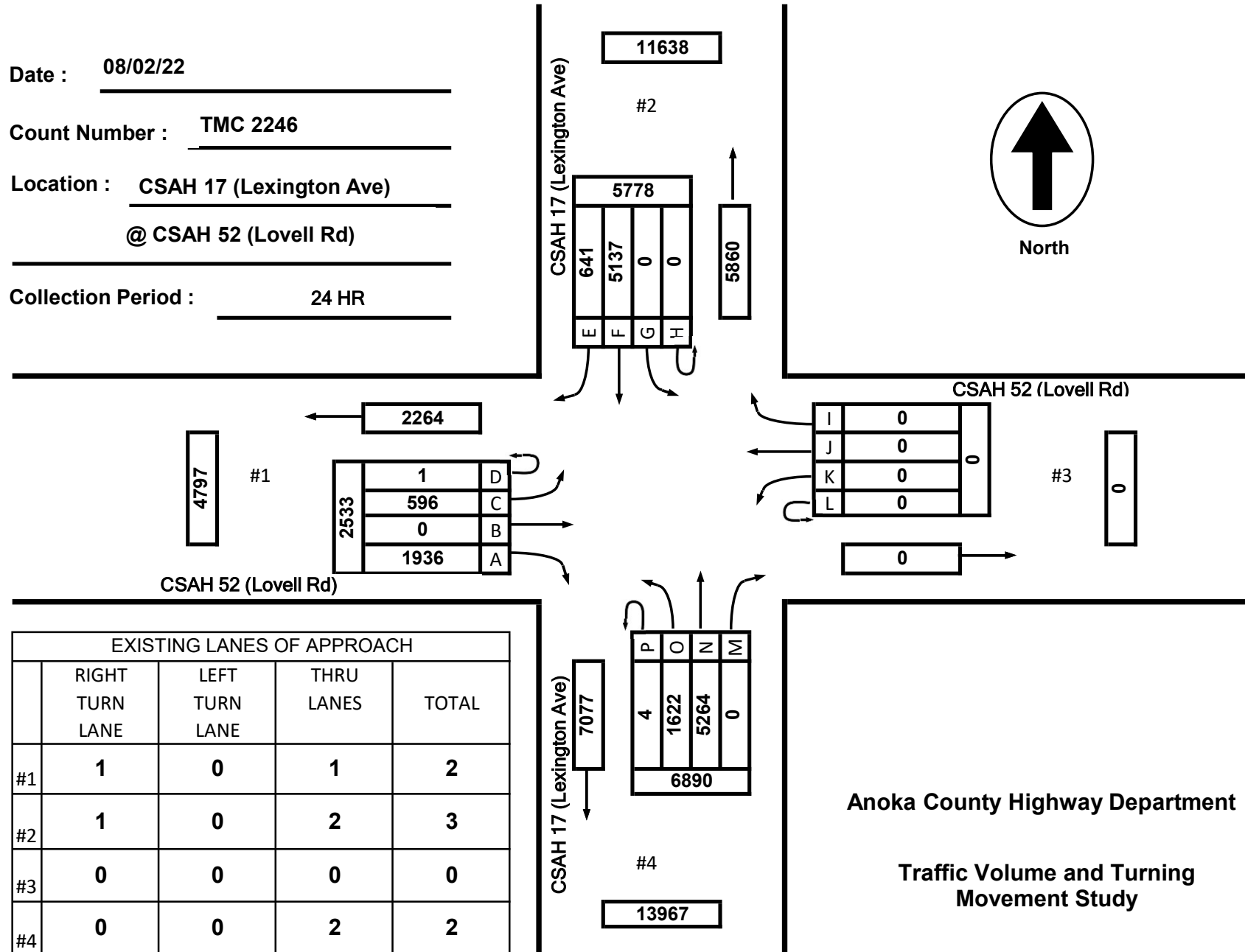


Date : 08/02/22

Count Number : TMC 2246

Location : CSAH 17 (Lexington Ave)  
@ CSAH 52 (Lovell Rd)

Collection Period : 24 HR



CSAH 52 (Lovell Rd)

CSAH 52 (Lovell Rd)

CSAH 17 (Lexington Ave)



North

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

Anoka County Highway Department

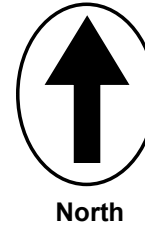
Traffic Volume and Turning Movement Study

Date : 08/02/22

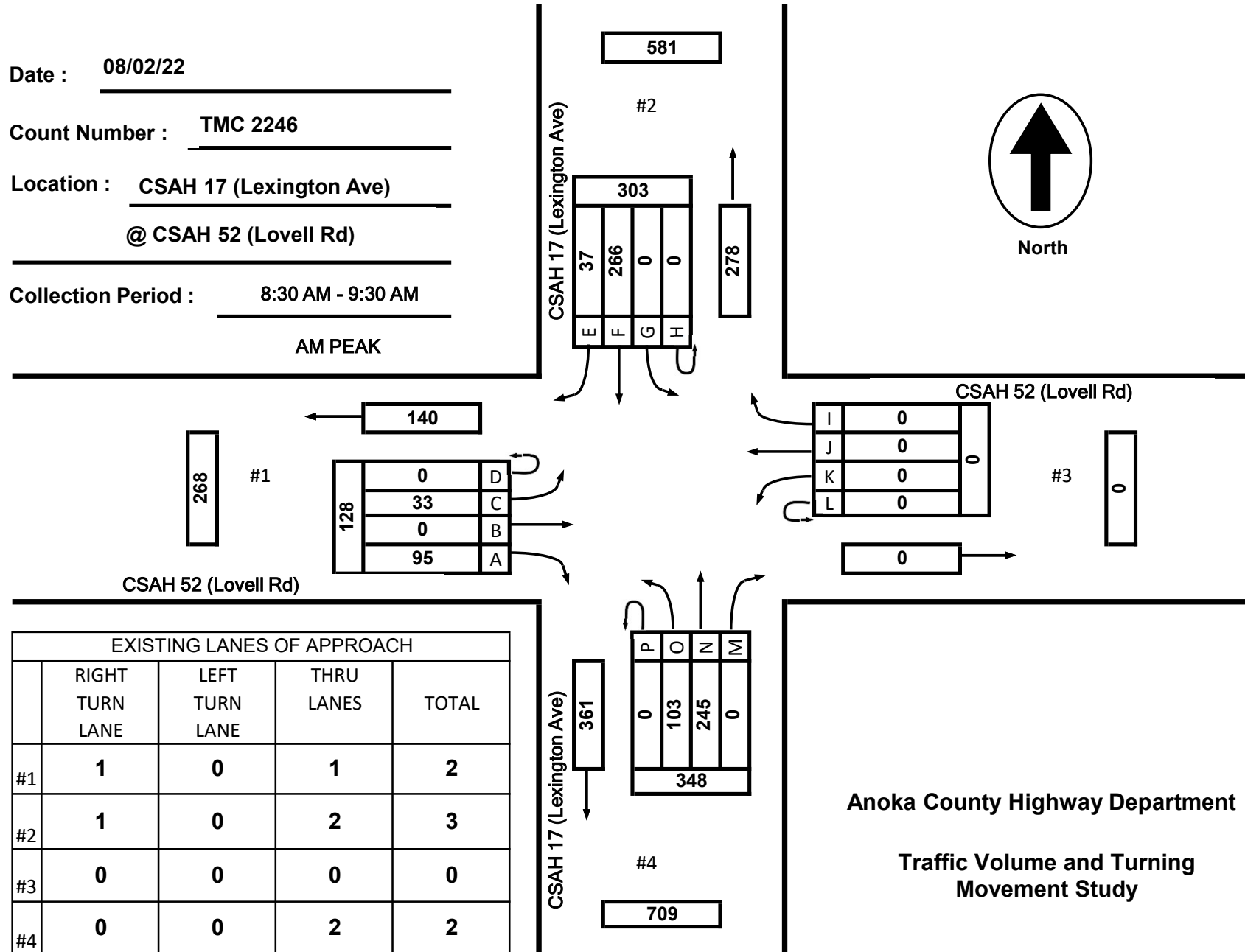
Count Number : TMC 2246

Location : CSAH 17 (Lexington Ave)  
@ CSAH 52 (Lovell Rd)

Collection Period : 8:30 AM - 9:30 AM  
**AM PEAK**



North



EXISTING LANES OF APPROACH

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

Anoka County Highway Department

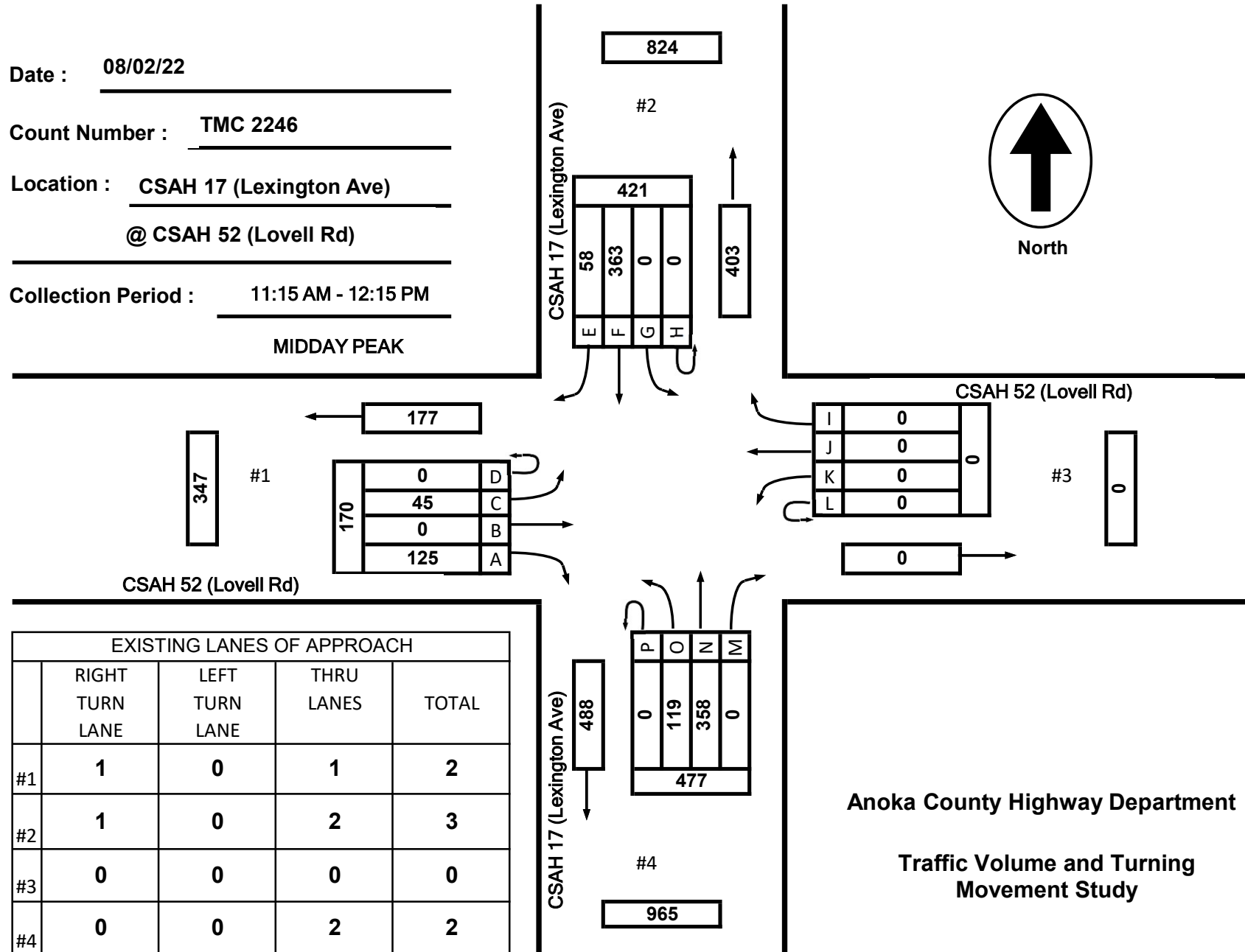
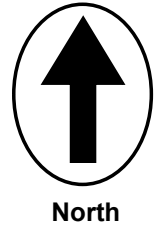
Traffic Volume and Turning Movement Study

Date : 08/02/22

Count Number : TMC 2246

Location : CSAH 17 (Lexington Ave)  
@ CSAH 52 (Lovell Rd)

Collection Period : 11:15 AM - 12:15 PM  
**MIDDAY PEAK**



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

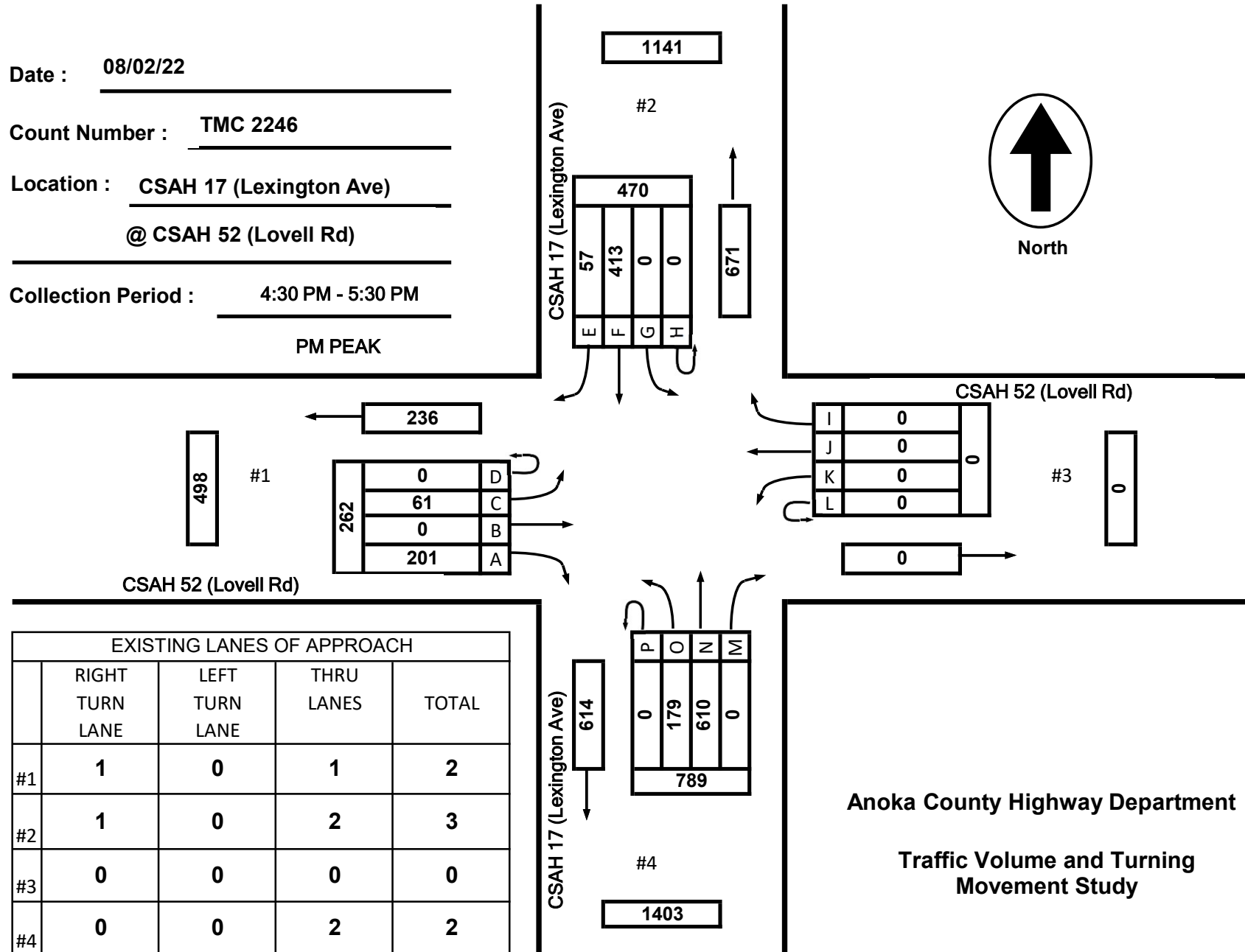
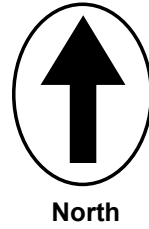
**Anoka County Highway Department**  
**Traffic Volume and Turning Movement Study**

Date : 08/02/22

Count Number : TMC 2246

Location : CSAH 17 (Lexington Ave)  
@ CSAH 52 (Lovell Rd)

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



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

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 2246-t  
 Site Code :  
 Start Date : 08/02/2022  
 Page No : 1

Weather: Hot & Sunny  
 CountCAM 3  
 Study Conducted by: Kevin

Groups Printed- Cars + - Trucks

Start Time	CSAH 17 (Lexington Ave) Southbound						N/A Westbound						CSAH 17 (Lexington Ave) Northbound						CSAH 52 (Lovell Rd) 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	1	7	0	0	0	8	0	0	0	0	0	0	0	4	2	0	0	6	1	0	2	0	0	3	0	17	17
00:15	0	3	0	0	0	3	0	0	0	0	0	0	0	3	2	0	0	5	3	0	1	1	0	5	0	13	13
00:30	2	3	0	0	0	5	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	8	8
00:45	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	1	0	6	6
<b>Total</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>44</b>	<b>44</b>
01:00	0	1	0	0	0	1	0	0	0	0	0	0	0	5	0	0	0	5	1	0	1	0	0	2	0	8	8
01:15	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	1	0	1	0	0	2	0	7	7
01:30	0	2	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	6	6
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	1	0	0	1	0	4	4
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>25</b>
02:00	0	4	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	3	2	0	0	0	0	2	0	9	9
02:15	0	4	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	6	6
02:30	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	0	3	3
02:45	0	4	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	4	1	0	1	0	0	2	0	10	10
<b>Total</b>	<b>1</b>	<b>12</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>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>28</b>
03:00	0	2	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	3
03:15	0	4	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	5	5
03:30	0	3	0	0	0	3	0	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	0	8	8
03:45	1	3	0	0	0	4	0	0	0	0	0	0	0	1	3	0	0	4	0	0	2	0	0	2	0	10	10
<b>Total</b>	<b>1</b>	<b>12</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>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>26</b>
04:00	1	10	0	0	0	11	0	0	0	0	0	0	0	5	0	0	0	5	1	0	0	0	0	1	0	17	17
04:15	0	10	0	0	0	10	0	0	0	0	0	0	0	1	1	0	0	2	1	0	0	0	0	1	0	13	13
04:30	0	17	0	0	0	17	0	0	0	0	0	0	0	6	0	0	0	6	2	0	1	0	0	3	0	26	26
04:45	2	16	0	0	0	18	0	0	0	0	0	0	0	4	8	0	0	12	1	0	1	0	0	2	0	32	32
<b>Total</b>	<b>3</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>88</b>	<b>88</b>
05:00	3	23	0	0	0	26	0	0	0	0	0	0	0	8	1	0	0	9	3	0	1	0	0	4	0	39	39
05:15	0	28	0	0	0	28	0	0	0	0	0	0	0	5	3	0	0	8	4	0	1	0	0	5	0	41	41
05:30	5	31	0	0	0	36	0	0	0	0	0	0	0	9	5	0	0	14	2	0	3	0	0	5	0	55	55
05:45	4	41	0	0	0	45	0	0	0	0	0	0	0	17	13	0	1	30	8	0	2	0	0	10	1	85	86
<b>Total</b>	<b>12</b>	<b>123</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>135</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>22</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>17</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>1</b>	<b>220</b>	<b>221</b>



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2246-t  
 Site Code :  
 Start Date : 08/02/2022  
 Page No : 2

Weather: Hot & Sunny  
 CountCAM 3  
 Study Conducted by: Kevin

Groups Printed- Cars + - Trucks

Start Time	CSAH 17 (Lexington Ave) Southbound						N/A Westbound						CSAH 17 (Lexington Ave) Northbound						CSAH 52 (Lovell Rd) 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	55	0	0	0	56	0	0	0	0	0	0	0	20	9	0	0	29	8	0	0	0	0	8	0	93	93
06:15	8	66	0	0	1	74	0	0	0	0	0	0	0	32	13	0	0	45	13	0	1	0	0	14	1	133	134
06:30	4	72	0	0	0	76	0	0	0	0	0	0	0	26	12	0	0	38	15	0	3	0	0	18	0	132	132
06:45	6	77	0	0	0	83	0	0	0	0	0	0	0	35	17	0	0	52	14	0	2	0	0	16	0	151	151
<b>Total</b>	<b>19</b>	<b>270</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>289</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>113</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>164</b>	<b>50</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>1</b>	<b>509</b>	<b>510</b>
07:00	6	71	0	0	0	77	0	0	0	0	0	0	0	28	21	0	0	49	10	0	0	0	0	10	0	136	136
07:15	7	96	0	0	0	103	0	0	0	0	0	0	0	31	22	0	0	53	18	0	3	0	0	21	0	177	177
07:30	9	83	0	0	0	92	0	0	0	0	0	0	0	33	27	0	0	60	27	0	5	0	0	32	0	184	184
07:45	10	69	0	0	0	79	0	0	0	0	0	0	0	51	25	0	0	76	28	0	7	0	0	35	0	190	190
<b>Total</b>	<b>32</b>	<b>319</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>351</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>143</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>238</b>	<b>83</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>687</b>	<b>687</b>
08:00	10	72	0	0	0	82	0	0	0	0	0	0	0	47	16	0	0	63	21	0	4	0	0	25	0	170	170
08:15	5	71	0	0	0	76	0	0	0	0	0	0	0	44	26	0	0	70	23	0	6	0	0	29	0	175	175
08:30	11	83	0	0	0	94	0	0	0	0	0	0	0	54	22	0	0	76	26	0	9	0	0	35	0	205	205
08:45	9	61	0	0	0	70	0	0	0	0	0	0	0	60	29	0	0	89	31	0	3	0	0	34	0	193	193
<b>Total</b>	<b>35</b>	<b>287</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>322</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>205</b>	<b>93</b>	<b>0</b>	<b>0</b>	<b>298</b>	<b>101</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>123</b>	<b>0</b>	<b>743</b>	<b>743</b>
09:00	6	55	0	0	0	61	0	0	0	0	0	0	0	70	32	0	0	102	17	0	12	0	0	29	0	192	192
09:15	11	67	0	0	1	78	0	0	0	0	0	0	0	61	20	0	0	81	21	0	9	0	0	30	1	189	190
09:30	11	60	0	0	0	71	0	0	0	0	0	0	0	55	20	0	0	75	20	0	8	0	0	28	0	174	174
09:45	13	69	0	0	0	82	0	0	0	0	0	0	0	63	22	0	0	85	22	0	6	0	0	28	0	195	195
<b>Total</b>	<b>41</b>	<b>251</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>292</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>249</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>343</b>	<b>80</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>115</b>	<b>1</b>	<b>750</b>	<b>751</b>
10:00	10	71	0	0	0	81	0	0	0	0	0	0	0	66	21	1	0	88	34	0	9	0	0	43	0	212	212
10:15	10	72	0	0	0	82	0	0	0	0	0	0	0	68	17	1	0	86	24	0	6	0	0	30	0	198	198
10:30	10	85	0	0	0	95	0	0	0	0	0	0	0	89	22	0	0	111	25	0	13	0	0	38	0	244	244
10:45	8	65	0	0	1	73	0	0	0	0	0	0	0	79	22	0	0	101	29	0	13	0	1	42	2	216	218
<b>Total</b>	<b>38</b>	<b>293</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>331</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>302</b>	<b>82</b>	<b>2</b>	<b>0</b>	<b>386</b>	<b>112</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>1</b>	<b>153</b>	<b>2</b>	<b>870</b>	<b>872</b>
11:00	10	84	0	0	0	94	0	0	0	0	0	0	0	82	20	0	0	102	30	0	9	0	0	39	0	235	235
11:15	17	93	0	0	0	110	0	0	0	0	0	0	0	87	33	0	0	120	35	0	16	0	0	51	0	281	281
11:30	21	85	0	0	0	106	0	0	0	0	0	0	0	100	29	0	0	129	31	0	9	0	0	40	0	275	275
11:45	13	92	0	0	1	105	0	0	0	0	0	0	0	74	22	0	1	96	27	0	10	0	0	37	2	238	240
<b>Total</b>	<b>61</b>	<b>354</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>415</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>343</b>	<b>104</b>	<b>0</b>	<b>1</b>	<b>447</b>	<b>123</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>167</b>	<b>2</b>	<b>1029</b>	<b>1031</b>
12:00	7	93	0	0	0	100	0	0	0	0	0	0	0	97	35	0	0	132	32	0	10	0	0	42	0	274	274
12:15	10	93	0	0	0	103	0	0	0	0	0	0	0	73	28	0	0	101	34	0	17	0	0	51	0	255	255
12:30	12	91	0	0	0	103	0	0	0	0	0	0	0	76	23	0	0	99	37	0	5	0	0	42	0	244	244



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2246-t  
 Site Code :  
 Start Date : 08/02/2022  
 Page No : 3

Weather: Hot & Sunny  
 CountCAM 3  
 Study Conducted by: Kevin

Groups Printed- Cars + - Trucks

Start Time	CSAH 17 (Lexington Ave) Southbound						N/A Westbound						CSAH 17 (Lexington Ave) Northbound						CSAH 52 (Lovell Rd) 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	14	80	0	0	0	94	0	0	0	0	0	0	0	107	23	0	0	130	38	0	7	0	0	45	0	269	269
Total	43	357	0	0	0	400	0	0	0	0	0	0	0	353	109	0	0	462	141	0	39	0	0	180	0	1042	1042
13:00	5	88	0	0	0	93	0	0	0	0	0	0	0	110	25	0	0	135	24	0	7	0	0	31	0	259	259
13:15	7	95	0	0	1	102	0	0	0	0	0	0	0	101	32	0	0	133	30	0	12	0	0	42	1	277	278
13:30	16	89	0	0	0	105	0	0	0	0	0	0	0	81	21	0	0	102	35	0	8	0	0	43	0	250	250
13:45	7	85	0	0	0	92	0	0	0	0	0	0	0	90	26	0	0	116	38	0	12	0	0	50	0	258	258
Total	35	357	0	0	1	392	0	0	0	0	0	0	0	382	104	0	0	486	127	0	39	0	0	166	1	1044	1045
14:00	10	78	0	0	0	88	0	0	0	0	0	0	0	88	29	0	0	117	29	0	12	0	0	41	0	246	246
14:15	12	77	0	0	0	89	0	0	0	0	0	0	0	90	28	0	0	118	26	0	10	0	0	36	0	243	243
14:30	11	65	0	0	0	76	0	0	0	0	0	0	0	102	34	0	0	136	31	0	10	0	0	41	0	253	253
14:45	7	81	0	0	0	88	0	0	0	0	0	0	0	117	28	0	0	145	28	0	7	0	0	35	0	268	268
Total	40	301	0	0	0	341	0	0	0	0	0	0	0	397	119	0	0	516	114	0	39	0	0	153	0	1010	1010
15:00	6	80	0	0	0	86	0	0	0	0	0	0	0	101	21	0	0	122	39	0	6	0	0	45	0	253	253
15:15	9	95	0	0	0	104	0	0	0	0	0	0	0	120	27	0	0	147	23	0	12	0	0	35	0	286	286
15:30	8	108	0	0	0	116	0	0	0	0	0	0	0	127	34	0	0	161	48	0	14	0	0	62	0	339	339
15:45	12	103	0	0	0	115	0	0	0	0	0	0	0	144	29	0	0	173	39	0	11	0	0	50	0	338	338
Total	35	386	0	0	0	421	0	0	0	0	0	0	0	492	111	0	0	603	149	0	43	0	0	192	0	1216	1216
16:00	7	100	0	0	0	107	0	0	0	0	0	0	0	128	38	0	0	166	48	0	12	0	0	60	0	333	333
16:15	10	96	0	0	0	106	0	0	0	0	0	0	0	149	41	0	0	190	37	0	12	0	0	49	0	345	345
16:30	14	111	0	0	0	125	0	0	0	0	0	0	0	164	35	0	0	199	56	0	16	0	0	72	0	396	396
16:45	10	108	0	0	0	118	0	0	0	0	0	0	0	165	56	0	0	221	37	0	14	0	0	51	0	390	390
Total	41	415	0	0	0	456	0	0	0	0	0	0	0	606	170	0	0	776	178	0	54	0	0	232	0	1464	1464
17:00	16	99	0	0	0	115	0	0	0	0	0	0	0	128	42	0	2	170	52	0	16	0	0	68	2	353	355
17:15	17	95	0	0	0	112	0	0	0	0	0	0	0	153	46	0	0	199	56	0	15	0	0	71	0	382	382
17:30	7	86	0	0	0	93	0	0	0	0	0	0	0	124	35	0	0	159	47	0	11	0	0	58	0	310	310
17:45	15	66	0	0	0	81	0	0	0	0	0	0	0	123	19	0	0	142	32	0	15	0	0	47	0	270	270
Total	55	346	0	0	0	401	0	0	0	0	0	0	0	528	142	0	2	670	187	0	57	0	0	244	2	1315	1317
18:00	16	85	0	0	0	101	0	0	0	0	0	0	0	85	34	0	0	119	44	0	18	0	0	62	0	282	282
18:15	14	61	0	0	0	75	0	0	0	0	0	0	0	77	30	0	0	107	48	0	17	0	0	65	0	247	247
18:30	11	67	0	0	0	78	0	0	0	0	0	0	0	74	21	0	0	95	28	0	10	0	0	38	0	211	211
18:45	9	80	0	0	0	89	0	0	0	0	0	0	0	67	27	1	0	95	24	0	10	0	0	34	0	218	218
Total	50	293	0	0	0	343	0	0	0	0	0	0	0	303	112	1	0	416	144	0	55	0	0	199	0	958	958



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2246-t  
 Site Code :  
 Start Date : 08/02/2022  
 Page No : 4

Weather: Hot & Sunny  
 CountCAM 3  
 Study Conducted by: Kevin

Groups Printed- Cars + - Trucks

Start Time	CSAH 17 (Lexington Ave) Southbound						N/A Westbound						CSAH 17 (Lexington Ave) Northbound						CSAH 52 (Lovell Rd) 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	8	53	0	0	0	61	0	0	0	0	0	0	0	65	18	0	0	83	25	0	5	0	0	30	0	174	174
19:15	9	64	0	0	0	73	0	0	0	0	0	0	0	73	18	0	0	91	35	0	4	0	0	39	0	203	203
19:30	7	64	0	0	0	71	0	0	0	0	0	0	0	65	24	0	0	89	32	0	6	0	0	38	0	198	198
19:45	10	70	0	0	0	80	0	0	0	0	0	0	0	47	16	0	0	63	23	0	4	0	0	27	0	170	170
<b>Total</b>	<b>34</b>	<b>251</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>285</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>326</b>	<b>115</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>134</b>	<b>0</b>	<b>745</b>	<b>745</b>
20:00	8	60	0	0	0	68	0	0	0	0	0	0	0	54	15	0	0	69	21	0	14	0	0	35	0	172	172
20:15	8	59	0	0	0	67	0	0	0	0	0	0	0	67	10	0	0	77	24	0	7	0	0	31	0	175	175
20:30	3	44	0	0	1	47	0	0	0	0	0	0	0	41	12	0	0	53	21	0	4	0	1	25	2	125	127
20:45	5	47	0	0	0	52	0	0	0	0	0	0	0	37	8	0	0	45	22	0	9	0	0	31	0	128	128
<b>Total</b>	<b>24</b>	<b>210</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>234</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>199</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>244</b>	<b>88</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>1</b>	<b>122</b>	<b>2</b>	<b>600</b>	<b>602</b>
21:00	4	38	0	0	0	42	0	0	0	0	0	0	0	42	17	0	0	59	15	0	10	0	0	25	0	126	126
21:15	7	32	0	0	0	39	0	0	0	0	0	0	0	46	10	0	0	56	19	0	2	0	0	21	0	116	116
21:30	6	26	0	0	0	32	0	0	0	0	0	0	0	35	18	0	0	53	21	0	6	0	0	27	0	112	112
21:45	1	22	0	0	0	23	0	0	0	0	0	0	0	27	8	0	0	35	15	0	5	0	0	20	0	78	78
<b>Total</b>	<b>18</b>	<b>118</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>136</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>203</b>	<b>70</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>432</b>	<b>432</b>
22:00	5	30	0	0	0	35	0	0	0	0	0	0	0	34	3	0	0	37	12	0	3	0	0	15	0	87	87
22:15	1	15	0	0	0	16	0	0	0	0	0	0	0	21	4	0	0	25	5	0	2	0	0	7	0	48	48
22:30	4	13	0	0	0	17	0	0	0	0	0	0	0	23	4	0	0	27	6	0	3	0	0	9	0	53	53
22:45	0	8	0	0	0	8	0	0	0	0	0	0	0	20	2	0	0	22	5	0	1	0	0	6	0	36	36
<b>Total</b>	<b>10</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>111</b>	<b>28</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>224</b>	<b>224</b>
23:00	2	13	0	0	0	15	0	0	0	0	0	0	0	19	2	1	0	22	5	0	1	0	0	6	0	43	43
23:15	2	8	0	0	0	10	0	0	0	0	0	0	0	13	1	0	0	14	3	0	1	0	0	4	0	28	28
23:30	4	14	0	0	0	18	0	0	0	0	0	0	0	11	3	0	0	14	3	0	2	0	0	5	0	37	37
23:45	2	8	0	0	0	10	0	0	0	0	0	0	0	12	1	0	0	13	1	0	0	0	0	1	0	24	24
<b>Total</b>	<b>10</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>132</b>	<b>132</b>
<b>Grand Total</b>	<b>641</b>	<b>5137</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>5778</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5264</b>	<b>1622</b>	<b>4</b>	<b>4</b>	<b>6890</b>	<b>1936</b>	<b>0</b>	<b>596</b>	<b>1</b>	<b>2</b>	<b>2533</b>	<b>12</b>	<b>15201</b>	<b>15213</b>
<b>Apprch %</b>	<b>11.1</b>	<b>88.9</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>76.4</b>	<b>23.5</b>	<b>0.1</b>	<b>0</b>	<b>0</b>	<b>76.4</b>	<b>0</b>	<b>23.5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>99.9</b>	<b>0</b>
<b>Total %</b>	<b>4.2</b>	<b>33.8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34.6</b>	<b>10.7</b>	<b>0</b>	<b>0</b>	<b>45.3</b>	<b>12.7</b>	<b>0</b>	<b>3.9</b>	<b>0</b>	<b>0</b>	<b>16.7</b>	<b>0.1</b>	<b>99.9</b>	<b>0</b>
<b>Cars +</b>	<b>627</b>	<b>5063</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5696</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5195</b>	<b>1561</b>	<b>4</b>	<b>0</b>	<b>6764</b>	<b>1895</b>	<b>0</b>	<b>578</b>	<b>1</b>	<b>0</b>	<b>2476</b>	<b>0</b>	<b>0</b>	<b>14936</b>
<b>% Cars +</b>	<b>97.8</b>	<b>98.6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>98.5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>98.7</b>	<b>96.2</b>	<b>100</b>	<b>100</b>	<b>98.1</b>	<b>97.9</b>	<b>0</b>	<b>97</b>	<b>100</b>	<b>100</b>	<b>97.7</b>	<b>0</b>	<b>0</b>	<b>98.2</b>
<b>Trucks</b>	<b>14</b>	<b>74</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>130</b>	<b>41</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>277</b>
<b>% Trucks</b>	<b>2.2</b>	<b>1.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1.5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1.3</b>	<b>3.8</b>	<b>0</b>	<b>0</b>	<b>1.9</b>	<b>2.1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>0</b>	<b>0</b>	<b>1.8</b>





# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2246-t  
 Site Code :  
 Start Date : 08/02/2022  
 Page No : 5

Weather: Hot & Sunny  
 CountCAM 3  
 Study Conducted by: Kevin

Start Time	CSAH 17 (Lexington Ave) Southbound					N/A Westbound					CSAH 17 (Lexington Ave) Northbound					CSAH 52 (Lovell Rd) Eastbound					Int. Total
	Right	Thru	Left	UTrn	App. Total	Right	Thru	Left	UTrn	App. Total	Right	Thru	Left	UTrn	App. Total	Right	Thru	Left	UTrn	App. Total	
Peak Hour Analysis From 00:00 to 09:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30																					
08:30	11	83	0	0	94	0	0	0	0	0	0	54	22	0	76	26	0	9	0	35	205
08:45	9	61	0	0	70	0	0	0	0	0	0	60	29	0	89	31	0	3	0	34	193
09:00	6	55	0	0	61	0	0	0	0	0	0	70	32	0	102	17	0	12	0	29	192
09:15	11	67	0	0	78	0	0	0	0	0	0	61	20	0	81	21	0	9	0	30	189
Total Volume	37	266	0	0	303	0	0	0	0	0	0	245	103	0	348	95	0	33	0	128	779
% App. Total	12.2	87.8	0	0		0	0	0	0	0	0	70.4	29.6	0		74.2	0	25.8	0		
PHF	.841	.801	.000	.000	.806	.000	.000	.000	.000	.000	.000	.875	.805	.000	.853	.766	.000	.688	.000	.914	.950

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:15																					
11:15	17	93	0	0	110	0	0	0	0	0	0	87	33	0	120	35	0	16	0	51	281
11:30	21	85	0	0	106	0	0	0	0	0	0	100	29	0	129	31	0	9	0	40	275
11:45	13	92	0	0	105	0	0	0	0	0	0	74	22	0	96	27	0	10	0	37	238
12:00	7	93	0	0	100	0	0	0	0	0	0	97	35	0	132	32	0	10	0	42	274
Total Volume	58	363	0	0	421	0	0	0	0	0	0	358	119	0	477	125	0	45	0	170	1068
% App. Total	13.8	86.2	0	0		0	0	0	0	0	0	75.1	24.9	0		73.5	0	26.5	0		
PHF	.690	.976	.000	.000	.957	.000	.000	.000	.000	.000	.000	.895	.850	.000	.903	.893	.000	.703	.000	.833	.950

Peak Hour Analysis From 14:00 to 23:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	14	111	0	0	125	0	0	0	0	0	0	164	35	0	199	56	0	16	0	72	396
16:45	10	108	0	0	118	0	0	0	0	0	0	165	56	0	221	37	0	14	0	51	390
17:00	16	99	0	0	115	0	0	0	0	0	0	128	42	0	170	52	0	16	0	68	353
17:15	17	95	0	0	112	0	0	0	0	0	0	153	46	0	199	56	0	15	0	71	382
Total Volume	57	413	0	0	470	0	0	0	0	0	0	610	179	0	789	201	0	61	0	262	1521
% App. Total	12.1	87.9	0	0		0	0	0	0	0	0	77.3	22.7	0		76.7	0	23.3	0		
PHF	.838	.930	.000	.000	.940	.000	.000	.000	.000	.000	.000	.924	.799	.000	.893	.897	.000	.953	.000	.910	.960



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2246-t  
 Site Code :  
 Start Date : 08/02/2022  
 Page No : 1

Weather: Hot & Sunny  
 CountCAM 3  
 Study Conducted by: Kevin

Groups Printed- Trucks

Start Time	CSAH 17 (Lexington Ave) Southbound					N/A Westbound					CSAH 17 (Lexington Ave) Northbound					CSAH 52 (Lovell Rd) 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	1	0	1	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
00:30	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
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	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
01:15	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
01:45	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
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
02:30	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	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
03:00	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
03:30	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	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:00	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
04:30	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
Total	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	1	0	0	0	1	1
05:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
06:00	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
06:15	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	4	0	0	4	0	0	0	0	0	0	1	1	0	2	2	0	0	0	2	8
07:00	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
07:15	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	8
07:30	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
07:45	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	5
Total	0	6	0	0	6	0	0	0	0	0	0	6	2	0	8	3	0	0	0	3	17
08:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
08:15	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	1	0	0	0	1	6
08:30	0	4	0	0	4	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	7
08:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2	4
Total	0	6	0	0	6	0	0	0	0	0	0	6	3	0	9	3	0	1	0	4	19
09:00	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	5



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2246-t  
 Site Code :  
 Start Date : 08/02/2022  
 Page No : 2

Weather: Hot & Sunny  
 CountCAM 3  
 Study Conducted by: Kevin

Groups Printed- Trucks

Start Time	CSAH 17 (Lexington Ave) Southbound					N/A Westbound					CSAH 17 (Lexington Ave) Northbound					CSAH 52 (Lovell Rd) 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	0	0	3	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	7
09:30	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	0	0	1	0	1	7
09:45	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	3
Total	0	5	0	0	5	0	0	0	0	0	0	8	6	0	14	1	0	2	0	3	22
10:00	2	0	0	0	2	0	0	0	0	0	0	0	3	0	3	2	0	0	0	2	7
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
10:30	0	2	0	0	2	0	0	0	0	0	0	2	2	0	4	2	0	1	0	3	9
10:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	1	0	2	0	3	6
Total	2	2	0	0	4	0	0	0	0	0	0	5	5	0	10	6	0	4	0	10	24
11:00	1	4	0	0	5	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	7
11:15	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
11:30	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	6
11:45	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	3	10	0	0	13	0	0	0	0	0	0	4	0	0	4	3	0	0	0	3	20
12:00	2	1	0	0	3	0	0	0	0	0	0	2	3	0	5	1	0	0	0	1	9
12:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
12:30	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
12:45	0	2	0	0	2	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	6
Total	2	6	0	0	8	0	0	0	0	0	0	5	5	0	10	2	0	0	0	2	20
13:00	0	3	0	0	3	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	7
13:15	0	2	0	0	2	0	0	0	0	0	0	3	2	0	5	1	0	0	0	1	8
13:30	1	2	0	0	3	0	0	0	0	0	0	3	3	0	6	2	0	2	0	4	13
13:45	0	1	0	0	1	0	0	0	0	0	0	3	5	0	8	2	0	1	0	3	12
Total	1	8	0	0	9	0	0	0	0	0	0	11	12	0	23	5	0	3	0	8	40
14:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	0	1	0	4	5
14:15	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	0	0	1	0	1	5
14:30	2	1	0	0	3	0	0	0	0	0	0	3	3	0	6	0	0	0	0	0	9
14:45	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	2	0	0	0	2	6
Total	2	3	0	0	5	0	0	0	0	0	0	6	7	0	13	5	0	2	0	7	25
15:00	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	3
15:15	1	3	0	0	4	0	0	0	0	0	0	1	2	0	3	3	0	0	0	3	10
15:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
15:45	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	7
Total	1	8	0	0	9	0	0	0	0	0	0	2	4	0	6	5	0	2	0	7	22
16:00	0	2	0	0	2	0	0	0	0	0	0	0	3	0	3	2	0	0	0	2	7
16:15	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
16:30	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	7
16:45	1	2	0	0	3	0	0	0	0	0	0	0	3	0	3	1	0	0	0	1	7
Total	3	5	0	0	8	0	0	0	0	0	0	4	7	0	11	4	0	0	0	4	23
17:00	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	4
17:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	0	0	0	0	2	3	0	5	1	0	0	0	1	9
18:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	5



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2246-t  
 Site Code :  
 Start Date : 08/02/2022  
 Page No : 3

Weather: Hot & Sunny  
 CountCAM 3  
 Study Conducted by: Kevin

Groups Printed- Trucks

Start Time	CSAH 17 (Lexington Ave) Southbound					N/A Westbound					CSAH 17 (Lexington Ave) Northbound					CSAH 52 (Lovell Rd) 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
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0
19:45	0	1	0	0	1	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	1	2	0	3	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	2	0	2	6
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	3
Total	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	5
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	14	74	0	0	88	0	0	0	0	0	0	69	61	0	130	41	0	18	0	59	277
Apprch %	15.9	84.1	0	0		0	0	0	0		0	53.1	46.9	0		69.5	0	30.5	0		
Total %	5.1	26.7	0	0	31.8	0	0	0	0	0	0	24.9	22	0	46.9	14.8	0	6.5	0	21.3	

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 08/09/2022

## Signal Warrants - Summary

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### Major Street Approaches

Northbound: CSAH 17 (Lexington Ave)

Number of Lanes : 1

Total Approach Volume: 6,890

Southbound: CSAH 17 (Lexington Ave)

Number of Lanes : 1

Total Approach Volume: 5,778

### Minor Street Approaches

Eastbound: CSAH 52 (Lovell Rd)

Number of Lanes : 1

Total Approach Volume: 2,533

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### Warrant Summary (Rural Values Apply)

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

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

Required volumes reached for 14 hours, 8 are needed

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

Required volumes reached for 14 hours, 8 are needed

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

Required 1A volumes reached for 15 hours, 8 are needed

Required 1B volumes reached for 15 hours, 8 are needed

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

Number of hours (13) volumes exceed minimum >= minimum required (4).

Warrant 3 - Peak Hour.....Satisfied

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

Number of one hour periods (50) 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 : 08/09/2022

## 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

14 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**

#### 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	
	<b>CSAH 17 (Lexington Ave)</b>					<b>CSAH 52 (Lovell Rd)</b>		
16:15 - 17:15	780	+	464	=	1244	240	0	Yes
15:15 - 16:15	647	+	442	=	1089	207	0	Yes
17:15 - 18:15	619	+	387	=	1006	238	0	Yes
11:15 - 12:15	477	+	421	=	898	170	0	Yes
14:15 - 15:15	521	+	339	=	860	157	0	Yes
12:15 - 13:15	465	+	393	=	858	169	0	Yes
13:15 - 14:15	468	+	387	=	855	176	0	Yes
10:15 - 11:15	400	+	344	=	744	149	0	Yes
18:15 - 19:15	380	+	303	=	683	167	0	Yes
09:15 - 10:15	329	+	312	=	641	129	0	Yes
08:15 - 09:15	337	+	301	=	638	127	0	Yes
07:15 - 08:15	252	+	356	=	608	113	0	Yes
19:15 - 20:15	312	+	292	=	604	139	0	Yes
20:15 - 21:15	234	+	208	=	442	112	0	Yes
07:00 - 08:00	238	+	351	=	589	98	0	No
06:45 - 07:45	214	+	355	=	569	79	0	No
06:30 - 07:30	192	+	339	=	531	65	0	No
06:15 - 07:15	184	+	310	=	494	58	0	No
06:00 - 07:00	164	+	289	=	453	56	0	No
05:45 - 06:45	142	+	251	=	393	50	0	No
05:30 - 06:30	118	+	211	=	329	37	0	No
21:15 - 22:15	181	+	129	=	310	83	0	No
21:30 - 22:30	150	+	106	=	256	69	0	No
05:15 - 06:15	81	+	165	=	246	28	0	No
21:45 - 22:45	124		91		215	51	0	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 08/09/2022

## 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

14 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**

#### 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 17 (Lexington Ave)</b>					<b>CSAH 52 (Lovell Rd)</b>		
16:30 - 17:30	789	+	470	=	1259	262	0	Yes
15:30 - 16:30	690	+	444	=	1134	221	0	Yes
14:30 - 15:30	550	+	354	=	904	156	0	Yes
12:30 - 13:30	497	+	392	=	889	160	0	Yes
17:30 - 18:30	527	+	350	=	877	232	0	Yes
11:30 - 12:30	458	+	414	=	872	170	0	Yes
13:30 - 14:30	453	+	374	=	827	170	0	Yes
10:30 - 11:30	434	+	372	=	806	170	0	Yes
18:30 - 19:30	364	+	301	=	665	141	0	Yes
08:30 - 09:30	348	+	303	=	651	128	0	Yes
09:30 - 10:30	334	+	316	=	650	129	0	Yes
07:30 - 08:30	269	+	329	=	598	121	0	Yes
19:30 - 20:30	298	+	286	=	584	131	0	Yes
06:30 - 07:30	192	+	339	=	531	65	0	Yes
06:15 - 07:15	184	+	310	=	494	58	0	No
06:00 - 07:00	164	+	289	=	453	56	0	No
20:30 - 21:30	213	+	180	=	393	102	0	No
05:45 - 06:45	142	+	251	=	393	50	0	No
20:45 - 21:45	213	+	165	=	378	104	0	No
21:00 - 22:00	203	+	136	=	339	93	0	No
05:30 - 06:30	118	+	211	=	329	37	0	No
21:15 - 22:15	181	+	129	=	310	83	0	No
21:30 - 22:30	150	+	106	=	256	69	0	No
05:15 - 06:15	81	+	165	=	246	28	0	No
21:45 - 22:45	124		91		215	51	0	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 08/09/2022

## 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

15 hours meet 1A minimums.  
15 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 17 (Lexington Ave)

#### Minor Road CSAH 52 (Lovell Rd)

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
16:00 - 17:00	776	+	456	=	1232	232	0	Yes
17:00 - 18:00	670	+	401	=	1071	244	0	Yes
15:00 - 16:00	603	+	421	=	1024	192	0	Yes
13:00 - 14:00	486	+	392	=	878	166	0	Yes
12:00 - 13:00	462	+	400	=	862	180	0	Yes
11:00 - 12:00	447	+	415	=	862	167	0	Yes
14:00 - 15:00	516	+	341	=	857	153	0	Yes
18:00 - 19:00	416	+	343	=	759	199	0	Yes
10:00 - 11:00	386	+	331	=	717	153	0	Yes
09:00 - 10:00	343	+	292	=	635	115	0	Yes
08:00 - 09:00	298	+	322	=	620	123	0	Yes
19:00 - 20:00	326	+	285	=	611	134	0	Yes

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
16:00 - 17:00	776	+	456	=	1232	232	0	Yes
17:00 - 18:00	670	+	401	=	1071	244	0	Yes
15:00 - 16:00	603	+	421	=	1024	192	0	Yes
13:00 - 14:00	486	+	392	=	878	166	0	Yes
12:00 - 13:00	462	+	400	=	862	180	0	Yes
11:00 - 12:00	447	+	415	=	862	167	0	Yes
14:00 - 15:00	516	+	341	=	857	153	0	Yes
18:00 - 19:00	416	+	343	=	759	199	0	Yes
10:00 - 11:00	386	+	331	=	717	153	0	Yes
09:00 - 10:00	343	+	292	=	635	115	0	Yes
08:00 - 09:00	298	+	322	=	620	123	0	Yes
19:00 - 20:00	326	+	285	=	611	134	0	Yes



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 08/09/2022

## 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.

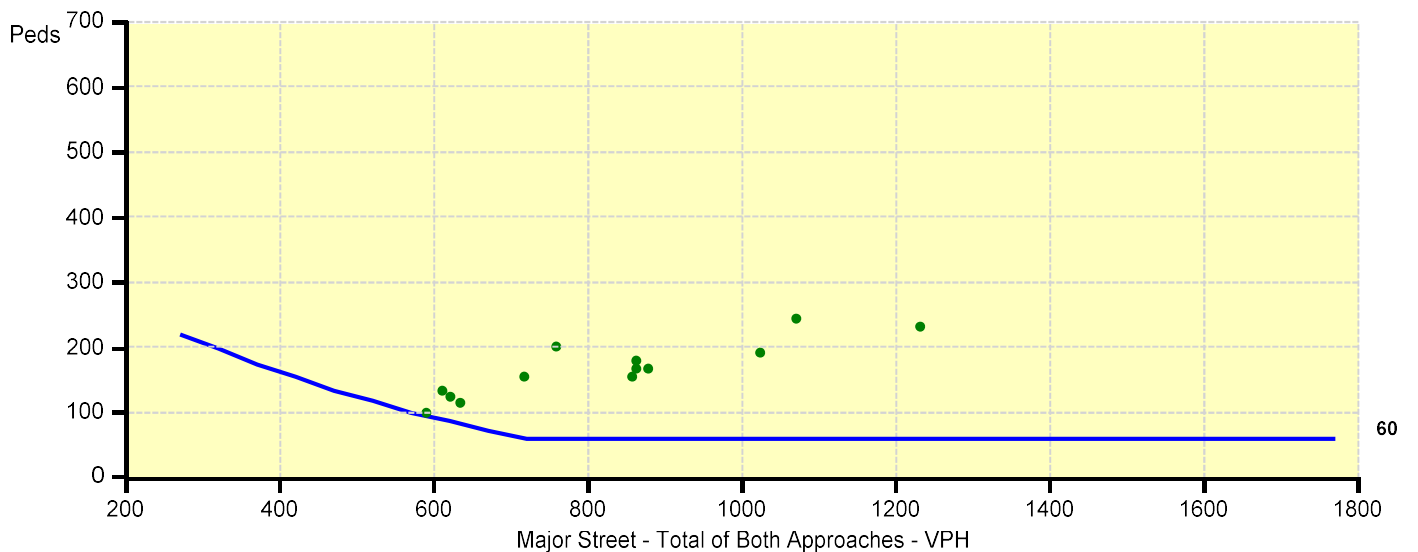
#### Summary

13 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 17 (Lexington Ave)					Minor Road CSAH 52 (Lovell Rd)		Met?
	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	
16:00 - 17:00	776	+	456	=	1232	232	0	Yes
17:00 - 18:00	670	+	401	=	1071	244	0	Yes
15:00 - 16:00	603	+	421	=	1024	192	0	Yes
13:00 - 14:00	486	+	392	=	878	166	0	Yes
12:00 - 13:00	462	+	400	=	862	180	0	Yes
11:00 - 12:00	447	+	415	=	862	167	0	Yes
14:00 - 15:00	516	+	341	=	857	153	0	Yes
18:00 - 19:00	416	+	343	=	759	199	0	Yes
10:00 - 11:00	386	+	331	=	717	153	0	Yes
09:00 - 10:00	343	+	292	=	635	115	0	Yes
08:00 - 09:00	298	+	322	=	620	123	0	Yes
19:00 - 20:00	326		285		611	134	0	Yes



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 08/09/2022

## 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

34 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 17 (Lexington Ave)					Minor Road CSAH 52 (Lovell Rd)		Met?
	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	
16:30 - 17:30	789	+	470	=	1259	262	0	Yes
16:15 - 17:15	780	+	464	=	1244	240	0	Yes
16:00 - 17:00	776	+	456	=	1232	232	0	Yes
16:45 - 17:45	749	+	438	=	1187	248	0	Yes
15:45 - 16:45	728	+	453	=	1181	231	0	Yes
15:30 - 16:30	690	+	444	=	1134	221	0	Yes
15:15 - 16:15	647	+	442	=	1089	207	0	Yes
17:00 - 18:00	670	+	401	=	1071	244	0	Yes
15:00 - 16:00	603	+	421	=	1024	192	0	Yes
17:15 - 18:15	619	+	387	=	1006	238	0	Yes
14:45 - 15:45	575	+	394	=	969	177	0	Yes
14:30 - 15:30	550		354		904	156	0	Yes

