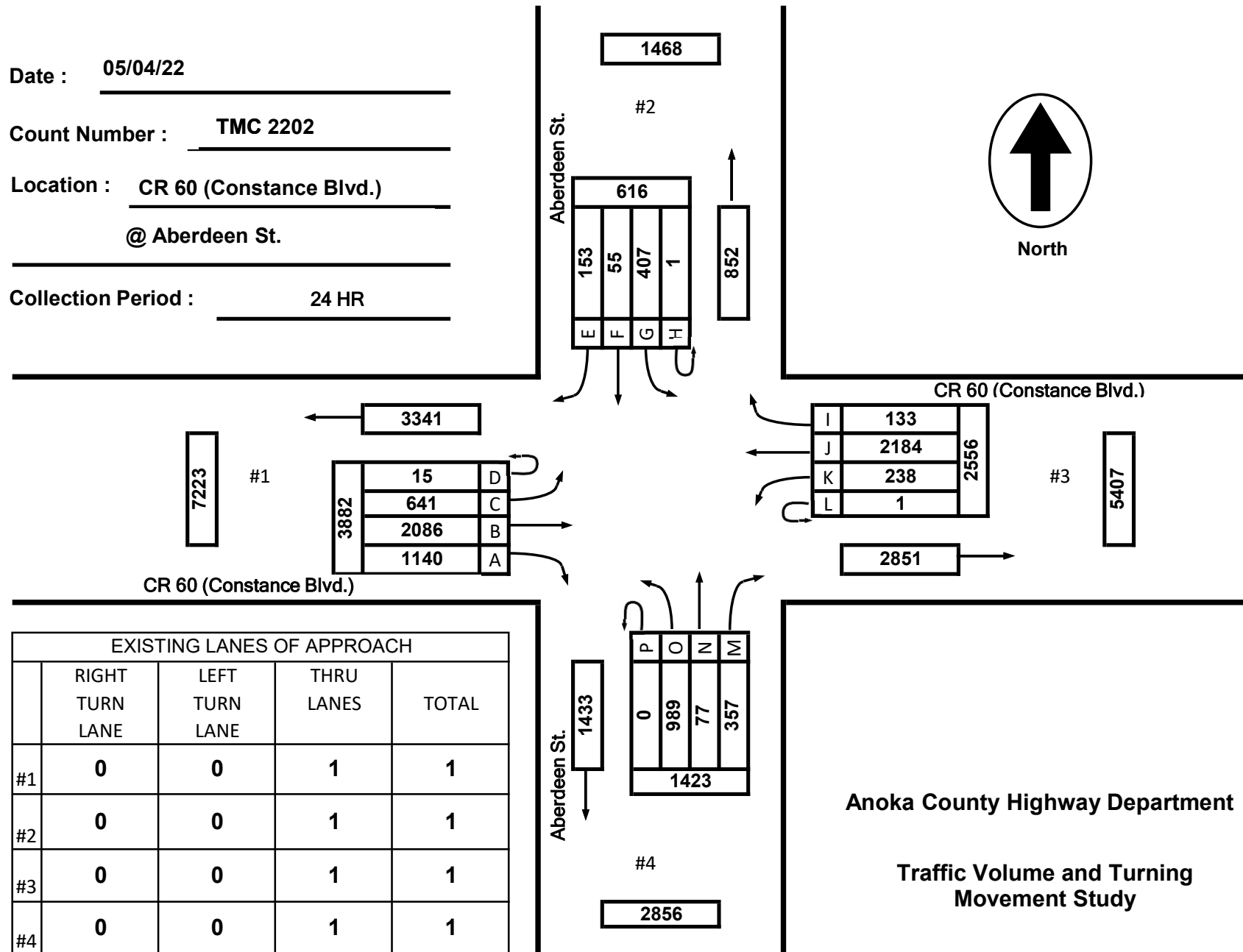


Date : 05/04/22

Count Number : TMC 2202

Location : CR 60 (Constance Blvd.)  
@ Aberdeen St.

Collection Period : 24 HR



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

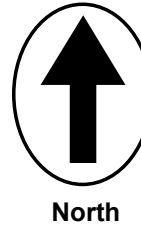
Traffic Volume and Turning Movement Study

Date : 05/04/22

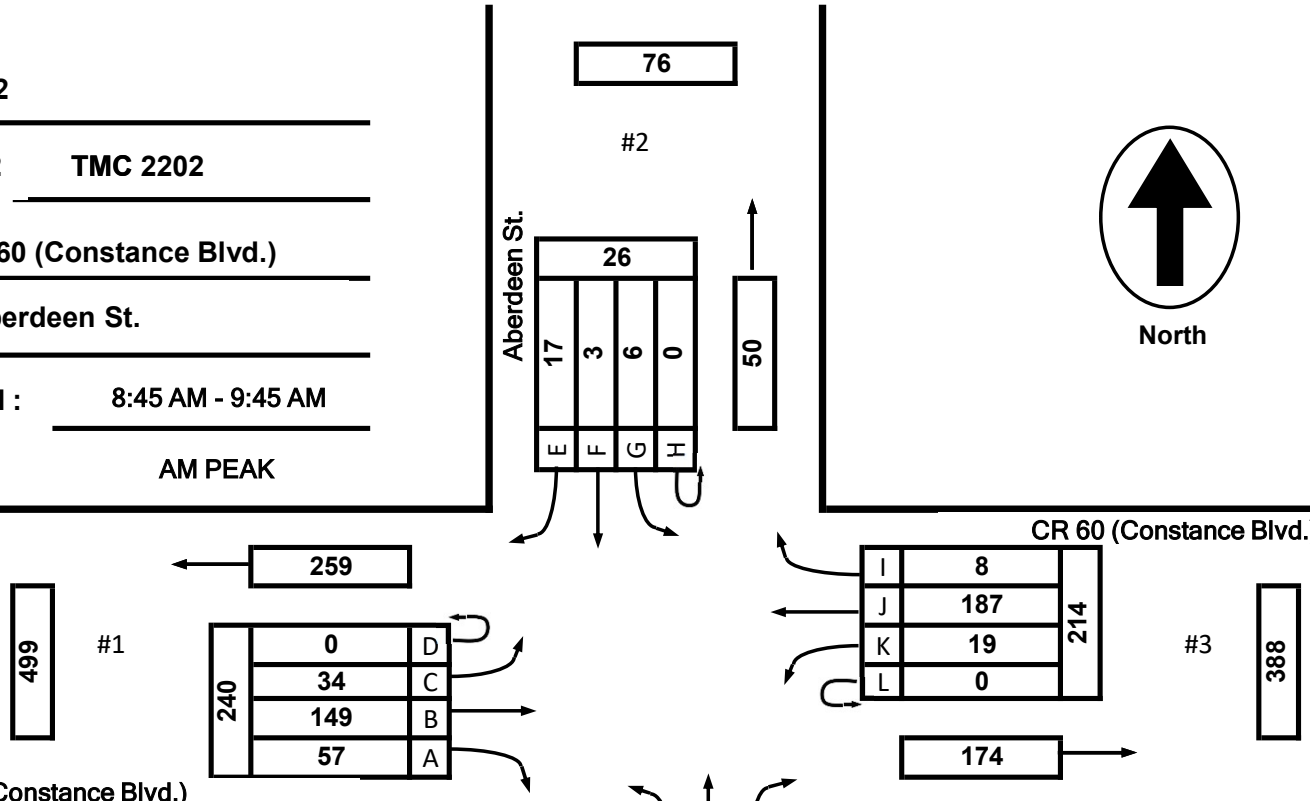
Count Number : 22 TMC 2202

Location : CR 60 (Constance Blvd.)  
@ Aberdeen St.

Collection Period : 8:45 AM - 9:45 AM  
**AM PEAK**



North



CR 60 (Constance Blvd.)

CR 60 (Constance Blvd.)

Aberdeen St.

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

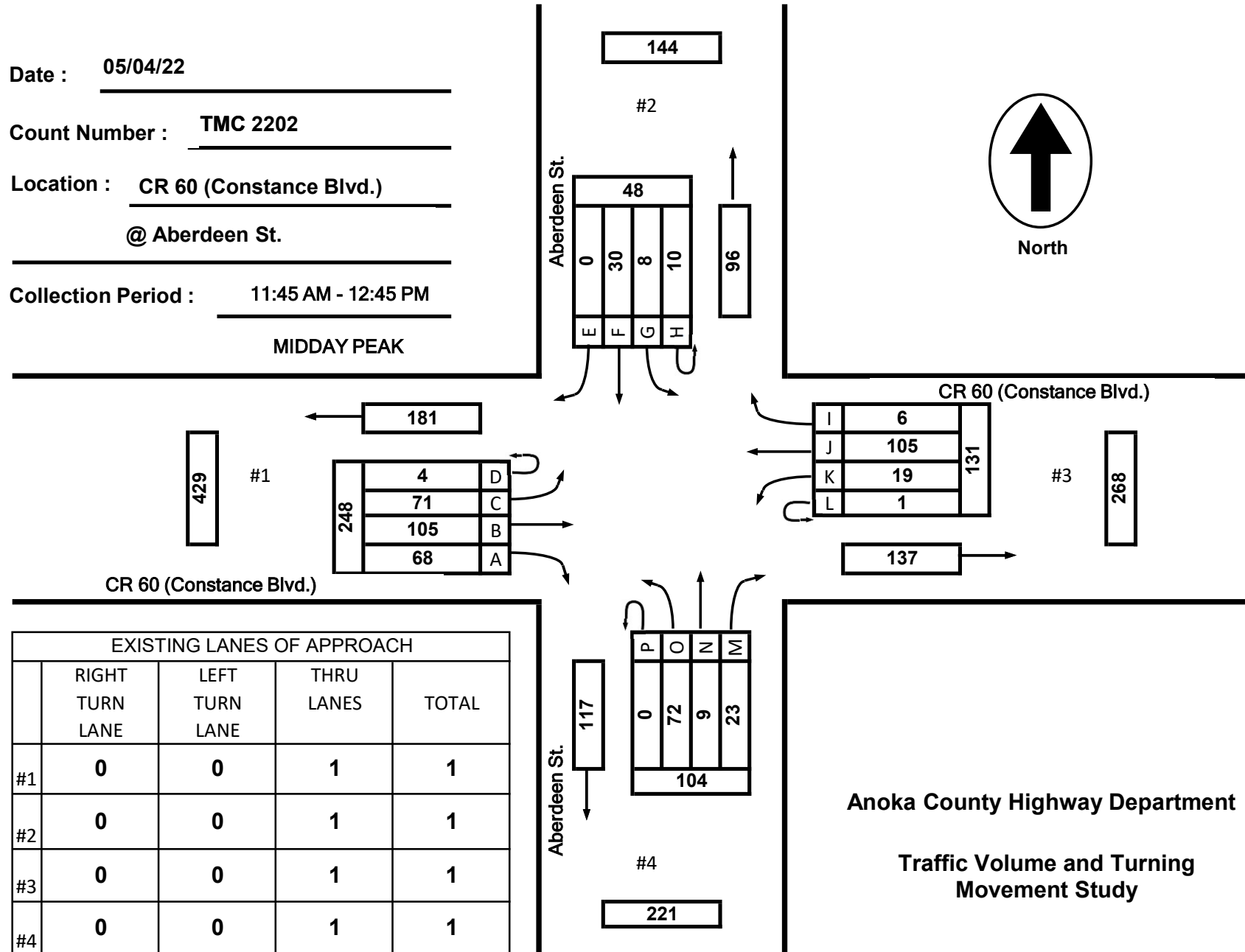
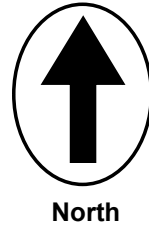
Traffic Volume and Turning Movement Study

Date : 05/04/22

Count Number : TMC 2202

Location : CR 60 (Constance Blvd.)  
@ Aberdeen St.

Collection Period : 11:45 AM - 12:45 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	0	0	1	1
#4	0	0	1	1

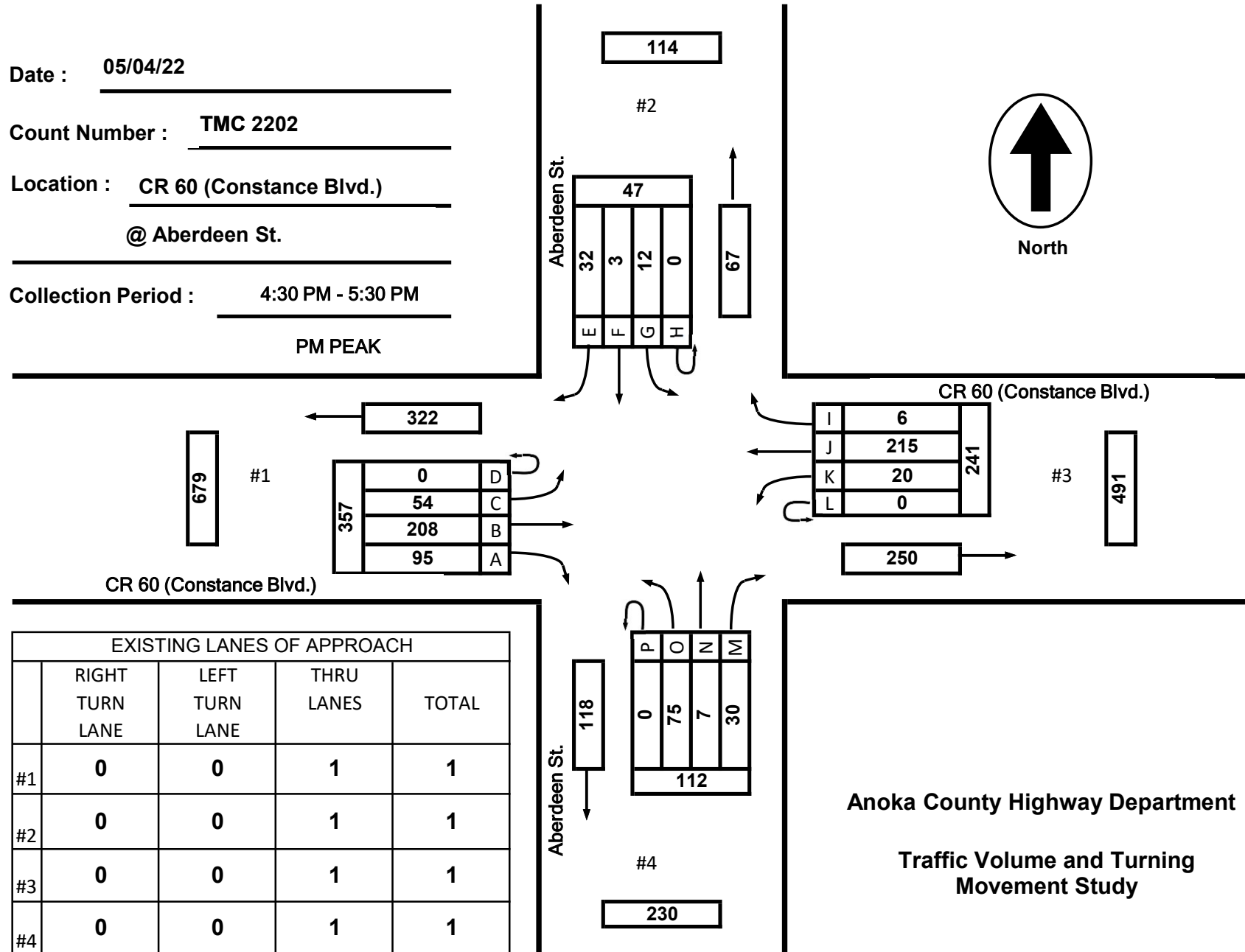
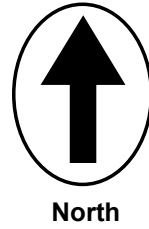
**Anoka County Highway Department**  
**Traffic Volume and Turning Movement Study**

Date : 05/04/22

Count Number : TMC 2202

Location : CR 60 (Constance Blvd.)  
@ Aberdeen St.

Collection Period : 4:30 PM - 5:30 PM  
**PM PEAK**



CR 60 (Constance Blvd.)

CR 60 (Constance Blvd.)

Aberdeen St.

Aberdeen St.

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



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2202  
 Site Code :  
 Start Date : 05/04/2022  
 Page No : 1

Weather: Cool & Cloudy  
 CountCAM 2  
 Study Conducted By: Adam

Groups Printed- Cars + - Trucks

Start Time	Aberdeen St. Southbound						CR 60 Westbound						Aberdeen St. Northbound						CR 60 Eastbound						Exclu. Total	Inclu. Total	Int. Total						
	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total									
00:00	3	1	0	0	0	4	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
00:15	1	0	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	3	3	1	0	0	0	4	0	8	8						
00:30	4	0	0	0	0	4	0	2	0	0	0	2	0	0	1	0	0	1	1	2	0	0	0	3	0	10	10						
00:45	1	2	0	0	0	3	0	1	0	0	0	1	1	0	1	0	0	2	0	1	0	0	0	1	0	7	7						
<b>Total</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>31</b>	<b>31</b>						
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	2						
01:15	2	0	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	1	1	4	5						
01:30	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	3	3						
01:45	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	4	4						
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>13</b>	<b>14</b>						
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	0	2	2						
02:15	0	0	0	0	0	0	0	2	0	0	0	2	0	1	1	0	0	2	2	0	0	0	0	2	0	6	6						
02:30	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	1	1	0	0	0	2	0	4	4						
02:45	0	1	0	0	0	1	0	1	0	0	0	1	0	0	2	0	0	2	1	0	0	0	0	1	0	5	5						
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>17</b>						
03:00	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2	0	0	2	3	0	0	0	0	3	0	7	7						
03:15	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	1	2	0	0	0	0	2	0	5	5						
03:30	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	0	0	3	2	2	0	0	0	4	0	8	8						
03:45	0	0	0	0	0	0	0	4	0	0	0	4	0	0	4	0	0	4	3	1	0	0	0	4	0	12	12						
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>32</b>	<b>32</b>						
04:00	0	0	0	0	0	0	0	2	1	0	0	3	0	0	2	0	0	2	2	0	0	0	0	2	0	7	7						
04:15	0	0	0	0	0	0	0	4	0	0	0	4	0	0	1	0	0	1	0	2	0	0	0	2	0	7	7						
04:30	0	0	0	0	0	0	0	8	1	0	0	9	0	0	2	0	0	2	1	2	0	0	0	3	0	14	14						
04:45	0	0	0	0	0	0	0	5	0	0	0	5	0	0	1	0	0	1	4	2	1	0	0	7	0	13	13						
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>41</b>	<b>41</b>						
05:00	0	0	0	0	0	0	0	7	1	0	0	8	0	0	4	0	0	4	1	4	2	0	0	7	0	19	19						
05:15	0	0	0	0	0	0	0	14	3	0	0	17	1	0	4	0	0	5	6	2	2	0	0	10	0	32	32						
05:30	1	0	0	0	0	1	0	25	0	0	0	25	1	1	4	0	0	6	8	6	3	0	0	17	0	49	49						
05:45	1	0	1	0	0	2	0	20	3	0	0	23	2	2	7	0	0	11	6	7	9	0	0	22	0	58	58						
<b>Total</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>66</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>4</b>	<b>3</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>21</b>	<b>19</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>158</b>	<b>158</b>						



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2202  
 Site Code :  
 Start Date : 05/04/2022  
 Page No : 2

Weather: Cool & Cloudy  
 CountCAM 2  
 Study Conducted By: Adam

Groups Printed- Cars + - Trucks

Start Time	Aberdeen St. Southbound						CR 60 Westbound						Aberdeen St. Northbound						CR 60 Eastbound						Exclu. Total	Inclu. Total	Int. Total
	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total			
06:00	2	1	1	0	0	4	4	28	2	0	0	34	3	4	7	0	0	14	12	13	8	0	0	33	0	85	85
06:15	2	0	1	0	0	3	2	33	1	0	0	36	3	0	7	0	0	10	13	21	9	0	0	43	0	92	92
06:30	1	0	0	0	0	1	3	41	5	0	0	49	2	2	9	0	0	13	10	19	14	0	0	43	0	106	106
06:45	2	0	1	0	0	3	2	46	6	0	0	54	8	1	8	0	0	17	11	29	13	0	0	53	0	127	127
<b>Total</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>148</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>173</b>	<b>16</b>	<b>7</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>46</b>	<b>82</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>172</b>	<b>0</b>	<b>410</b>	<b>410</b>
07:00	2	1	3	0	0	6	6	50	6	0	0	62	4	3	5	0	0	12	11	31	5	0	0	47	0	127	127
07:15	8	0	1	0	0	9	3	54	4	0	0	61	2	1	10	0	0	13	14	32	8	0	0	54	0	137	137
07:30	7	0	1	0	0	8	1	45	3	0	0	49	5	2	15	0	0	22	20	41	8	0	0	69	0	148	148
07:45	3	0	2	0	0	5	2	32	4	0	0	38	4	0	13	0	0	17	22	34	8	0	0	64	0	124	124
<b>Total</b>	<b>20</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>12</b>	<b>181</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>210</b>	<b>15</b>	<b>6</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>67</b>	<b>138</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>234</b>	<b>0</b>	<b>536</b>	<b>536</b>
08:00	3	0	1	0	0	4	1	33	8	0	0	42	9	2	9	0	0	20	21	33	10	0	0	64	0	130	130
08:15	10	3	0	0	0	13	1	28	4	0	0	33	6	1	15	0	0	22	18	32	6	1	0	57	0	125	125
08:30	1	0	1	0	0	2	2	36	1	0	0	39	5	2	15	0	0	22	11	26	4	0	0	41	0	104	104
08:45	4	1	0	0	0	5	0	35	1	0	0	36	4	2	11	0	0	17	18	37	6	0	0	61	0	119	119
<b>Total</b>	<b>18</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>4</b>	<b>132</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>150</b>	<b>24</b>	<b>7</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>68</b>	<b>128</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>223</b>	<b>0</b>	<b>478</b>	<b>478</b>
09:00	1	0	1	0	0	2	1	48	8	0	0	57	5	3	10	0	0	18	12	54	11	0	0	77	0	154	154
09:15	6	1	2	0	0	9	4	55	8	0	0	67	8	1	16	0	0	25	14	35	6	0	0	55	0	156	156
09:30	6	1	3	0	0	10	3	49	2	0	0	54	2	2	18	0	0	22	13	23	11	0	0	47	0	133	133
09:45	5	0	2	0	0	7	4	23	4	0	0	31	2	0	12	0	0	14	19	19	11	1	0	50	0	102	102
<b>Total</b>	<b>18</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>12</b>	<b>175</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>209</b>	<b>17</b>	<b>6</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>58</b>	<b>131</b>	<b>39</b>	<b>1</b>	<b>0</b>	<b>229</b>	<b>0</b>	<b>545</b>	<b>545</b>
10:00	5	1	1	0	0	7	0	26	3	0	0	29	1	0	15	0	0	16	18	16	8	1	0	43	0	95	95
10:15	3	1	1	0	0	5	3	27	2	0	0	32	8	2	19	0	0	29	21	24	7	0	0	52	0	118	118
10:30	7	0	1	0	0	8	0	18	3	0	0	21	2	0	11	0	0	13	16	17	9	0	0	42	0	84	84
10:45	6	1	2	0	0	9	0	23	2	0	0	25	5	2	20	0	0	27	23	15	11	0	0	49	0	110	110
<b>Total</b>	<b>21</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>3</b>	<b>94</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>107</b>	<b>16</b>	<b>4</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>78</b>	<b>72</b>	<b>35</b>	<b>1</b>	<b>0</b>	<b>186</b>	<b>0</b>	<b>407</b>	<b>407</b>
11:00	7	0	5	0	0	12	0	22	2	0	0	24	6	0	15	0	0	21	15	21	6	0	0	42	0	99	99
11:15	5	0	3	0	0	8	2	24	1	0	0	27	2	1	18	0	0	21	15	30	12	0	0	57	0	113	113
11:30	3	0	4	0	0	7	2	23	2	0	0	27	2	1	11	0	0	14	28	22	11	0	0	61	0	109	109
11:45	10	2	1	0	0	13	3	19	2	0	0	24	6	1	19	0	0	26	12	30	17	3	0	62	0	125	125
<b>Total</b>	<b>25</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>7</b>	<b>88</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>16</b>	<b>3</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>70</b>	<b>103</b>	<b>46</b>	<b>3</b>	<b>0</b>	<b>222</b>	<b>0</b>	<b>446</b>	<b>446</b>
12:00	6	1	2	0	0	9	2	32	11	1	0	46	7	1	15	0	0	23	17	25	18	0	0	60	0	138	138
12:15	7	3	5	0	0	15	0	27	3	0	0	30	8	3	20	0	0	31	20	28	15	1	0	64	0	140	140
12:30	7	2	2	0	0	11	1	27	3	0	0	31	2	4	18	0	0	24	19	22	21	0	0	62	0	128	128



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2202  
 Site Code :  
 Start Date : 05/04/2022  
 Page No : 3

Weather: Cool & Cloudy  
 CountCAM 2  
 Study Conducted By: Adam

Groups Printed- Cars + - Trucks

Start Time	Aberdeen St. Southbound						CR 60 Westbound						Aberdeen St. Northbound						CR 60 Eastbound						Exclu. Total	Inclu. Total	Int. Total
	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total			
12:45	13	2	1	0	0	16	3	15	2	0	0	20	3	0	19	0	0	22	17	27	20	0	0	64	0	122	122
Total	33	8	10	0	0	51	6	101	19	1	0	127	20	8	72	0	0	100	73	102	74	1	0	250	0	528	528
13:00	7	0	2	1	0	10	0	23	4	0	0	27	8	3	14	0	0	25	20	25	15	1	0	61	0	123	123
13:15	3	1	3	0	0	7	0	25	1	0	0	26	8	1	14	0	0	23	20	25	12	0	0	57	0	113	113
13:30	5	0	1	0	0	6	3	30	2	0	0	35	5	1	15	0	0	21	11	21	10	0	0	42	0	104	104
13:45	8	0	0	0	0	8	2	26	3	0	0	31	3	0	6	0	0	9	14	20	14	0	1	48	1	96	97
Total	23	1	6	1	0	31	5	104	10	0	0	119	24	5	49	0	0	78	65	91	51	1	1	208	1	436	437
14:00	5	3	2	0	0	10	2	35	5	0	0	42	5	2	11	0	0	18	19	25	11	0	0	55	0	125	125
14:15	13	1	2	0	0	16	3	27	3	0	0	33	7	0	17	0	0	24	9	46	10	0	0	65	0	138	138
14:30	14	2	2	0	0	18	3	46	6	0	0	55	6	1	12	0	0	19	18	31	16	0	0	65	0	157	157
14:45	8	0	4	0	0	12	7	30	4	0	0	41	10	0	13	0	0	23	20	44	9	0	0	73	0	149	149
Total	40	6	10	0	0	56	15	138	18	0	0	171	28	3	53	0	0	84	66	146	46	0	0	258	0	569	569
15:00	15	2	6	0	0	23	4	40	4	0	0	48	9	1	17	0	0	27	19	30	10	1	0	60	0	158	158
15:15	22	2	2	0	0	26	4	34	5	0	0	43	5	0	22	0	0	27	18	39	10	0	0	67	0	163	163
15:30	12	1	2	0	0	15	5	25	6	0	0	36	3	0	17	0	0	20	16	52	13	0	0	81	0	152	152
15:45	14	1	3	0	0	18	5	41	2	0	0	48	6	0	19	0	0	25	20	70	9	0	1	99	1	190	191
Total	63	6	13	0	0	82	18	140	17	0	0	175	23	1	75	0	0	99	73	191	42	1	1	307	1	663	664
16:00	11	1	5	0	0	17	2	72	4	0	0	78	11	2	13	0	0	26	13	46	12	0	0	71	0	192	192
16:15	7	1	4	0	0	12	2	56	5	0	0	63	8	1	15	0	0	24	14	42	16	0	0	72	0	171	171
16:30	9	1	4	0	0	14	1	53	6	0	0	60	6	0	11	0	0	17	21	56	14	0	0	91	0	182	182
16:45	10	0	3	0	0	13	3	46	4	0	0	53	4	4	24	0	1	32	24	40	14	0	0	78	1	176	177
Total	37	3	16	0	0	56	8	227	19	0	0	254	29	7	63	0	1	99	72	184	56	0	0	312	1	721	722
17:00	5	0	2	0	0	7	0	64	6	0	0	70	15	1	15	0	0	31	29	64	11	0	0	104	0	212	212
17:15	8	2	3	0	0	13	2	52	4	0	0	58	5	2	25	0	0	32	21	48	15	0	0	84	0	187	187
17:30	5	1	5	0	0	11	2	52	5	0	0	59	10	2	20	0	0	32	19	42	15	1	0	77	0	179	179
17:45	5	0	3	0	0	8	1	45	5	0	0	51	9	0	22	0	0	31	27	39	10	0	0	76	0	166	166
Total	23	3	13	0	0	39	5	213	20	0	0	238	39	5	82	0	0	126	96	193	51	1	0	341	0	744	744
18:00	7	0	3	0	0	10	2	38	4	0	0	44	10	1	19	0	0	30	29	39	13	1	0	82	0	166	166
18:15	4	0	2	0	0	6	0	25	2	0	1	27	6	1	23	0	0	30	22	54	11	1	0	88	1	151	152
18:30	5	1	1	0	0	7	1	34	4	0	1	39	10	0	21	0	0	31	21	28	12	0	1	61	2	138	140
18:45	1	1	8	0	0	10	1	22	4	0	0	27	7	0	12	0	0	19	11	28	5	1	0	45	0	101	101
Total	17	2	14	0	0	33	4	119	14	0	2	137	33	2	75	0	0	110	83	149	41	3	1	276	3	556	559



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2202  
 Site Code :  
 Start Date : 05/04/2022  
 Page No : 4

Weather: Cool & Cloudy  
 CountCAM 2  
 Study Conducted By: Adam

Groups Printed- Cars + - Trucks

Start Time	Aberdeen St. Southbound						CR 60 Westbound						Aberdeen St. Northbound						CR 60 Eastbound						Exclu. Total	Inclu. Total	Int. Total
	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total			
19:00	2	0	3	0	0	5	2	20	3	0	0	25	5	1	17	0	0	23	11	28	9	0	0	48	0	101	101
19:15	7	0	4	0	0	11	2	18	0	0	0	20	3	0	15	0	0	18	19	26	6	0	0	51	0	100	100
19:30	3	1	2	0	0	6	4	25	5	0	0	34	4	1	14	0	0	19	15	18	5	1	0	39	0	98	98
19:45	1	0	1	0	0	2	1	26	2	0	0	29	9	0	9	0	0	18	22	30	2	0	0	54	0	103	103
<b>Total</b>	<b>13</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>9</b>	<b>89</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>21</b>	<b>2</b>	<b>55</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>67</b>	<b>102</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>192</b>	<b>0</b>	<b>402</b>	<b>402</b>
20:00	3	0	3	0	0	6	3	11	3	0	1	17	3	0	15	0	0	18	7	45	4	0	1	56	2	97	99
20:15	7	3	2	0	0	12	0	29	1	0	0	30	4	0	11	0	0	15	13	35	7	0	0	55	0	112	112
20:30	1	0	3	0	0	4	1	21	2	0	0	24	2	0	10	0	0	12	12	37	3	0	0	52	0	92	92
20:45	4	0	2	0	0	6	2	9	0	0	0	11	5	2	13	0	0	20	17	19	2	0	0	38	0	75	75
<b>Total</b>	<b>15</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>6</b>	<b>70</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>14</b>	<b>2</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>49</b>	<b>136</b>	<b>16</b>	<b>0</b>	<b>1</b>	<b>201</b>	<b>2</b>	<b>376</b>	<b>378</b>
21:00	3	1	3	0	0	7	2	11	2	0	0	15	4	0	11	0	0	15	11	19	1	0	0	31	0	68	68
21:15	1	1	1	0	0	3	1	8	4	0	0	13	3	0	10	0	0	13	10	11	0	0	0	21	0	50	50
21:30	0	1	1	0	0	2	1	10	1	0	0	12	0	2	6	0	0	8	4	7	1	1	0	13	0	35	35
21:45	4	0	0	0	0	4	1	6	0	0	0	7	1	0	3	0	0	4	4	19	1	0	0	24	0	39	39
<b>Total</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>5</b>	<b>35</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>8</b>	<b>2</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>29</b>	<b>56</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>192</b>	<b>192</b>
22:00	0	0	0	0	0	0	2	6	1	0	0	9	3	0	5	0	0	8	9	6	0	0	0	15	0	32	32
22:15	3	1	0	0	0	4	1	6	1	0	0	8	1	0	4	0	0	5	5	8	1	0	0	14	0	31	31
22:30	2	0	0	0	0	2	0	3	0	0	0	3	2	1	7	0	0	10	3	10	1	0	0	14	0	29	29
22:45	0	0	0	0	0	0	0	1	1	0	0	2	1	0	4	0	0	5	5	7	0	0	0	12	0	19	19
<b>Total</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>7</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>22</b>	<b>31</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>111</b>	<b>111</b>
23:00	7	1	3	0	0	11	0	2	1	0	0	3	0	1	3	0	0	4	2	6	0	0	0	8	0	26	26
23:15	1	0	1	0	0	2	0	1	0	0	0	1	1	0	2	0	0	3	3	1	1	0	0	5	0	11	11
23:30	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0	4	4	8	0	0	0	12	0	18	18
23:45	0	0	1	0	0	1	0	4	0	0	0	4	0	0	3	0	0	3	1	1	0	0	0	2	0	10	10
<b>Total</b>	<b>8</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>10</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>65</b>	<b>65</b>
<b>Grand Total</b>	<b>407</b>	<b>55</b>	<b>153</b>	<b>1</b>	<b>0</b>	<b>616</b>	<b>133</b>	<b>2184</b>	<b>238</b>	<b>1</b>	<b>3</b>	<b>2556</b>	<b>357</b>	<b>77</b>	<b>989</b>	<b>0</b>	<b>1</b>	<b>1423</b>	<b>1140</b>	<b>2086</b>	<b>641</b>	<b>15</b>	<b>5</b>	<b>3882</b>	<b>9</b>	<b>8477</b>	<b>8486</b>
<b>Apprch %</b>	<b>66.1</b>	<b>8.9</b>	<b>24.8</b>	<b>0.2</b>			<b>5.2</b>	<b>85.4</b>	<b>9.3</b>	<b>0</b>			<b>25.1</b>	<b>5.4</b>	<b>69.5</b>	<b>0</b>			<b>29.4</b>	<b>53.7</b>	<b>16.5</b>	<b>0.4</b>					
<b>Total %</b>	<b>4.8</b>	<b>0.6</b>	<b>1.8</b>	<b>0</b>		<b>7.3</b>	<b>1.6</b>	<b>25.8</b>	<b>2.8</b>	<b>0</b>		<b>30.2</b>	<b>4.2</b>	<b>0.9</b>	<b>11.7</b>	<b>0</b>		<b>16.8</b>	<b>13.4</b>	<b>24.6</b>	<b>7.6</b>	<b>0.2</b>		<b>45.8</b>	<b>0.1</b>	<b>99.9</b>	
<b>Cars +</b>	<b>373</b>	<b>50</b>	<b>146</b>	<b>1</b>		<b>570</b>	<b>122</b>	<b>2120</b>	<b>237</b>	<b>1</b>		<b>2483</b>	<b>348</b>	<b>72</b>	<b>970</b>	<b>0</b>		<b>1391</b>	<b>1114</b>	<b>2019</b>	<b>606</b>	<b>15</b>		<b>3759</b>	<b>0</b>	<b>0</b>	<b>8203</b>
<b>% Cars +</b>	<b>91.6</b>	<b>90.9</b>	<b>95.4</b>	<b>100</b>	<b>0</b>	<b>92.5</b>	<b>91.7</b>	<b>97.1</b>	<b>99.6</b>	<b>100</b>	<b>100</b>	<b>97</b>	<b>97.5</b>	<b>93.5</b>	<b>98.1</b>	<b>0</b>	<b>100</b>	<b>97.7</b>	<b>97.7</b>	<b>96.8</b>	<b>94.5</b>	<b>100</b>	<b>100</b>	<b>96.7</b>	<b>0</b>	<b>0</b>	<b>96.7</b>
<b>Trucks</b>	<b>34</b>	<b>5</b>	<b>7</b>	<b>0</b>		<b>46</b>	<b>11</b>	<b>64</b>	<b>1</b>	<b>0</b>		<b>76</b>	<b>9</b>	<b>5</b>	<b>19</b>	<b>0</b>		<b>33</b>	<b>26</b>	<b>67</b>	<b>35</b>	<b>0</b>		<b>128</b>	<b>0</b>	<b>0</b>	<b>283</b>
<b>% Trucks</b>	<b>8.4</b>	<b>9.1</b>	<b>4.6</b>	<b>0</b>	<b>0</b>	<b>7.5</b>	<b>8.3</b>	<b>2.9</b>	<b>0.4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2.5</b>	<b>6.5</b>	<b>1.9</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>2.3</b>	<b>3.2</b>	<b>5.5</b>	<b>0</b>	<b>0</b>	<b>3.3</b>	<b>0</b>	<b>0</b>	<b>3.3</b>





# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2202  
 Site Code :  
 Start Date : 05/04/2022  
 Page No : 5

Weather: Cool & Cloudy  
 CountCAM 2  
 Study Conducted By: Adam

Start Time	Aberdeen St. Southbound					CR 60 Westbound					Aberdeen St. Northbound					CR 60 Eastbound					Int. Total
	Right	Thru	Left	UTrn	App. Total	Right	Thru	Left	UTrn	App. Total	Right	Thru	Left	UTrn	App. Total	Right	Thru	Left	UTrn	App. Total	
Peak Hour Analysis From 00:00 to 09:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:45																					
08:45	4	1	0	0	5	0	35	1	0	36	4	2	11	0	17	18	37	6	0	61	119
09:00	1	0	1	0	2	1	48	8	0	57	5	3	10	0	18	12	54	11	0	77	154
09:15	6	1	2	0	9	4	55	8	0	67	8	1	16	0	25	14	35	6	0	55	156
09:30	6	1	3	0	10	3	49	2	0	54	2	2	18	0	22	13	23	11	0	47	133
Total Volume	17	3	6	0	26	8	187	19	0	214	19	8	55	0	82	57	149	34	0	240	562
% App. Total	65.4	11.5	23.1	0		3.7	87.4	8.9	0		23.2	9.8	67.1	0		23.8	62.1	14.2	0		
PHF	.708	.750	.500	.000	.650	.500	.850	.594	.000	.799	.594	.667	.764	.000	.820	.792	.690	.773	.000	.779	.901

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45																					
11:45	10	2	1	0	13	3	19	2	0	24	6	1	19	0	26	12	30	17	3	62	125
12:00	6	1	2	0	9	2	32	11	1	46	7	1	15	0	23	17	25	18	0	60	138
12:15	7	3	5	0	15	0	27	3	0	30	8	3	20	0	31	20	28	15	1	64	140
12:30	7	2	2	0	11	1	27	3	0	31	2	4	18	0	24	19	22	21	0	62	128
Total Volume	30	8	10	0	48	6	105	19	1	131	23	9	72	0	104	68	105	71	4	248	531
% App. Total	62.5	16.7	20.8	0		4.6	80.2	14.5	0.8		22.1	8.7	69.2	0		27.4	42.3	28.6	1.6		
PHF	.750	.667	.500	.000	.800	.500	.820	.432	.250	.712	.719	.563	.900	.000	.839	.850	.875	.845	.333	.969	.948

Peak Hour Analysis From 14:00 to 23:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	9	1	4	0	14	1	53	6	0	60	6	0	11	0	17	21	56	14	0	91	182
16:45	10	0	3	0	13	3	46	4	0	53	4	4	24	0	32	24	40	14	0	78	176
17:00	5	0	2	0	7	0	64	6	0	70	15	1	15	0	31	29	64	11	0	104	212
17:15	8	2	3	0	13	2	52	4	0	58	5	2	25	0	32	21	48	15	0	84	187
Total Volume	32	3	12	0	47	6	215	20	0	241	30	7	75	0	112	95	208	54	0	357	757
% App. Total	68.1	6.4	25.5	0		2.5	89.2	8.3	0		26.8	6.2	67	0		26.6	58.3	15.1	0		
PHF	.800	.375	.750	.000	.839	.500	.840	.833	.000	.861	.500	.438	.750	.000	.875	.819	.813	.900	.000	.858	.893



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2202  
 Site Code :  
 Start Date : 05/04/2022  
 Page No : 1

Weather: Cool & Cloudy  
 CountCAM 2  
 Study Conducted By: Adam

Groups Printed- Trucks

Start Time	Aberdeen St. Southbound					CR 60 Westbound					Aberdeen St. Northbound					CR 60 Eastbound					Int. Total	
	Right	Thru	Left	UTrn	App. Total	Right	Thru	Left	UTrn	App. Total	Right	Thru	Left	UTrn	App. Total	Right	Thru	Left	UTrn	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2	0	3	0	2	4
06:00	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	1	0	2
06:15	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2	0	0	3	0	3	5
06:30	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	0	1	0	0	1	0	5
06:45	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	1	4	0	0	5	0	10
Total	1	0	1	0	2	0	6	0	0	6	0	2	2	0	4	3	7	0	0	10	0	22
07:00	2	0	0	0	2	1	2	1	0	4	0	0	1	0	1	0	2	0	0	2	0	9
07:15	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	4
07:30	1	0	0	0	1	0	1	0	0	1	0	0	1	0	1	0	5	0	0	5	0	8
07:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	0	6
Total	5	0	1	0	6	1	5	1	0	7	0	0	2	0	2	0	11	1	0	12	0	27
08:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	4	5
08:15	0	1	0	0	1	0	0	0	0	0	1	0	2	0	3	2	1	0	3	0	3	7
08:30	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	1	0	1	0	2	0	6
08:45	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	1	1	1	0	3	0	6
Total	1	1	1	0	3	0	2	0	0	2	2	0	5	0	7	6	2	4	0	12	0	24
09:00	1	0	0	0	1	0	2	0	0	2	0	1	0	1	2	3	0	0	5	0	5	9



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2202  
 Site Code :  
 Start Date : 05/04/2022  
 Page No : 2

Weather: Cool & Cloudy  
 CountCAM 2  
 Study Conducted By: Adam

Groups Printed- Trucks

Start Time	Aberdeen St. Southbound					CR 60 Westbound					Aberdeen St. Northbound					CR 60 Eastbound					Int. Total
	Right	Thru	Left	UTrn	App. Total	Right	Thru	Left	UTrn	App. Total	Right	Thru	Left	UTrn	App. Total	Right	Thru	Left	UTrn	App. Total	
09:15	0	0	0	0	0	1	10	0	0	11	1	0	0	0	1	0	4	0	0	4	16
09:30	1	0	1	0	2	1	0	0	0	1	0	0	1	0	1	1	2	3	0	6	10
09:45	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	4
<b>Total</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>39</b>
10:00	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	1	1	2	0	4	6
10:15	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	1	2	2	0	5	9
10:30	2	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	5
10:45	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	5
<b>Total</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>25</b>
11:00	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	5
11:15	0	0	1	0	1	1	3	0	0	4	0	0	1	0	1	1	1	1	0	3	9
11:30	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	4
11:45	0	1	0	0	1	1	3	0	0	4	0	0	0	0	0	0	0	1	0	1	6
<b>Total</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>24</b>
12:00	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	1	2	0	4	6
12:15	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
12:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	3
12:45	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>14</b>
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
13:15	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	6
13:30	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	4
13:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4
<b>Total</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>17</b>
14:00	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	0	1	2	0	3	7
14:15	5	0	0	0	5	0	2	0	0	2	1	0	1	0	2	0	0	0	0	0	9
14:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
14:45	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	1	1	0	2	6
<b>Total</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>25</b>
15:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
15:15	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	3	3	0	0	6	8
15:30	1	0	0	0	1	0	1	0	0	1	1	0	0	0	1	0	2	1	0	3	6
15:45	1	0	0	0	1	1	0	0	0	1	2	0	0	0	2	1	3	0	0	4	8
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>26</b>
16:00	1	0	0	0	1	0	4	0	0	4	0	0	1	0	1	0	1	1	0	2	8
16:15	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	3
16:30	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
16:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>16</b>
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
17:45	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>7</b>
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
18:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	3
18:30	0	0	0	0	0	0	1	0	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	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>6</b>



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2202  
 Site Code :  
 Start Date : 05/04/2022  
 Page No : 3

Weather: Cool & Cloudy  
 CountCAM 2  
 Study Conducted By: Adam

Groups Printed- Trucks

Start Time	Aberdeen St. Southbound					CR 60 Westbound					Aberdeen St. Northbound					CR 60 Eastbound					Int. Total
	Right	Thru	Left	UTrn	App. Total	Right	Thru	Left	UTrn	App. Total	Right	Thru	Left	UTrn	App. Total	Right	Thru	Left	UTrn	App. Total	
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
19:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
19:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
21:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	0	0	2
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
<b>Total</b>	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
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	34	5	7	0	46	11	64	1	0	76	9	5	19	0	33	26	67	35	0	128	283
<b>Apprch %</b>	73.9	10.9	15.2	0		14.5	84.2	1.3	0		27.3	15.2	57.6	0		20.3	52.3	27.3	0		
<b>Total %</b>	12	1.8	2.5	0	16.3	3.9	22.6	0.4	0	26.9	3.2	1.8	6.7	0	11.7	9.2	23.7	12.4	0	45.2	

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 05/04/2022

## Signal Warrants - Summary

---

### Major Street Approaches

**Eastbound: CR 60**

Number of Lanes : 2+

Total Approach Volume: 3,882

**Westbound: CR 60**

Number of Lanes :2+

Total Approach Volume: 2,556

### Minor Street Approaches

**Northbound: Aberdeen St.**

Number of Lanes :1

Total Approach Volume: 1,423

**Southbound: Aberdeen St.**

Number of Lanes :1

Total Approach Volume: 616

---

### Warrant Summary (Rural Values Apply)

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

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

Required volumes reached for 2 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 7 hours, 8 are needed

Required 1B volumes reached for 3 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:

Study Date : 05/04/2022

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

#### Site Data Required

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

#### Volume Requirements

Rural Factor of 70 % applied  
Veh/Hr Major = **420**  
  
Veh/Hr Minor = **105**

Time	Major Road				Total	Minor Road		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
	<b>CR 60</b>					<b>Aberdeen St.</b>		
16:30 - 17:30	357	+	241	=	598	112	47	Yes
17:30 - 18:30	323	+	181	=	504	123	35	Yes
16:15 - 17:15	345	+	246	=	591	104	46	No
15:45 - 16:45	333	+	249	=	582	92	61	No
16:00 - 17:00	312	+	254	=	566	99	56	No
15:30 - 16:30	323	+	225	=	548	95	62	No
15:15 - 16:15	318	+	205	=	523	98	76	No
15:00 - 16:00	307	+	175	=	482	99	82	No
08:45 - 09:45	240	+	214	=	454	82	26	No
14:30 - 15:30	265	+	187	=	452	96	79	No
14:45 - 15:45	281	+	168	=	449	97	76	No
06:45 - 07:45	223	+	226	=	449	64	26	No
07:00 - 08:00	234	+	210	=	444	64	28	No
07:15 - 08:15	251	+	190	=	441	72	26	No
14:15 - 15:15	263	+	177	=	440	93	69	No
09:00 - 10:00	229	+	209	=	438	79	28	No
08:30 - 09:30	234	+	199	=	433	82	18	No
14:00 - 15:00	258	+	171	=	429	84	56	No
06:30 - 07:30	197	+	226	=	423	55	19	No
07:30 - 08:30	254	+	162	=	416	81	30	No
08:15 - 09:15	236	+	165	=	401	79	22	No
13:45 - 14:45	233	+	161	=	394	70	52	No
06:15 - 07:15	186	+	201	=	387	52	13	No
11:45 - 12:45	248	+	131	=	379	104	48	No
07:45 - 08:45	226		152		378	81	24	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 05/04/2022

## 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 = **2 or more**  
 Number of Minor Lanes = **1**

#### Volume Requirements

Rural Factor of 70 % applied  
 Veh/Hr Major = **630**  
 Veh/Hr Minor = **53**

Time	Major Road				Total	Minor Road		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
	<b>CR 60</b>					<b>Aberdeen St.</b>		
16:30 - 17:30	357	+	241	=	598	112	47	No
16:15 - 17:15	345	+	246	=	591	104	46	No
16:45 - 17:45	343	+	240	=	583	127	44	No
15:45 - 16:45	333	+	249	=	582	92	61	No
17:00 - 18:00	341	+	238	=	579	126	39	No
16:00 - 17:00	312	+	254	=	566	99	56	No
15:30 - 16:30	323	+	225	=	548	95	62	No
17:15 - 18:15	319	+	212	=	531	125	42	No
15:15 - 16:15	318	+	205	=	523	98	76	No
17:30 - 18:30	323	+	181	=	504	123	35	No
15:00 - 16:00	307	+	175	=	482	99	82	No
17:45 - 18:45	307	+	161	=	468	122	31	No
08:45 - 09:45	240	+	214	=	454	82	26	No
14:30 - 15:30	265	+	187	=	452	96	79	No
14:45 - 15:45	281	+	168	=	449	97	76	No
06:45 - 07:45	223	+	226	=	449	64	26	No
07:00 - 08:00	234	+	210	=	444	64	28	No
07:15 - 08:15	251	+	190	=	441	72	26	No
14:15 - 15:15	263	+	177	=	440	93	69	No
09:00 - 10:00	229	+	209	=	438	79	28	No
08:30 - 09:30	234	+	199	=	433	82	18	No
14:00 - 15:00	258	+	171	=	429	84	56	No
06:30 - 07:30	197	+	226	=	423	55	19	No
07:30 - 08:30	254	+	162	=	416	81	30	No
18:00 - 19:00	276		137		413	110	33	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 05/04/2022

## 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 7 hours meet 1A minimums.  
Only 3 hours meet 1B minimums.  
Warrant is NOT met.

#### Site Data Required

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

#### Volume Requirements

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

Veh/Hr Minor = **84 42**

#### Major Road

**CR 60**

#### Minor Road

**Aberdeen St.**

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1A?
17:00 - 18:00	341	+	238	=	579	126	39	Yes
16:00 - 17:00	312	+	254	=	566	99	56	Yes
15:00 - 16:00	307	+	175	=	482	99	82	Yes
14:00 - 15:00	258	+	171	=	429	84	56	Yes
18:00 - 19:00	276	+	137	=	413	110	33	Yes
11:15 - 12:15	240	+	124	=	364	84	37	Yes
12:15 - 13:15	251	+	108	=	359	102	52	Yes
08:45 - 09:45	240	+	214	=	454	82	26	No
06:45 - 07:45	223	+	226	=	449	64	26	No
07:00 - 08:00	234	+	210	=	444	64	28	No
07:15 - 08:15	251	+	190	=	441	72	26	No
09:00 - 10:00	229	+	209	=	438	79	28	No

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1B?
16:15 - 17:15	345	+	246	=	591	104	46	Yes
17:15 - 18:15	319	+	212	=	531	125	42	Yes
15:15 - 16:15	318	+	205	=	523	98	76	Yes
15:00 - 16:00	307	+	175	=	482	99	82	No
08:45 - 09:45	240	+	214	=	454	82	26	No
14:30 - 15:30	265	+	187	=	452	96	79	No
14:45 - 15:45	281	+	168	=	449	97	76	No
06:45 - 07:45	223	+	226	=	449	64	26	No
07:00 - 08:00	234	+	210	=	444	64	28	No
07:15 - 08:15	251	+	190	=	441	72	26	No
14:15 - 15:15	263	+	177	=	440	93	69	No
09:00 - 10:00	229	+	209	=	438	79	28	No



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 05/04/2022

## 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.

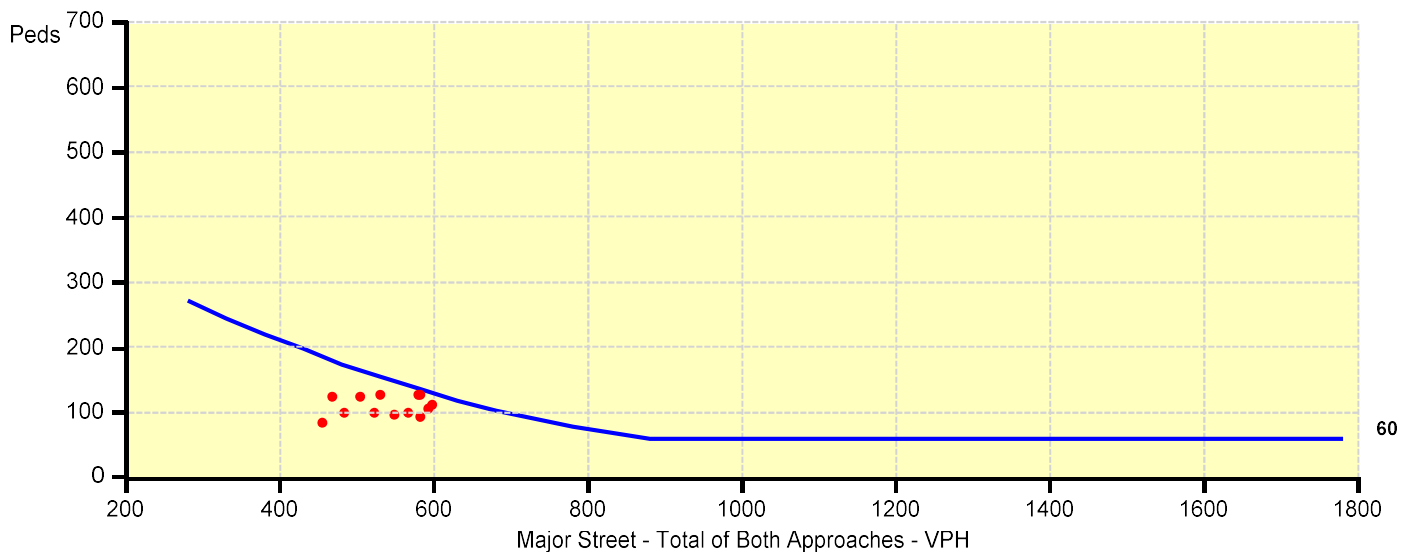
#### Summary

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

#### Site Data Required

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

Time	Major Road CR 60				Total	Minor Road Aberdeen St.		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:30 - 17:30	357	+	241	=	598	112	47	No
16:15 - 17:15	345	+	246	=	591	104	46	No
16:45 - 17:45	343	+	240	=	583	127	44	No
15:45 - 16:45	333	+	249	=	582	92	61	No
17:00 - 18:00	341	+	238	=	579	126	39	No
16:00 - 17:00	312	+	254	=	566	99	56	No
15:30 - 16:30	323	+	225	=	548	95	62	No
17:15 - 18:15	319	+	212	=	531	125	42	No
15:15 - 16:15	318	+	205	=	523	98	76	No
17:30 - 18:30	323	+	181	=	504	123	35	No
15:00 - 16:00	307	+	175	=	482	99	82	No
17:45 - 18:45	307		161		468	122	31	No



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 05/04/2022

## Warrant 3B - Peak Hour Volumes

#### Description

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

#### Summary

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

#### Site Data Required

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

Time	Major Road CR 60				Total	Minor Road Aberdeen St.		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:30 - 17:30	357	+	241	=	598	112	47	No
16:15 - 17:15	345	+	246	=	591	104	46	No
16:45 - 17:45	343	+	240	=	583	127	44	No
15:45 - 16:45	333	+	249	=	582	92	61	No
17:00 - 18:00	341	+	238	=	579	126	39	No
16:00 - 17:00	312	+	254	=	566	99	56	No
15:30 - 16:30	323	+	225	=	548	95	62	No
17:15 - 18:15	319	+	212	=	531	125	42	No
15:15 - 16:15	318	+	205	=	523	98	76	No
17:30 - 18:30	323	+	181	=	504	123	35	No
15:00 - 16:00	307	+	175	=	482	99	82	No
17:45 - 18:45	307		161		468	122	31	No

