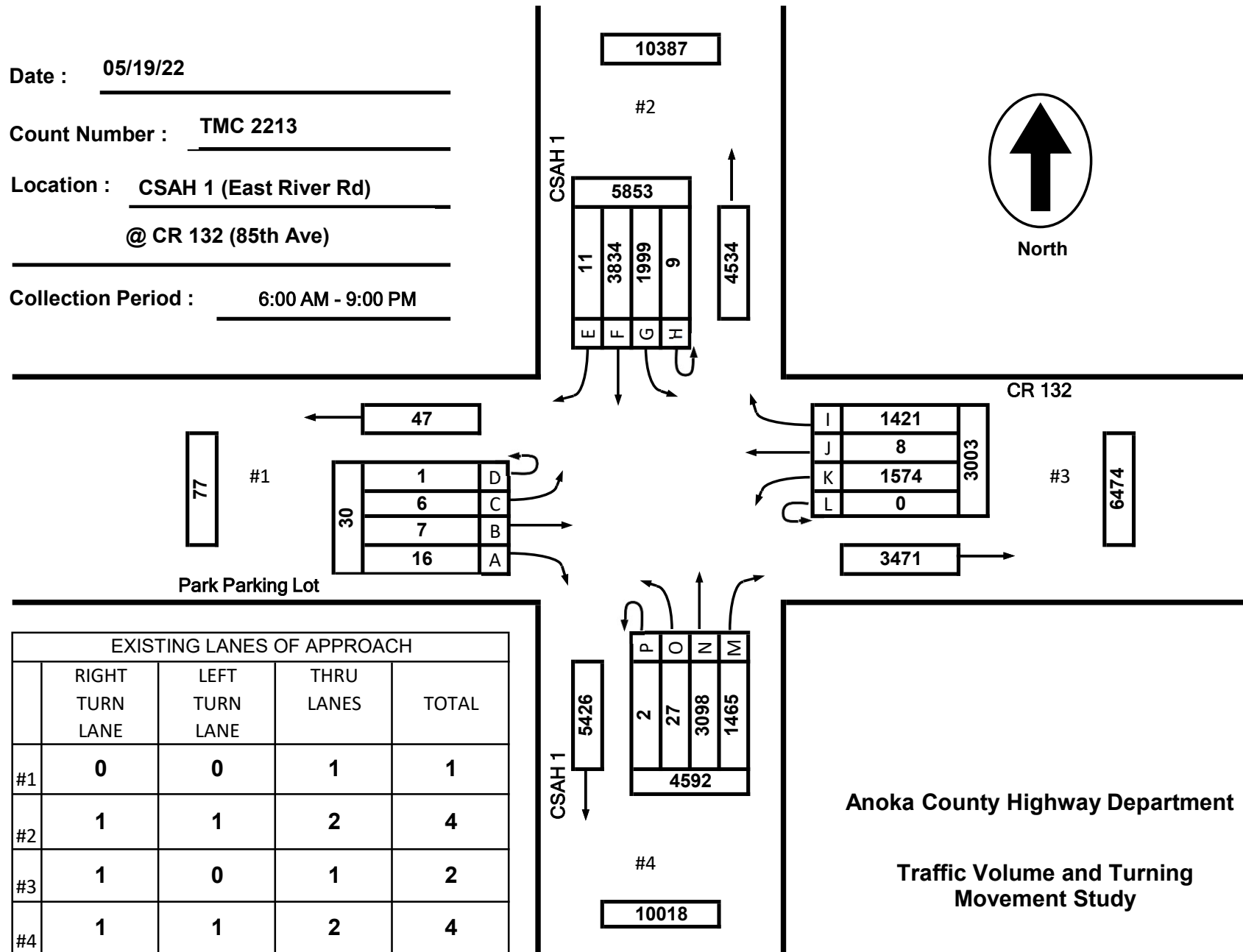


Date : 05/19/22

Count Number : TMC 2213

Location : CSAH 1 (East River Rd)
@ CR 132 (85th Ave)

Collection Period : 6:00 AM - 9:00 PM



Park Parking Lot



CR 132

CSAH 1

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

Anoka County Highway Department

Traffic Volume and Turning Movement Study

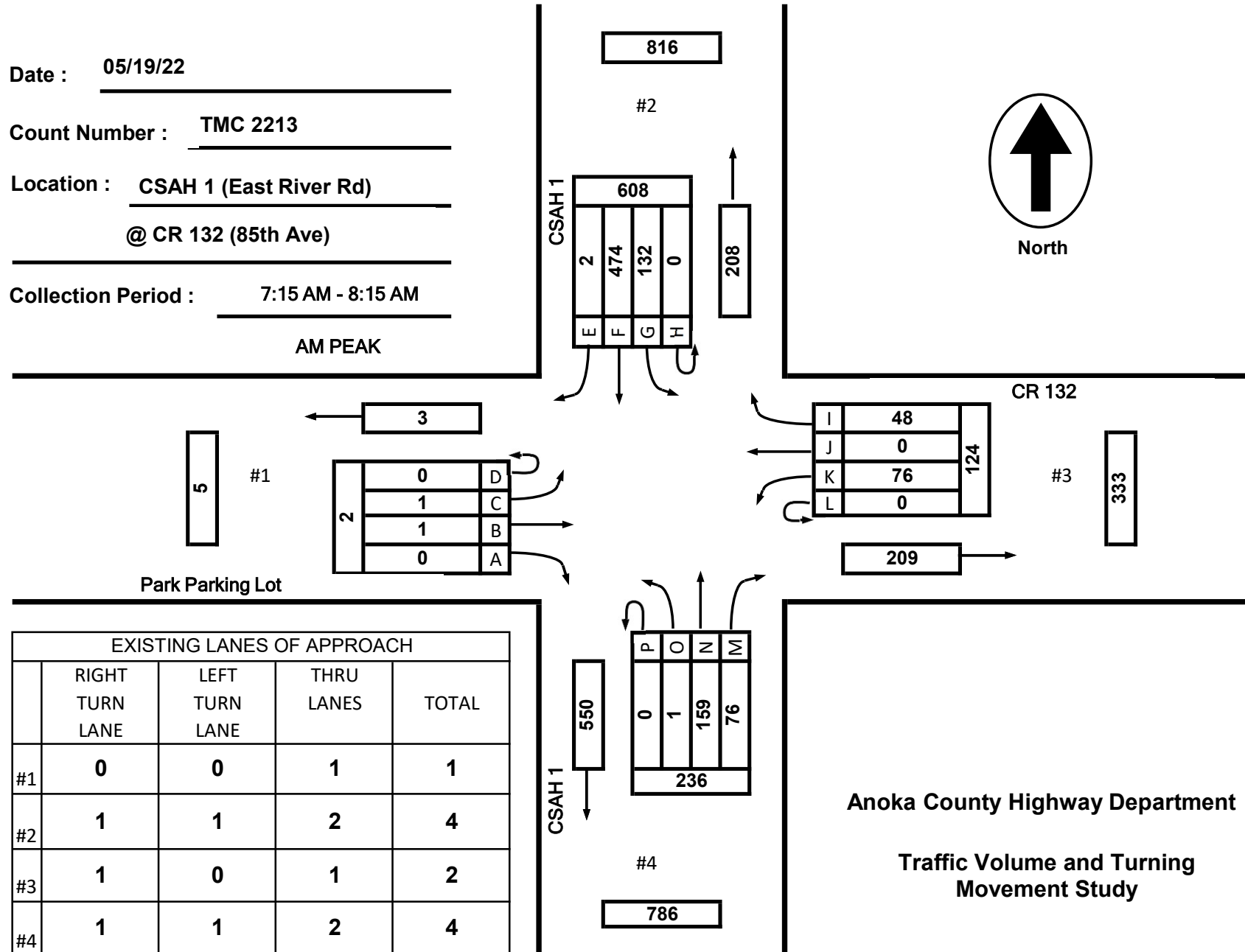
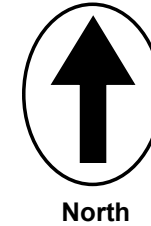
Date : 05/19/22

Count Number : TMC 2213

Location : CSAH 1 (East River Rd)
@ CR 132 (85th Ave)

Collection Period : 7:15 AM - 8:15 AM

AM PEAK



Park Parking Lot

CR 132

CSAH 1

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

Anoka County Highway Department

Traffic Volume and Turning Movement Study

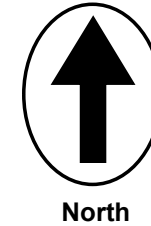
Date : 05/19/22

Count Number : TMC 2213

Location : CSAH 1 (East River Rd)
@ CR 132 (85th Ave)

Collection Period : 12:00 PM - 1:00 PM

MIDDAY PEAK



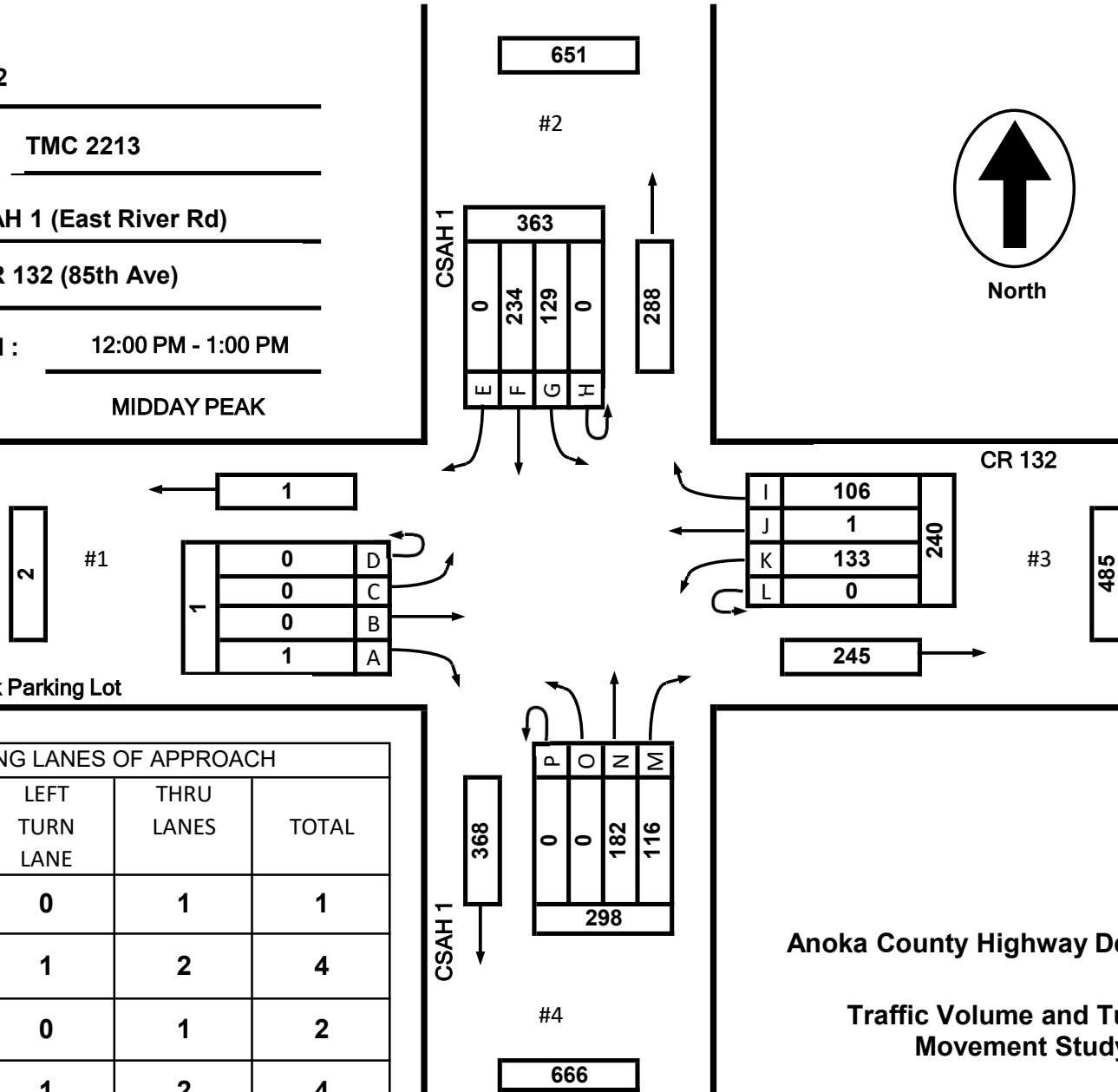
CR 132

Park Parking Lot

Anoka County Highway Department

Traffic Volume and Turning
Movement Study

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



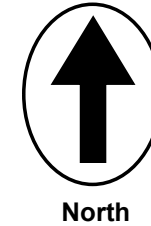
Date : 05/19/22

Count Number : TMC 2213

Location : CSAH 1 (East River Rd)
@ CR 132 (85th Ave)

Collection Period : 3:15 PM - 4:15 PM

PM PEAK



CR 132

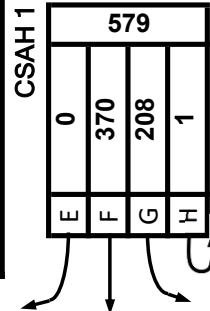
Park Parking Lot

Anoka County Highway Department

Traffic Volume and Turning Movement Study

1102

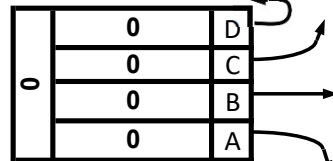
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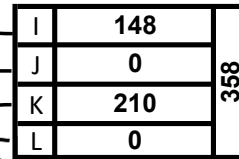
523

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#1



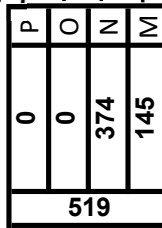
0



#3

711

353



#4

580

1099

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



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

File Name : TMC 2213
 Site Code :
 Start Date : 05/19/2022
 Page No : 1

Weather: Warm & Cloudy
 CountCAM 2
 Study Conducted By: Sam

Groups Printed- Cars + - Trucks

| Start Time | CSAH 1 Southbound | | | | | | CR 132 Westbound | | | | | | CSAH 1 Northbound | | | | | | Park Parking Lot 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 | 12 | 64 | 0 | 0 | 76 | 0 | 10 | 0 | 6 | 1 | 16 | 0 | 0 | 20 | 8 | 0 | 28 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 121 | 122 |
| 06:15 | 0 | 21 | 56 | 0 | 0 | 77 | 0 | 4 | 0 | 3 | 0 | 7 | 0 | 0 | 25 | 11 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 120 |
| 06:30 | 0 | 17 | 108 | 0 | 0 | 125 | 0 | 10 | 0 | 8 | 0 | 18 | 0 | 0 | 23 | 19 | 0 | 42 | 0 | 0 | 1 | 0 | 1 | 1 | 1 | 186 | 187 |
| 06:45 | 0 | 20 | 113 | 0 | 0 | 133 | 0 | 12 | 1 | 10 | 0 | 23 | 0 | 1 | 30 | 29 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 216 | 216 |
| Total | 0 | 70 | 341 | 0 | 0 | 411 | 0 | 36 | 1 | 27 | 1 | 64 | 0 | 1 | 98 | 67 | 0 | 166 | 0 | 1 | 1 | 0 | 1 | 2 | 2 | 643 | 645 |
| 07:00 | 0 | 22 | 95 | 0 | 0 | 117 | 0 | 10 | 0 | 7 | 0 | 17 | 0 | 0 | 47 | 21 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202 | 202 |
| 07:15 | 0 | 38 | 110 | 1 | 0 | 149 | 0 | 21 | 0 | 14 | 0 | 35 | 0 | 0 | 36 | 21 | 0 | 57 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 242 | 242 |
| 07:30 | 0 | 32 | 126 | 0 | 1 | 158 | 0 | 25 | 0 | 11 | 0 | 36 | 0 | 0 | 34 | 14 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 242 | 243 |
| 07:45 | 0 | 41 | 135 | 0 | 0 | 176 | 0 | 20 | 0 | 12 | 0 | 32 | 0 | 0 | 46 | 29 | 1 | 75 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 283 | 285 |
| Total | 0 | 133 | 466 | 1 | 1 | 600 | 0 | 76 | 0 | 44 | 0 | 120 | 0 | 0 | 163 | 85 | 1 | 248 | 0 | 1 | 0 | 0 | 1 | 1 | 3 | 969 | 972 |
| 08:00 | 0 | 21 | 103 | 1 | 1 | 125 | 0 | 10 | 0 | 11 | 1 | 21 | 0 | 1 | 43 | 12 | 0 | 56 | 0 | 0 | 1 | 0 | 1 | 1 | 3 | 203 | 206 |
| 08:15 | 0 | 30 | 73 | 0 | 1 | 103 | 0 | 8 | 0 | 7 | 0 | 15 | 0 | 0 | 44 | 27 | 0 | 71 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 189 | 193 |
| 08:30 | 0 | 34 | 66 | 0 | 0 | 100 | 0 | 22 | 0 | 15 | 0 | 37 | 0 | 0 | 22 | 27 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 186 | 186 |
| 08:45 | 0 | 32 | 61 | 3 | 0 | 96 | 0 | 16 | 0 | 18 | 0 | 34 | 0 | 0 | 37 | 19 | 1 | 56 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 186 | 188 |
| Total | 0 | 117 | 303 | 4 | 2 | 424 | 0 | 56 | 0 | 51 | 1 | 107 | 0 | 1 | 146 | 85 | 1 | 232 | 0 | 0 | 1 | 0 | 5 | 1 | 9 | 764 | 773 |
| 09:00 | 0 | 41 | 63 | 1 | 0 | 105 | 0 | 15 | 0 | 14 | 0 | 29 | 0 | 1 | 47 | 21 | 0 | 69 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 203 | 205 |
| 09:15 | 0 | 49 | 56 | 0 | 0 | 105 | 0 | 15 | 0 | 14 | 0 | 29 | 0 | 0 | 43 | 19 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 196 | 196 |
| 09:30 | 0 | 24 | 36 | 0 | 0 | 60 | 0 | 29 | 0 | 16 | 0 | 45 | 0 | 1 | 43 | 18 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 167 |
| 09:45 | 0 | 33 | 36 | 1 | 0 | 70 | 0 | 17 | 1 | 18 | 1 | 36 | 0 | 1 | 41 | 32 | 0 | 74 | 0 | 1 | 1 | 0 | 1 | 2 | 2 | 182 | 184 |
| Total | 0 | 147 | 191 | 2 | 0 | 340 | 0 | 76 | 1 | 62 | 1 | 139 | 0 | 3 | 174 | 90 | 0 | 267 | 0 | 1 | 1 | 0 | 3 | 2 | 4 | 748 | 752 |
| 10:00 | 0 | 36 | 40 | 1 | 0 | 77 | 0 | 15 | 1 | 14 | 0 | 30 | 0 | 2 | 33 | 17 | 1 | 52 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 160 | 161 |
| 10:15 | 0 | 23 | 31 | 0 | 0 | 54 | 0 | 22 | 0 | 23 | 0 | 45 | 0 | 0 | 25 | 17 | 0 | 42 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 141 | 142 |
| 10:30 | 0 | 24 | 47 | 0 | 0 | 71 | 0 | 26 | 0 | 14 | 0 | 40 | 0 | 1 | 31 | 28 | 0 | 60 | 0 | 0 | 1 | 2 | 1 | 3 | 1 | 174 | 175 |
| 10:45 | 0 | 30 | 49 | 0 | 1 | 79 | 0 | 26 | 0 | 31 | 1 | 57 | 0 | 1 | 42 | 18 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 197 | 199 |
| Total | 0 | 113 | 167 | 1 | 1 | 281 | 0 | 89 | 1 | 82 | 1 | 172 | 0 | 4 | 131 | 80 | 1 | 215 | 0 | 0 | 1 | 3 | 2 | 4 | 5 | 672 | 677 |
| 11:00 | 0 | 34 | 52 | 0 | 0 | 86 | 0 | 15 | 0 | 24 | 0 | 39 | 0 | 1 | 41 | 19 | 0 | 61 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 187 | 187 |
| 11:15 | 1 | 31 | 40 | 2 | 0 | 74 | 0 | 19 | 0 | 25 | 0 | 44 | 0 | 0 | 46 | 25 | 0 | 71 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 191 | 191 |
| 11:30 | 0 | 38 | 49 | 0 | 0 | 87 | 0 | 34 | 0 | 32 | 0 | 66 | 0 | 0 | 45 | 26 | 0 | 71 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 224 | 230 |
| 11:45 | 0 | 20 | 47 | 0 | 0 | 67 | 0 | 20 | 0 | 28 | 0 | 48 | 0 | 0 | 48 | 29 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 192 | 192 |
| Total | 1 | 123 | 188 | 2 | 0 | 314 | 0 | 88 | 0 | 109 | 0 | 197 | 0 | 1 | 180 | 99 | 0 | 280 | 0 | 1 | 0 | 2 | 6 | 3 | 6 | 794 | 800 |



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

File Name : TMC 2213
 Site Code :
 Start Date : 05/19/2022
 Page No : 2

Weather: Warm & Cloudy
 CountCAM 2
 Study Conducted By: Sam

Groups Printed- Cars + - Trucks

| Start Time | CSAH 1 Southbound | | | | | | CR 132 Westbound | | | | | | CSAH 1 Northbound | | | | | | Park Parking Lot 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 | | | |
| 12:00 | 0 | 35 | 51 | 0 | 1 | 86 | 0 | 45 | 1 | 29 | 0 | 75 | 0 | 0 | 45 | 31 | 0 | 76 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 237 | 239 |
| 12:15 | 0 | 38 | 68 | 0 | 0 | 106 | 0 | 33 | 0 | 26 | 0 | 59 | 0 | 0 | 44 | 24 | 0 | 68 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 233 | 234 |
| 12:30 | 0 | 25 | 61 | 0 | 0 | 86 | 0 | 23 | 0 | 30 | 0 | 53 | 0 | 0 | 48 | 31 | 0 | 79 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 219 | 219 |
| 12:45 | 0 | 31 | 54 | 0 | 0 | 85 | 0 | 32 | 0 | 21 | 0 | 53 | 0 | 0 | 45 | 30 | 0 | 75 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 213 | 214 |
| Total | 0 | 129 | 234 | 0 | 1 | 363 | 0 | 133 | 1 | 106 | 0 | 240 | 0 | 0 | 182 | 116 | 0 | 298 | 0 | 0 | 0 | 1 | 3 | 1 | 4 | 902 | 906 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 13:00 | 0 | 41 | 53 | 0 | 0 | 94 | 0 | 28 | 0 | 33 | 0 | 61 | 0 | 0 | 47 | 24 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 226 | 226 |
| 13:15 | 0 | 39 | 51 | 0 | 0 | 90 | 0 | 20 | 0 | 23 | 0 | 43 | 0 | 0 | 41 | 30 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 204 | 204 |
| 13:30 | 1 | 34 | 64 | 0 | 0 | 99 | 0 | 26 | 0 | 27 | 0 | 53 | 0 | 0 | 46 | 26 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 224 | 224 |
| 13:45 | 0 | 33 | 61 | 0 | 0 | 94 | 0 | 26 | 0 | 28 | 0 | 54 | 0 | 1 | 55 | 28 | 0 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 232 | 232 |
| Total | 1 | 147 | 229 | 0 | 0 | 377 | 0 | 100 | 0 | 111 | 0 | 211 | 0 | 1 | 189 | 108 | 0 | 298 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 886 | 886 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14:00 | 1 | 40 | 68 | 0 | 2 | 109 | 0 | 24 | 0 | 25 | 0 | 49 | 0 | 0 | 56 | 24 | 0 | 80 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 238 | 242 |
| 14:15 | 0 | 36 | 68 | 0 | 0 | 104 | 0 | 31 | 0 | 24 | 1 | 55 | 0 | 1 | 59 | 36 | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 255 | 256 |
| 14:30 | 0 | 37 | 73 | 0 | 0 | 110 | 0 | 30 | 0 | 39 | 0 | 69 | 0 | 0 | 96 | 37 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 312 | 312 |
| 14:45 | 0 | 54 | 80 | 0 | 1 | 134 | 0 | 41 | 0 | 34 | 0 | 75 | 0 | 0 | 82 | 25 | 0 | 107 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 316 | 318 |
| Total | 1 | 167 | 289 | 0 | 3 | 457 | 0 | 126 | 0 | 122 | 1 | 248 | 0 | 1 | 293 | 122 | 0 | 416 | 0 | 0 | 0 | 0 | 3 | 0 | 7 | 1121 | 1128 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 15:00 | 1 | 57 | 53 | 0 | 0 | 111 | 0 | 33 | 1 | 44 | 1 | 78 | 0 | 1 | 98 | 36 | 0 | 135 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 326 | 327 |
| 15:15 | 0 | 58 | 77 | 0 | 0 | 135 | 0 | 43 | 0 | 25 | 0 | 68 | 0 | 0 | 98 | 30 | 0 | 128 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 331 | 332 |
| 15:30 | 1 | 40 | 81 | 0 | 0 | 122 | 0 | 70 | 0 | 58 | 0 | 128 | 0 | 0 | 102 | 33 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 385 | 385 |
| 15:45 | 0 | 45 | 104 | 0 | 0 | 149 | 0 | 40 | 0 | 38 | 0 | 78 | 0 | 0 | 89 | 37 | 0 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 353 | 353 |
| Total | 2 | 200 | 315 | 0 | 0 | 517 | 0 | 186 | 1 | 165 | 1 | 352 | 0 | 1 | 387 | 136 | 0 | 524 | 1 | 0 | 1 | 0 | 1 | 2 | 2 | 1395 | 1397 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 65 | 108 | 0 | 0 | 173 | 0 | 57 | 0 | 27 | 0 | 84 | 0 | 0 | 85 | 45 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 387 | 387 |
| 16:15 | 0 | 48 | 63 | 0 | 0 | 111 | 0 | 40 | 0 | 26 | 1 | 66 | 0 | 0 | 86 | 47 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 310 | 311 |
| 16:30 | 0 | 37 | 85 | 0 | 0 | 122 | 0 | 68 | 0 | 35 | 0 | 103 | 0 | 0 | 105 | 43 | 2 | 148 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 373 | 376 |
| 16:45 | 0 | 43 | 68 | 0 | 0 | 111 | 0 | 40 | 0 | 39 | 0 | 79 | 0 | 1 | 86 | 38 | 0 | 125 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 315 | 316 |
| Total | 0 | 193 | 324 | 0 | 0 | 517 | 0 | 205 | 0 | 127 | 1 | 332 | 0 | 1 | 362 | 173 | 2 | 536 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 1385 | 1390 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 0 | 43 | 91 | 0 | 0 | 134 | 0 | 33 | 0 | 40 | 0 | 73 | 0 | 0 | 94 | 30 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 331 | 331 |
| 17:15 | 1 | 47 | 68 | 0 | 0 | 116 | 0 | 31 | 0 | 23 | 0 | 54 | 0 | 2 | 63 | 32 | 1 | 97 | 0 | 0 | 0 | 1 | 2 | 1 | 3 | 268 | 271 |
| 17:30 | 1 | 27 | 68 | 0 | 0 | 96 | 0 | 30 | 0 | 46 | 0 | 76 | 0 | 0 | 81 | 27 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 280 | 280 |
| 17:45 | 0 | 38 | 67 | 0 | 1 | 105 | 0 | 27 | 0 | 32 | 0 | 59 | 0 | 1 | 80 | 32 | 3 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 277 | 281 |
| Total | 2 | 155 | 294 | 0 | 1 | 451 | 0 | 121 | 0 | 141 | 0 | 262 | 0 | 3 | 318 | 121 | 4 | 442 | 0 | 0 | 0 | 1 | 2 | 1 | 7 | 1156 | 1163 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 18:00 | 1 | 41 | 48 | 0 | 0 | 90 | 0 | 24 | 0 | 26 | 0 | 50 | 1 | 2 | 66 | 22 | 0 | 91 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 233 | 233 |



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

File Name : TMC 2213
 Site Code :
 Start Date : 05/19/2022
 Page No : 3

Weather: Warm & Cloudy
 CountCAM 2
 Study Conducted By: Sam

Groups Printed- Cars + - Trucks

| Start Time | CSAH 1 Southbound | | | | | | CR 132 Westbound | | | | | | CSAH 1 Northbound | | | | | | Park Parking Lot 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 | | | |
| 18:15 | 0 | 31 | 43 | 0 | 2 | 74 | 0 | 23 | 2 | 29 | 0 | 54 | 0 | 0 | 57 | 13 | 0 | 70 | 0 | 0 | 1 | 0 | 2 | 1 | 4 | 199 | 203 |
| 18:30 | 0 | 38 | 60 | 0 | 0 | 98 | 0 | 31 | 0 | 29 | 0 | 60 | 0 | 1 | 58 | 17 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 234 | 234 |
| 18:45 | 0 | 26 | 46 | 0 | 1 | 72 | 0 | 20 | 1 | 22 | 0 | 43 | 0 | 0 | 36 | 20 | 0 | 56 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 172 | 173 |
| Total | 1 | 136 | 197 | 0 | 3 | 334 | 0 | 98 | 3 | 106 | 0 | 207 | 1 | 3 | 217 | 72 | 0 | 293 | 0 | 2 | 1 | 1 | 2 | 4 | 5 | 838 | 843 |
| 19:00 | 0 | 30 | 45 | 1 | 2 | 76 | 0 | 24 | 0 | 26 | 1 | 50 | 0 | 3 | 43 | 15 | 0 | 61 | 0 | 0 | 0 | 2 | 3 | 2 | 6 | 189 | 195 |
| 19:15 | 1 | 22 | 46 | 0 | 0 | 69 | 0 | 30 | 0 | 20 | 1 | 50 | 0 | 0 | 27 | 10 | 2 | 37 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 156 | 161 |
| 19:30 | 0 | 19 | 41 | 0 | 2 | 60 | 0 | 19 | 0 | 21 | 0 | 40 | 0 | 2 | 32 | 20 | 0 | 54 | 0 | 0 | 0 | 2 | 2 | 2 | 4 | 156 | 160 |
| 19:45 | 0 | 26 | 24 | 0 | 0 | 50 | 0 | 20 | 0 | 17 | 1 | 37 | 0 | 0 | 39 | 18 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 144 | 145 |
| Total | 1 | 97 | 156 | 1 | 4 | 255 | 0 | 93 | 0 | 84 | 3 | 177 | 0 | 5 | 141 | 63 | 2 | 209 | 0 | 0 | 0 | 4 | 7 | 4 | 16 | 645 | 661 |
| 20:00 | 0 | 20 | 42 | 0 | 0 | 62 | 0 | 22 | 0 | 25 | 0 | 47 | 0 | 1 | 30 | 17 | 0 | 48 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 159 | 159 |
| 20:15 | 0 | 20 | 36 | 0 | 0 | 56 | 0 | 20 | 0 | 25 | 0 | 45 | 0 | 0 | 29 | 14 | 2 | 43 | 0 | 0 | 0 | 1 | 1 | 1 | 3 | 145 | 148 |
| 20:30 | 0 | 21 | 23 | 0 | 0 | 44 | 0 | 29 | 0 | 22 | 0 | 51 | 0 | 0 | 27 | 11 | 0 | 38 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 134 | 134 |
| 20:45 | 0 | 11 | 39 | 0 | 0 | 50 | 0 | 20 | 0 | 12 | 0 | 32 | 1 | 1 | 31 | 6 | 0 | 39 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 122 | 122 |
| Total | 0 | 72 | 140 | 0 | 0 | 212 | 0 | 91 | 0 | 84 | 0 | 175 | 1 | 2 | 117 | 48 | 2 | 168 | 0 | 0 | 1 | 4 | 1 | 5 | 3 | 560 | 563 |
| Grand Total | 9 | 1999 | 3834 | 11 | 16 | 5853 | 0 | 1574 | 8 | 1421 | 10 | 3003 | 2 | 27 | 3098 | 1465 | 13 | 4592 | 1 | 6 | 7 | 16 | 39 | 30 | 78 | 13478 | 13556 |
| Apprch % | 0.2 | 34.2 | 65.5 | 0.2 | | | 0 | 52.4 | 0.3 | 47.3 | | | 0 | 0.6 | 67.5 | 31.9 | | | 3.3 | 20 | 23.3 | 53.3 | | | | | |
| Total % | 0.1 | 14.8 | 28.4 | 0.1 | | 43.4 | 0 | 11.7 | 0.1 | 10.5 | | 22.3 | 0 | 0.2 | 23 | 10.9 | | 34.1 | 0 | 0 | 0.1 | 0.1 | | 0.2 | 0.6 | 99.4 | |
| Cars + | 8 | 1937 | 3620 | 11 | | 5592 | 0 | 1505 | 8 | 1395 | | 2918 | 2 | 26 | 2962 | 1358 | | 4361 | 1 | 6 | 7 | 16 | | 69 | 0 | 0 | 12940 |
| % Cars + | 88.9 | 96.9 | 94.4 | 100 | 100 | 95.3 | 0 | 95.6 | 100 | 98.2 | 100 | 96.8 | 100 | 96.3 | 95.6 | 92.7 | 100 | 94.7 | 100 | 100 | 100 | 100 | 100 | 100 | 0 | 0 | 95.5 |
| Trucks | 1 | 62 | 214 | 0 | | 277 | 0 | 69 | 0 | 26 | | 95 | 0 | 1 | 136 | 107 | | 244 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 616 |
| % Trucks | 11.1 | 3.1 | 5.6 | 0 | 0 | 4.7 | 0 | 4.4 | 0 | 1.8 | 0 | 3.2 | 0 | 3.7 | 4.4 | 7.3 | 0 | 5.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4.5 |



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

Weather: Warm & Cloudy
 CountCAM 2
 Study Conducted By: Sam

File Name : TMC 2213
 Site Code :
 Start Date : 05/19/2022
 Page No : 1

Groups Printed- Trucks

| Start Time | CSAH 1 Southbound | | | | | CR 132 Westbound | | | | | CSAH 1 Northbound | | | | | Park Parking Lot 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 | |
| 06:00 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 9 |
| 06:15 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 06:30 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 06:45 | 0 | 1 | 3 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 4 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 15 |
| Total | 0 | 1 | 9 | 0 | 10 | 0 | 6 | 0 | 1 | 7 | 0 | 0 | 10 | 7 | 17 | 0 | 0 | 0 | 0 | 0 | 34 |
| 07:00 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 07:15 | 0 | 6 | 2 | 0 | 8 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 07:30 | 0 | 3 | 11 | 0 | 14 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 07:45 | 0 | 4 | 11 | 0 | 15 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 23 |
| Total | 0 | 13 | 27 | 0 | 40 | 0 | 5 | 0 | 4 | 9 | 0 | 0 | 6 | 5 | 11 | 0 | 0 | 0 | 0 | 0 | 60 |
| 08:00 | 0 | 0 | 7 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 08:15 | 0 | 0 | 5 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| 08:30 | 0 | 1 | 11 | 0 | 12 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 3 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 23 |
| 08:45 | 0 | 2 | 5 | 0 | 7 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 15 |
| Total | 0 | 3 | 28 | 0 | 31 | 0 | 10 | 0 | 1 | 11 | 0 | 0 | 7 | 10 | 17 | 0 | 0 | 0 | 0 | 0 | 59 |
| 09:00 | 0 | 4 | 5 | 0 | 9 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 7 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 20 |
| 09:15 | 0 | 2 | 4 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 09:30 | 0 | 4 | 3 | 0 | 7 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| 09:45 | 0 | 2 | 3 | 0 | 5 | 0 | 5 | 0 | 1 | 6 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 16 |
| Total | 0 | 12 | 15 | 0 | 27 | 0 | 7 | 0 | 3 | 10 | 0 | 0 | 11 | 8 | 19 | 0 | 0 | 0 | 0 | 0 | 56 |
| 10:00 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 6 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 14 |
| 10:15 | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 10 |
| 10:30 | 0 | 2 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10:45 | 0 | 1 | 4 | 0 | 5 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 14 |
| Total | 0 | 3 | 15 | 0 | 18 | 0 | 7 | 0 | 1 | 8 | 0 | 0 | 16 | 8 | 24 | 0 | 0 | 0 | 0 | 0 | 50 |
| 11:00 | 0 | 1 | 7 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11:15 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 9 |
| 11:30 | 0 | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 13 |
| 11:45 | 0 | 1 | 3 | 0 | 4 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 10 |
| Total | 0 | 4 | 18 | 0 | 22 | 0 | 2 | 0 | 1 | 3 | 0 | 1 | 14 | 4 | 19 | 0 | 0 | 0 | 0 | 0 | 44 |
| 12:00 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:15 | 0 | 2 | 4 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 6 | 0 | 0 | 0 | 0 | 0 | 12 |
| 12:30 | 0 | 1 | 3 | 0 | 4 | 0 | 3 | 0 | 2 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 12:45 | 0 | 1 | 5 | 0 | 6 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| Total | 0 | 4 | 15 | 0 | 19 | 0 | 7 | 0 | 2 | 9 | 0 | 0 | 8 | 3 | 11 | 0 | 0 | 0 | 0 | 0 | 39 |
| 13:00 | 0 | 0 | 6 | 0 | 6 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 15 |
| 13:15 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 10 |
| 13:30 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 11 |
| 13:45 | 0 | 0 | 4 | 0 | 4 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 14 |
| Total | 0 | 3 | 15 | 0 | 18 | 0 | 7 | 0 | 2 | 9 | 0 | 0 | 14 | 9 | 23 | 0 | 0 | 0 | 0 | 0 | 50 |
| 14:00 | 0 | 2 | 4 | 0 | 6 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 6 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 16 |
| 14:15 | 0 | 1 | 5 | 0 | 6 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 12 |
| 14:30 | 0 | 2 | 7 | 0 | 9 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 15 |
| 14:45 | 0 | 3 | 5 | 0 | 8 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 4 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 15 |
| Total | 0 | 8 | 21 | 0 | 29 | 0 | 4 | 0 | 1 | 5 | 0 | 0 | 14 | 10 | 24 | 0 | 0 | 0 | 0 | 0 | 58 |



Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

Weather: Warm & Cloudy
 CountCAM 2
 Study Conducted By: Sam

File Name : TMC 2213
 Site Code :
 Start Date : 05/19/2022
 Page No : 2

Groups Printed- Trucks

| Start Time | CSAH 1 Southbound | | | | | CR 132 Westbound | | | | | CSAH 1 Northbound | | | | | Park Parking Lot 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 | |
| 15:00 | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| 15:15 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 15:30 | 0 | 0 | 8 | 0 | 8 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 16 |
| 15:45 | 0 | 0 | 7 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 14 |
| Total | 0 | 1 | 19 | 0 | 20 | 0 | 6 | 0 | 3 | 9 | 0 | 0 | 10 | 6 | 16 | 0 | 0 | 0 | 0 | 0 | 45 |
| 16:00 | 0 | 1 | 8 | 0 | 9 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:15 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:30 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:45 | 0 | 2 | 3 | 0 | 5 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 12 |
| Total | 0 | 4 | 16 | 0 | 20 | 0 | 2 | 0 | 3 | 5 | 0 | 0 | 7 | 15 | 22 | 0 | 0 | 0 | 0 | 0 | 47 |
| 17:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 6 |
| 17:15 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17:30 | 0 | 1 | 3 | 0 | 4 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 3 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:45 | 0 | 1 | 5 | 0 | 6 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 14 |
| Total | 1 | 2 | 10 | 0 | 13 | 0 | 3 | 0 | 3 | 6 | 0 | 0 | 7 | 13 | 20 | 0 | 0 | 0 | 0 | 0 | 39 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:15 | 0 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18:30 | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 2 | 4 | 0 | 6 | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 7 | 5 | 12 | 0 | 0 | 0 | 0 | 0 | 20 |
| 19:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19:45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20:00 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 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 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 1 | 2 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 9 |
| Grand Total | 1 | 62 | 214 | 0 | 277 | 0 | 69 | 0 | 26 | 95 | 0 | 1 | 136 | 107 | 244 | 0 | 0 | 0 | 0 | 0 | 616 |
| Apprch % | 0.4 | 22.4 | 77.3 | 0 | | 0 | 72.6 | 0 | 27.4 | | 0 | 0.4 | 55.7 | 43.9 | | 0 | 0 | 0 | 0 | | |
| Total % | 0.2 | 10.1 | 34.7 | 0 | 45 | 0 | 11.2 | 0 | 4.2 | 15.4 | 0 | 0.2 | 22.1 | 17.4 | 39.6 | 0 | 0 | 0 | 0 | 0 | |

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2213

Study Date : 06/02/2022

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 1

Number of Lanes : 2+

Total Approach Volume: 4,592

Southbound: CSAH 1

Number of Lanes :2+

Total Approach Volume: 5,853

Minor Street Approaches

Eastbound: CR 132 (85th Ave)

Number of Lanes :1

Total Approach Volume: 30

Westbound: CR 132 (85th Ave)

Number of Lanes :2+

Total Approach Volume: 3,003

Warrant Summary (Rural Values Apply)

Warrant 1 - Eight Hour Vehicular Volumes.....Satisfied

Warrant 1A - Minimum Vehicular Volume.....Satisfied

Required volumes reached for 11 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic.....Satisfied

Required volumes reached for 10 hours, 8 are needed

Warrant 1C - Combination of Warrants.....Satisfied

Required 1A volumes reached for 13 hours, 8 are needed

Required 1B volumes reached for 13 hours, 8 are needed

Warrant 2 - Four Hour Volumes.....Satisfied

Number of hours (12) volumes exceed minimum >= minimum required (4).

Warrant 3 - Peak Hour.....Satisfied

Warrant 3A - Peak Hour Delay.....Satisfied

Number of one hour periods (28) volumes exceed minimum >= required (1). Delay data not evaluated.

Warrant 3B - Peak Hour Volumes.....Satisfied

Volumes exceed minimums for at least 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 2213

Study Date : 06/02/2022

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

11 one hour periods meet minimums.
Warrant IS met.

Site Data Required

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

Volume Requirements

Rural Factor of 70 % applied
 Veh/Hr Major = **420**
 Veh/Hr Minor = **105 140**

| Time | Major Road | | | | Total | Minor Road | | Met? |
|---------------|---------------|---|----------|---|-------|--------------------------|----------|------|
| | Major NB | + | Major SB | = | | Minor EB | Minor WB | |
| | CSAH 1 | | | | | CR 132 (85th Ave) | | |
| 15:15 - 16:15 | 519 | + | 579 | = | 1098 | 0 | 358 | Yes |
| 16:15 - 17:15 | 530 | + | 478 | = | 1008 | 0 | 321 | Yes |
| 14:15 - 15:15 | 471 | + | 459 | = | 930 | 2 | 277 | Yes |
| 17:15 - 18:15 | 409 | + | 407 | = | 816 | 3 | 239 | Yes |
| 13:15 - 14:15 | 307 | + | 392 | = | 699 | 0 | 199 | Yes |
| 12:15 - 13:15 | 293 | + | 371 | = | 664 | 1 | 226 | Yes |
| 11:15 - 12:15 | 295 | + | 314 | = | 609 | 2 | 233 | Yes |
| 18:15 - 19:15 | 263 | + | 320 | = | 583 | 4 | 207 | Yes |
| 09:15 - 10:15 | 250 | + | 312 | = | 562 | 3 | 140 | Yes |
| 10:15 - 11:15 | 224 | + | 290 | = | 514 | 4 | 181 | Yes |
| 19:15 - 20:15 | 196 | + | 241 | = | 437 | 4 | 174 | Yes |
| 07:00 - 08:00 | 248 | + | 600 | = | 848 | 1 | 120 | No |
| 07:15 - 08:15 | 236 | + | 608 | = | 844 | 2 | 124 | No |
| 07:30 - 08:30 | 250 | + | 562 | = | 812 | 1 | 104 | No |
| 06:45 - 07:45 | 233 | + | 557 | = | 790 | 1 | 111 | No |
| 07:45 - 08:45 | 251 | + | 504 | = | 755 | 1 | 105 | No |
| 06:30 - 07:30 | 227 | + | 524 | = | 751 | 2 | 93 | No |
| 06:15 - 07:15 | 206 | + | 452 | = | 658 | 1 | 65 | No |
| 08:00 - 09:00 | 232 | + | 424 | = | 656 | 1 | 107 | No |
| 08:15 - 09:15 | 245 | + | 404 | = | 649 | 0 | 115 | No |
| 08:30 - 09:30 | 236 | + | 406 | = | 642 | 0 | 129 | No |
| 08:45 - 09:45 | 249 | + | 366 | = | 615 | 0 | 137 | No |
| 09:00 - 10:00 | 267 | + | 340 | = | 607 | 2 | 139 | No |
| 06:00 - 07:00 | 166 | + | 411 | = | 577 | 2 | 64 | No |
| 05:45 - 06:45 | 106 | | 278 | | 384 | 2 | 41 | No |

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2213

Study Date : 06/02/2022

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

10 one hour periods meet minimums.
Warrant IS met.

Site Data Required

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

Volume Requirements

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

Veh/Hr Minor = **52 70**

| Time | Major Road | | | | Total | Minor Road | | Met? |
|---------------|---------------|---|----------|---|-------|--------------------------|----------|------|
| | Major NB | + | Major SB | = | | Minor EB | Minor WB | |
| | CSAH 1 | | | | | CR 132 (85th Ave) | | |
| 15:30 - 16:30 | 524 | + | 555 | = | 1079 | 0 | 356 | Yes |
| 14:30 - 15:30 | 503 | + | 490 | = | 993 | 2 | 290 | Yes |
| 16:30 - 17:30 | 494 | + | 483 | = | 977 | 1 | 309 | Yes |
| 07:30 - 08:30 | 250 | + | 562 | = | 812 | 1 | 104 | Yes |
| 06:30 - 07:30 | 227 | + | 524 | = | 751 | 2 | 93 | Yes |
| 17:30 - 18:30 | 382 | + | 365 | = | 747 | 3 | 239 | Yes |
| 13:30 - 14:30 | 332 | + | 406 | = | 738 | 0 | 211 | Yes |
| 12:30 - 13:30 | 296 | + | 355 | = | 651 | 1 | 210 | Yes |
| 08:30 - 09:30 | 236 | + | 406 | = | 642 | 0 | 129 | Yes |
| 11:30 - 12:30 | 292 | + | 346 | = | 638 | 0 | 248 | Yes |
| 06:15 - 07:15 | 206 | + | 452 | = | 658 | 1 | 65 | No |
| 11:15 - 12:15 | 295 | + | 314 | = | 609 | 2 | 233 | No |
| 11:00 - 12:00 | 280 | + | 314 | = | 594 | 3 | 197 | No |
| 10:45 - 11:45 | 264 | + | 326 | = | 590 | 3 | 206 | No |
| 06:00 - 07:00 | 166 | + | 411 | = | 577 | 2 | 64 | No |
| 10:30 - 11:30 | 253 | + | 310 | = | 563 | 6 | 180 | No |
| 18:30 - 19:30 | 230 | + | 315 | = | 545 | 3 | 203 | No |
| 10:15 - 11:15 | 224 | + | 290 | = | 514 | 4 | 181 | No |
| 09:45 - 10:45 | 228 | + | 272 | = | 500 | 6 | 151 | No |
| 10:00 - 11:00 | 215 | + | 281 | = | 496 | 4 | 172 | No |
| 09:30 - 10:30 | 230 | + | 261 | = | 491 | 3 | 156 | No |
| 18:45 - 19:45 | 208 | + | 277 | = | 485 | 5 | 183 | No |
| 19:00 - 20:00 | 209 | + | 255 | = | 464 | 4 | 177 | No |
| 19:15 - 20:15 | 196 | + | 241 | = | 437 | 4 | 174 | No |
| 19:30 - 20:30 | 202 | | 228 | | 430 | 5 | 169 | No |

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2213

Study Date : 06/02/2022

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

13 hours meet 1A minimums.
13 hours meet 1B minimums.
Warrant IS met.

Site Data Required

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

Volume Requirements

Rural Factor of 70% applied
Warrant 1A 1B
Veh/Hr Major = **336 504**
Veh/Hr Minor EB = **84 42**
Veh/Hr Minor WB = **112 56**

Major Road

CSAH 1

Minor Road

CR 132 (85th Ave)

| Time | Major NB | + | Major SB | = | Total | Minor EB | Minor WB | Met1A? |
|---------------|----------|---|----------|---|-------|----------|----------|--------|
| 15:15 - 16:15 | 519 | + | 579 | = | 1098 | 0 | 358 | Yes |
| 16:15 - 17:15 | 530 | + | 478 | = | 1008 | 0 | 321 | Yes |
| 14:15 - 15:15 | 471 | + | 459 | = | 930 | 2 | 277 | Yes |
| 07:00 - 08:00 | 248 | + | 600 | = | 848 | 1 | 120 | Yes |
| 17:15 - 18:15 | 409 | + | 407 | = | 816 | 3 | 239 | Yes |
| 13:15 - 14:15 | 307 | + | 392 | = | 699 | 0 | 199 | Yes |
| 12:15 - 13:15 | 293 | + | 371 | = | 664 | 1 | 226 | Yes |
| 08:15 - 09:15 | 245 | + | 404 | = | 649 | 0 | 115 | Yes |
| 11:15 - 12:15 | 295 | + | 314 | = | 609 | 2 | 233 | Yes |
| 18:15 - 19:15 | 263 | + | 320 | = | 583 | 4 | 207 | Yes |
| 09:15 - 10:15 | 250 | + | 312 | = | 562 | 3 | 140 | Yes |
| 10:15 - 11:15 | 224 | + | 290 | = | 514 | 4 | 181 | Yes |

| Time | Major NB | + | Major SB | = | Total | Minor EB | Minor WB | Met1B? |
|---------------|----------|---|----------|---|-------|----------|----------|--------|
| 15:15 - 16:15 | 519 | + | 579 | = | 1098 | 0 | 358 | Yes |
| 16:15 - 17:15 | 530 | + | 478 | = | 1008 | 0 | 321 | Yes |
| 14:15 - 15:15 | 471 | + | 459 | = | 930 | 2 | 277 | Yes |
| 07:00 - 08:00 | 248 | + | 600 | = | 848 | 1 | 120 | Yes |
| 17:15 - 18:15 | 409 | + | 407 | = | 816 | 3 | 239 | Yes |
| 13:15 - 14:15 | 307 | + | 392 | = | 699 | 0 | 199 | Yes |
| 12:15 - 13:15 | 293 | + | 371 | = | 664 | 1 | 226 | Yes |
| 08:00 - 09:00 | 232 | + | 424 | = | 656 | 1 | 107 | Yes |
| 11:15 - 12:15 | 295 | + | 314 | = | 609 | 2 | 233 | Yes |
| 09:00 - 10:00 | 267 | + | 340 | = | 607 | 2 | 139 | Yes |
| 18:15 - 19:15 | 263 | + | 320 | = | 583 | 4 | 207 | Yes |
| 06:00 - 07:00 | 166 | + | 411 | = | 577 | 2 | 64 | Yes |

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2213

Study Date : 06/02/2022

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.

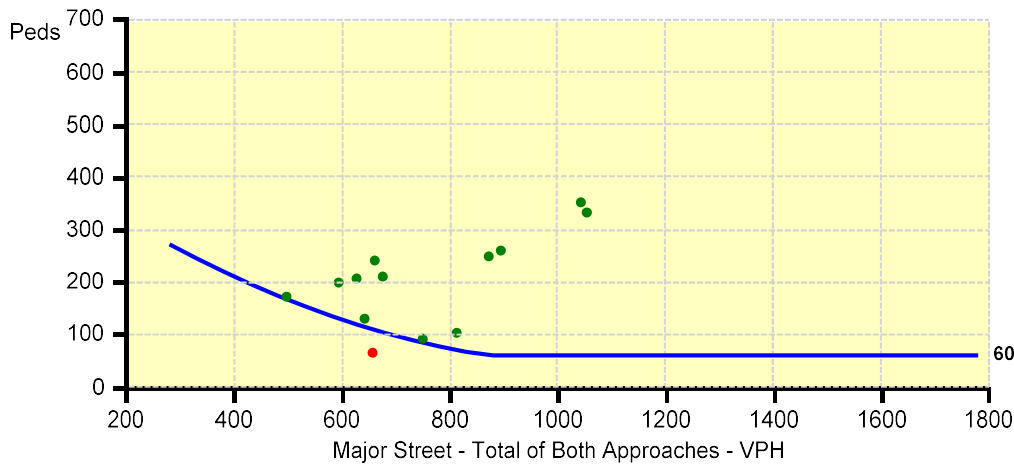
Summary

12 one hour periods meet minimums.
Warrant IS met.

Site Data Required

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

| Time | Major Road CSAH 1 | | | | Total | Minor Road CR 132 (85th Ave) | | Met? |
|---------------|----------------------|---|----------|---|-------|---------------------------------|----------|------|
| | Major NB | + | Major SB | = | | Minor EB | Minor WB | |
| 16:00 - 17:00 | 536 | + | 517 | = | 1053 | 0 | 332 | Yes |
| 15:00 - 16:00 | 524 | + | 517 | = | 1041 | 2 | 352 | Yes |
| 17:00 - 18:00 | 442 | + | 451 | = | 893 | 1 | 262 | Yes |
| 14:00 - 15:00 | 416 | + | 457 | = | 873 | 0 | 248 | Yes |
| 07:30 - 08:30 | 250 | + | 562 | = | 812 | 1 | 104 | Yes |
| 06:30 - 07:30 | 227 | + | 524 | = | 751 | 2 | 93 | Yes |
| 13:00 - 14:00 | 298 | + | 377 | = | 675 | 0 | 211 | Yes |
| 12:00 - 13:00 | 298 | + | 363 | = | 661 | 1 | 240 | Yes |
| 08:30 - 09:30 | 236 | + | 406 | = | 642 | 0 | 129 | Yes |
| 18:00 - 19:00 | 293 | + | 334 | = | 627 | 4 | 207 | Yes |
| 11:00 - 12:00 | 280 | + | 314 | = | 594 | 3 | 197 | Yes |
| | | | | | | | 172 | Yes |



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2213

Study Date : 06/02/2022

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

23 one hour periods meet minimums.
Warrant IS met.

Site Data Required

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

| Time | Major Road CSAH 1 | | | | Total | Minor Road CR 132 (85th Ave) | | Met? |
|---------------|----------------------|---|----------|---|-------|---------------------------------|----------|------|
| | Major NB | + | Major SB | = | | Minor EB | Minor WB | |
| 15:15 - 16:15 | 519 | + | 579 | = | 1098 | 0 | 358 | Yes |
| 15:45 - 16:45 | 537 | + | 555 | = | 1092 | 0 | 331 | Yes |
| 15:30 - 16:30 | 524 | + | 555 | = | 1079 | 0 | 356 | Yes |
| 16:00 - 17:00 | 536 | + | 517 | = | 1053 | 0 | 332 | Yes |
| 15:00 - 16:00 | 524 | + | 517 | = | 1041 | 2 | 352 | Yes |
| 16:15 - 17:15 | 530 | + | 478 | = | 1008 | 0 | 321 | Yes |
| 14:45 - 15:45 | 505 | + | 502 | = | 1007 | 2 | 349 | Yes |
| 14:30 - 15:30 | 503 | + | 490 | = | 993 | 2 | 290 | Yes |
| 16:30 - 17:30 | 494 | + | 483 | = | 977 | 1 | 309 | Yes |
| 14:15 - 15:15 | 471 | + | 459 | = | 930 | 2 | 277 | Yes |
| 16:45 - 17:45 | 454 | + | 457 | = | 911 | 1 | 282 | Yes |
| | | | | | | | 262 | Yes |

