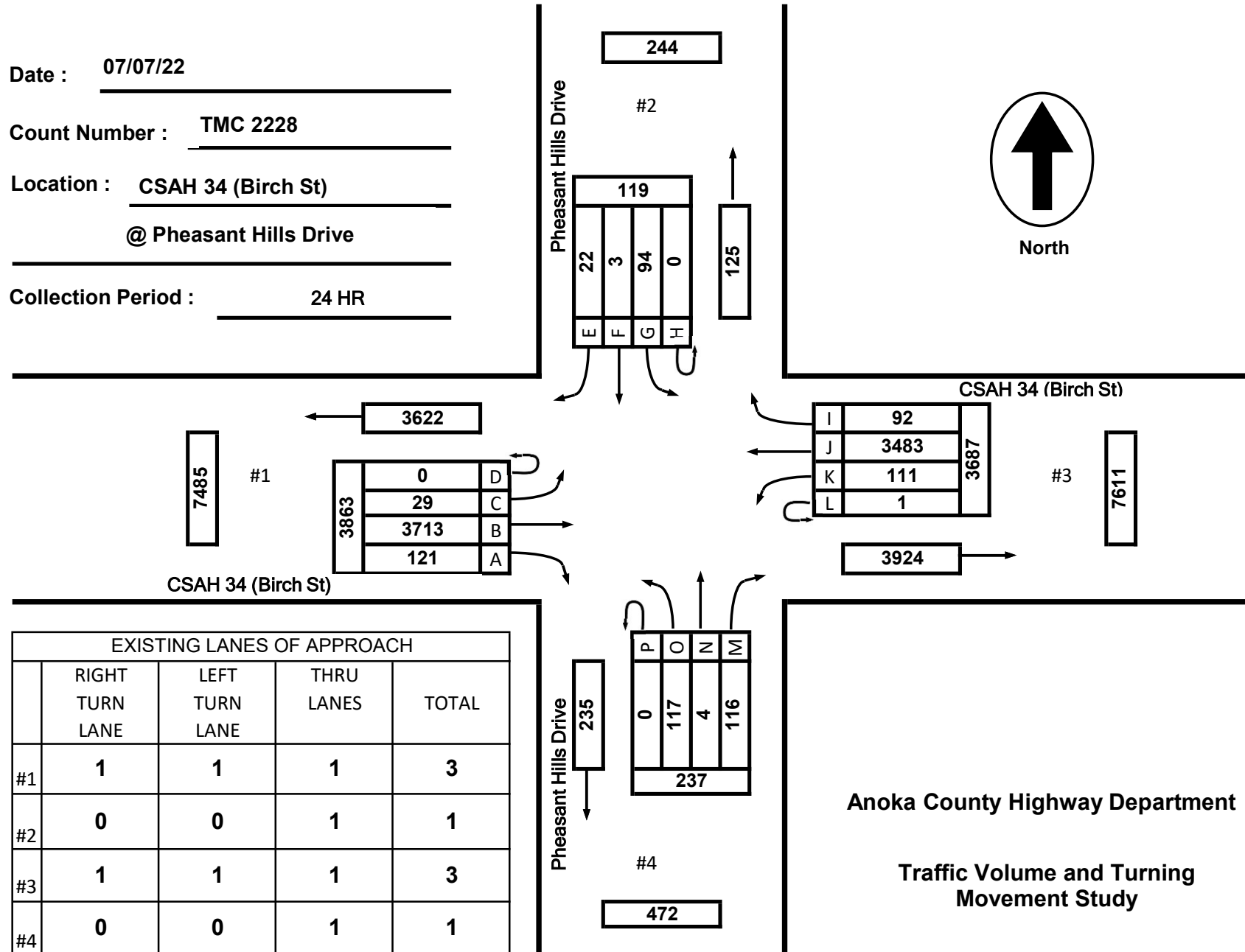
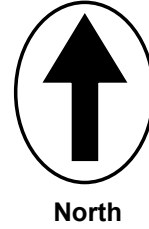


Date : 07/07/22

Count Number : TMC 2228

Location : CSAH 34 (Birch St)  
@ Pheasant Hills Drive

Collection Period : 24 HR



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

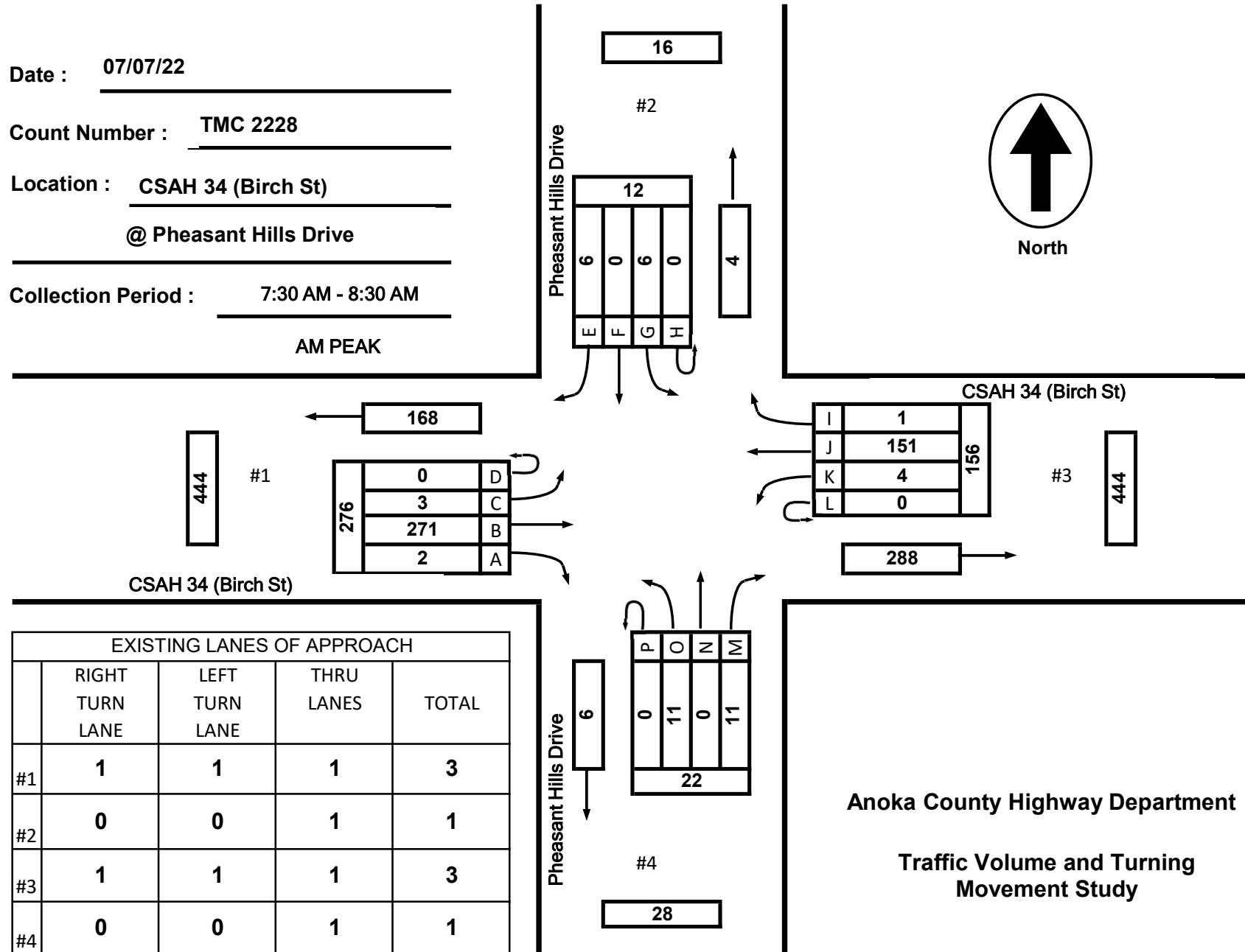
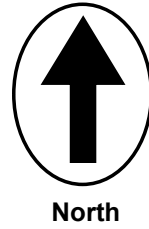
Anoka County Highway Department  
 Traffic Volume and Turning Movement Study

Date : 07/07/22

Count Number : TMC 2228

Location : CSAH 34 (Birch St)  
@ Pheasant Hills Drive

Collection Period : 7:30 AM - 8:30 AM  
**AM PEAK**



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

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

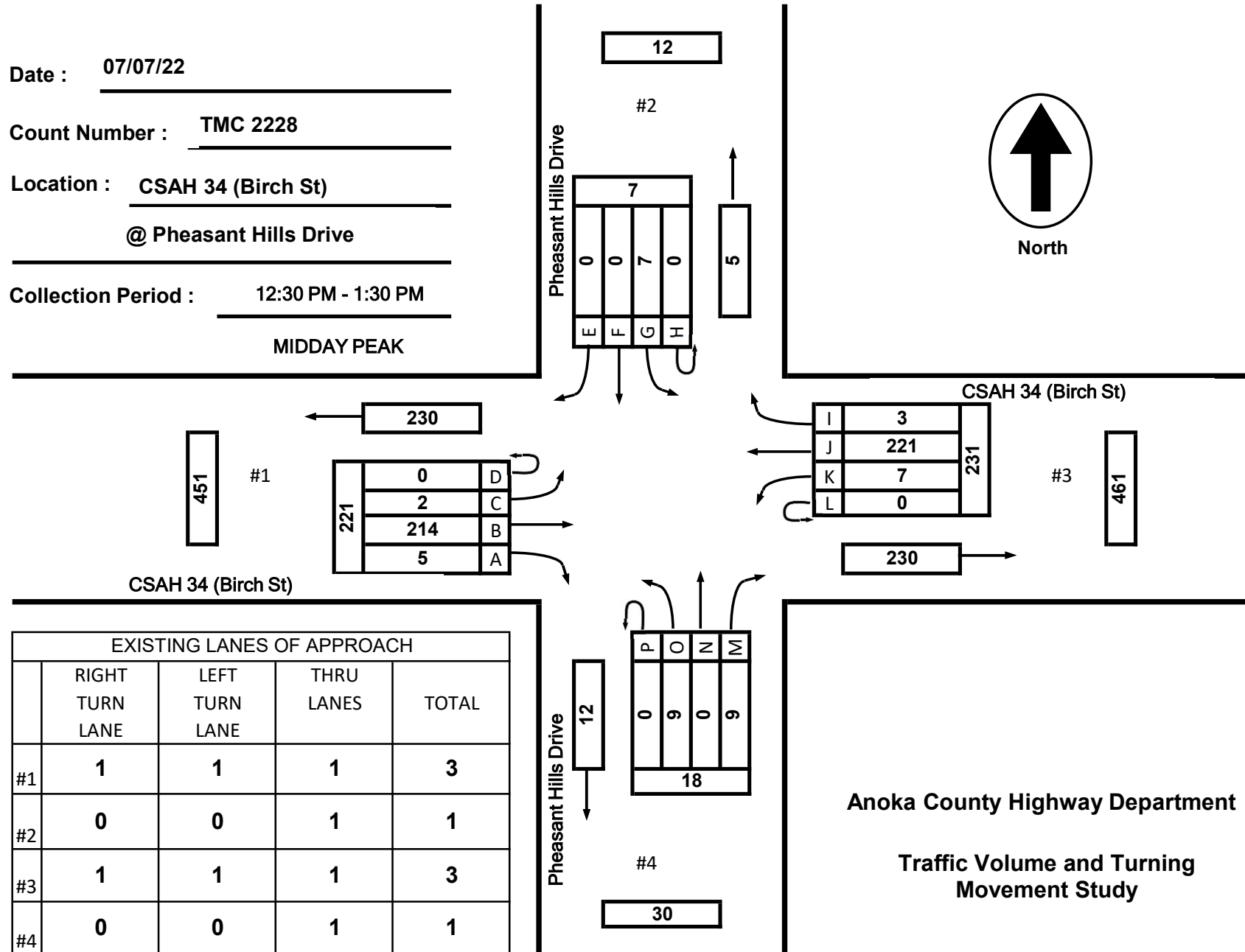
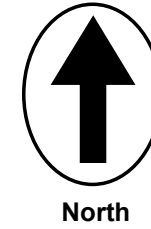
Date : 07/07/22

Count Number : TMC 2228

Location : CSAH 34 (Birch St)  
@ Pheasant Hills Drive

Collection Period : 12:30 PM - 1:30 PM

MIDDAY PEAK



EXISTING LANES OF APPROACH

	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	TOTAL
#1	1	1	1	3
#2	0	0	1	1
#3	1	1	1	3
#4	0	0	1	1

Anoka County Highway Department

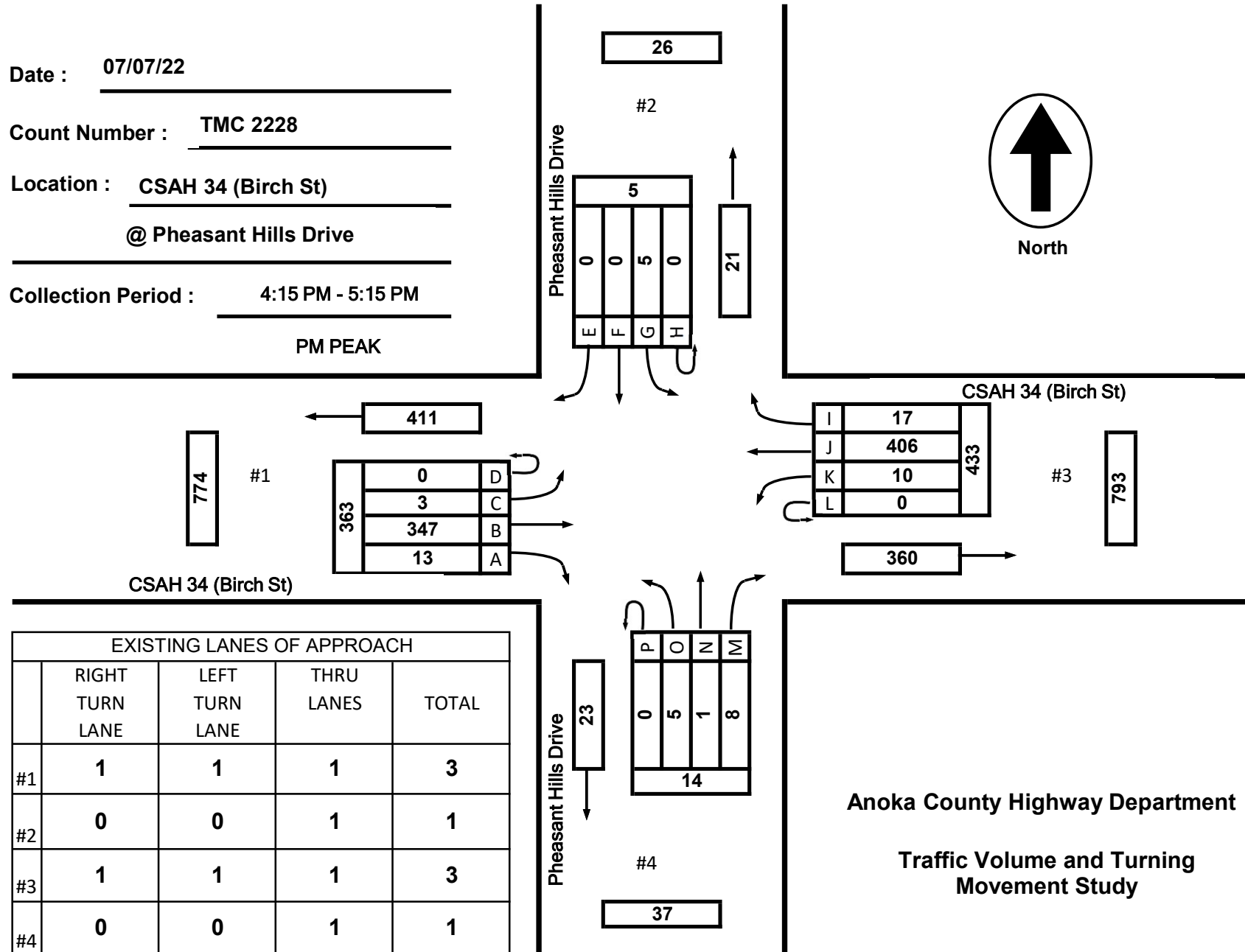
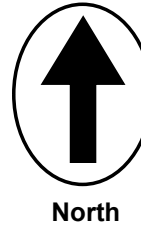
Traffic Volume and Turning Movement Study

Date : 07/07/22

Count Number : TMC 2228

Location : CSAH 34 (Birch St)  
@ Pheasant Hills Drive

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



EXISTING LANES OF APPROACH				
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	TOTAL
#1	1	1	1	3
#2	0	0	1	1
#3	1	1	1	3
#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 2228-t-t  
 Site Code :  
 Start Date : 07/07/2022  
 Page No : 1

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

Groups Printed- Cars + - Trucks

Start Time	Pheasant Hills Drive Southbound						CSAH 34 (Birch St) Westbound						Pheasant Hills Drive Northbound						CSAH 34 (Birch St) Eastbound						Exclu. Total	Inclu. Total	Int. Total
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total			
00:00	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	3	0	0	3	0	10	10
00:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	3	3
00:30	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
00:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	1	0	0	1	0	3	3
<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>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>19</b>	
01:00	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	3	3
01:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	2	2
01:30	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
01:45	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	0	1	0	3	3
<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>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>10</b>	
02:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	2	2	
02:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	2	0	3	3	
02:30	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
02:45	0	0	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
<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>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>10</b>	
03:00	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	3	3	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	
03:30	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	2	0	4	4	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	4	4	
<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>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>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>12</b>	<b>12</b>		
04:00	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	1	0	0	1	0	5	5	
04:15	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	6	0	0	6	0	8	8	
04:30	0	1	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	8	0	0	8	0	11	11	
04:45	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	0	1	0	0	12	0	0	12	0	17	17
<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>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>41</b>	<b>41</b>	
05:00	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	1	0	2	0	0	15	0	0	15	0	21	21
05:15	0	1	0	0	0	1	0	2	10	0	0	12	0	1	0	0	0	1	0	0	20	0	1	20	1	34	35
05:30	0	0	0	0	0	0	0	0	16	0	0	16	0	1	0	1	0	2	0	0	24	0	0	24	0	42	42
05:45	0	1	0	0	0	1	0	0	11	0	0	11	0	0	0	1	0	1	0	0	35	0	0	35	0	48	48
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>1</b>	<b>145</b>	<b>146</b>	



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2228-t-t  
 Site Code :  
 Start Date : 07/07/2022  
 Page No : 2

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

Groups Printed- Cars + - Trucks

Start Time	Pheasant Hills Drive Southbound						CSAH 34 (Birch St) Westbound						Pheasant Hills Drive Northbound						CSAH 34 (Birch St) 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	1	0	0	0	1	0	0	15	0	0	15	0	1	0	0	0	1	0	0	32	0	0	32	0	49	49
06:15	0	0	0	0	0	0	0	0	20	0	0	20	0	4	0	3	0	7	0	0	38	0	0	38	0	65	65
06:30	0	2	0	0	0	2	0	0	21	0	1	21	0	1	0	0	0	1	0	1	57	0	0	58	1	82	83
06:45	0	1	0	0	0	1	0	0	33	0	0	33	0	2	0	1	0	3	0	0	53	0	0	53	0	90	90
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>180</b>	<b>0</b>	<b>0</b>	<b>181</b>	<b>1</b>	<b>286</b>	<b>287</b>
07:00	0	2	0	1	0	3	0	0	15	0	0	15	0	0	0	0	0	0	0	0	66	1	0	67	0	85	85
07:15	0	2	0	0	0	2	0	0	30	2	0	32	0	1	0	2	0	3	0	0	60	0	0	60	0	97	97
07:30	0	1	0	4	0	5	0	0	30	0	0	30	0	4	0	0	0	4	0	1	80	0	0	81	0	120	120
07:45	0	0	0	1	0	1	0	1	52	0	0	53	0	1	0	5	0	6	0	1	70	1	0	72	0	132	132
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>127</b>	<b>2</b>	<b>0</b>	<b>130</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>276</b>	<b>2</b>	<b>0</b>	<b>280</b>	<b>0</b>	<b>434</b>	<b>434</b>
08:00	0	4	0	1	0	5	0	2	31	1	0	34	0	1	0	2	0	3	0	1	71	0	0	72	0	114	114
08:15	0	1	0	0	0	1	0	1	38	0	0	39	0	4	0	4	0	8	0	0	50	1	0	51	0	99	99
08:30	0	1	0	0	0	1	0	0	41	0	0	41	0	0	0	0	0	0	0	0	50	1	0	51	0	93	93
08:45	0	1	0	0	1	1	0	0	34	0	1	34	0	0	0	2	0	2	0	0	66	0	0	66	2	103	105
<b>Total</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>144</b>	<b>1</b>	<b>1</b>	<b>148</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>237</b>	<b>2</b>	<b>0</b>	<b>240</b>	<b>2</b>	<b>409</b>	<b>411</b>
09:00	0	2	0	0	0	2	0	0	29	0	0	29	0	0	0	5	0	5	0	0	61	0	0	61	0	97	97
09:15	0	2	0	0	0	2	0	1	41	1	1	43	0	3	0	0	0	3	0	1	60	0	0	61	1	109	110
09:30	0	2	0	0	0	2	0	3	31	2	0	36	0	2	0	2	0	4	0	1	43	0	0	44	0	86	86
09:45	0	4	0	1	0	5	0	3	36	0	0	39	0	1	0	4	0	5	0	0	35	0	0	35	0	84	84
<b>Total</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>7</b>	<b>137</b>	<b>3</b>	<b>1</b>	<b>147</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>2</b>	<b>199</b>	<b>0</b>	<b>0</b>	<b>201</b>	<b>1</b>	<b>376</b>	<b>377</b>
10:00	0	1	0	0	0	1	1	2	36	0	0	39	0	4	1	0	0	5	0	0	41	2	0	43	0	88	88
10:15	0	3	0	0	1	3	0	2	46	0	0	48	0	1	0	2	0	3	0	1	56	0	0	57	1	111	112
10:30	0	2	0	1	0	3	0	1	38	1	0	40	0	3	0	3	0	6	0	0	52	2	1	54	1	103	104
10:45	0	0	0	0	0	0	0	1	51	2	1	54	0	5	0	3	0	8	0	0	45	1	0	46	1	108	109
<b>Total</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>6</b>	<b>171</b>	<b>3</b>	<b>1</b>	<b>181</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>1</b>	<b>194</b>	<b>5</b>	<b>1</b>	<b>200</b>	<b>3</b>	<b>410</b>	<b>413</b>
11:00	0	2	0	0	0	2	0	1	35	2	0	38	0	3	0	2	0	5	0	0	50	1	0	51	0	96	96
11:15	0	1	0	0	0	1	0	2	46	1	0	49	0	1	0	3	0	4	0	0	44	4	0	48	0	102	102
11:30	0	5	0	0	1	5	0	2	42	1	0	45	0	0	0	0	0	0	0	1	51	0	1	52	2	102	104
11:45	0	1	0	0	0	1	0	0	44	1	0	45	0	0	0	1	0	1	0	1	46	1	0	48	0	95	95
<b>Total</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>5</b>	<b>167</b>	<b>5</b>	<b>0</b>	<b>177</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>191</b>	<b>6</b>	<b>1</b>	<b>199</b>	<b>2</b>	<b>395</b>	<b>397</b>
12:00	0	1	0	0	0	1	0	1	37	3	0	41	0	1	0	1	0	2	0	0	38	1	1	39	1	83	84



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2228-t-t  
 Site Code :  
 Start Date : 07/07/2022  
 Page No : 3

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

Groups Printed- Cars + - Trucks

Start Time	Pheasant Hills Drive Southbound						CSAH 34 (Birch St) Westbound						Pheasant Hills Drive Northbound						CSAH 34 (Birch St) Eastbound						Exclu. Total	Inclu. Total	Int. Total
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total			
12:15	0	2	0	0	0	2	0	2	60	0	0	62	0	0	0	4	0	4	0	0	50	3	0	53	0	121	121
12:30	0	2	0	0	0	2	0	1	55	0	0	56	0	3	0	2	0	5	0	0	74	1	0	75	0	138	138
12:45	0	2	0	0	0	2	0	0	55	2	0	57	0	2	0	3	0	5	0	1	44	0	0	45	0	109	109
<b>Total</b>	0	7	0	0	0	7	0	4	207	5	0	216	0	6	0	10	0	16	0	1	206	5	1	212	1	451	452
13:00	0	0	0	0	1	0	0	1	51	0	1	52	0	0	0	2	1	2	0	0	48	2	0	50	3	104	107
13:15	0	3	0	0	0	3	0	5	60	1	1	66	0	4	0	2	0	6	0	1	48	2	0	51	1	126	127
13:30	0	0	0	0	0	0	0	2	55	1	0	58	0	1	0	2	0	3	0	0	44	0	0	44	0	105	105
13:45	0	1	0	2	0	3	0	2	47	6	2	55	0	1	0	2	0	3	0	0	51	2	0	53	2	114	116
<b>Total</b>	0	4	0	2	1	6	0	10	213	8	4	231	0	6	0	8	1	14	0	1	191	6	0	198	6	449	455
14:00	0	0	1	3	0	4	0	3	42	4	1	49	0	0	0	0	0	0	0	1	53	0	1	54	2	107	109
14:15	0	0	0	0	0	0	0	0	44	2	0	46	0	1	0	1	0	2	0	1	53	2	0	56	0	104	104
14:30	0	2	0	0	0	2	0	1	65	0	0	66	0	2	0	1	0	3	0	0	60	1	0	61	0	132	132
14:45	0	2	0	1	0	3	0	0	50	2	0	52	0	1	0	1	0	2	0	0	57	3	0	60	0	117	117
<b>Total</b>	0	4	1	4	0	9	0	4	201	8	1	213	0	4	0	3	0	7	0	2	223	6	1	231	2	460	462
15:00	0	2	1	1	0	4	0	2	59	1	0	62	0	1	0	0	0	1	0	0	61	3	0	64	0	131	131
15:15	0	0	0	0	0	0	0	3	64	1	0	68	0	6	0	0	0	6	0	0	68	3	0	71	0	145	145
15:30	0	2	0	0	0	2	0	2	66	2	0	70	0	0	0	2	0	2	0	0	74	2	0	76	0	150	150
15:45	0	1	0	2	0	3	0	1	79	1	0	81	0	2	0	2	0	4	0	1	54	1	0	56	0	144	144
<b>Total</b>	0	5	1	3	0	9	0	8	268	5	0	281	0	9	0	4	0	13	0	1	257	9	0	267	0	570	570
16:00	0	1	0	0	0	1	0	3	95	0	0	98	0	2	0	1	0	3	0	1	62	4	1	67	1	169	170
16:15	0	0	0	0	0	0	0	0	102	5	0	107	0	2	0	3	0	5	0	0	102	1	0	103	0	215	215
16:30	0	2	0	0	0	2	0	4	118	3	0	125	0	0	0	1	0	1	0	1	84	6	0	91	0	219	219
16:45	0	1	0	0	0	1	0	3	80	3	0	86	0	1	0	4	0	5	0	1	73	3	0	77	0	169	169
<b>Total</b>	0	4	0	0	0	4	0	10	395	11	0	416	0	5	0	9	0	14	0	3	321	14	1	338	1	772	773
17:00	0	2	0	0	0	2	0	3	106	6	0	115	0	2	1	0	0	3	0	1	88	3	0	92	0	212	212
17:15	0	0	0	0	0	0	0	2	87	1	0	90	0	3	0	3	0	6	0	2	91	0	0	93	0	189	189
17:30	0	4	0	0	1	4	0	3	81	0	0	84	0	1	0	2	0	3	0	0	73	1	0	74	1	165	166
17:45	0	1	0	0	1	1	0	1	70	2	0	73	0	1	0	1	0	2	0	0	90	5	0	95	1	171	172
<b>Total</b>	0	7	0	0	2	7	0	9	344	9	0	362	0	7	1	6	0	14	0	3	342	9	0	354	2	737	739
18:00	0	1	0	0	0	1	0	1	69	5	0	75	0	2	0	1	0	3	0	0	79	1	0	80	0	159	159
18:15	0	4	0	0	0	4	0	0	67	1	0	68	0	2	0	1	0	3	0	0	70	3	0	73	0	148	148



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2228-t-t  
 Site Code :  
 Start Date : 07/07/2022  
 Page No : 4

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

Groups Printed- Cars + - Trucks

Start Time	Pheasant Hills Drive Southbound						CSAH 34 (Birch St) Westbound						Pheasant Hills Drive Northbound						CSAH 34 (Birch St) Eastbound						Exclu. Total	Inclu. Total	Int. Total
	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total	UTrn	Left	Thru	Right	Peds	App. Total			
18:30	0	1	0	0	0	1	0	3	52	2	0	57	0	1	0	2	0	3	0	0	60	3	0	63	0	124	124
18:45	0	2	0	0	0	2	0	3	55	3	1	61	0	2	0	2	0	4	0	1	67	2	0	70	1	137	138
<b>Total</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>7</b>	<b>243</b>	<b>11</b>	<b>1</b>	<b>261</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>276</b>	<b>9</b>	<b>0</b>	<b>286</b>	<b>1</b>	<b>568</b>	<b>569</b>
19:00	0	1	0	1	0	2	0	4	38	0	0	42	0	4	0	1	0	5	0	0	46	2	1	48	1	97	98
19:15	0	2	0	0	0	2	0	2	44	3	2	49	0	0	0	3	0	3	0	1	47	3	0	51	2	105	107
19:30	0	0	0	3	0	3	0	2	67	1	0	70	0	2	0	1	0	3	0	0	47	2	0	49	0	125	125
19:45	0	0	0	0	1	0	0	3	57	0	0	60	0	2	0	2	0	4	0	0	34	1	1	35	2	99	101
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>11</b>	<b>206</b>	<b>4</b>	<b>2</b>	<b>221</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>174</b>	<b>8</b>	<b>2</b>	<b>183</b>	<b>5</b>	<b>426</b>	<b>431</b>
20:00	0	0	0	0	2	0	0	3	56	3	0	62	0	1	0	0	0	1	0	1	35	5	2	41	4	104	108
20:15	0	1	0	0	0	1	0	0	61	2	0	63	0	2	0	0	0	2	0	0	37	2	0	39	0	105	105
20:30	0	1	0	0	0	1	0	2	52	1	0	55	0	1	0	0	0	1	0	1	38	2	0	41	0	98	98
20:45	0	1	0	0	0	1	0	4	48	4	0	56	0	0	0	4	0	4	0	2	21	5	1	28	1	89	90
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>217</b>	<b>10</b>	<b>0</b>	<b>236</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>131</b>	<b>14</b>	<b>3</b>	<b>149</b>	<b>5</b>	<b>396</b>	<b>401</b>
21:00	0	1	0	0	0	1	0	3	51	0	0	54	0	2	0	2	0	4	0	0	33	4	2	37	2	96	98
21:15	0	0	0	0	0	0	0	1	50	1	0	52	0	0	0	0	0	0	0	0	30	2	0	32	0	84	84
21:30	0	0	1	0	0	1	0	1	38	1	0	40	0	1	0	2	0	3	0	0	25	2	0	27	0	71	71
21:45	0	0	0	0	0	0	0	1	27	1	0	29	0	3	0	4	0	7	0	1	21	8	0	30	0	66	66
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>166</b>	<b>3</b>	<b>0</b>	<b>175</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>109</b>	<b>16</b>	<b>2</b>	<b>126</b>	<b>2</b>	<b>317</b>	<b>319</b>
22:00	0	1	0	0	0	1	0	1	25	0	0	26	0	0	0	1	0	1	0	0	16	2	0	18	0	46	46
22:15	0	0	0	0	0	0	0	2	18	1	0	21	0	1	0	1	0	2	0	0	11	1	0	12	0	35	35
22:30	0	1	0	0	0	1	0	2	8	1	0	11	0	1	0	1	0	2	0	2	8	0	0	10	0	24	24
22:45	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	0	0	10	0	0	10	0	24	24
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>65</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>45</b>	<b>3</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>129</b>	<b>129</b>
23:00	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	5	1	0	6	0	12	12
23:15	0	0	0	0	0	0	0	2	20	0	0	22	0	0	0	0	0	0	0	0	3	3	0	6	0	28	28
23:30	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	6	0	0	6	0	14	14
23:45	0	1	0	0	0	1	0	0	12	0	0	12	0	6	1	0	0	7	0	0	8	2	0	10	0	30	30
<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>2</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>84</b>	<b>84</b>
<b>Grand Total</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>22</b>	<b>9</b>	<b>119</b>	<b>1</b>	<b>111</b>	<b>3483</b>	<b>92</b>	<b>12</b>	<b>3687</b>	<b>0</b>	<b>117</b>	<b>4</b>	<b>116</b>	<b>1</b>	<b>237</b>	<b>0</b>	<b>29</b>	<b>3713</b>	<b>121</b>	<b>13</b>	<b>3863</b>	<b>35</b>	<b>7906</b>	<b>7941</b>
<b>Apprch %</b>	<b>0</b>	<b>79</b>	<b>2.5</b>	<b>18.5</b>			<b>0</b>	<b>3</b>	<b>94.5</b>	<b>2.5</b>			<b>0</b>	<b>49.4</b>	<b>1.7</b>	<b>48.9</b>			<b>0</b>	<b>0.8</b>	<b>96.1</b>	<b>3.1</b>					
<b>Total %</b>	<b>0</b>	<b>1.2</b>	<b>0</b>	<b>0.3</b>		<b>1.5</b>	<b>0</b>	<b>1.4</b>	<b>44.1</b>	<b>1.2</b>		<b>46.6</b>	<b>0</b>	<b>1.5</b>	<b>0.1</b>	<b>1.5</b>		<b>3</b>	<b>0</b>	<b>0.4</b>	<b>47</b>	<b>1.5</b>		<b>48.9</b>	<b>0.4</b>	<b>99.6</b>	
<b>Cars +</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>20</b>		<b>125</b>	<b>1</b>	<b>110</b>	<b>3432</b>	<b>90</b>		<b>3645</b>	<b>0</b>	<b>117</b>	<b>4</b>	<b>115</b>		<b>237</b>	<b>0</b>	<b>29</b>	<b>3659</b>	<b>121</b>		<b>3822</b>	<b>0</b>	<b>0</b>	<b>7829</b>
<b>% Cars +</b>	<b>0</b>	<b>100</b>	<b>66.7</b>	<b>90.9</b>	<b>100</b>	<b>97.7</b>	<b>100</b>	<b>99.1</b>	<b>98.5</b>	<b>97.8</b>	<b>100</b>	<b>98.5</b>	<b>0</b>	<b>100</b>	<b>100</b>	<b>99.1</b>	<b>100</b>	<b>99.6</b>	<b>0</b>	<b>100</b>	<b>98.5</b>	<b>100</b>	<b>100</b>	<b>98.6</b>	<b>0</b>	<b>0</b>	<b>98.6</b>
<b>Trucks</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>		<b>3</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>2</b>		<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>		<b>1</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>0</b>		<b>54</b>	<b>0</b>	<b>0</b>	<b>112</b>
<b>% Trucks</b>	<b>0</b>	<b>0</b>	<b>33.3</b>	<b>9.1</b>	<b>0</b>	<b>2.3</b>	<b>0</b>	<b>0.9</b>	<b>1.5</b>	<b>2.2</b>	<b>0</b>	<b>1.5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.9</b>	<b>0</b>	<b>0.4</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>0</b>	<b>0</b>	<b>1.4</b>	<b>0</b>	<b>0</b>	<b>1.4</b>



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

Start Time	Pheasant Hills Drive Southbound					CSAH 34 (Birch St) Westbound					Pheasant Hills Drive Northbound					CSAH 34 (Birch St) Eastbound					Int. Total
	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	
Peak Hour Analysis From 00:00 to 09:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	1	0	4	5	0	0	30	0	30	0	4	0	0	4	0	1	80	0	81	120
07:45	0	0	0	1	1	0	1	52	0	53	0	1	0	5	6	0	1	70	1	72	132
08:00	0	4	0	1	5	0	2	31	1	34	0	1	0	2	3	0	1	71	0	72	114
08:15	0	1	0	0	1	0	1	38	0	39	0	4	0	4	8	0	0	50	1	51	99
Total Volume	0	6	0	6	12	0	4	151	1	156	0	10	0	11	21	0	3	271	2	276	465
% App. Total	0	50	0	50		0	2.6	96.8	0.6		0	47.6	0	52.4		0	1.1	98.2	0.7		
PHF	.000	.375	.000	.375	.600	.000	.500	.726	.250	.736	.000	.625	.000	.550	.656	.000	.750	.847	.500	.852	.881

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:30																					
12:30	0	2	0	0	2	0	1	55	0	56	0	3	0	2	5	0	0	74	1	75	138
12:45	0	2	0	0	2	0	0	55	2	57	0	2	0	3	5	0	1	44	0	45	109
13:00	0	0	0	0	0	0	1	51	0	52	0	0	0	2	2	0	0	48	2	50	104
13:15	0	3	0	0	3	0	5	60	1	66	0	4	0	2	6	0	1	48	2	51	126
Total Volume	0	7	0	0	7	0	7	221	3	231	0	9	0	9	18	0	2	214	5	221	477
% App. Total	0	100	0	0		0	3	95.7	1.3		0	50	0	50		0	0.9	96.8	2.3		
PHF	.000	.583	.000	.000	.583	.000	.350	.921	.375	.875	.000	.563	.000	.750	.750	.000	.500	.723	.625	.737	.864

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	0	0	0	0	0	0	102	5	107	0	2	0	3	5	0	0	102	1	103	215
16:30	0	2	0	0	2	0	4	118	3	125	0	0	0	1	1	0	1	84	6	91	219
16:45	0	1	0	0	1	0	3	80	3	86	0	1	0	4	5	0	1	73	3	77	169
17:00	0	2	0	0	2	0	3	106	6	115	0	2	1	0	3	0	1	88	3	92	212
Total Volume	0	5	0	0	5	0	10	406	17	433	0	5	1	8	14	0	3	347	13	363	815
% App. Total	0	100	0	0		0	2.3	93.8	3.9		0	35.7	7.1	57.1		0	0.8	95.6	3.6		
PHF	.000	.625	.000	.000	.625	.000	.625	.860	.708	.866	.000	.625	.250	.500	.700	.000	.750	.850	.542	.881	.930



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2228-t-t  
 Site Code :  
 Start Date : 07/07/2022  
 Page No : 1

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

Groups Printed- Trucks

Start Time	Pheasant Hills Drive Southbound					CSAH 34 (Birch St) Westbound					Pheasant Hills Drive Northbound					CSAH 34 (Birch St) Eastbound					Int. Total	
	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total		
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
06:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3	0	0	3	4
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15	0	0	0	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	2	0	0	2	4
07:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	1	1	0	0	2	1	3	0	0	0	1	1	0	0	4	0	0	4	9
08:00	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3
08:15	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	2	0	0	2	5
08:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	1	2
08:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	3	0	0	3	11



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2228-t-t  
 Site Code :  
 Start Date : 07/07/2022  
 Page No : 2

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

Groups Printed- Trucks

Start Time	Pheasant Hills Drive Southbound					CSAH 34 (Birch St) Westbound					Pheasant Hills Drive Northbound					CSAH 34 (Birch St) Eastbound					Int. Total
	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
09:15	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	4	0	4	6
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:45	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</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>8</b>	<b>0</b>	<b>8</b>	<b>11</b>
10:00	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	3
10:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
10:30	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
10:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3	0	3	4
<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>5</b>	<b>0</b>	<b>6</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>0</b>	<b>5</b>	<b>11</b>
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	1	0	1	6
11:30	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	3	0	3	5
11:45	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
<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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>13</b>
12:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
12:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4	0	4	5
12:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
12:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	3
<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>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>12</b>
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
13:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
13:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
13:45	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	1	0	1	4
<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>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>9</b>
14:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	3
14:45	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	2	0	2	4
<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>4</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>8</b>
15:00	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	3
15:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
15:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</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>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>8</b>
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	3
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
16:45	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>0</b>	<b>1</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>3</b>	<b>0</b>	<b>3</b>	<b>4</b>
17:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
<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>3</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>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2228-t-t  
 Site Code :  
 Start Date : 07/07/2022  
 Page No : 3

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

Groups Printed- Trucks

Start Time	Pheasant Hills Drive Southbound					CSAH 34 (Birch St) Westbound					Pheasant Hills Drive Northbound					CSAH 34 (Birch St) Eastbound					Int. Total	
	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total	UTrn	Left	Thru	Right	App. Total		
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	1
<b>Total</b>	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	0	2
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
19:15	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	0	3
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	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	2	0	2	0	0	0	0	0	0	0	2	0	2	0	4
20:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0
20:45	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	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	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
21:30	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
<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
22:00	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
22:30	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
<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
23:00	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
23:30	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
<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
<b>Grand Total</b>	0	0	1	2	3	0	1	51	2	54	0	0	0	1	1	0	0	54	0	54	0	112
<b>Apprch %</b>	0	0	33.3	66.7		0	1.9	94.4	3.7		0	0	0	100		0	0	100	0			
<b>Total %</b>	0	0	0.9	1.8	2.7	0	0.9	45.5	1.8	48.2	0	0	0	0.9	0.9	0	0	48.2	0	48.2		

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2228

Study Date : 08/08/2022

## Signal Warrants - Summary

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### Major Street Approaches

Eastbound: CSAH 34 (Birch St)

Number of Lanes : 1

Total Approach Volume: 3,863

Westbound: CSAH 34 (Birch St)

Number of Lanes : 1

Total Approach Volume: 3,687

### Minor Street Approaches

Northbound: Pheasant Hills Drive

Number of Lanes : 1

Total Approach Volume: 237

Southbound: Pheasant Hills Drive

Number of Lanes : 1

Total Approach Volume: 119

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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: TMC 2228

Study Date : 08/08/2022

## 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				Minor Road		Met?	
	Major EB	+	Major WB	=	Total	Minor NB		Minor SB
16:15 - 17:15	363	+	433	=	796	14	5	No
16:30 - 17:30	353	+	416	=	769	15	5	No
16:00 - 17:00	338	+	416	=	754	14	4	No
15:45 - 16:45	317	+	411	=	728	13	6	No
17:00 - 18:00	354	+	362	=	716	14	7	No
16:45 - 17:45	336	+	375	=	711	17	7	No
17:15 - 18:15	342	+	322	=	664	14	6	No
15:30 - 16:30	302	+	356	=	658	14	6	No
17:30 - 18:30	322	+	300	=	622	11	10	No
15:15 - 16:15	270	+	317	=	587	15	6	No
17:45 - 18:45	311	+	273	=	584	11	7	No
15:00 - 16:00	267	+	281	=	548	13	9	No
18:00 - 19:00	286	+	261	=	547	13	8	No
14:45 - 15:45	271	+	252	=	523	11	9	No
14:30 - 15:30	256	+	248	=	504	12	9	No
18:15 - 19:15	254	+	228	=	482	15	9	No
14:15 - 15:15	241	+	226	=	467	8	9	No
12:30 - 13:30	221	+	231	=	452	18	7	No
12:15 - 13:15	223	+	227	=	450	16	6	No
14:00 - 15:00	231	+	213	=	444	7	9	No
18:30 - 19:30	232	+	209	=	441	15	7	No
13:45 - 14:45	224	+	216	=	440	8	9	No
18:45 - 19:45	218	+	222	=	440	15	9	No
07:15 - 08:15	285	+	149	=	434	16	13	No
07:30 - 08:30	276		156		432	21	12	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2228

Study Date : 08/08/2022

## 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				Minor Road		Met?	
	Major EB	+	Major WB	=	Total	Minor NB		Minor SB
16:15 - 17:15	363	+	433	=	796	14	5	No
16:30 - 17:30	353	+	416	=	769	15	5	No
16:00 - 17:00	338	+	416	=	754	14	4	No
15:45 - 16:45	317	+	411	=	728	13	6	No
17:00 - 18:00	354	+	362	=	716	14	7	No
16:45 - 17:45	336	+	375	=	711	17	7	No
17:15 - 18:15	342	+	322	=	664	14	6	No
15:30 - 16:30	302	+	356	=	658	14	6	No
17:30 - 18:30	322	+	300	=	622	11	10	No
15:15 - 16:15	270	+	317	=	587	15	6	No
17:45 - 18:45	311	+	273	=	584	11	7	No
15:00 - 16:00	267	+	281	=	548	13	9	No
18:00 - 19:00	286	+	261	=	547	13	8	No
14:45 - 15:45	271	+	252	=	523	11	9	No
14:30 - 15:30	256	+	248	=	504	12	9	No
18:15 - 19:15	254	+	228	=	482	15	9	No
14:15 - 15:15	241	+	226	=	467	8	9	No
12:30 - 13:30	221	+	231	=	452	18	7	No
12:15 - 13:15	223	+	227	=	450	16	6	No
14:00 - 15:00	231	+	213	=	444	7	9	No
18:30 - 19:30	232	+	209	=	441	15	7	No
13:45 - 14:45	224	+	216	=	440	8	9	No
18:45 - 19:45	218	+	222	=	440	15	9	No
07:15 - 08:15	285	+	149	=	434	16	13	No
07:30 - 08:30	276		156		432	21	12	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2228

Study Date : 08/08/2022

## 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 CSAH 34 (Birch St)

#### Minor Road Pheasant Hills Drive

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1A?
16:15 - 17:15	363	+	433	=	796	14	5	No
16:30 - 17:30	353	+	416	=	769	15	5	No
16:00 - 17:00	338	+	416	=	754	14	4	No
15:45 - 16:45	317	+	411	=	728	13	6	No
17:00 - 18:00	354	+	362	=	716	14	7	No
16:45 - 17:45	336	+	375	=	711	17	7	No
17:15 - 18:15	342	+	322	=	664	14	6	No
15:30 - 16:30	302	+	356	=	658	14	6	No
17:30 - 18:30	322	+	300	=	622	11	10	No
15:15 - 16:15	270	+	317	=	587	15	6	No
17:45 - 18:45	311	+	273	=	584	11	7	No
15:00 - 16:00	267	+	281	=	548	13	9	No

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1B?
16:15 - 17:15	363	+	433	=	796	14	5	No
16:30 - 17:30	353	+	416	=	769	15	5	No
16:00 - 17:00	338	+	416	=	754	14	4	No
15:45 - 16:45	317	+	411	=	728	13	6	No
17:00 - 18:00	354	+	362	=	716	14	7	No
16:45 - 17:45	336	+	375	=	711	17	7	No
17:15 - 18:15	342	+	322	=	664	14	6	No
15:30 - 16:30	302	+	356	=	658	14	6	No
17:30 - 18:30	322	+	300	=	622	11	10	No
15:15 - 16:15	270	+	317	=	587	15	6	No
17:45 - 18:45	311	+	273	=	584	11	7	No
15:00 - 16:00	267	+	281	=	548	13	9	No



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2228

Study Date : 08/08/2022

## 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.

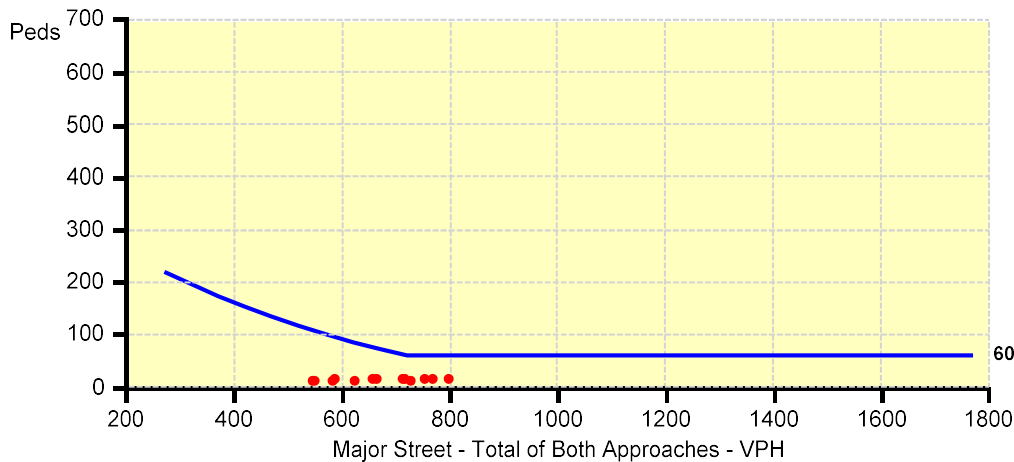
#### Summary

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 CSAH 34 (Birch St)				Total	Minor Road Pheasant Hills Drive		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:15 - 17:15	363	+	433	=	796	14	5	No
16:30 - 17:30	353	+	416	=	769	15	5	No
16:00 - 17:00	338	+	416	=	754	14	4	No
15:45 - 16:45	317	+	411	=	728	13	6	No
17:00 - 18:00	354	+	362	=	716	14	7	No
16:45 - 17:45	336	+	375	=	711	17	7	No
17:15 - 18:15	342	+	322	=	664	14	6	No
15:30 - 16:30	302	+	356	=	658	14	6	No
17:30 - 18:30	322	+	300	=	622	11	10	No
15:15 - 16:15	270	+	317	=	587	15	6	No
17:45 - 18:45	311	+	273	=	584	11	7	No
							9	No



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2228

Study Date : 08/08/2022

## 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 CSAH 34 (Birch St)				Total	Minor Road Pheasant Hills Drive		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:15 - 17:15	363	+	433	=	796	14	5	No
16:30 - 17:30	353	+	416	=	769	15	5	No
16:00 - 17:00	338	+	416	=	754	14	4	No
15:45 - 16:45	317	+	411	=	728	13	6	No
17:00 - 18:00	354	+	362	=	716	14	7	No
16:45 - 17:45	336	+	375	=	711	17	7	No
17:15 - 18:15	342	+	322	=	664	14	6	No
15:30 - 16:30	302	+	356	=	658	14	6	No
17:30 - 18:30	322	+	300	=	622	11	10	No
15:15 - 16:15	270	+	317	=	587	15	6	No
17:45 - 18:45	311	+	273	=	584	11	7	No
							9	No

