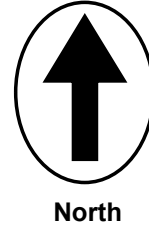


Date : 06/14/22

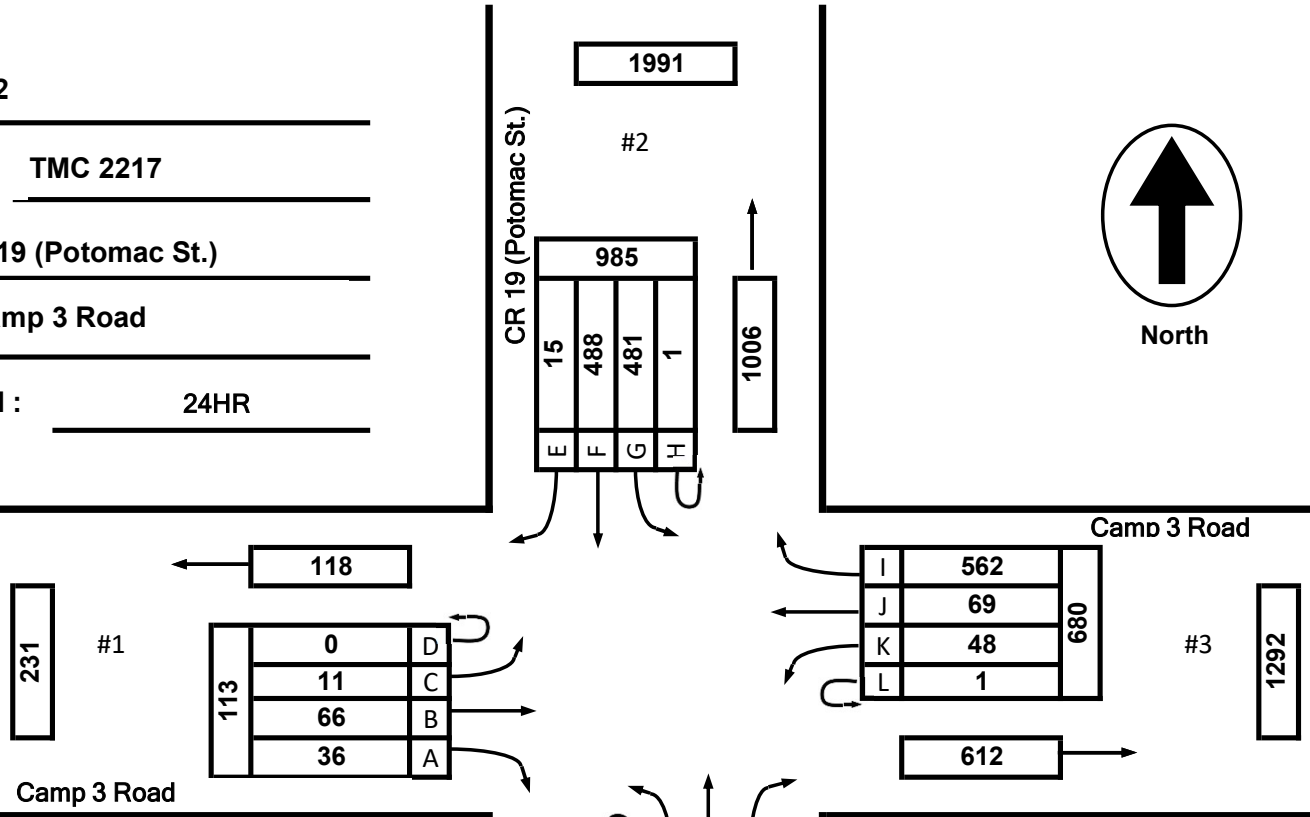
Count Number : TMC 2217

Location : CR 19 (Potomac St.)  
@ Camp 3 Road

Collection Period : 24HR



North



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

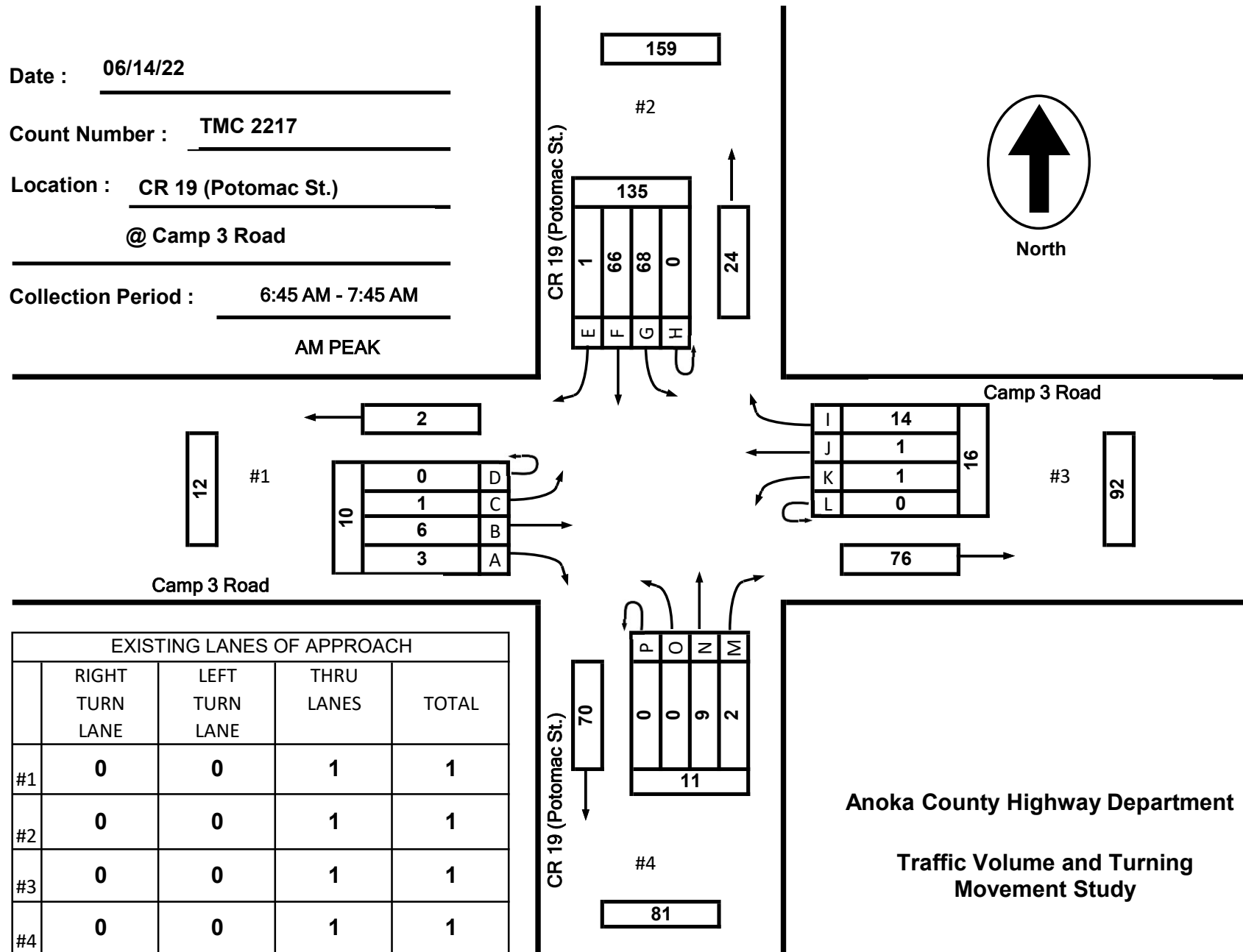
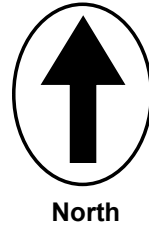
Anoka County Highway Department  
 Traffic Volume and Turning Movement Study

Date : 06/14/22

Count Number : TMC 2217

Location : CR 19 (Potomac St.)  
@ Camp 3 Road

Collection Period : 6:45 AM - 7:45 AM  
**AM PEAK**



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

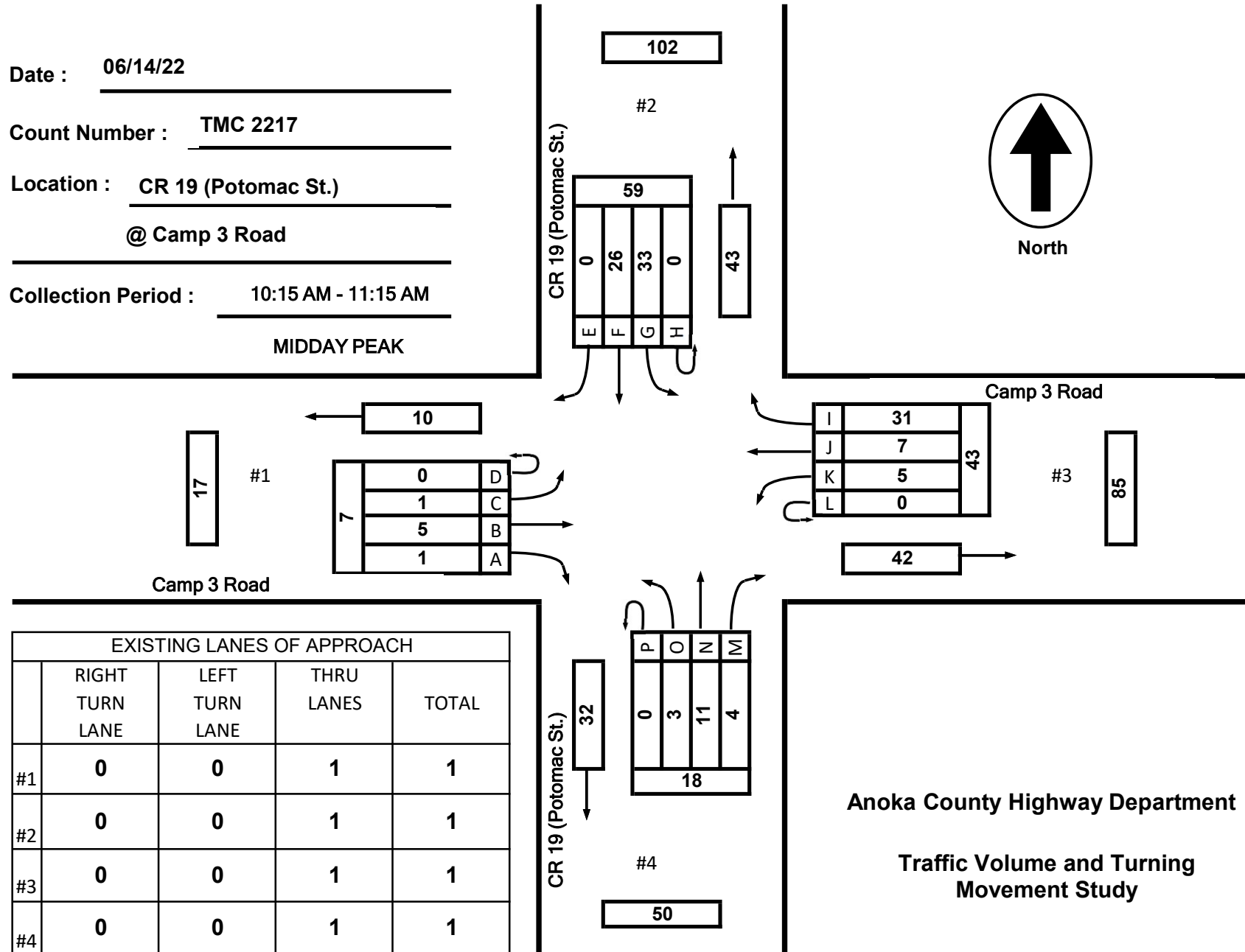
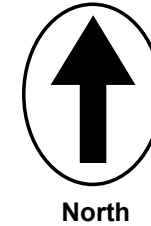
Date : 06/14/22

Count Number : TMC 2217

Location : CR 19 (Potomac St.)  
@ Camp 3 Road

Collection Period : 10:15 AM - 11:15 AM

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

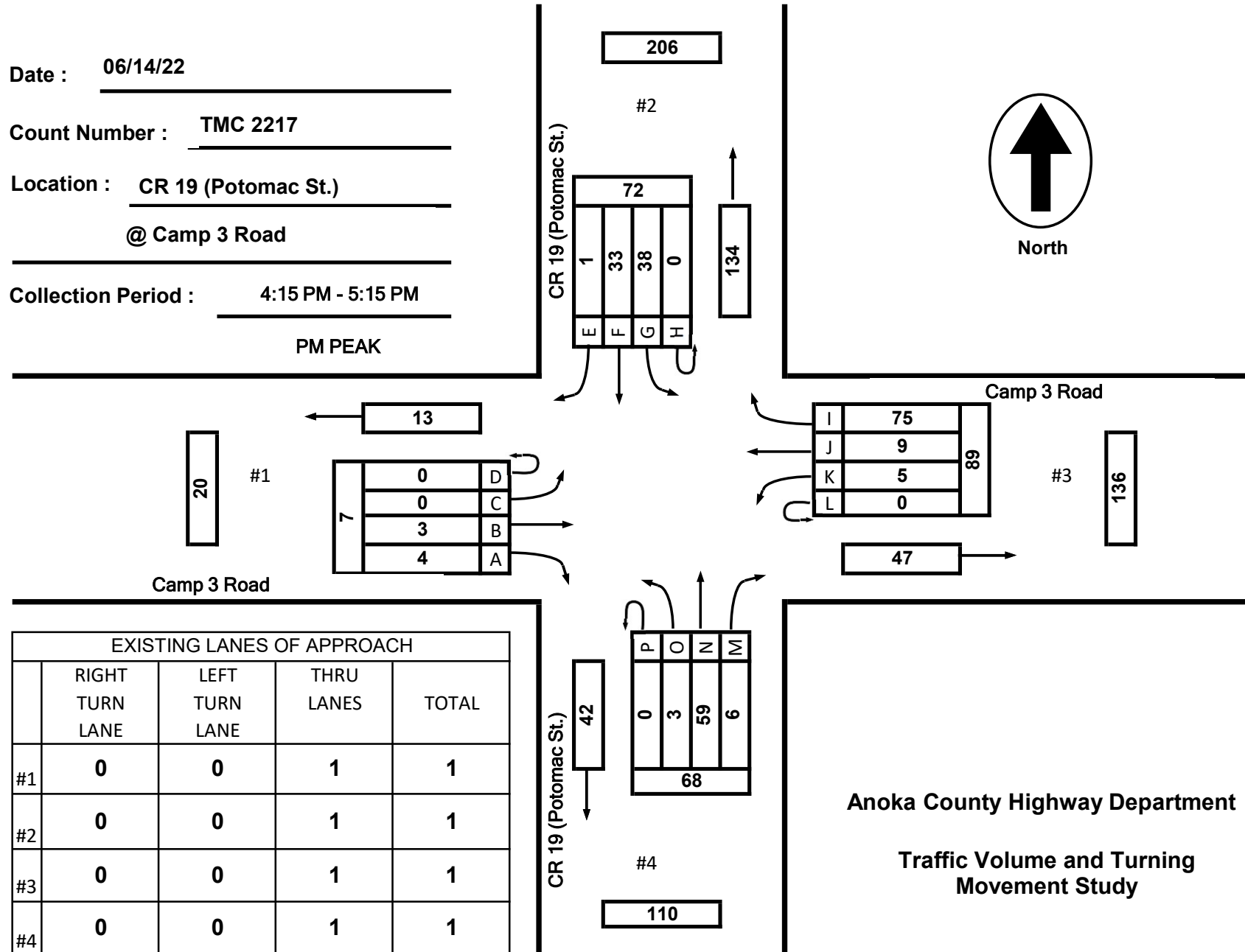
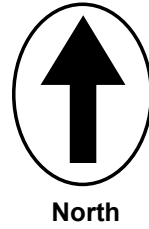
Anoka County Highway Department  
 Traffic Volume and Turning Movement Study

Date : 06/14/22

Count Number : TMC 2217

Location : CR 19 (Potomac St.)  
@ Camp 3 Road

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



EXISTING LANES OF APPROACH				
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	TOTAL
#1	0	0	1	1
#2	0	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 2217  
 Site Code :  
 Start Date : 06/14/2022  
 Page No : 1

Weather: Hot & Sunny  
 CountCAM 2  
 Study Conducted By: Sam

Groups Printed- Cars + - Trucks

Start Time	CR 19 (Potomac St.) Southbound						Camp 3 Road Westbound						CR 19 (Potomac St.) Northbound						Camp 3 Road 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	0	0	0	0	0	0	1	0	1	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
00:15	0	1	0	0	0	1	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1						
00:45	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	1	1					
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>9</b>						
01:00	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2						
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1						
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1						
01:45	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1						
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>						
02:00	0	2	0	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3						
02:15	0	0	0	0	0	0	1	0	0	0	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	3	3						
02:30	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	3	3						
02:45	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	1	1						
<b>Total</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>10</b>						
03:00	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3						
03:15	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						
03:30	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	3						
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	0	2	2						
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>8</b>						
04:00	0	1	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2						
04:15	0	3	0	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4						
04:30	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	3	3						
04:45	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5						
<b>Total</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>						
05:00	0	5	4	0	0	9	1	1	0	0	0	2	0	1	1	0	0	2	0	0	0	0	0	0	0	13	13						
05:15	0	10	5	0	0	15	1	0	0	0	0	1	0	1	0	0	0	1	1	2	0	0	0	3	0	20	20						
05:30	0	10	6	0	0	16	1	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	18	18						
05:45	0	15	7	0	0	22	2	0	0	0	0	2	1	1	0	0	0	2	0	0	0	0	0	0	0	26	26						
<b>Total</b>	<b>0</b>	<b>40</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>77</b>	<b>77</b>						



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2217  
 Site Code :  
 Start Date : 06/14/2022  
 Page No : 2

Weather: Hot & Sunny  
 CountCAM 2  
 Study Conducted By: Sam

Groups Printed- Cars + - Trucks

Start Time	CR 19 (Potomac St.) Southbound						Camp 3 Road Westbound						CR 19 (Potomac St.) Northbound						Camp 3 Road 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	0	29	8	0	0	37	4	0	0	0	0	4	0	2	0	0	0	2	0	2	0	0	0	2	0	45	45
06:15	0	7	10	0	0	17	3	0	0	0	0	3	1	1	0	0	0	2	2	0	0	0	0	2	0	24	24
06:30	0	14	12	0	0	26	4	0	0	0	0	4	1	3	0	0	0	4	0	1	0	0	0	1	0	35	35
06:45	1	27	14	0	0	42	4	0	0	0	0	4	1	1	0	0	0	2	0	2	0	0	0	2	0	50	50
<b>Total</b>	<b>1</b>	<b>77</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>122</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>154</b>	<b>154</b>
07:00	0	14	12	0	0	26	2	0	0	0	0	2	0	2	0	0	0	2	2	1	0	0	0	3	0	33	33
07:15	0	8	22	0	0	30	2	1	0	0	2	3	0	4	0	0	0	4	0	2	1	0	0	3	2	40	42
07:30	0	17	20	0	0	37	6	0	1	0	0	7	1	2	0	0	0	3	1	1	0	0	0	2	0	49	49
07:45	0	8	12	0	0	20	4	0	1	0	0	5	0	2	0	0	0	2	2	0	0	0	0	2	0	29	29
<b>Total</b>	<b>0</b>	<b>47</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>113</b>	<b>14</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>151</b>	<b>153</b>
08:00	0	9	9	0	0	18	10	0	0	0	0	10	0	1	0	0	0	1	0	0	0	0	0	0	0	29	29
08:15	0	11	6	0	0	17	3	0	0	0	0	3	1	3	0	0	0	4	0	1	0	0	0	1	0	25	25
08:30	0	6	5	0	0	11	7	0	0	0	2	7	0	3	0	0	0	3	0	1	0	0	0	1	2	22	24
08:45	0	11	12	0	0	23	4	3	0	0	0	7	1	3	0	0	0	4	1	1	1	0	0	3	0	37	37
<b>Total</b>	<b>0</b>	<b>37</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>113</b>	<b>115</b>
09:00	0	6	7	0	0	13	6	1	0	0	0	7	1	5	1	0	0	7	2	2	0	0	0	4	0	31	31
09:15	2	8	6	0	0	16	5	0	1	0	0	6	2	10	0	0	0	12	0	0	0	0	1	0	1	34	35
09:30	0	9	8	0	0	17	6	1	0	0	0	7	3	5	1	0	0	9	0	2	0	0	0	2	0	35	35
09:45	0	3	5	0	0	8	3	0	0	0	0	3	1	1	0	0	0	2	0	1	0	0	0	1	0	14	14
<b>Total</b>	<b>2</b>	<b>26</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>20</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>7</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>114</b>	<b>115</b>
10:00	1	3	6	0	0	10	8	1	1	0	0	10	2	0	0	0	0	2	1	1	0	0	0	2	0	24	24
10:15	0	7	10	0	0	17	7	2	3	0	0	12	2	4	1	0	0	7	0	2	0	0	0	2	0	38	38
10:30	0	7	8	0	0	15	6	1	0	0	0	7	0	0	1	0	0	1	1	1	0	0	0	2	0	25	25
10:45	0	10	6	0	0	16	8	2	1	0	0	11	2	2	1	0	0	5	0	1	1	0	0	2	0	34	34
<b>Total</b>	<b>1</b>	<b>27</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>29</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>121</b>	<b>121</b>
11:00	0	2	9	0	0	11	10	2	1	0	0	13	0	5	0	0	0	5	0	1	0	0	0	1	0	30	30
11:15	2	5	2	0	0	9	5	2	2	0	0	9	0	4	1	0	0	5	0	0	1	0	0	1	0	24	24
11:30	0	2	3	0	0	5	11	2	1	0	0	14	1	1	0	0	0	2	2	2	1	0	0	5	0	26	26
11:45	0	5	8	0	0	13	7	0	1	0	0	8	1	7	3	0	0	11	2	5	0	0	0	7	0	39	39
<b>Total</b>	<b>2</b>	<b>14</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>33</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>2</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>119</b>	<b>119</b>
12:00	1	5	9	0	0	15	5	0	0	0	0	5	2	4	0	0	0	6	0	0	0	0	0	0	0	26	26
12:15	0	5	5	0	0	10	9	1	0	0	0	10	1	3	0	0	0	4	0	0	0	0	0	0	0	24	24
12:30	1	8	3	0	0	12	8	0	1	0	0	9	3	6	1	0	0	10	1	1	0	0	0	2	0	33	33



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2217  
 Site Code :  
 Start Date : 06/14/2022  
 Page No : 3

Weather: Hot & Sunny  
 CountCAM 2  
 Study Conducted By: Sam

Groups Printed- Cars + - Trucks

Start Time	CR 19 (Potomac St.) Southbound						Camp 3 Road Westbound						CR 19 (Potomac St.) Northbound						Camp 3 Road 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	1	6	3	0	0	10	6	0	1	0	0	7	1	3	0	0	0	4	1	0	0	0	0	1	0	22	22
Total	3	24	20	0	0	47	28	1	2	0	0	31	7	16	1	0	0	24	2	1	0	0	0	3	0	105	105
13:00	0	2	4	0	0	6	6	0	0	0	0	6	0	2	0	0	0	2	0	1	0	0	0	1	0	15	15
13:15	0	2	2	0	0	4	10	1	3	0	0	14	0	10	1	0	0	11	0	1	0	0	0	1	0	30	30
13:30	0	5	6	0	0	11	9	0	1	0	0	10	0	5	0	0	0	5	0	0	0	0	0	0	0	26	26
13:45	0	5	4	0	0	9	6	1	3	0	0	10	2	4	0	0	0	6	2	3	1	0	0	6	0	31	31
Total	0	14	16	0	0	30	31	2	7	0	0	40	2	21	1	0	0	24	2	5	1	0	0	8	0	102	102
14:00	0	9	3	0	0	12	5	2	0	0	0	7	1	5	0	0	0	6	0	1	1	0	0	2	0	27	27
14:15	2	10	7	0	0	19	10	0	0	0	0	10	1	12	0	0	0	13	1	1	0	0	0	2	0	44	44
14:30	1	7	10	0	0	18	14	1	0	0	0	15	2	6	0	0	0	8	1	1	0	0	0	2	0	43	43
14:45	1	9	9	0	0	19	11	1	0	0	0	12	0	10	0	0	0	10	0	1	0	0	0	1	0	42	42
Total	4	35	29	0	0	68	40	4	0	0	0	44	4	33	0	0	0	37	2	4	1	0	0	7	0	156	156
15:00	0	3	7	0	0	10	12	1	1	0	0	14	1	11	1	0	0	13	1	0	0	0	0	1	0	38	38
15:15	0	7	5	0	0	12	12	0	0	0	0	12	0	11	4	0	0	15	0	1	0	0	0	1	0	40	40
15:30	0	8	8	0	0	16	12	1	0	0	0	13	3	19	0	0	0	22	0	1	0	0	0	1	0	52	52
15:45	0	5	9	0	0	14	24	1	0	0	0	25	0	16	2	0	0	18	1	1	1	0	0	3	0	60	60
Total	0	23	29	0	0	52	60	3	1	0	0	64	4	57	7	0	0	68	2	3	1	0	0	6	0	190	190
16:00	0	3	3	1	0	7	14	2	1	0	0	17	1	15	1	0	0	17	0	1	0	0	0	1	0	42	42
16:15	0	10	10	0	0	20	18	2	1	0	0	21	1	7	3	0	0	11	0	1	0	0	0	1	0	53	53
16:30	0	7	8	0	0	15	21	1	1	0	0	23	4	22	0	0	0	26	1	1	0	0	0	2	0	66	66
16:45	1	9	8	0	0	18	18	3	0	0	0	21	1	15	0	0	0	16	2	0	0	0	0	2	0	57	57
Total	1	29	29	1	0	60	71	8	3	0	0	82	7	59	4	0	0	70	3	3	0	0	0	6	0	218	218
17:00	0	7	12	0	0	19	18	3	3	0	0	24	0	15	0	0	0	15	1	1	0	0	0	2	0	60	60
17:15	0	5	7	0	0	12	8	2	0	0	0	10	2	17	0	0	0	19	0	1	0	0	0	1	0	42	42
17:30	1	5	12	0	0	18	17	2	1	0	0	20	2	20	0	0	0	22	1	1	0	0	0	2	0	62	62
17:45	0	4	9	0	0	13	10	0	0	1	0	11	3	14	2	0	0	19	0	0	0	0	0	0	0	43	43
Total	1	21	40	0	0	62	53	7	4	1	0	65	7	66	2	0	0	75	2	3	0	0	0	5	0	207	207
18:00	0	5	7	0	0	12	14	3	1	0	0	18	0	18	1	0	0	19	0	1	0	0	0	1	0	50	50
18:15	0	5	5	0	0	10	15	0	0	0	0	15	1	10	0	0	0	11	0	2	0	0	0	2	0	38	38
18:30	0	4	8	0	0	12	3	1	0	0	0	4	0	9	1	0	0	10	0	0	0	0	0	0	0	26	26
18:45	0	3	3	0	0	6	4	0	2	0	0	6	1	5	0	0	0	6	0	1	1	0	0	2	0	20	20
Total	0	17	23	0	0	40	36	4	3	0	0	43	2	42	2	0	0	46	0	4	1	0	0	5	0	134	134



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2217  
 Site Code :  
 Start Date : 06/14/2022  
 Page No : 4

Weather: Hot & Sunny  
 CountCAM 2  
 Study Conducted By: Sam

Groups Printed- Cars + - Trucks

Start Time	CR 19 (Potomac St.) Southbound						Camp 3 Road Westbound						CR 19 (Potomac St.) Northbound						Camp 3 Road 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	0	3	6	0	0	9	8	2	1	0	0	11	0	1	0	0	0	1	0	1	0	0	0	1	0	22	22
19:15	0	7	9	0	0	16	6	1	1	0	0	8	0	6	2	0	0	8	1	1	0	0	0	2	0	34	34
19:30	0	6	2	0	0	8	6	3	1	0	0	10	1	5	1	0	0	7	0	1	0	0	0	1	0	26	26
19:45	0	5	1	0	0	6	7	2	0	0	0	9	0	4	0	0	0	4	1	2	0	0	0	3	0	22	22
<b>Total</b>	<b>0</b>	<b>21</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>27</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>1</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>104</b>	<b>104</b>
20:00	0	3	0	0	0	3	5	2	1	0	0	8	1	2	0	0	0	3	0	0	0	0	0	0	0	14	14
20:15	0	3	5	0	0	8	13	2	0	0	0	15	0	4	0	0	0	4	0	0	1	0	0	1	0	28	28
20:30	0	3	3	0	0	6	6	0	0	0	0	6	2	2	0	0	0	4	1	0	0	0	0	1	0	17	17
20:45	0	3	1	0	0	4	13	1	1	0	0	15	0	3	1	0	0	4	1	0	0	0	0	1	0	24	24
<b>Total</b>	<b>0</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>37</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>3</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>83</b>	<b>83</b>
21:00	0	0	9	0	0	9	5	0	1	0	0	6	0	11	0	0	0	11	0	0	0	0	0	0	0	26	26
21:15	0	2	3	0	0	5	2	0	3	0	0	5	2	4	0	0	0	6	1	0	0	0	0	1	0	17	17
21:30	0	2	2	0	0	4	4	2	0	0	0	6	2	5	0	0	0	7	0	0	0	0	0	0	0	17	17
21:45	0	4	0	0	0	4	5	1	1	0	0	7	0	0	0	0	0	0	0	1	0	0	0	1	0	12	12
<b>Total</b>	<b>0</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>16</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>4</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>72</b>
22:00	0	0	2	0	0	2	3	1	1	0	0	5	0	2	0	0	0	2	0	0	0	0	0	0	0	9	9
22:15	0	1	1	0	0	2	2	2	1	0	0	5	0	0	0	0	0	0	0	1	0	0	0	1	0	8	8
22:30	0	0	2	0	0	2	1	0	0	0	0	1	1	1	1	0	0	3	0	1	0	0	0	1	0	7	7
22:45	0	0	0	0	0	0	2	1	0	0	0	3	0	2	0	0	0	2	0	0	0	0	0	0	0	5	5
<b>Total</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>29</b>
23:00	0	0	2	0	0	2	1	0	0	0	0	1	0	1	0	0	0	1	1	1	0	0	0	2	0	6	6
23:15	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	2
23:30	0	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	3	3
23:45	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>13</b>
<b>Grand Total</b>	<b>15</b>	<b>488</b>	<b>481</b>	<b>1</b>	<b>0</b>	<b>985</b>	<b>562</b>	<b>69</b>	<b>48</b>	<b>1</b>	<b>4</b>	<b>680</b>	<b>64</b>	<b>432</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>530</b>	<b>36</b>	<b>66</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>113</b>	<b>5</b>	<b>2308</b>	<b>2313</b>
<b>Apprch %</b>	<b>1.5</b>	<b>49.5</b>	<b>48.8</b>	<b>0.1</b>			<b>82.6</b>	<b>10.1</b>	<b>7.1</b>	<b>0.1</b>			<b>12.1</b>	<b>81.5</b>	<b>6.4</b>	<b>0</b>		<b>31.9</b>	<b>58.4</b>	<b>9.7</b>	<b>0</b>						
<b>Total %</b>	<b>0.6</b>	<b>21.1</b>	<b>20.8</b>	<b>0</b>		<b>42.7</b>	<b>24.4</b>	<b>3</b>	<b>2.1</b>	<b>0</b>		<b>29.5</b>	<b>2.8</b>	<b>18.7</b>	<b>1.5</b>	<b>0</b>		<b>23</b>	<b>1.6</b>	<b>2.9</b>	<b>0.5</b>	<b>0</b>		<b>4.9</b>	<b>0.2</b>	<b>99.8</b>	
<b>Cars +</b>	<b>13</b>	<b>444</b>	<b>390</b>	<b>1</b>		<b>848</b>	<b>480</b>	<b>69</b>	<b>48</b>	<b>1</b>		<b>602</b>	<b>64</b>	<b>393</b>	<b>34</b>	<b>0</b>		<b>491</b>	<b>34</b>	<b>65</b>	<b>10</b>	<b>0</b>		<b>110</b>	<b>0</b>	<b>0</b>	<b>2051</b>
<b>% Cars +</b>	<b>86.7</b>	<b>91</b>	<b>81.1</b>	<b>100</b>	<b>0</b>	<b>86.1</b>	<b>85.4</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>88</b>	<b>100</b>	<b>91</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>92.6</b>	<b>94.4</b>	<b>98.5</b>	<b>90.9</b>	<b>0</b>	<b>100</b>	<b>96.5</b>	<b>0</b>	<b>0</b>	<b>88.7</b>
<b>Trucks</b>	<b>2</b>	<b>44</b>	<b>91</b>	<b>0</b>		<b>137</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>82</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>		<b>39</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>		<b>4</b>	<b>0</b>	<b>0</b>	<b>262</b>
<b>% Trucks</b>	<b>13.3</b>	<b>9</b>	<b>18.9</b>	<b>0</b>	<b>0</b>	<b>13.9</b>	<b>14.6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7.4</b>	<b>5.6</b>	<b>1.5</b>	<b>9.1</b>	<b>0</b>	<b>0</b>	<b>3.5</b>	<b>0</b>	<b>0</b>	<b>11.3</b>





# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2217  
 Site Code :  
 Start Date : 06/14/2022  
 Page No : 5

Weather: Hot & Sunny  
 CountCAM 2  
 Study Conducted By: Sam

Start Time	CR 19 (Potomac St.) Southbound					Camp 3 Road Westbound					CR 19 (Potomac St.) Northbound					Camp 3 Road 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 06:45																					
06:45	1	27	14	0	42	4	0	0	0	4	1	1	0	0	2	0	2	0	0	2	50
07:00	0	14	12	0	26	2	0	0	0	2	0	2	0	0	2	2	1	0	0	3	33
07:15	0	8	22	0	30	2	1	0	0	3	0	4	0	0	4	0	2	1	0	3	40
07:30	0	17	20	0	37	6	0	1	0	7	1	2	0	0	3	1	1	0	0	2	49
Total Volume	1	66	68	0	135	14	1	1	0	16	2	9	0	0	11	3	6	1	0	10	172
% App. Total	0.7	48.9	50.4	0		87.5	6.2	6.2	0		18.2	81.8	0	0		30	60	10	0		
PHF	.250	.611	.773	.000	.804	.583	.250	.250	.000	.571	.500	.563	.000	.000	.688	.375	.750	.250	.000	.833	.860

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:15																					
10:15	0	7	10	0	17	7	2	3	0	12	2	4	1	0	7	0	2	0	0	2	38
10:30	0	7	8	0	15	6	1	0	0	7	0	0	1	0	1	1	1	0	0	2	25
10:45	0	10	6	0	16	8	2	1	0	11	2	2	1	0	5	0	1	1	0	2	34
11:00	0	2	9	0	11	10	2	1	0	13	0	5	0	0	5	0	1	0	0	1	30
Total Volume	0	26	33	0	59	31	7	5	0	43	4	11	3	0	18	1	5	1	0	7	127
% App. Total	0	44.1	55.9	0		72.1	16.3	11.6	0		22.2	61.1	16.7	0		14.3	71.4	14.3	0		
PHF	.000	.650	.825	.000	.868	.775	.875	.417	.000	.827	.500	.550	.750	.000	.643	.250	.625	.250	.000	.875	.836

Peak Hour Analysis From 14:00 to 23:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	10	10	0	20	18	2	1	0	21	1	7	3	0	11	0	1	0	0	1	53
16:30	0	7	8	0	15	21	1	1	0	23	4	22	0	0	26	1	1	0	0	2	66
16:45	1	9	8	0	18	18	3	0	0	21	1	15	0	0	16	2	0	0	0	2	57
17:00	0	7	12	0	19	18	3	3	0	24	0	15	0	0	15	1	1	0	0	2	60
Total Volume	1	33	38	0	72	75	9	5	0	89	6	59	3	0	68	4	3	0	0	7	236
% App. Total	1.4	45.8	52.8	0		84.3	10.1	5.6	0		8.8	86.8	4.4	0		57.1	42.9	0	0		
PHF	.250	.825	.792	.000	.900	.893	.750	.417	.000	.927	.375	.670	.250	.000	.654	.500	.750	.000	.000	.875	.894



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2217  
 Site Code :  
 Start Date : 06/14/2022  
 Page No : 1

Weather: Hot & Sunny  
 CountCAM 2  
 Study Conducted By: Sam

Groups Printed- Trucks

Start Time	CR 19 (Potomac St.) Southbound					Camp 3 Road Westbound					CR 19 (Potomac St.) Northbound					Camp 3 Road 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	1	0	0	1	0	0	0	0	0	0	1
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
06:00	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
06:15	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
06:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	4	0	4	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	6
07:00	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
07:15	0	1	4	0	5	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	7
07:30	0	2	5	0	7	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	11
07:45	0	0	2	0	2	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	0	6
Total	0	4	11	0	15	7	0	0	0	7	0	5	0	0	5	0	0	0	0	0	0	27
08:00	0	1	2	0	3	6	0	0	0	6	0	1	0	0	1	0	0	0	0	0	0	10
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	0	1	8	0	9	7	0	0	0	7	0	1	0	0	1	0	0	0	0	0	0	17
09:00	0	1	2	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	5



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2217  
 Site Code :  
 Start Date : 06/14/2022  
 Page No : 2

Weather: Hot & Sunny  
 CountCAM 2  
 Study Conducted By: Sam

Groups Printed- Trucks

Start Time	CR 19 (Potomac St.) Southbound					Camp 3 Road Westbound					CR 19 (Potomac St.) Northbound					Camp 3 Road 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	3	2	0	5	4	0	0	0	4	0	3	0	0	3	0	0	0	0	0	12
09:30	0	3	3	0	6	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	9
09:45	0	0	2	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	<b>0</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>
10:00	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
10:15	0	1	2	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
10:30	0	1	5	0	6	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7
10:45	0	4	0	0	4	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	7
<b>Total</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
11:00	0	0	5	0	5	4	0	0	0	4	0	1	0	0	1	0	0	0	0	0	10
11:15	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
11:30	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
11:45	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
<b>Total</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>21</b>
12:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15	0	3	1	0	4	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7
12:30	0	2	2	0	4	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	8
12:45	0	0	2	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
<b>Total</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>3</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>20</b>
13:00	0	1	3	0	4	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	7
13:15	0	1	2	0	3	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	6
13:30	0	0	0	0	0	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	5
13:45	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	3
<b>Total</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>21</b>
14:00	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
14:15	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
14:30	1	1	4	0	6	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	8
14:45	0	1	2	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
<b>Total</b>	<b>2</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>21</b>
15:00	0	0	4	0	4	4	0	0	0	4	0	2	0	0	2	0	0	0	0	0	10
15:15	0	1	1	0	2	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	6
15:30	0	2	0	0	2	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
15:45	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
16:00	0	0	1	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
16:15	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
16:30	0	1	1	0	2	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	7
16:45	0	1	1	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
17:00	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
17:15	0	0	2	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
17:30	0	1	2	0	3	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	5
17:45	0	0	2	0	2	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
<b>Total</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>3</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>16</b>
18:00	0	2	1	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
18:15	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
18:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2217  
 Site Code :  
 Start Date : 06/14/2022  
 Page No : 3

Weather: Hot & Sunny  
 CountCAM 2  
 Study Conducted By: Sam

Groups Printed- Trucks

Start Time	CR 19 (Potomac St.) Southbound					Camp 3 Road Westbound					CR 19 (Potomac St.) Northbound					Camp 3 Road 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	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
19:30	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
19:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	1	2	0	3	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
20:00	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
20:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:30	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
20:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
21:00	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
21:15	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
21:30	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
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	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
22:00	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
22:15	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
22:30	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
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	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
23:00	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
23:15	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
23:30	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
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	2	44	91	0	137	82	0	0	0	82	0	39	0	0	39	2	1	1	0	4					262	
<b>Apprch %</b>	1.5	32.1	66.4	0		100	0	0	0		0	100	0	0		50	25	25	0							
<b>Total %</b>	0.8	16.8	34.7	0	52.3	31.3	0	0	0	31.3	0	14.9	0	0	14.9	0.8	0.4	0.4	0	1.5						

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 07/11/2022

## Signal Warrants - Summary

---

### Major Street Approaches

Northbound: CR 19 (Potomac St.)

Number of Lanes : 1

Total Approach Volume: 530

Southbound: CR 19 (Potomac St.)

Number of Lanes : 1

Total Approach Volume: 985

### Minor Street Approaches

Eastbound: Camp 3 Road

Number of Lanes : 1

Total Approach Volume: 113

Westbound: Camp 3 Road

Number of Lanes : 1

Total Approach Volume: 680

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### Warrant Summary (Rural Values Apply)

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

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

Required volumes reached for 0 hours, 8 are needed

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

Required volumes reached for 0 hours, 8 are needed

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

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

Required 1B volumes reached for 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:

Study Date : 07/11/2022

## 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 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 = **350**  
  
Veh/Hr Minor = **105**

Time	Major Road				Total	Minor Road		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
	CR 19 (Potomac St.)					Camp 3 Road		
06:45 - 07:45	11	+	135	=	146	10	16	No
16:30 - 17:30	76	+	64	=	140	7	78	No
16:15 - 17:15	68	+	72	=	140	7	89	No
16:45 - 17:45	72	+	67	=	139	7	75	No
17:00 - 18:00	75	+	62	=	137	5	65	No
06:30 - 07:30	12	+	124	=	136	9	13	No
17:15 - 18:15	79	+	55	=	134	4	59	No
06:00 - 07:00	10	+	122	=	132	7	15	No
16:00 - 17:00	70	+	60	=	130	6	82	No
15:45 - 16:45	72	+	56	=	128	7	86	No
15:30 - 16:30	68	+	57	=	125	6	76	No
17:30 - 18:30	71	+	53	=	124	5	64	No
07:00 - 08:00	11	+	113	=	124	10	17	No
15:15 - 16:15	72	+	49	=	121	6	67	No
06:15 - 07:15	10	+	111	=	121	8	13	No
15:00 - 16:00	68	+	52	=	120	6	64	No
14:45 - 15:45	60	+	57	=	117	4	51	No
07:15 - 08:15	10	+	105	=	115	7	25	No
05:45 - 06:45	10	+	102	=	112	5	13	No
14:15 - 15:15	44	+	66	=	110	6	51	No
17:45 - 18:45	59	+	47	=	106	3	48	No
14:30 - 15:30	46	+	59	=	105	5	53	No
14:00 - 15:00	37	+	68	=	105	7	44	No
07:30 - 08:30	10	+	92	=	102	5	25	No
08:45 - 09:45	32		69		101	9	27	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 07/11/2022

## 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 = **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	
	<b>CR 19 (Potomac St.)</b>					<b>Camp 3 Road</b>		
06:45 - 07:45	11	+	135	=	146	10	16	No
16:30 - 17:30	76	+	64	=	140	7	78	No
16:15 - 17:15	68	+	72	=	140	7	89	No
16:45 - 17:45	72	+	67	=	139	7	75	No
17:00 - 18:00	75	+	62	=	137	5	65	No
06:30 - 07:30	12	+	124	=	136	9	13	No
17:15 - 18:15	79	+	55	=	134	4	59	No
06:00 - 07:00	10	+	122	=	132	7	15	No
16:00 - 17:00	70	+	60	=	130	6	82	No
15:45 - 16:45	72	+	56	=	128	7	86	No
15:30 - 16:30	68	+	57	=	125	6	76	No
17:30 - 18:30	71	+	53	=	124	5	64	No
07:00 - 08:00	11	+	113	=	124	10	17	No
15:15 - 16:15	72	+	49	=	121	6	67	No
06:15 - 07:15	10	+	111	=	121	8	13	No
15:00 - 16:00	68	+	52	=	120	6	64	No
14:45 - 15:45	60	+	57	=	117	4	51	No
07:15 - 08:15	10	+	105	=	115	7	25	No
05:45 - 06:45	10	+	102	=	112	5	13	No
14:15 - 15:15	44	+	66	=	110	6	51	No
17:45 - 18:45	59	+	47	=	106	3	48	No
14:30 - 15:30	46	+	59	=	105	5	53	No
14:00 - 15:00	37	+	68	=	105	7	44	No
07:30 - 08:30	10	+	92	=	102	5	25	No
08:45 - 09:45	32		69		101	9	27	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 07/11/2022

## 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 0 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 19 (Potomac St.)

#### Minor Road Camp 3 Road

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
06:45 - 07:45	11	+	135	=	146	10	16	No
16:15 - 17:15	68	+	72	=	140	7	89	No
16:30 - 17:30	76	+	64	=	140	7	78	No
16:45 - 17:45	72	+	67	=	139	7	75	No
17:00 - 18:00	75	+	62	=	137	5	65	No
06:30 - 07:30	12	+	124	=	136	9	13	No
17:15 - 18:15	79	+	55	=	134	4	59	No
06:00 - 07:00	10	+	122	=	132	7	15	No
16:00 - 17:00	70	+	60	=	130	6	82	No
15:45 - 16:45	72	+	56	=	128	7	86	No
15:30 - 16:30	68	+	57	=	125	6	76	No
07:00 - 08:00	11		113		124	10	17	No

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
06:45 - 07:45	11	+	135	=	146	10	16	No
16:15 - 17:15	68	+	72	=	140	7	89	No
16:30 - 17:30	76	+	64	=	140	7	78	No
16:45 - 17:45	72	+	67	=	139	7	75	No
17:00 - 18:00	75	+	62	=	137	5	65	No
06:30 - 07:30	12	+	124	=	136	9	13	No
17:15 - 18:15	79	+	55	=	134	4	59	No
06:00 - 07:00	10	+	122	=	132	7	15	No
16:00 - 17:00	70	+	60	=	130	6	82	No
15:45 - 16:45	72	+	56	=	128	7	86	No
15:30 - 16:30	68	+	57	=	125	6	76	No
07:00 - 08:00	11		113		124	10	17	No



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 07/11/2022

## 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.

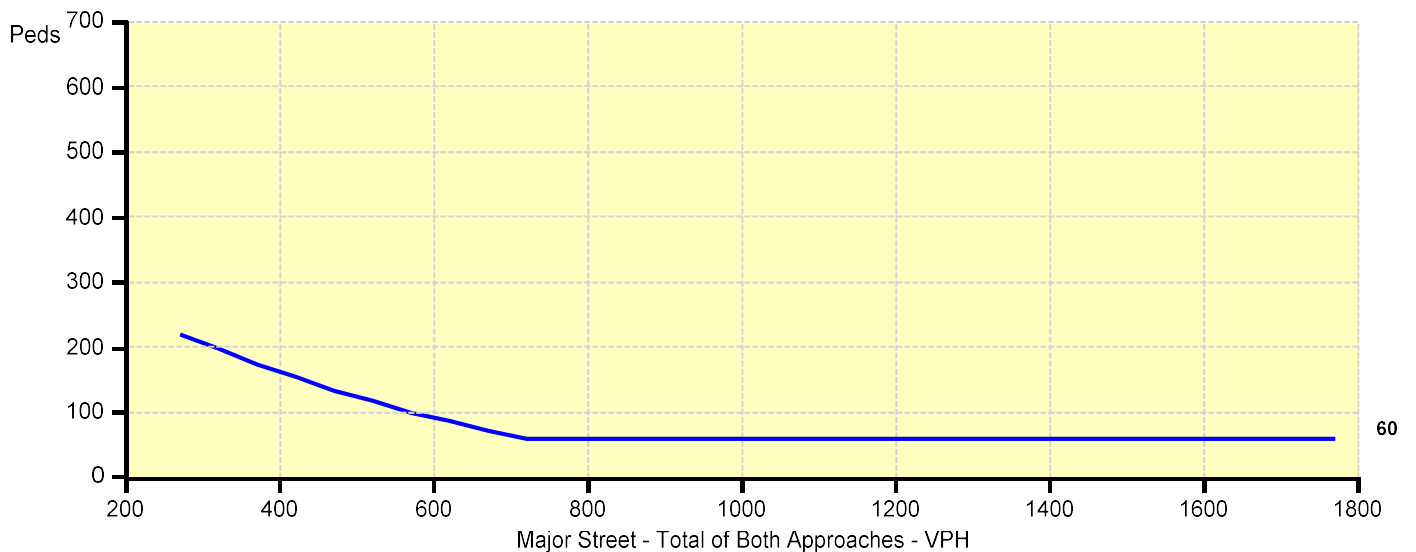
### Summary

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

### Site Data Required

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

Time	Major Road CR 19 (Potomac St.)				Total	Minor Road Camp 3 Road		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
06:45 - 07:45	11	+	135	=	146	10	16	No
16:30 - 17:30	76	+	64	=	140	7	78	No
16:15 - 17:15	68	+	72	=	140	7	89	No
16:45 - 17:45	72	+	67	=	139	7	75	No
17:00 - 18:00	75	+	62	=	137	5	65	No
06:30 - 07:30	12	+	124	=	136	9	13	No
17:15 - 18:15	79	+	55	=	134	4	59	No
06:00 - 07:00	10	+	122	=	132	7	15	No
16:00 - 17:00	70	+	60	=	130	6	82	No
15:45 - 16:45	72	+	56	=	128	7	86	No
15:30 - 16:30	68	+	57	=	125	6	76	No
17:30 - 18:30	71		53		124	5	64	No



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 07/11/2022

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

Time	Major Road CR 19 (Potomac St.)				Total	Minor Road Camp 3 Road		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
06:45 - 07:45	11	+	135	=	146	10	16	No
16:30 - 17:30	76	+	64	=	140	7	78	No
16:15 - 17:15	68	+	72	=	140	7	89	No
16:45 - 17:45	72	+	67	=	139	7	75	No
17:00 - 18:00	75	+	62	=	137	5	65	No
06:30 - 07:30	12	+	124	=	136	9	13	No
17:15 - 18:15	79	+	55	=	134	4	59	No
06:00 - 07:00	10	+	122	=	132	7	15	No
16:00 - 17:00	70	+	60	=	130	6	82	No
15:45 - 16:45	72	+	56	=	128	7	86	No
15:30 - 16:30	68	+	57	=	125	6	76	No
17:30 - 18:30	71		53		124	5	64	No

