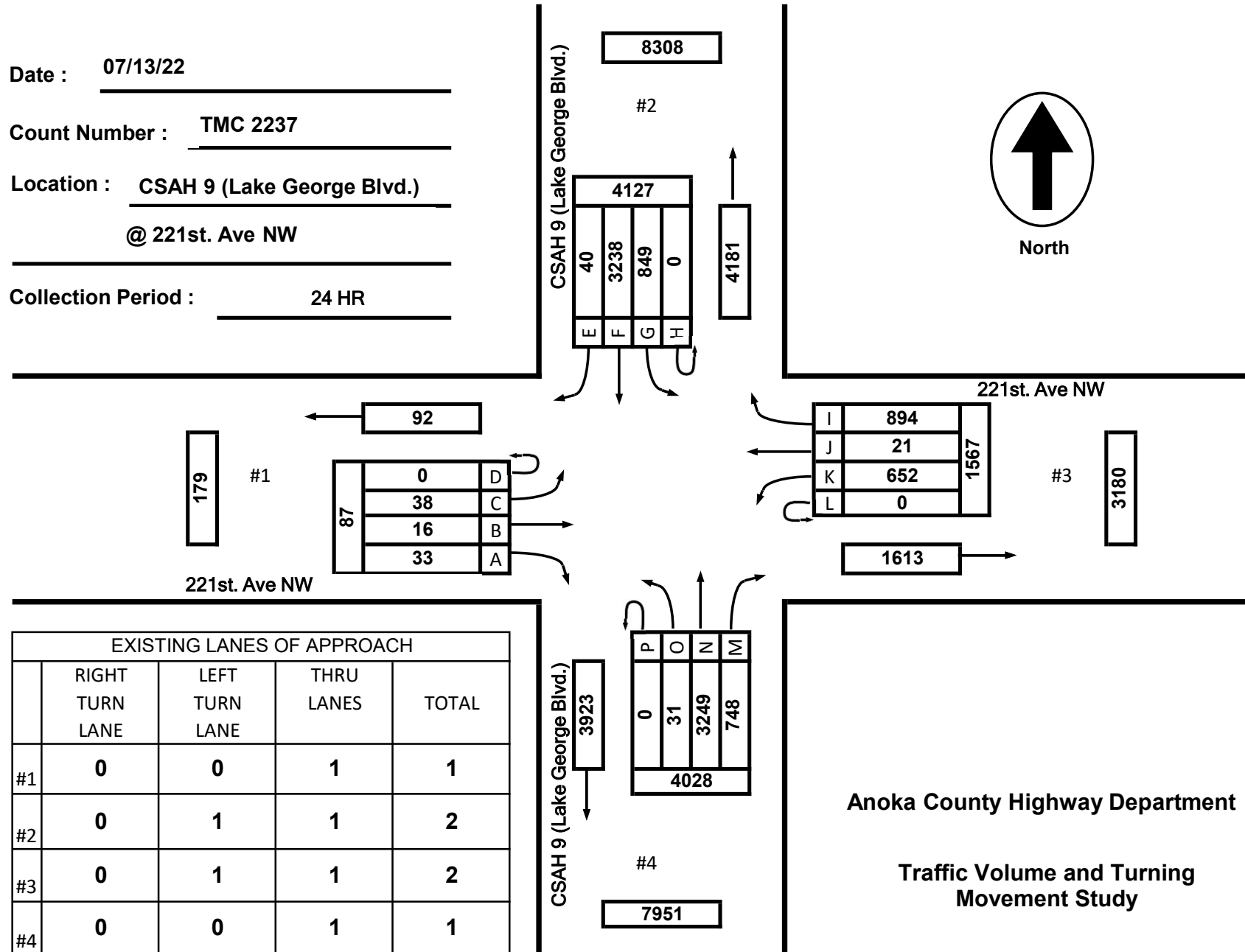


Date : 07/13/22

Count Number : TMC 2237

Location : CSAH 9 (Lake George Blvd.)  
@ 221st. Ave NW

Collection Period : 24 HR



EXISTING LANES OF APPROACH

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

Anoka County Highway Department

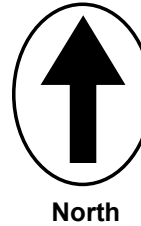
Traffic Volume and Turning Movement Study

Date : 07/13/22

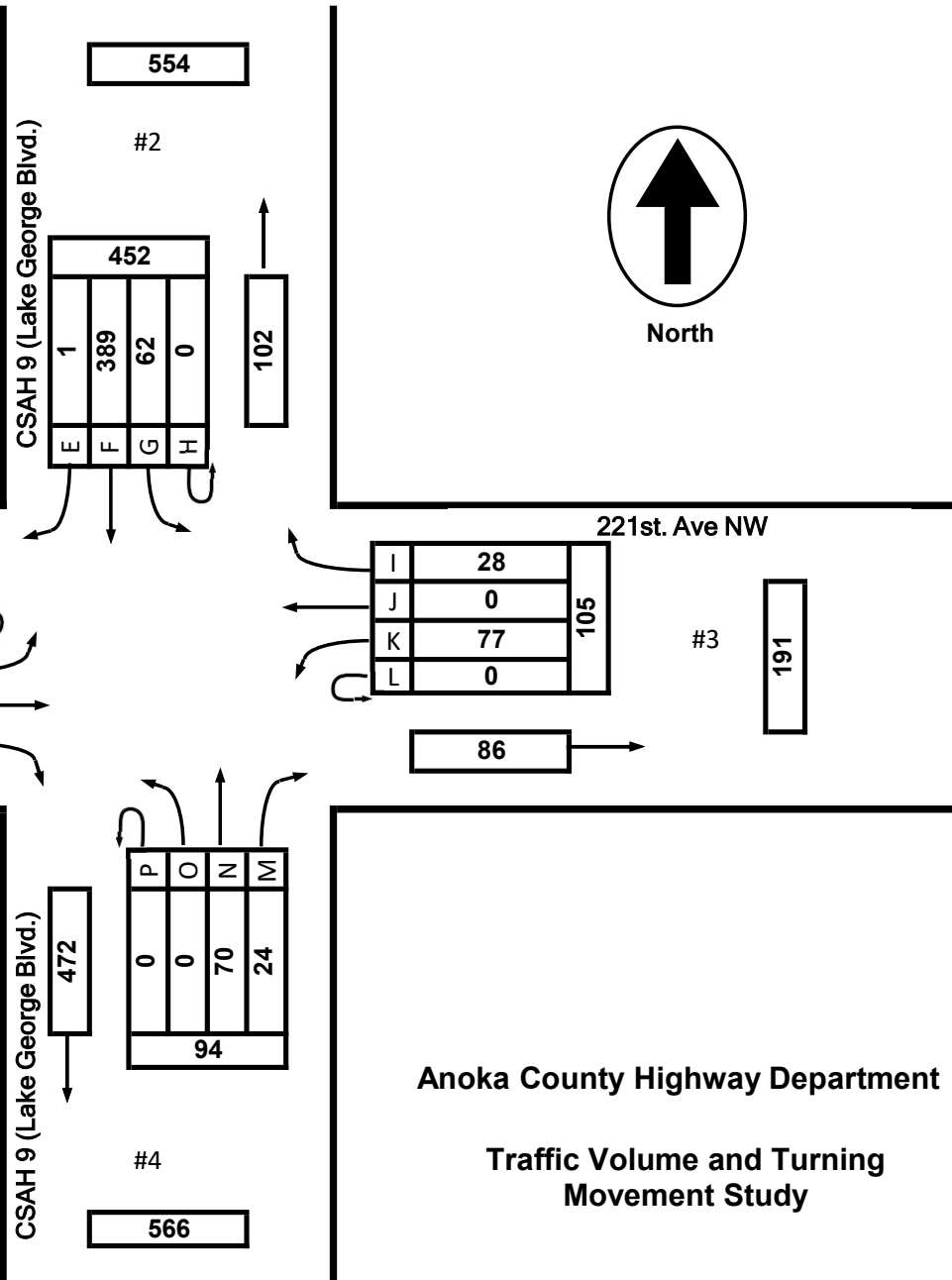
Count Number : TMC 2237

Location : CSAH 9 (Lake George Blvd.)  
@ 221st. Ave NW

Collection Period : 6 AM - 7 AM  
AM PEAK



North



221st. Ave NW

CSAH 9 (Lake George Blvd.)

221st. Ave NW

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

Anoka County Highway Department

Traffic Volume and Turning Movement Study

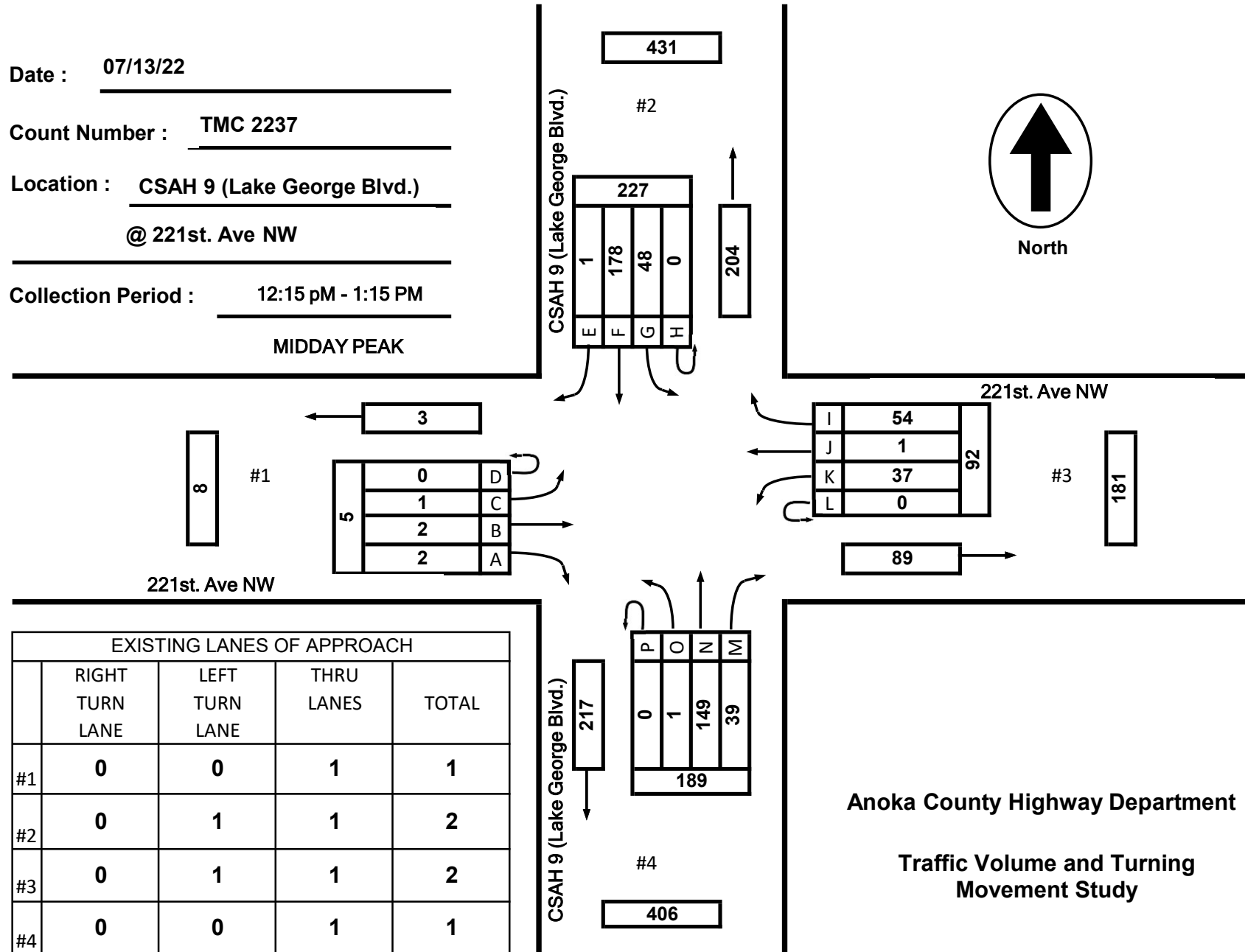
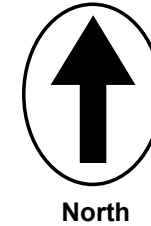
Date : 07/13/22

Count Number : TMC 2237

Location : CSAH 9 (Lake George Blvd.)  
@ 221st. Ave NW

Collection Period : 12:15 pM - 1:15 PM

MIDDAY PEAK



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

Anoka County Highway Department

Traffic Volume and Turning Movement Study

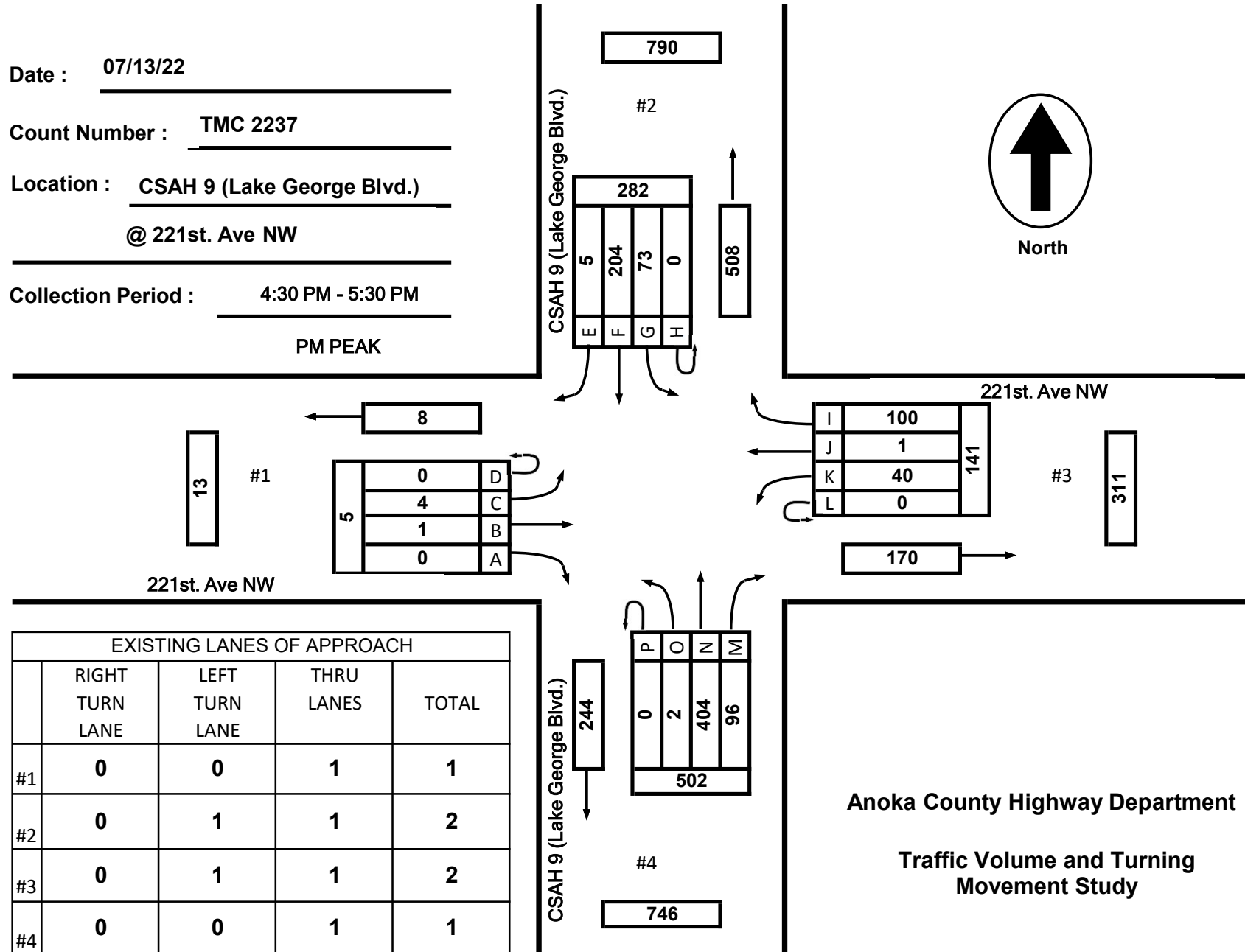
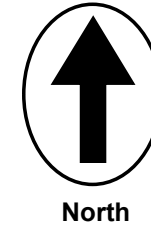
Date : 07/13/22

Count Number : TMC 2237

Location : CSAH 9 (Lake George Blvd.)  
@ 221st. Ave NW

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

PM PEAK



EXISTING LANES OF APPROACH				
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	TOTAL
#1	0	0	1	1
#2	0	1	1	2
#3	0	1	1	2
#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 2237  
 Site Code :  
 Start Date : 07/13/2022  
 Page No : 1

Weather: Warm & Sunny  
 CountCAM 3  
 Study Conducted By: Sam

Groups Printed- Cars + - Trucks

Start Time	CSAH 9 (Lake George Blvd.) Southbound						221st. Ave NW Westbound						CSAH 9 (Lake George Blvd.) Northbound						221st. Ave NW 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	2	0	0	0	2	1	0	0	0	0	1	1	3	0	0	0	4	0	0	0	0	0	0	0	7	7
00:15	0	1	0	0	0	1	1	0	0	0	0	1	0	5	0	0	0	5	0	0	0	0	0	0	0	7	7
00:30	0	4	2	0	0	6	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	9	9
00:45	0	2	0	0	0	2	0	0	2	0	0	2	0	3	0	0	0	3	0	0	0	0	0	0	0	7	7
<b>Total</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>
01:00	0	1	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	3	3
01:15	0	0	1	0	0	1	1	0	0	0	0	1	0	3	0	0	0	3	0	0	1	0	0	1	0	6	6
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	3	3
01:45	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	4	4
<b>Total</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>16</b>
02:00	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
02:15	0	0	1	0	0	1	0	0	2	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	4	4
02:30	0	3	0	0	0	3	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	5	5
02:45	0	2	0	0	0	2	0	0	2	0	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	5	5
<b>Total</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</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>17</b>	<b>17</b>
03:00	0	9	0	0	0	9	1	0	1	0	0	2	1	2	0	0	0	3	0	0	0	0	0	0	0	14	14
03:15	0	4	0	0	0	4	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	6	6
03:30	0	8	1	0	0	9	1	0	1	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	12	12
03:45	0	5	0	0	0	5	0	0	3	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	9	9
<b>Total</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</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>41</b>	<b>41</b>
04:00	0	13	4	0	0	17	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	19	19
04:15	0	16	8	0	0	24	2	0	7	0	0	9	3	0	0	0	0	3	0	0	0	0	0	0	0	36	36
04:30	0	32	3	0	0	35	1	0	2	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	39	39
04:45	0	26	0	0	0	26	0	0	5	0	0	5	2	5	0	0	0	7	0	0	0	0	0	0	0	38	38
<b>Total</b>	<b>0</b>	<b>87</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>132</b>	<b>132</b>
05:00	0	57	5	0	0	62	3	0	10	0	0	13	2	2	0	0	0	4	1	0	0	0	0	1	0	80	80
05:15	0	59	7	0	0	66	4	0	12	0	0	16	2	7	0	0	0	9	0	0	0	0	0	0	0	91	91
05:30	0	52	13	0	0	65	2	0	11	0	0	13	1	7	0	0	0	8	1	0	0	0	0	1	0	87	87
05:45	0	67	16	0	0	83	5	1	11	0	0	17	5	9	1	0	0	15	2	0	0	0	0	2	0	117	117
<b>Total</b>	<b>0</b>	<b>235</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>276</b>	<b>14</b>	<b>1</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>10</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>375</b>	<b>375</b>



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2237  
 Site Code :  
 Start Date : 07/13/2022  
 Page No : 2

Weather: Warm & Sunny  
 CountCAM 3  
 Study Conducted By: Sam

Groups Printed- Cars + - Trucks

Start Time	CSAH 9 (Lake George Blvd.) Southbound						221st. Ave NW Westbound						CSAH 9 (Lake George Blvd.) Northbound						221st. Ave NW 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	1	102	13	0	0	116	10	0	16	0	0	26	4	14	0	0	0	18	3	0	1	0	0	4	0	164	164
06:15	0	102	18	0	0	120	5	0	21	0	0	26	5	14	0	0	0	19	1	0	0	0	0	1	0	166	166
06:30	0	99	15	0	0	114	5	0	20	0	0	25	5	21	0	0	0	26	2	0	1	0	2	3	2	168	170
06:45	0	86	16	0	0	102	8	0	20	0	0	28	10	21	0	0	0	31	0	0	2	0	0	2	0	163	163
<b>Total</b>	<b>1</b>	<b>389</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>452</b>	<b>28</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>105</b>	<b>24</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>2</b>	<b>661</b>	<b>663</b>
07:00	0	88	10	0	0	98	7	1	19	0	0	27	6	27	0	0	0	33	0	0	0	0	0	0	0	158	158
07:15	0	69	20	0	0	89	7	0	14	0	0	21	7	22	0	0	0	29	1	1	0	0	0	2	0	141	141
07:30	0	94	17	0	0	111	6	0	10	0	0	16	10	32	0	0	0	42	0	0	0	0	0	0	0	169	169
07:45	0	65	22	0	0	87	13	0	10	0	0	23	7	24	0	0	0	31	0	0	1	0	0	1	0	142	142
<b>Total</b>	<b>0</b>	<b>316</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>385</b>	<b>33</b>	<b>1</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>30</b>	<b>105</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>135</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>610</b>	<b>610</b>
08:00	0	64	10	0	0	74	14	1	12	0	0	27	6	31	0	0	0	37	2	0	0	0	0	2	0	140	140
08:15	0	47	16	0	0	63	13	0	7	0	0	20	5	27	1	0	0	33	1	0	0	0	0	1	0	117	117
08:30	0	54	14	0	0	68	10	0	12	0	0	22	6	24	0	0	0	30	2	0	0	0	0	2	0	122	122
08:45	0	47	13	0	0	60	12	0	8	0	0	20	3	21	1	0	0	25	0	1	0	0	0	1	0	106	106
<b>Total</b>	<b>0</b>	<b>212</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>265</b>	<b>49</b>	<b>1</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>20</b>	<b>103</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>125</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>485</b>	<b>485</b>
09:00	0	42	8	0	0	50	8	0	9	0	0	17	5	36	0	0	0	41	0	0	0	0	0	0	0	108	108
09:15	1	54	6	0	0	61	10	0	8	0	0	18	9	24	0	0	0	33	1	0	0	0	0	1	0	113	113
09:30	0	38	10	0	0	48	8	0	11	0	0	19	8	24	0	0	0	32	0	0	0	0	1	0	1	99	100
09:45	1	52	12	0	0	65	15	1	6	0	0	22	11	26	0	0	0	37	1	1	1	0	0	3	0	127	127
<b>Total</b>	<b>2</b>	<b>186</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>224</b>	<b>41</b>	<b>1</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>33</b>	<b>110</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>143</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>447</b>	<b>448</b>
10:00	0	49	12	0	0	61	10	0	8	0	0	18	9	35	0	0	0	44	0	0	0	0	1	0	1	123	124
10:15	0	50	14	0	0	64	2	1	9	0	0	12	7	20	0	0	0	27	0	1	0	0	0	1	0	104	104
10:30	0	36	11	0	0	47	10	0	12	0	0	22	7	32	1	0	0	40	1	0	1	0	0	2	0	111	111
10:45	0	34	6	0	0	40	8	0	7	0	0	15	9	32	0	0	0	41	0	0	0	0	0	0	0	96	96
<b>Total</b>	<b>0</b>	<b>169</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>212</b>	<b>30</b>	<b>1</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>32</b>	<b>119</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>152</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>434</b>	<b>435</b>
11:00	2	32	8	0	0	42	11	0	8	0	0	19	9	24	0	0	0	33	1	1	0	0	0	2	0	96	96
11:15	0	35	16	0	0	51	14	0	6	0	0	20	12	42	1	0	0	55	0	1	0	0	0	1	0	127	127
11:30	0	43	8	0	0	51	14	2	7	0	0	23	11	45	0	0	0	56	0	2	0	0	0	2	0	132	132
11:45	1	41	11	0	0	53	8	2	13	0	0	23	13	24	1	0	0	38	0	0	1	0	0	1	0	115	115
<b>Total</b>	<b>3</b>	<b>151</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>197</b>	<b>47</b>	<b>4</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>45</b>	<b>135</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>182</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>470</b>	<b>470</b>
12:00	2	29	11	0	0	42	8	0	10	0	0	18	4	40	0	0	0	44	0	0	0	0	0	0	0	104	104
12:15	0	49	16	0	0	65	11	0	12	0	0	23	12	29	0	0	0	41	2	1	1	0	0	4	0	133	133
12:30	0	37	13	0	0	50	14	1	16	0	0	31	9	38	1	0	0	48	0	0	0	0	0	0	0	129	129



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2237  
 Site Code :  
 Start Date : 07/13/2022  
 Page No : 3

Weather: Warm & Sunny  
 CountCAM 3  
 Study Conducted By: Sam

Groups Printed- Cars + - Trucks

Start Time	CSAH 9 (Lake George Blvd.) Southbound						221st. Ave NW Westbound						CSAH 9 (Lake George Blvd.) Northbound						221st. Ave NW 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	0	36	6	0	0	42	19	0	6	0	0	25	15	48	0	0	0	63	0	1	0	0	0	1	0	131	131
Total	2	151	46	0	0	199	52	1	44	0	0	97	40	155	1	0	0	196	2	2	1	0	0	5	0	497	497
13:00	1	56	13	0	0	70	10	0	3	0	0	13	3	34	0	0	0	37	0	0	0	0	0	0	0	120	120
13:15	2	36	9	0	0	47	15	1	7	0	0	23	13	28	0	0	0	41	2	0	1	0	0	3	0	114	114
13:30	0	36	10	0	0	46	12	1	8	0	0	21	9	48	0	0	0	57	0	1	2	0	0	3	0	127	127
13:45	0	40	5	0	0	45	14	0	5	0	0	19	12	61	0	0	0	73	1	0	0	0	0	1	0	138	138
Total	3	168	37	0	0	208	51	2	23	0	0	76	37	171	0	0	0	208	3	1	3	0	0	7	0	499	499
14:00	1	36	8	0	0	45	6	1	8	0	0	15	7	47	1	0	0	55	0	0	0	0	0	0	0	115	115
14:15	1	32	7	0	0	40	11	0	8	0	0	19	8	66	0	0	0	74	0	0	0	0	0	0	0	133	133
14:30	1	37	10	0	0	48	20	0	12	0	0	32	10	58	2	0	0	70	0	0	2	0	0	2	0	152	152
14:45	0	38	13	0	0	51	19	1	9	0	0	29	14	69	2	0	0	85	2	1	3	0	0	6	0	171	171
Total	3	143	38	0	0	184	56	2	37	0	0	95	39	240	5	0	0	284	2	1	5	0	0	8	0	571	571
15:00	1	54	15	0	0	70	16	0	7	0	0	23	18	77	0	0	1	95	1	0	1	0	0	2	1	190	191
15:15	0	36	12	0	0	48	26	0	10	0	0	36	19	90	1	0	0	110	1	0	0	0	0	1	0	195	195
15:30	3	27	19	0	0	49	18	0	9	0	0	27	11	78	0	0	0	89	1	0	1	0	0	2	0	167	167
15:45	2	33	13	0	0	48	20	1	6	0	3	27	19	89	0	0	0	108	1	0	1	0	0	2	3	185	188
Total	6	150	59	0	0	215	80	1	32	0	3	113	67	334	1	0	1	402	4	0	3	0	0	7	4	737	741
16:00	1	55	16	0	0	72	25	0	11	0	0	36	21	100	4	0	0	125	1	0	1	0	0	2	0	235	235
16:15	1	37	17	0	0	55	23	0	8	0	0	31	24	119	1	0	0	144	1	0	0	0	0	1	0	231	231
16:30	1	49	11	0	0	61	20	0	9	0	0	29	29	90	0	0	0	119	0	0	1	0	0	1	0	210	210
16:45	0	53	25	0	0	78	25	0	5	0	0	30	25	94	0	0	0	119	0	1	1	0	0	2	0	229	229
Total	3	194	69	0	0	266	93	0	33	0	0	126	99	403	5	0	0	507	2	1	3	0	0	6	0	905	905
17:00	3	47	18	0	0	68	24	1	15	0	0	40	20	103	2	0	0	125	0	0	0	0	0	0	0	233	233
17:15	1	55	19	0	0	75	31	0	11	0	0	42	22	117	0	0	0	139	0	0	2	0	0	2	0	258	258
17:30	0	48	15	0	0	63	20	1	5	0	0	26	13	92	1	0	0	106	0	0	0	0	0	0	0	195	195
17:45	2	36	10	0	0	48	22	0	11	0	0	33	18	102	1	0	0	121	0	2	1	0	0	3	0	205	205
Total	6	186	62	0	0	254	97	2	42	0	0	141	73	414	4	0	0	491	0	2	3	0	0	5	0	891	891
18:00	1	44	17	0	0	62	18	0	8	0	0	26	16	78	1	0	0	95	0	0	3	0	0	3	0	186	186
18:15	1	37	11	0	0	49	12	0	9	0	0	21	18	68	0	0	0	86	0	0	3	0	1	3	1	159	160
18:30	0	32	10	0	0	42	20	1	12	0	0	33	13	72	0	0	0	85	0	0	0	0	0	0	0	160	160
18:45	1	42	9	0	0	52	22	1	7	0	0	30	13	64	1	0	0	78	0	0	1	0	0	1	0	161	161
Total	3	155	47	0	0	205	72	2	36	0	0	110	60	282	2	0	0	344	0	0	7	0	1	7	1	666	667



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2237  
 Site Code :  
 Start Date : 07/13/2022  
 Page No : 4

Weather: Warm & Sunny  
 CountCAM 3  
 Study Conducted By: Sam

Groups Printed- Cars + - Trucks

Start Time	CSAH 9 (Lake George Blvd.) Southbound						221st. Ave NW Westbound						CSAH 9 (Lake George Blvd.) Northbound						221st. Ave NW 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	39	20	0	0	59	6	0	4	0	0	10	17	46	0	0	0	63	0	0	2	0	0	2	0	134	134
19:15	2	23	6	0	0	31	13	0	4	0	0	17	15	60	0	0	0	75	0	0	0	0	0	0	0	123	123
19:30	1	22	5	0	0	28	12	0	6	0	0	18	10	45	0	0	0	55	0	0	1	0	0	1	0	102	102
19:45	1	18	11	0	0	30	15	1	3	0	0	19	9	45	1	0	0	55	0	0	0	0	0	0	0	104	104
Total	4	102	42	0	0	148	46	1	17	0	0	64	51	196	1	0	0	248	0	0	3	0	0	3	0	463	463
20:00	0	18	3	0	0	21	10	0	8	0	0	18	8	42	1	0	0	51	0	0	0	0	0	0	0	90	90
20:15	0	24	8	0	0	32	15	0	3	0	0	18	7	41	0	0	0	48	0	0	0	0	0	0	0	98	98
20:30	1	24	14	0	0	39	8	0	5	0	0	13	15	37	2	0	0	54	0	0	0	0	0	0	0	106	106
20:45	1	30	10	0	0	41	10	0	10	0	0	20	9	31	0	0	0	40	0	1	0	0	0	1	0	102	102
Total	2	96	35	0	0	133	43	0	26	0	0	69	39	151	3	0	0	193	0	1	0	0	0	1	0	396	396
21:00	0	19	4	0	0	23	9	1	2	0	0	12	8	27	0	0	0	35	0	0	0	0	0	0	0	70	70
21:15	0	17	5	0	0	22	6	0	2	0	0	8	3	36	1	0	0	40	0	0	0	0	0	0	0	70	70
21:30	1	19	6	0	0	26	8	0	1	0	0	9	9	23	0	0	0	32	0	0	1	0	0	1	0	68	68
21:45	1	21	6	0	0	28	7	0	3	0	0	10	5	19	0	0	0	24	0	0	0	0	0	0	0	62	62
Total	2	76	21	0	0	99	30	1	8	0	0	39	25	105	1	0	0	131	0	0	1	0	0	1	0	270	270
22:00	0	12	8	0	0	20	7	0	4	0	0	11	2	17	2	0	0	21	0	0	0	0	0	0	0	52	52
22:15	0	4	4	0	0	8	2	0	1	0	0	3	0	27	0	0	0	27	0	0	0	0	0	0	0	38	38
22:30	0	5	4	0	0	9	2	0	3	0	0	5	3	14	0	0	0	17	0	0	0	0	0	0	0	31	31
22:45	0	4	7	0	0	11	4	0	1	0	0	5	1	8	0	0	0	9	0	0	0	0	0	0	0	25	25
Total	0	25	23	0	0	48	15	0	9	0	0	24	6	66	2	0	0	74	0	0	0	0	0	0	0	146	146
23:00	0	2	0	0	0	2	3	0	0	0	0	3	3	6	0	0	0	9	0	0	0	0	0	0	0	14	14
23:15	0	3	1	0	0	4	1	0	0	0	0	1	2	6	0	0	0	8	0	0	0	0	0	0	0	13	13
23:30	0	0	2	0	0	2	2	0	1	0	0	3	1	7	0	0	0	8	0	0	0	0	0	0	0	13	13
23:45	0	0	0	0	0	0	2	0	1	0	0	3	0	7	0	0	0	7	0	0	0	0	0	0	0	10	10
Total	0	5	3	0	0	8	8	0	2	0	0	10	6	26	0	0	0	32	0	0	0	0	0	0	0	50	50
Grand Total	40	3238	849	0	0	4127	894	21	652	0	3	1567	748	3249	31	0	1	4028	33	16	38	0	5	87	9	9809	9818
Apprch %	1	78.5	20.6	0			57.1	1.3	41.6	0			18.6	80.7	0.8	0			37.9	18.4	43.7	0					
Total %	0.4	33	8.7	0		42.1	9.1	0.2	6.6	0		16	7.6	33.1	0.3	0		41.1	0.3	0.2	0.4	0		0.9	0.1	99.9	
Cars +	40	3183	823	0		4046	864	21	632	0		1520	730	3186	29	0		3946	28	16	37	0		86	0	0	9598
% Cars +	100	98.3	96.9	0	0	98	96.6	100	96.9	0	100	96.8	97.6	98.1	93.5	0	100	97.9	84.8	100	97.4	0	100	93.5	0	0	97.8
Trucks	0	55	26	0		81	30	0	20	0		50	18	63	2	0		83	5	0	1	0		6	0	0	220
% Trucks	0	1.7	3.1	0	0	2	3.4	0	3.1	0	0	3.2	2.4	1.9	6.5	0	0	2.1	15.2	0	2.6	0	0	6.5	0	0	2.2





# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2237  
 Site Code :  
 Start Date : 07/13/2022  
 Page No : 5

Weather: Warm & Sunny  
 CountCAM 3  
 Study Conducted By: Sam

Start Time	CSAH 9 (Lake George Blvd.) Southbound					221st. Ave NW Westbound					CSAH 9 (Lake George Blvd.) Northbound					221st. Ave NW 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 06:00																					
06:00	1	102	13	0	116	10	0	16	0	26	4	14	0	0	18	3	0	1	0	4	164
06:15	0	102	18	0	120	5	0	21	0	26	5	14	0	0	19	1	0	0	0	1	166
06:30	0	99	15	0	114	5	0	20	0	25	5	21	0	0	26	2	0	1	0	3	168
06:45	0	86	16	0	102	8	0	20	0	28	10	21	0	0	31	0	0	2	0	2	163
Total Volume	1	389	62	0	452	28	0	77	0	105	24	70	0	0	94	6	0	4	0	10	661
% App. Total	0.2	86.1	13.7	0		26.7	0	73.3	0		25.5	74.5	0	0		60	0	40	0		
PHF	.250	.953	.861	.000	.942	.700	.000	.917	.000	.938	.600	.833	.000	.000	.758	.500	.000	.500	.000	.625	.984

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15																					
12:15	0	49	16	0	65	11	0	12	0	23	12	29	0	0	41	2	1	1	0	4	133
12:30	0	37	13	0	50	14	1	16	0	31	9	38	1	0	48	0	0	0	0	0	129
12:45	0	36	6	0	42	19	0	6	0	25	15	48	0	0	63	0	1	0	0	1	131
13:00	1	56	13	0	70	10	0	3	0	13	3	34	0	0	37	0	0	0	0	0	120
Total Volume	1	178	48	0	227	54	1	37	0	92	39	149	1	0	189	2	2	1	0	5	513
% App. Total	0.4	78.4	21.1	0		58.7	1.1	40.2	0		20.6	78.8	0.5	0		40	40	20	0		
PHF	.250	.795	.750	.000	.811	.711	.250	.578	.000	.742	.650	.776	.250	.000	.750	.250	.500	.250	.000	.313	.964

Peak Hour Analysis From 14:00 to 23:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	1	49	11	0	61	20	0	9	0	29	29	90	0	0	119	0	0	1	0	1	210
16:45	0	53	25	0	78	25	0	5	0	30	25	94	0	0	119	0	1	1	0	2	229
17:00	3	47	18	0	68	24	1	15	0	40	20	103	2	0	125	0	0	0	0	0	233
17:15	1	55	19	0	75	31	0	11	0	42	22	117	0	0	139	0	0	2	0	2	258
Total Volume	5	204	73	0	282	100	1	40	0	141	96	404	2	0	502	0	1	4	0	5	930
% App. Total	1.8	72.3	25.9	0		70.9	0.7	28.4	0		19.1	80.5	0.4	0		0	20	80	0		
PHF	.417	.927	.730	.000	.904	.806	.250	.667	.000	.839	.828	.863	.250	.000	.903	.000	.250	.500	.000	.625	.901



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2237  
 Site Code :  
 Start Date : 07/13/2022  
 Page No : 1

Weather: Warm & Sunny  
 CountCAM 3  
 Study Conducted By: Sam

Groups Printed- Cars + - Trucks

Start Time	CSAH 9 (Lake George Blvd.) Southbound					221st. Ave NW Westbound					CSAH 9 (Lake George Blvd.) Northbound					221st. Ave NW 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	2	0	0	2	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	7
00:15	0	1	0	0	1	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	7
00:30	0	4	2	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
00:45	0	2	0	0	2	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	7
Total	0	9	2	0	11	2	0	2	0	4	1	14	0	0	15	0	0	0	0	0	30
01:00	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	3
01:15	0	0	1	0	1	1	0	0	0	1	0	3	0	0	3	0	0	1	0	1	6
01:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
01:45	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	2	1	0	3	1	0	1	0	2	1	9	0	0	10	0	0	1	0	1	16
02:00	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
02:15	0	0	1	0	1	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	4
02:30	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
02:45	0	2	0	0	2	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	5
Total	0	5	1	0	6	1	0	4	0	5	2	4	0	0	6	0	0	0	0	0	17
03:00	0	9	0	0	9	1	0	1	0	2	1	2	0	0	3	0	0	0	0	0	14
03:15	0	4	0	0	4	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	6
03:30	0	8	1	0	9	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	12
03:45	0	5	0	0	5	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	9
Total	0	26	1	0	27	2	0	5	0	7	2	5	0	0	7	0	0	0	0	0	41
04:00	0	13	4	0	17	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	19
04:15	0	16	8	0	24	2	0	7	0	9	3	0	0	0	3	0	0	0	0	0	36
04:30	0	32	3	0	35	1	0	2	0	3	1	0	0	0	1	0	0	0	0	0	39
04:45	0	26	0	0	26	0	0	5	0	5	2	5	0	0	7	0	0	0	0	0	38
Total	0	87	15	0	102	3	0	14	0	17	6	7	0	0	13	0	0	0	0	0	132
05:00	0	57	5	0	62	3	0	10	0	13	2	2	0	0	4	1	0	0	0	1	80
05:15	0	59	7	0	66	4	0	12	0	16	2	7	0	0	9	0	0	0	0	0	91
05:30	0	52	13	0	65	2	0	11	0	13	1	7	0	0	8	1	0	0	0	1	87
05:45	0	67	16	0	83	5	1	11	0	17	5	9	1	0	15	2	0	0	0	2	117
Total	0	235	41	0	276	14	1	44	0	59	10	25	1	0	36	4	0	0	0	4	375
06:00	1	102	13	0	116	10	0	16	0	26	4	14	0	0	18	3	0	1	0	4	164
06:15	0	102	18	0	120	5	0	21	0	26	5	14	0	0	19	1	0	0	0	1	166
06:30	0	99	15	0	114	5	0	20	0	25	5	21	0	0	26	2	0	1	0	3	168
06:45	0	86	16	0	102	8	0	20	0	28	10	21	0	0	31	0	0	2	0	2	163
Total	1	389	62	0	452	28	0	77	0	105	24	70	0	0	94	6	0	4	0	10	661
07:00	0	88	10	0	98	7	1	19	0	27	6	27	0	0	33	0	0	0	0	0	158
07:15	0	69	20	0	89	7	0	14	0	21	7	22	0	0	29	1	1	0	0	2	141
07:30	0	94	17	0	111	6	0	10	0	16	10	32	0	0	42	0	0	0	0	0	169
07:45	0	65	22	0	87	13	0	10	0	23	7	24	0	0	31	0	0	1	0	1	142
Total	0	316	69	0	385	33	1	53	0	87	30	105	0	0	135	1	1	1	0	3	610
08:00	0	64	10	0	74	14	1	12	0	27	6	31	0	0	37	2	0	0	0	2	140
08:15	0	47	16	0	63	13	0	7	0	20	5	27	1	0	33	1	0	0	0	1	117
08:30	0	54	14	0	68	10	0	12	0	22	6	24	0	0	30	2	0	0	0	2	122
08:45	0	47	13	0	60	12	0	8	0	20	3	21	1	0	25	0	1	0	0	1	106
Total	0	212	53	0	265	49	1	39	0	89	20	103	2	0	125	5	1	0	0	6	485
09:00	0	42	8	0	50	8	0	9	0	17	5	36	0	0	41	0	0	0	0	0	108



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2237  
 Site Code :  
 Start Date : 07/13/2022  
 Page No : 2

Weather: Warm & Sunny  
 CountCAM 3  
 Study Conducted By: Sam

Groups Printed- Cars + - Trucks

Start Time	CSAH 9 (Lake George Blvd.) Southbound					221st. Ave NW Westbound					CSAH 9 (Lake George Blvd.) Northbound					221st. Ave NW 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	1	54	6	0	61	10	0	8	0	18	9	24	0	0	33	1	0	0	0	1	113
09:30	0	38	10	0	48	8	0	11	0	19	8	24	0	0	32	0	0	0	0	0	99
09:45	1	52	12	0	65	15	1	6	0	22	11	26	0	0	37	1	1	1	0	3	127
Total	2	186	36	0	224	41	1	34	0	76	33	110	0	0	143	2	1	1	0	4	447
10:00	0	49	12	0	61	10	0	8	0	18	9	35	0	0	44	0	0	0	0	0	123
10:15	0	50	14	0	64	2	1	9	0	12	7	20	0	0	27	0	1	0	0	1	104
10:30	0	36	11	0	47	10	0	12	0	22	7	32	1	0	40	1	0	1	0	2	111
10:45	0	34	6	0	40	8	0	7	0	15	9	32	0	0	41	0	0	0	0	0	96
Total	0	169	43	0	212	30	1	36	0	67	32	119	1	0	152	1	1	1	0	3	434
11:00	2	32	8	0	42	11	0	8	0	19	9	24	0	0	33	1	1	0	0	2	96
11:15	0	35	16	0	51	14	0	6	0	20	12	42	1	0	55	0	1	0	0	1	127
11:30	0	43	8	0	51	14	2	7	0	23	11	45	0	0	56	0	2	0	0	2	132
11:45	1	41	11	0	53	8	2	13	0	23	13	24	1	0	38	0	0	1	0	1	115
Total	3	151	43	0	197	47	4	34	0	85	45	135	2	0	182	1	4	1	0	6	470
12:00	2	29	11	0	42	8	0	10	0	18	4	40	0	0	44	0	0	0	0	0	104
12:15	0	49	16	0	65	11	0	12	0	23	12	29	0	0	41	2	1	1	0	4	133
12:30	0	37	13	0	50	14	1	16	0	31	9	38	1	0	48	0	0	0	0	0	129
12:45	0	36	6	0	42	19	0	6	0	25	15	48	0	0	63	0	1	0	0	1	131
Total	2	151	46	0	199	52	1	44	0	97	40	155	1	0	196	2	2	1	0	5	497
13:00	1	56	13	0	70	10	0	3	0	13	3	34	0	0	37	0	0	0	0	0	120
13:15	2	36	9	0	47	15	1	7	0	23	13	28	0	0	41	2	0	1	0	3	114
13:30	0	36	10	0	46	12	1	8	0	21	9	48	0	0	57	0	1	2	0	3	127
13:45	0	40	5	0	45	14	0	5	0	19	12	61	0	0	73	1	0	0	0	1	138
Total	3	168	37	0	208	51	2	23	0	76	37	171	0	0	208	3	1	3	0	7	499
14:00	1	36	8	0	45	6	1	8	0	15	7	47	1	0	55	0	0	0	0	0	115
14:15	1	32	7	0	40	11	0	8	0	19	8	66	0	0	74	0	0	0	0	0	133
14:30	1	37	10	0	48	20	0	12	0	32	10	58	2	0	70	0	0	2	0	2	152
14:45	0	38	13	0	51	19	1	9	0	29	14	69	2	0	85	2	1	3	0	6	171
Total	3	143	38	0	184	56	2	37	0	95	39	240	5	0	284	2	1	5	0	8	571
15:00	1	54	15	0	70	16	0	7	0	23	18	77	0	0	95	1	0	1	0	2	190
15:15	0	36	12	0	48	26	0	10	0	36	19	90	1	0	110	1	0	0	0	1	195
15:30	3	27	19	0	49	18	0	9	0	27	11	78	0	0	89	1	0	1	0	2	167
15:45	2	33	13	0	48	20	1	6	0	27	19	89	0	0	108	1	0	1	0	2	185
Total	6	150	59	0	215	80	1	32	0	113	67	334	1	0	402	4	0	3	0	7	737
16:00	1	55	16	0	72	25	0	11	0	36	21	100	4	0	125	1	0	1	0	2	235
16:15	1	37	17	0	55	23	0	8	0	31	24	119	1	0	144	1	0	0	0	1	231
16:30	1	49	11	0	61	20	0	9	0	29	29	90	0	0	119	0	0	1	0	1	210
16:45	0	53	25	0	78	25	0	5	0	30	25	94	0	0	119	0	1	1	0	2	229
Total	3	194	69	0	266	93	0	33	0	126	99	403	5	0	507	2	1	3	0	6	905
17:00	3	47	18	0	68	24	1	15	0	40	20	103	2	0	125	0	0	0	0	0	233
17:15	1	55	19	0	75	31	0	11	0	42	22	117	0	0	139	0	0	2	0	2	258
17:30	0	48	15	0	63	20	1	5	0	26	13	92	1	0	106	0	0	0	0	0	195
17:45	2	36	10	0	48	22	0	11	0	33	18	102	1	0	121	0	2	1	0	3	205
Total	6	186	62	0	254	97	2	42	0	141	73	414	4	0	491	0	2	3	0	5	891
18:00	1	44	17	0	62	18	0	8	0	26	16	78	1	0	95	0	0	3	0	3	186
18:15	1	37	11	0	49	12	0	9	0	21	18	68	0	0	86	0	0	3	0	3	159
18:30	0	32	10	0	42	20	1	12	0	33	13	72	0	0	85	0	0	0	0	0	160
18:45	1	42	9	0	52	22	1	7	0	30	13	64	1	0	78	0	0	1	0	1	161
Total	3	155	47	0	205	72	2	36	0	110	60	282	2	0	344	0	0	7	0	7	666



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2237  
 Site Code :  
 Start Date : 07/13/2022  
 Page No : 3

Weather: Warm & Sunny  
 CountCAM 3  
 Study Conducted By: Sam

Groups Printed- Cars + - Trucks

Start Time	CSAH 9 (Lake George Blvd.) Southbound					221st. Ave NW Westbound					CSAH 9 (Lake George Blvd.) Northbound					221st. Ave NW 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	39	20	0	59	6	0	4	0	10	17	46	0	0	63	0	0	2	0	2	134
19:15	2	23	6	0	31	13	0	4	0	17	15	60	0	0	75	0	0	0	0	0	123
19:30	1	22	5	0	28	12	0	6	0	18	10	45	0	0	55	0	0	1	0	1	102
19:45	1	18	11	0	30	15	1	3	0	19	9	45	1	0	55	0	0	0	0	0	104
<b>Total</b>	<b>4</b>	<b>102</b>	<b>42</b>	<b>0</b>	<b>148</b>	<b>46</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>64</b>	<b>51</b>	<b>196</b>	<b>1</b>	<b>0</b>	<b>248</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>463</b>
20:00	0	18	3	0	21	10	0	8	0	18	8	42	1	0	51	0	0	0	0	0	90
20:15	0	24	8	0	32	15	0	3	0	18	7	41	0	0	48	0	0	0	0	0	98
20:30	1	24	14	0	39	8	0	5	0	13	15	37	2	0	54	0	0	0	0	0	106
20:45	1	30	10	0	41	10	0	10	0	20	9	31	0	0	40	0	1	0	0	1	102
<b>Total</b>	<b>2</b>	<b>96</b>	<b>35</b>	<b>0</b>	<b>133</b>	<b>43</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>69</b>	<b>39</b>	<b>151</b>	<b>3</b>	<b>0</b>	<b>193</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>396</b>
21:00	0	19	4	0	23	9	1	2	0	12	8	27	0	0	35	0	0	0	0	0	70
21:15	0	17	5	0	22	6	0	2	0	8	3	36	1	0	40	0	0	0	0	0	70
21:30	1	19	6	0	26	8	0	1	0	9	9	23	0	0	32	0	0	1	0	1	68
21:45	1	21	6	0	28	7	0	3	0	10	5	19	0	0	24	0	0	0	0	0	62
<b>Total</b>	<b>2</b>	<b>76</b>	<b>21</b>	<b>0</b>	<b>99</b>	<b>30</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>39</b>	<b>25</b>	<b>105</b>	<b>1</b>	<b>0</b>	<b>131</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>270</b>
22:00	0	12	8	0	20	7	0	4	0	11	2	17	2	0	21	0	0	0	0	0	52
22:15	0	4	4	0	8	2	0	1	0	3	0	27	0	0	27	0	0	0	0	0	38
22:30	0	5	4	0	9	2	0	3	0	5	3	14	0	0	17	0	0	0	0	0	31
22:45	0	4	7	0	11	4	0	1	0	5	1	8	0	0	9	0	0	0	0	0	25
<b>Total</b>	<b>0</b>	<b>25</b>	<b>23</b>	<b>0</b>	<b>48</b>	<b>15</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>24</b>	<b>6</b>	<b>66</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>146</b>
23:00	0	2	0	0	2	3	0	0	0	3	3	6	0	0	9	0	0	0	0	0	14
23:15	0	3	1	0	4	1	0	0	0	1	2	6	0	0	8	0	0	0	0	0	13
23:30	0	0	2	0	2	2	0	1	0	3	1	7	0	0	8	0	0	0	0	0	13
23:45	0	0	0	0	0	2	0	1	0	3	0	7	0	0	7	0	0	0	0	0	10
<b>Total</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>6</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>
<b>Grand Total</b>	<b>40</b>	<b>3238</b>	<b>849</b>	<b>0</b>	<b>4127</b>	<b>894</b>	<b>21</b>	<b>652</b>	<b>0</b>	<b>1567</b>	<b>748</b>	<b>3249</b>	<b>31</b>	<b>0</b>	<b>4028</b>	<b>33</b>	<b>16</b>	<b>38</b>	<b>0</b>	<b>87</b>	<b>9809</b>
<b>Apprch %</b>	<b>1</b>	<b>78.5</b>	<b>20.6</b>	<b>0</b>		<b>57.1</b>	<b>1.3</b>	<b>41.6</b>	<b>0</b>		<b>18.6</b>	<b>80.7</b>	<b>0.8</b>	<b>0</b>		<b>37.9</b>	<b>18.4</b>	<b>43.7</b>	<b>0</b>		
<b>Total %</b>	<b>0.4</b>	<b>33</b>	<b>8.7</b>	<b>0</b>	<b>42.1</b>	<b>9.1</b>	<b>0.2</b>	<b>6.6</b>	<b>0</b>	<b>16</b>	<b>7.6</b>	<b>33.1</b>	<b>0.3</b>	<b>0</b>	<b>41.1</b>	<b>0.3</b>	<b>0.2</b>	<b>0.4</b>	<b>0</b>	<b>0.9</b>	
<b>Cars +</b>	<b>40</b>	<b>3183</b>	<b>823</b>	<b>0</b>	<b>4046</b>	<b>864</b>	<b>21</b>	<b>632</b>	<b>0</b>	<b>1517</b>	<b>730</b>	<b>3186</b>	<b>29</b>	<b>0</b>	<b>3945</b>	<b>28</b>	<b>16</b>	<b>37</b>	<b>0</b>	<b>81</b>	<b>9589</b>
<b>% Cars +</b>	<b>100</b>	<b>98.3</b>	<b>96.9</b>	<b>0</b>	<b>98</b>	<b>96.6</b>	<b>100</b>	<b>96.9</b>	<b>0</b>	<b>96.8</b>	<b>97.6</b>	<b>98.1</b>	<b>93.5</b>	<b>0</b>	<b>97.9</b>	<b>84.8</b>	<b>100</b>	<b>97.4</b>	<b>0</b>	<b>93.1</b>	<b>97.8</b>
<b>Trucks</b>	<b>0</b>	<b>55</b>	<b>26</b>	<b>0</b>	<b>81</b>	<b>30</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>50</b>	<b>18</b>	<b>63</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>220</b>
<b>% Trucks</b>	<b>0</b>	<b>1.7</b>	<b>3.1</b>	<b>0</b>	<b>2</b>	<b>3.4</b>	<b>0</b>	<b>3.1</b>	<b>0</b>	<b>3.2</b>	<b>2.4</b>	<b>1.9</b>	<b>6.5</b>	<b>0</b>	<b>2.1</b>	<b>15.2</b>	<b>0</b>	<b>2.6</b>	<b>0</b>	<b>6.9</b>	<b>2.2</b>

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 08/15/2022

## Signal Warrants - Summary

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### Major Street Approaches

Northbound: CSAH 9 (Lake George Blvd.)

Number of Lanes : 1

Total Approach Volume: 4,028

Southbound: CSAH 9 (Lake George Blvd.)

Number of Lanes : 1

Total Approach Volume: 4,127

### Minor Street Approaches

Eastbound: 221st. Ave NW

Number of Lanes : 1

Total Approach Volume: 87

Westbound: 221st. Ave NW

Number of Lanes : 1

Total Approach Volume: 1,567

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### Warrant Summary (Rural Values Apply)

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

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

Required volumes reached for 5 hours, 8 are needed

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

Required volumes reached for 5 hours, 8 are needed

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

Required 1A volumes reached for 10 hours, 8 are needed

Required 1B volumes reached for 9 hours, 8 are needed

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

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

Warrant 3 - Peak Hour.....Satisfied

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

Number of one hour periods (8) 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:

Study Date : 08/15/2022

## 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 5 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 NB	+	Major SB	=	Total	Minor EB	Minor WB	
	CSAH 9 (Lake George Blvd.)					221st. Ave NW		
16:30 - 17:30	502	+	282	=	784	5	141	Yes
15:30 - 16:30	466	+	224	=	690	7	121	Yes
17:30 - 18:30	408	+	222	=	630	9	106	Yes
14:30 - 15:30	360	+	217	=	577	11	120	Yes
06:00 - 07:00	94	+	452	=	546	10	105	Yes
14:15 - 15:15	324	+	209	=	533	10	103	No
07:00 - 08:00	135	+	385	=	520	3	87	No
05:45 - 06:45	78	+	433	=	511	10	94	No
07:15 - 08:15	139	+	361	=	500	5	87	No
18:30 - 19:30	301	+	184	=	485	3	90	No
07:30 - 08:30	143	+	335	=	478	4	86	No
14:00 - 15:00	284	+	184	=	468	8	95	No
13:45 - 14:45	272	+	178	=	450	3	85	No
05:30 - 06:30	60	+	384	=	444	8	82	No
18:45 - 19:45	271	+	170	=	441	4	75	No
13:30 - 14:30	259	+	176	=	435	4	74	No
07:45 - 08:45	131	+	292	=	423	6	92	No
13:00 - 14:00	208	+	208	=	416	7	76	No
12:15 - 13:15	189	+	227	=	416	5	92	No
13:15 - 14:15	226	+	183	=	409	7	78	No
12:45 - 13:45	198	+	205	=	403	7	82	No
12:30 - 13:30	189	+	209	=	398	4	92	No
19:00 - 20:00	248	+	148	=	396	3	64	No
12:00 - 13:00	196	+	199	=	395	5	97	No
11:15 - 12:15	193		197		390	4	84	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 08/15/2022

## 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 5 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>CSAH 9 (Lake George Blvd.)</b>					<b>221st. Ave NW</b>		
16:15 - 17:15	507	+	262	=	769	4	130	Yes
17:15 - 18:15	461	+	248	=	709	8	127	Yes
15:15 - 16:15	432	+	217	=	649	7	126	Yes
06:00 - 07:00	94	+	452	=	546	10	105	Yes
14:15 - 15:15	324	+	209	=	533	10	103	Yes
07:00 - 08:00	135	+	385	=	520	3	87	No
18:15 - 19:15	312	+	202	=	514	6	94	No
05:45 - 06:45	78	+	433	=	511	10	94	No
07:15 - 08:15	139	+	361	=	500	5	87	No
18:30 - 19:30	301	+	184	=	485	3	90	No
07:30 - 08:30	143	+	335	=	478	4	86	No
14:00 - 15:00	284	+	184	=	468	8	95	No
13:45 - 14:45	272	+	178	=	450	3	85	No
05:30 - 06:30	60	+	384	=	444	8	82	No
18:45 - 19:45	271	+	170	=	441	4	75	No
13:30 - 14:30	259	+	176	=	435	4	74	No
07:45 - 08:45	131	+	292	=	423	6	92	No
13:00 - 14:00	208	+	208	=	416	7	76	No
12:15 - 13:15	189	+	227	=	416	5	92	No
13:15 - 14:15	226	+	183	=	409	7	78	No
12:45 - 13:45	198	+	205	=	403	7	82	No
12:30 - 13:30	189	+	209	=	398	4	92	No
19:00 - 20:00	248	+	148	=	396	3	64	No
12:00 - 13:00	196	+	199	=	395	5	97	No
11:15 - 12:15	193		197		390	4	84	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 08/15/2022

## 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

10 hours meet 1A minimums.  
9 hours meet 1B minimums.  
Warrant IS 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 9 (Lake George Blvd.)

#### Minor Road 221st. Ave NW

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
16:45 - 17:45	489	+	284	=	773	4	138	Yes
15:45 - 16:45	496	+	236	=	732	6	123	Yes
14:45 - 15:45	379	+	218	=	597	11	115	Yes
17:45 - 18:45	387	+	201	=	588	9	113	Yes
06:45 - 07:45	135	+	400	=	535	4	92	Yes
05:45 - 06:45	78	+	433	=	511	10	94	Yes
13:45 - 14:45	272	+	178	=	450	3	85	Yes
07:45 - 08:45	131	+	292	=	423	6	92	Yes
12:00 - 13:00	196	+	199	=	395	5	97	Yes
11:00 - 12:00	182	+	197	=	379	6	85	Yes
05:30 - 06:30	60	+	384	=	444	8	82	No
18:45 - 19:45	271	+	170	=	441	4	75	No

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
16:30 - 17:30	502	+	282	=	784	5	141	Yes
15:30 - 16:30	466	+	224	=	690	7	121	Yes
17:30 - 18:30	408	+	222	=	630	9	106	Yes
14:30 - 15:30	360	+	217	=	577	11	120	Yes
06:30 - 07:30	119	+	403	=	522	7	101	Yes
18:30 - 19:30	301	+	184	=	485	3	90	Yes
07:30 - 08:30	143	+	335	=	478	4	86	Yes
05:30 - 06:30	60	+	384	=	444	8	82	Yes
13:30 - 14:30	259	+	176	=	435	4	74	Yes
13:00 - 14:00	208	+	208	=	416	7	76	No
12:15 - 13:15	189	+	227	=	416	5	92	No
13:15 - 14:15	226	+	183	=	409	7	78	No



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 08/15/2022

## 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.

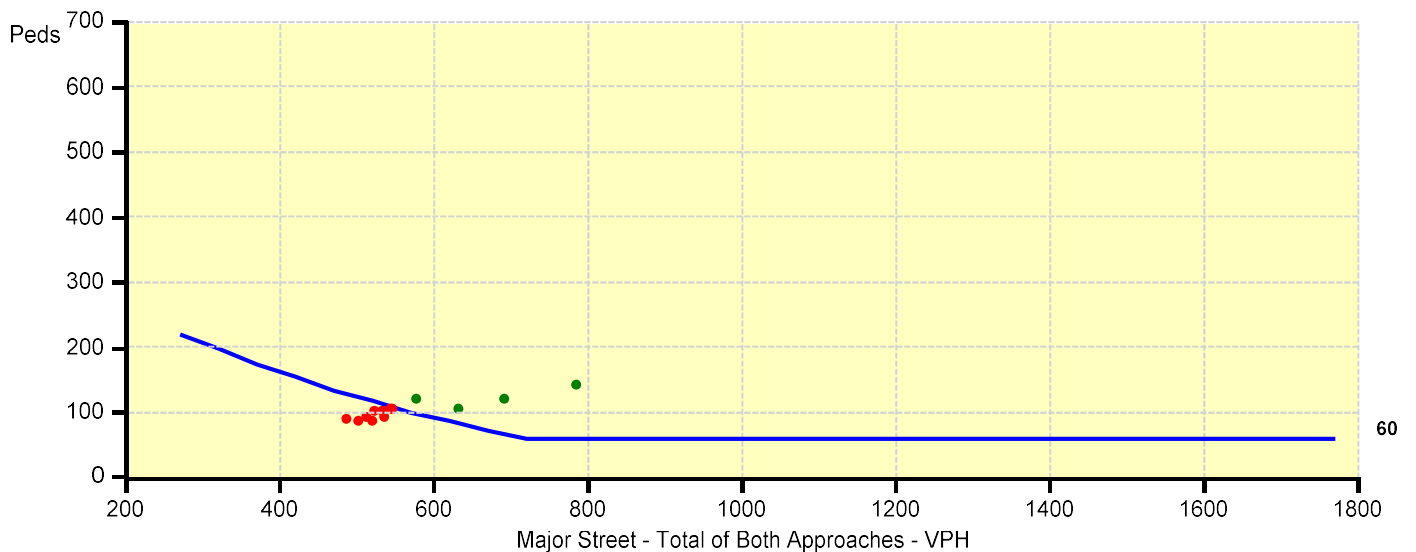
#### Summary

4 one hour periods meet minimums.  
Warrant IS met.

#### Site Data Required

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

Time	Major Road CSAH 9 (Lake George Blvd.)				Total	Minor Road 221st. Ave NW		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
16:30 - 17:30	502	+	282	=	784	5	141	Yes
15:30 - 16:30	466	+	224	=	690	7	121	Yes
17:30 - 18:30	408	+	222	=	630	9	106	Yes
14:30 - 15:30	360	+	217	=	577	11	120	Yes
06:00 - 07:00	94	+	452	=	546	10	105	No
06:15 - 07:15	109	+	434	=	543	6	106	No
06:45 - 07:45	135	+	400	=	535	4	92	No
14:15 - 15:15	324	+	209	=	533	10	103	No
06:30 - 07:30	119	+	403	=	522	7	101	No
07:00 - 08:00	135	+	385	=	520	3	87	No
05:45 - 06:45	78	+	433	=	511	10	94	No
07:15 - 08:15	139	+	361	=	500	5	87	No



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 08/15/2022

## 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

5 one hour periods meet minimums.  
Warrant IS met.

#### Site Data Required

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

Time	Major Road CSAH 9 (Lake George Blvd.)					Minor Road 221st. Ave NW		Met?
	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	
16:30 - 17:30	502	+	282	=	784	5	141	Yes
16:00 - 17:00	507	+	266	=	773	6	126	Yes
16:45 - 17:45	489	+	284	=	773	4	138	Yes
16:15 - 17:15	507	+	262	=	769	4	130	Yes
17:00 - 18:00	491	+	254	=	745	5	141	Yes
15:45 - 16:45	496	+	236	=	732	6	123	No
17:15 - 18:15	461	+	248	=	709	8	127	No
15:30 - 16:30	466	+	224	=	690	7	121	No
15:15 - 16:15	432	+	217	=	649	7	126	No
17:30 - 18:30	408	+	222	=	630	9	106	No
15:00 - 16:00	402	+	215	=	617	7	113	No
14:45 - 15:45	379		218		597	11	115	No

