0 | 54 | 0 | 2 | 7 | 1 | 0 | 10 | 128 |
| 4:30 PM | 0 | 6 | 20 | 2 | 0 | 28 | 0 | 0 | 22 | 11 | 0 | 33 | 0 | 3 | 54 | 0 | 0 | 57 | 0 | 4 | 5 | 0 | 0 | 9 | 127 |
| 4:45 PM | 0 | 4 | 23 | 4 | 0 | 31 | 0 | 0 | 24 | 9 | 0 | 33 | 0 | 1 | 48 | 0 | 0 | 49 | 0 | 5 | 6 | 0 | 0 | 11 | 124 |
| Peak Hour Total | 0 | 22 | 94 | 10 | 0 | 126 | 0 | 0 | 77 | 42 | 0 | 119 | 0 | 5 | 215 | 0 | 0 | 220 | 0 | 15 | 22 | 1 | 0 | 38 | 503 |
| PHF | 0.000 | 0.611 | 0.870 | 0.625 | 0.000 | 0.851 | 0.000 | 0.000 | 0.802 | 0.808 | 0.000 | 0.902 | 0.000 | 0.417 | 0.911 | 0.000 | 0.000 | 0.917 | 0.000 | 0.750 | 0.786 | 0.250 | 0.000 | 0.864 | 0.982 |

| | | | | | | | |
|--------------------------------|------------|-------------|------------|-------------------------------|----------|------|--|
| Total Vehicles On Leg | | | | 3592 | | | |
| Vehicles Entering Intersection | | 1723 | | Vehicles Exiting Intersection | | 1869 | |
| Southbound | | | | | | | |
| Cars | 123 | 1316 | 241 | 0 | 0 | | |
| Heavy | 2 | 38 | 3 | 0 | 0 | | |
| Total | 125 | 1354 | 244 | 0 | 0 | | |

| | | | | | |
|-------------------------------|---------------------------------------|-----------|------|-------|-------|
| Total Vehicles on Leg 1190 | Vehicles Entering Intersection 554 | Eastbound | Cars | Heavy | Total |
| | | | 3 | 0 | 3 |
| | | | 0 | 0 | 0 |
| | 91 | | 5 | 96 | |
| | Vehicles Exiting Intersection 636 | | 424 | 8 | 432 |
| | | | 26 | 0 | 26 |



| | | | | | |
|------|-------|-------|-----------|---------------------------------------|-------------------------------|
| Cars | Heavy | Total | Westbound | Vehicles Entering Intersection 790 | Total Vehicles on Leg 1470 |
| 296 | 8 | 304 | | | |
| 473 | 9 | 482 | | | |
| 3 | 1 | 4 | | | |
| 0 | 0 | 0 | | | |
| 2 | 0 | 2 | | Vehicles Exiting Intersection 680 | |

| | | | | | |
|--------------------------------|----------|----------|-----------|-------------|----------|
| Cars | 0 | 1 | 29 | 1422 | 4 |
| Heavy | 0 | 0 | 0 | 47 | 0 |
| Total | 0 | 1 | 29 | 1469 | 4 |
| Northbound | | | | | |
| Vehicles Entering Intersection | | | 1503 | | |
| Vehicles Exiting Intersection | | | 1385 | | |
| Total Vehicles On Leg | | | 2888 | | |

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2138

Study Date : 09/16/2021

Signal Warrants - Summary

Major Street Approaches

Northbound: CR 62 (Kettle River Blvd.)

Number of Lanes : 1

Total Approach Volume: 1,503

Southbound: CR 62 (Kettle River Blvd.)

Number of Lanes : 1

Total Approach Volume: 1,723

Minor Street Approaches

Eastbound: Camp Three Rd.

Number of Lanes : 1

Total Approach Volume: 554

Westbound: Camp Three Rd.

Number of Lanes : 1

Total Approach Volume: 790

Warrant Summary (Rural Values Apply)

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

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

Required volumes reached for 1 hours, 8 are needed

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

Required volumes reached for 0 hours, 8 are needed

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

Required 1A volumes reached for 2 hours, 8 are needed

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

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

Number of hours (0) 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 2138

Study Date : 09/16/2021

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 1 one hour periods 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 NB | + | Major SB | = | | Minor EB | Minor WB | |
| | CR 62 (Kettle River Blvd.) | | | | | Camp Three Rd. | | |
| 15:45 - 16:45 | 224 | + | 129 | = | 353 | 40 | 105 | Yes |
| 15:15 - 16:15 | 212 | + | 119 | = | 331 | 30 | 80 | No |
| 15:30 - 16:30 | 206 | + | 124 | = | 330 | 39 | 90 | No |
| 15:00 - 16:00 | 185 | + | 128 | = | 313 | 31 | 69 | No |
| 16:45 - 17:45 | 179 | + | 121 | = | 300 | 42 | 95 | No |
| 14:30 - 15:30 | 158 | + | 140 | = | 298 | 30 | 77 | No |
| 14:45 - 15:45 | 165 | + | 121 | = | 286 | 29 | 76 | No |
| 17:00 - 18:00 | 166 | + | 114 | = | 280 | 38 | 85 | No |
| 14:00 - 15:00 | 121 | + | 140 | = | 261 | 39 | 74 | No |
| 14:15 - 15:15 | 120 | + | 138 | = | 258 | 40 | 79 | No |
| 17:15 - 18:15 | 144 | + | 111 | = | 255 | 37 | 81 | No |
| 06:45 - 07:45 | 78 | + | 176 | = | 254 | 83 | 23 | No |
| 13:45 - 14:45 | 119 | + | 128 | = | 247 | 32 | 63 | No |
| 07:00 - 08:00 | 76 | + | 167 | = | 243 | 94 | 28 | No |
| 07:15 - 08:15 | 77 | + | 160 | = | 237 | 91 | 24 | No |
| 17:30 - 18:30 | 122 | + | 99 | = | 221 | 33 | 80 | No |
| 07:30 - 08:30 | 72 | + | 145 | = | 217 | 65 | 19 | No |
| 13:30 - 14:30 | 108 | + | 101 | = | 209 | 36 | 54 | No |
| 06:30 - 07:30 | 61 | + | 147 | = | 208 | 70 | 24 | No |
| 13:15 - 14:15 | 110 | + | 94 | = | 204 | 28 | 42 | No |
| 12:15 - 13:15 | 84 | + | 115 | = | 199 | 25 | 34 | No |
| 12:00 - 13:00 | 85 | + | 113 | = | 198 | 20 | 31 | No |
| 17:45 - 18:45 | 113 | + | 83 | = | 196 | 30 | 78 | No |
| 12:30 - 13:30 | 89 | + | 105 | = | 194 | 24 | 32 | No |
| 18:00 - 19:00 | 111 | | 79 | | 190 | 26 | 65 | No |

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2138

Study Date : 09/16/2021

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 0 one hour periods 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 = **52**

| Time | Major Road | | | | Total | Minor Road | | Met? |
|---------------|-----------------------------------|---|----------|---|-------|-----------------------|----------|------|
| | Major NB | + | Major SB | = | | Minor EB | Minor WB | |
| | CR 62 (Kettle River Blvd.) | | | | | Camp Three Rd. | | |
| 15:45 - 16:45 | 224 | + | 129 | = | 353 | 40 | 105 | No |
| 16:00 - 17:00 | 220 | + | 126 | = | 346 | 38 | 119 | No |
| 16:15 - 17:15 | 212 | + | 124 | = | 336 | 40 | 113 | No |
| 15:15 - 16:15 | 212 | + | 119 | = | 331 | 30 | 80 | No |
| 15:30 - 16:30 | 206 | + | 124 | = | 330 | 39 | 90 | No |
| 16:30 - 17:30 | 202 | + | 122 | = | 324 | 44 | 107 | No |
| 15:00 - 16:00 | 185 | + | 128 | = | 313 | 31 | 69 | No |
| 16:45 - 17:45 | 179 | + | 121 | = | 300 | 42 | 95 | No |
| 14:30 - 15:30 | 158 | + | 140 | = | 298 | 30 | 77 | No |
| 14:45 - 15:45 | 165 | + | 121 | = | 286 | 29 | 76 | No |
| 17:00 - 18:00 | 166 | + | 114 | = | 280 | 38 | 85 | No |
| 14:00 - 15:00 | 121 | + | 140 | = | 261 | 39 | 74 | No |
| 14:15 - 15:15 | 120 | + | 138 | = | 258 | 40 | 79 | No |
| 17:15 - 18:15 | 144 | + | 111 | = | 255 | 37 | 81 | No |
| 06:45 - 07:45 | 78 | + | 176 | = | 254 | 83 | 23 | No |
| 13:45 - 14:45 | 119 | + | 128 | = | 247 | 32 | 63 | No |
| 07:00 - 08:00 | 76 | + | 167 | = | 243 | 94 | 28 | No |
| 07:15 - 08:15 | 77 | + | 160 | = | 237 | 91 | 24 | No |
| 17:30 - 18:30 | 122 | + | 99 | = | 221 | 33 | 80 | No |
| 07:30 - 08:30 | 72 | + | 145 | = | 217 | 65 | 19 | No |
| 13:30 - 14:30 | 108 | + | 101 | = | 209 | 36 | 54 | No |
| 06:30 - 07:30 | 61 | + | 147 | = | 208 | 70 | 24 | No |
| 13:15 - 14:15 | 110 | + | 94 | = | 204 | 28 | 42 | No |
| 12:15 - 13:15 | 84 | + | 115 | = | 199 | 25 | 34 | No |
| 12:00 - 13:00 | 85 | | 113 | | 198 | 20 | 31 | No |

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2138

Study Date : 09/16/2021

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 2 hours meet 1A minimums.
Only 0 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 CR 62 (Kettle River Blvd.)

Minor Road Camp Three Rd.

| Time | Major NB | + | Major SB | = | Total | Minor EB | Minor WB | Met1A? |
|---------------|----------|---|----------|---|-------|----------|----------|--------|
| 15:30 - 16:30 | 206 | + | 124 | = | 330 | 39 | 90 | Yes |
| 16:30 - 17:30 | 202 | + | 122 | = | 324 | 44 | 107 | Yes |
| 15:15 - 16:15 | 212 | + | 119 | = | 331 | 30 | 80 | No |
| 15:00 - 16:00 | 185 | + | 128 | = | 313 | 31 | 69 | No |
| 14:30 - 15:30 | 158 | + | 140 | = | 298 | 30 | 77 | No |
| 14:45 - 15:45 | 165 | + | 121 | = | 286 | 29 | 76 | No |
| 14:00 - 15:00 | 121 | + | 140 | = | 261 | 39 | 74 | No |
| 14:15 - 15:15 | 120 | + | 138 | = | 258 | 40 | 79 | No |
| 06:45 - 07:45 | 78 | + | 176 | = | 254 | 83 | 23 | No |
| 13:45 - 14:45 | 119 | + | 128 | = | 247 | 32 | 63 | No |
| 07:00 - 08:00 | 76 | + | 167 | = | 243 | 94 | 28 | No |
| 07:15 - 08:15 | 77 | + | 160 | = | 237 | 91 | 24 | No |

| Time | Major NB | + | Major SB | = | Total | Minor EB | Minor WB | Met1B? |
|---------------|----------|---|----------|---|-------|----------|----------|--------|
| 15:45 - 16:45 | 224 | + | 129 | = | 353 | 40 | 105 | No |
| 16:00 - 17:00 | 220 | + | 126 | = | 346 | 38 | 119 | No |
| 16:15 - 17:15 | 212 | + | 124 | = | 336 | 40 | 113 | No |
| 15:15 - 16:15 | 212 | + | 119 | = | 331 | 30 | 80 | No |
| 15:30 - 16:30 | 206 | + | 124 | = | 330 | 39 | 90 | No |
| 16:30 - 17:30 | 202 | + | 122 | = | 324 | 44 | 107 | No |
| 15:00 - 16:00 | 185 | + | 128 | = | 313 | 31 | 69 | No |
| 16:45 - 17:45 | 179 | + | 121 | = | 300 | 42 | 95 | No |
| 14:30 - 15:30 | 158 | + | 140 | = | 298 | 30 | 77 | No |
| 14:45 - 15:45 | 165 | + | 121 | = | 286 | 29 | 76 | No |
| 17:00 - 18:00 | 166 | + | 114 | = | 280 | 38 | 85 | No |
| 14:00 - 15:00 | 121 | + | 140 | = | 261 | 39 | 74 | No |

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2138

Study Date : 09/16/2021

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.

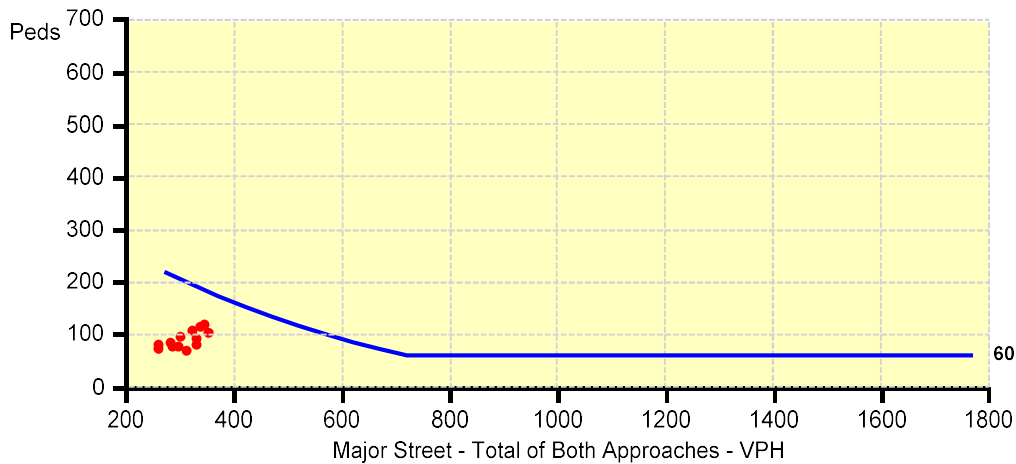
Summary

Only 0 one hour periods 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 CR 62 (Kettle River Blvd.) | | | | Total | Minor Road Camp Three Rd. | | Met? |
|---------------|--|---|----------|---|-------|------------------------------|----------|------|
| | Major NB | + | Major SB | = | | Minor EB | Minor WB | |
| 15:45 - 16:45 | 224 | + | 129 | = | 353 | 40 | 105 | No |
| 16:00 - 17:00 | 220 | + | 126 | = | 346 | 38 | 119 | No |
| 16:15 - 17:15 | 212 | + | 124 | = | 336 | 40 | 113 | No |
| 15:15 - 16:15 | 212 | + | 119 | = | 331 | 30 | 80 | No |
| 15:30 - 16:30 | 206 | + | 124 | = | 330 | 39 | 90 | No |
| 16:30 - 17:30 | 202 | + | 122 | = | 324 | 44 | 107 | No |
| 15:00 - 16:00 | 185 | + | 128 | = | 313 | 31 | 69 | No |
| 16:45 - 17:45 | 179 | + | 121 | = | 300 | 42 | 95 | No |
| 14:30 - 15:30 | 158 | + | 140 | = | 298 | 30 | 77 | No |
| 14:45 - 15:45 | 165 | + | 121 | = | 286 | 29 | 76 | No |
| 17:00 - 18:00 | 166 | + | 114 | = | 280 | 38 | 85 | No |
| | | | | | | | 74 | No |



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2138

Study Date : 09/16/2021

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 = **1**
 Number of Minor Lanes = **1**

| Time | Major Road CR 62 (Kettle River Blvd.) | | | | Total | Minor Road Camp Three Rd. | | Met? |
|---------------|--|---|----------|---|-------|------------------------------|----------|------|
| | Major NB | + | Major SB | = | | Minor EB | Minor WB | |
| 15:45 - 16:45 | 224 | + | 129 | = | 353 | 40 | 105 | No |
| 16:00 - 17:00 | 220 | + | 126 | = | 346 | 38 | 119 | No |
| 16:15 - 17:15 | 212 | + | 124 | = | 336 | 40 | 113 | No |
| 15:15 - 16:15 | 212 | + | 119 | = | 331 | 30 | 80 | No |
| 15:30 - 16:30 | 206 | + | 124 | = | 330 | 39 | 90 | No |
| 16:30 - 17:30 | 202 | + | 122 | = | 324 | 44 | 107 | No |
| 15:00 - 16:00 | 185 | + | 128 | = | 313 | 31 | 69 | No |
| 16:45 - 17:45 | 179 | + | 121 | = | 300 | 42 | 95 | No |
| 14:30 - 15:30 | 158 | + | 140 | = | 298 | 30 | 77 | No |
| 14:45 - 15:45 | 165 | + | 121 | = | 286 | 29 | 76 | No |
| 17:00 - 18:00 | 166 | + | 114 | = | 280 | 38 | 85 | No |
| | | | | | | 74 | | No |

