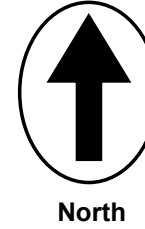
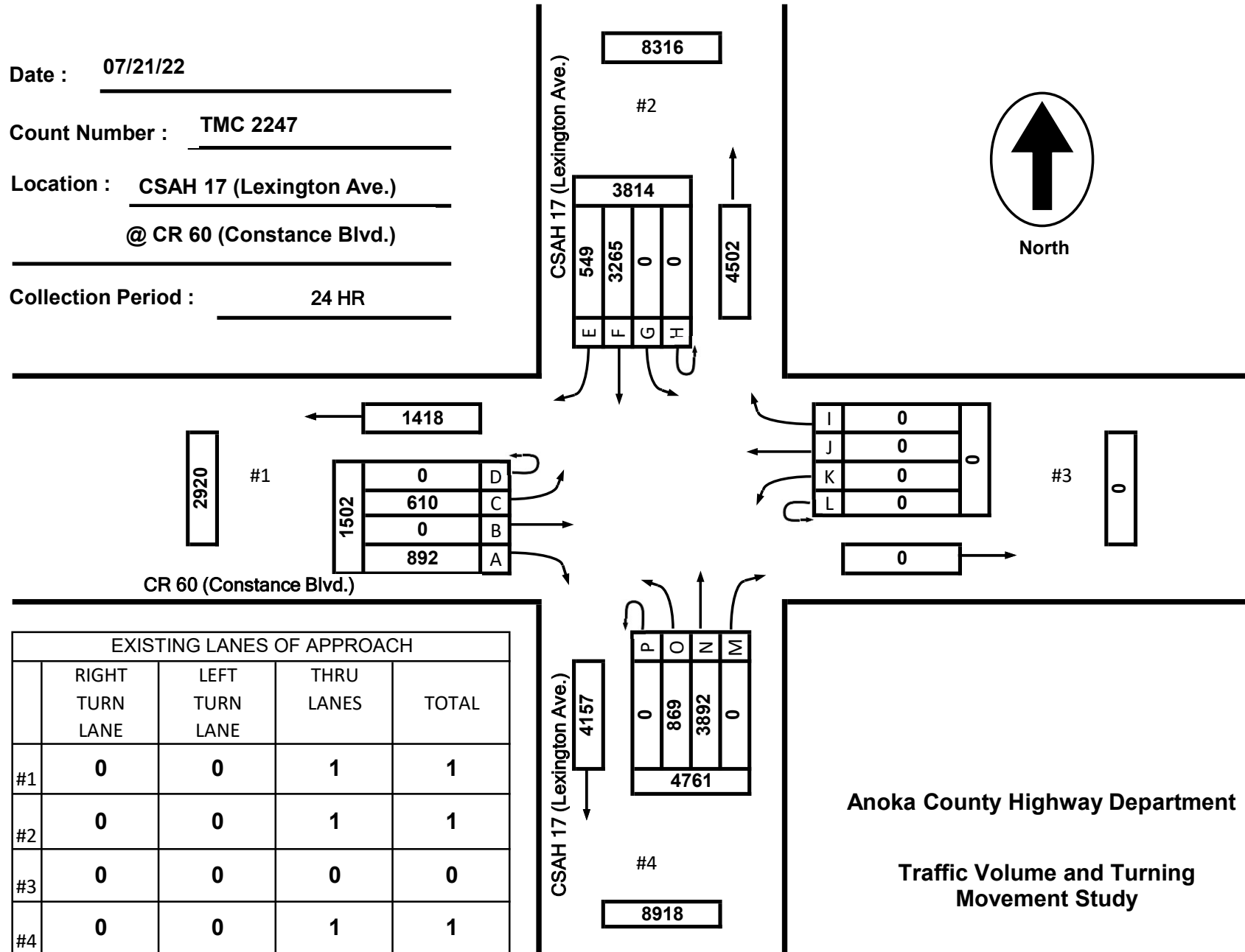


Date : 07/21/22

Count Number : TMC 2247

Location : CSAH 17 (Lexington Ave.)  
@ CR 60 (Constance Blvd.)

Collection Period : 24 HR



Anoka County Highway Department

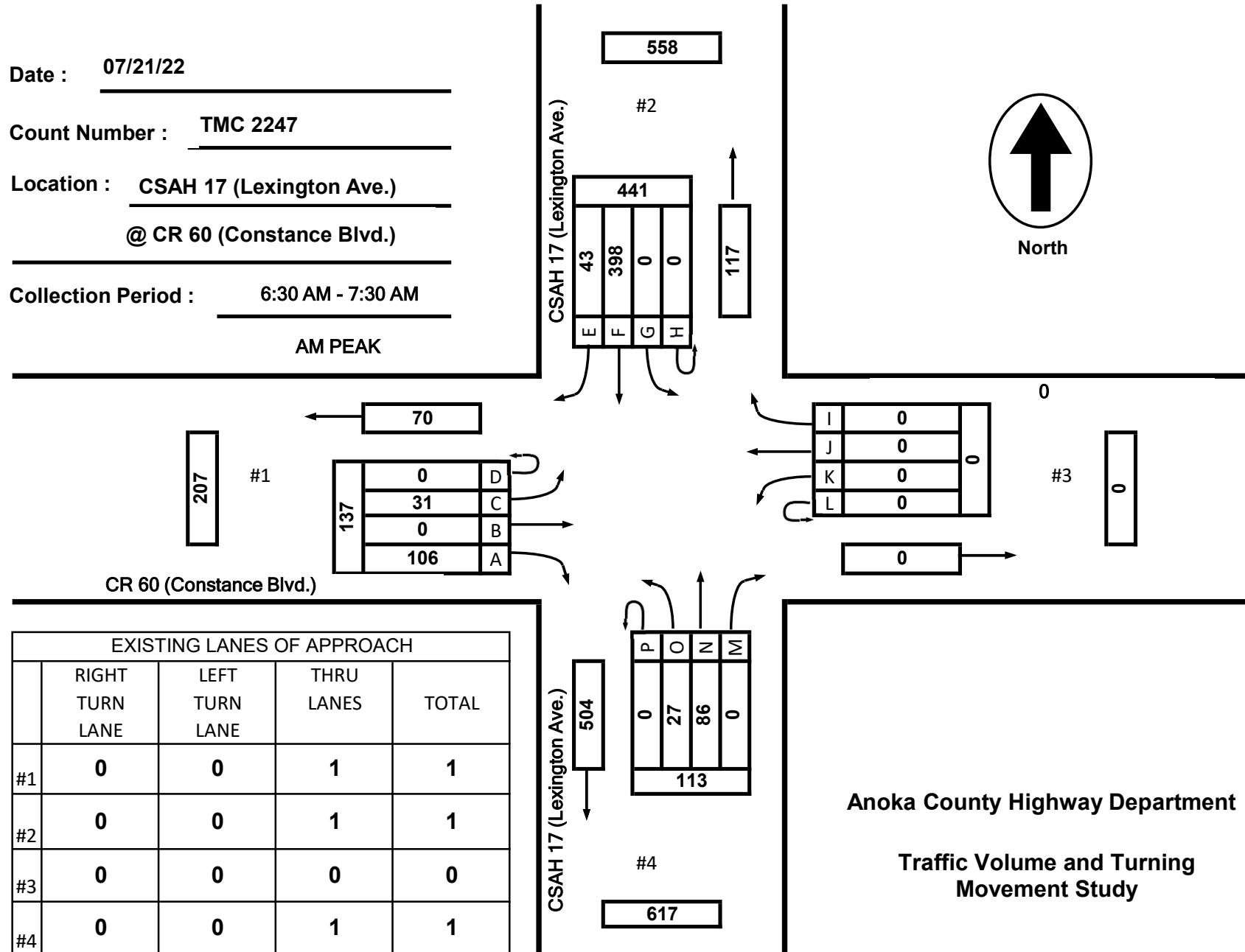
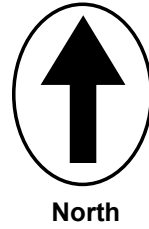
Traffic Volume and Turning Movement Study

Date : 07/21/22

Count Number : TMC 2247

Location : CSAH 17 (Lexington Ave.)  
@ CR 60 (Constance Blvd.)

Collection Period : 6:30 AM - 7:30 AM  
**AM PEAK**



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

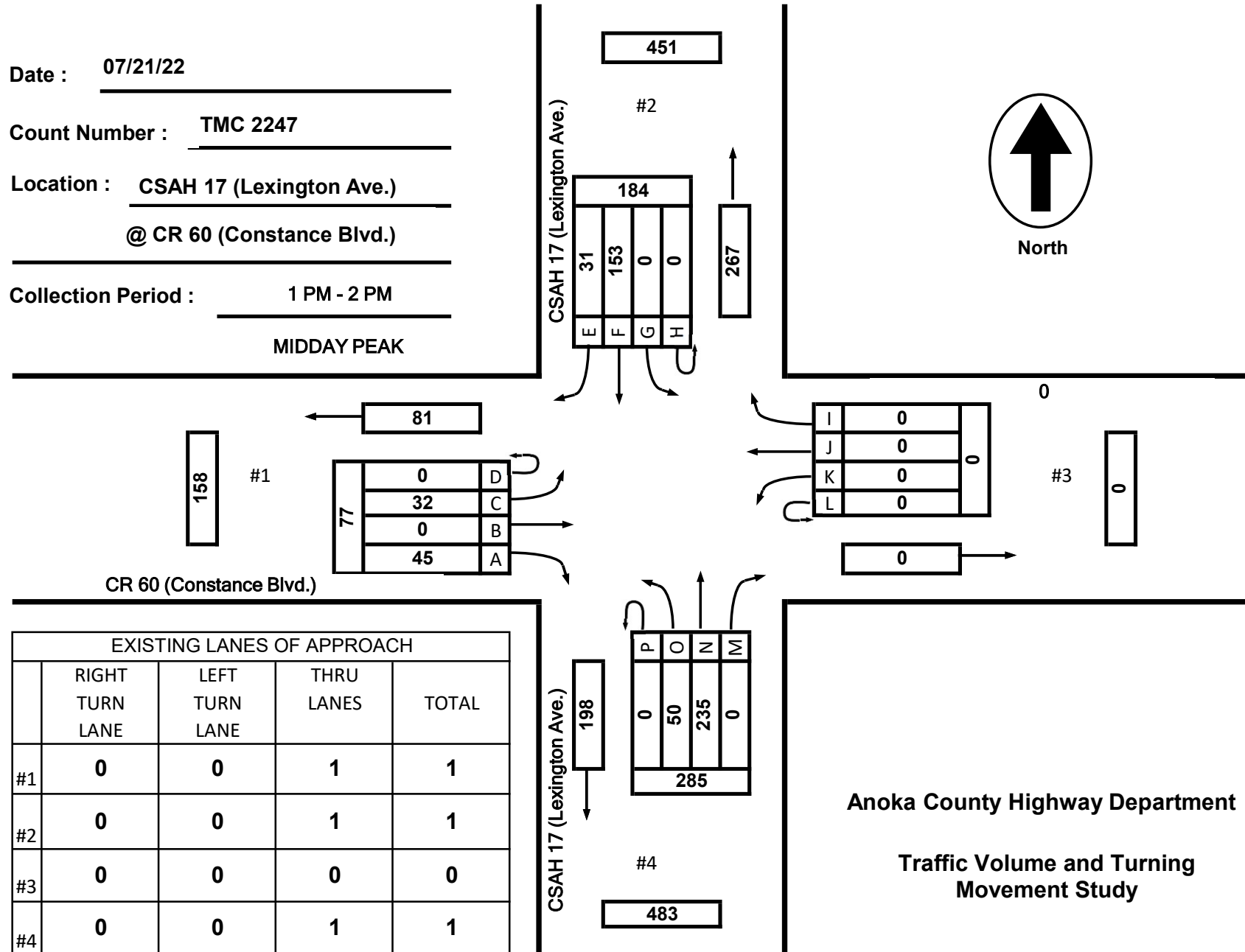
Anoka County Highway Department  
**Traffic Volume and Turning Movement Study**

Date : 07/21/22

Count Number : TMC 2247

Location : CSAH 17 (Lexington Ave.)  
@ CR 60 (Constance Blvd.)

Collection Period : 1 PM - 2 PM  
**MIDDAY PEAK**



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

Anoka County Highway Department

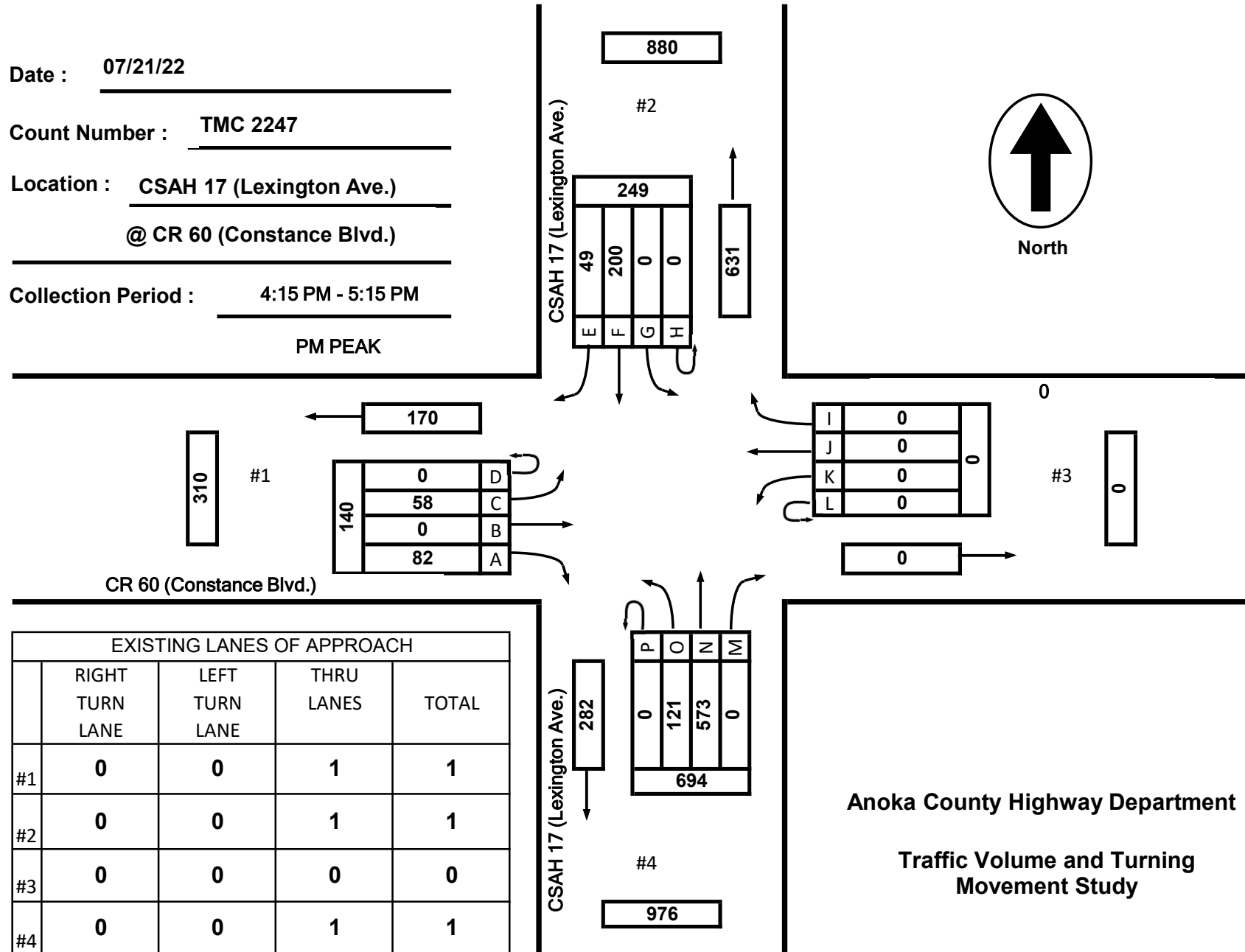
Traffic Volume and Turning Movement Study

Date : 07/21/22

Count Number : TMC 2247

Location : CSAH 17 (Lexington Ave.)  
@ CR 60 (Constance Blvd.)

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



EXISTING LANES OF APPROACH				
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	TOTAL
#1	0	0	1	1
#2	0	0	1	1
#3	0	0	0	0
#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 2247  
 Site Code :  
 Start Date : 07/21/2022  
 Page No : 1

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

Groups Printed- Cars + - Trucks

Start Time	CSAH 17 (Lexington Ave.) Southbound						Westbound						CSAH 17 (Lexington Ave.) Northbound						CR 60 (Constance Blvd.) 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	1	0	0	0	1	0	0	0	0	0	0	0	2	1	0	0	3	0	0	2	0	0	2	0	6	6
00:15	0	3	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	5	1	0	1	0	0	2	0	10	10
00:30	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	4	4
00:45	1	2	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	1	0	6	6
<b>Total</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</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>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>26</b>	<b>26</b>
01:00	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	2	0	0	0	0	2	0	6	6
01:15	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	3	3
01:30	1	1	0	0	0	2	0	0	0	0	0	0	0	2	1	0	0	3	0	0	1	0	0	1	0	6	6
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	3	3
<b>Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>18</b>
02:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3	3
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	2	0	0	2	0	5	5
02:30	0	2	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	8	8
02:45	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
<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>11</b>	<b>0</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>18</b>	<b>18</b>
03:00	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
03:15	0	4	0	0	0	4	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	7	7
03:30	1	7	0	0	0	8	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	9	9
03:45	2	6	0	0	0	8	0	0	0	0	0	0	0	4	0	0	0	4	2	0	0	0	0	2	0	14	14
<b>Total</b>	<b>3</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>35</b>
04:00	0	10	0	0	0	10	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	11	11
04:15	2	15	0	0	0	17	0	0	0	0	0	0	0	4	0	0	0	4	6	0	0	0	0	6	0	27	27
04:30	1	26	0	0	0	27	0	0	0	0	0	0	0	3	1	0	0	4	4	0	0	0	0	4	0	35	35
04:45	3	29	0	0	0	32	0	0	0	0	0	0	0	1	1	0	0	2	4	0	4	0	0	8	0	42	42
<b>Total</b>	<b>6</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>86</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>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>115</b>	<b>115</b>
05:00	3	46	0	0	0	49	0	0	0	0	0	0	0	4	1	0	0	5	6	0	0	0	0	6	0	60	60
05:15	1	54	0	0	0	55	0	0	0	0	0	0	0	7	1	0	0	8	9	0	2	0	0	11	0	74	74
05:30	7	90	0	0	0	97	0	0	0	0	0	0	0	11	1	0	0	12	8	0	4	0	0	12	0	121	121
05:45	5	73	0	0	0	78	0	0	0	0	0	0	0	7	2	0	0	9	13	0	7	0	0	20	0	107	107
<b>Total</b>	<b>16</b>	<b>263</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>279</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>36</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>362</b>	<b>362</b>



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2247  
 Site Code :  
 Start Date : 07/21/2022  
 Page No : 2

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

Groups Printed- Cars + - Trucks

Start Time	CSAH 17 (Lexington Ave.) Southbound						Westbound						CSAH 17 (Lexington Ave.) Northbound						CR 60 (Constance Blvd.) 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	9	80	0	0	0	89	0	0	0	0	0	0	0	9	2	0	0	11	14	0	1	0	0	15	0	115	115
06:15	10	91	0	0	0	101	0	0	0	0	0	0	0	12	3	0	0	15	12	0	8	0	0	20	0	136	136
06:30	10	114	0	0	0	124	0	0	0	0	0	0	0	22	7	0	0	29	26	0	8	0	0	34	0	187	187
06:45	10	97	0	0	0	107	0	0	0	0	0	0	0	23	8	0	0	31	12	0	5	0	0	17	0	155	155
Total	39	382	0	0	0	421	0	0	0	0	0	0	0	66	20	0	0	86	64	0	22	0	0	86	0	593	593
07:00	6	91	0	0	0	97	0	0	0	0	0	0	0	19	7	0	0	26	28	0	8	0	0	36	0	159	159
07:15	17	96	0	0	0	113	0	0	0	0	0	0	0	22	5	0	0	27	40	0	10	0	0	50	0	190	190
07:30	9	79	0	0	0	88	0	0	0	0	0	0	0	36	8	0	0	44	20	0	12	0	0	32	0	164	164
07:45	17	88	0	0	0	105	0	0	0	0	0	0	0	20	14	0	0	34	29	0	9	0	0	38	0	177	177
Total	49	354	0	0	0	403	0	0	0	0	0	0	0	97	34	0	0	131	117	0	39	0	0	156	0	690	690
08:00	7	67	0	0	0	74	0	0	0	0	0	0	0	15	6	0	0	21	28	0	7	0	0	35	0	130	130
08:15	6	59	0	0	0	65	0	0	0	0	0	0	0	34	8	0	0	42	19	0	10	0	0	29	0	136	136
08:30	11	64	0	0	0	75	0	0	0	0	0	0	0	43	7	0	0	50	17	0	7	0	0	24	0	149	149
08:45	11	38	0	0	0	49	0	0	0	0	0	0	0	37	8	0	0	45	9	0	8	0	0	17	0	111	111
Total	35	228	0	0	0	263	0	0	0	0	0	0	0	129	29	0	0	158	73	0	32	0	0	105	0	526	526
09:00	8	44	0	0	0	52	0	0	0	0	0	0	0	26	11	0	0	37	13	0	12	0	0	25	0	114	114
09:15	8	39	0	0	0	47	0	0	0	0	0	0	0	36	10	0	0	46	13	0	9	0	0	22	0	115	115
09:30	8	47	0	0	0	55	0	0	0	0	0	0	0	36	7	0	1	43	14	0	8	0	1	22	2	120	122
09:45	3	35	0	0	0	38	0	0	0	0	0	0	0	34	8	0	0	42	9	0	5	0	0	14	0	94	94
Total	27	165	0	0	0	192	0	0	0	0	0	0	0	132	36	0	1	168	49	0	34	0	1	83	2	443	445
10:00	5	54	0	0	0	59	0	0	0	0	0	0	0	24	4	0	0	28	14	0	4	0	0	18	0	105	105
10:15	10	28	0	0	0	38	0	0	0	0	0	0	0	35	11	0	0	46	12	0	6	0	0	18	0	102	102
10:30	11	40	0	0	0	51	0	0	0	0	0	0	0	33	8	0	0	41	6	0	9	0	0	15	0	107	107
10:45	7	33	0	0	0	40	0	0	0	0	0	0	0	31	9	0	0	40	8	0	9	0	0	17	0	97	97
Total	33	155	0	0	0	188	0	0	0	0	0	0	0	123	32	0	0	155	40	0	28	0	0	68	0	411	411
11:00	3	35	0	0	0	38	0	0	0	0	0	0	0	34	8	0	0	42	7	0	12	0	0	19	0	99	99
11:15	8	30	0	0	0	38	0	0	0	0	0	0	0	36	15	0	0	51	7	0	9	0	0	16	0	105	105
11:30	6	40	0	0	0	46	0	0	0	0	0	0	0	42	19	0	0	61	17	0	12	0	0	29	0	136	136
11:45	6	49	0	0	0	55	0	0	0	0	0	0	0	46	7	0	0	53	11	0	7	0	0	18	0	126	126
Total	23	154	0	0	0	177	0	0	0	0	0	0	0	158	49	0	0	207	42	0	40	0	0	82	0	466	466
12:00	8	29	0	0	0	37	0	0	0	0	0	0	0	42	10	0	0	52	10	0	9	0	0	19	0	108	108
12:15	9	47	0	0	0	56	0	0	0	0	0	0	0	54	16	0	0	70	15	0	12	0	0	27	0	153	153
12:30	7	36	0	0	0	43	0	0	0	0	0	0	0	52	7	0	0	59	6	0	7	0	0	13	0	115	115



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2247  
 Site Code :  
 Start Date : 07/21/2022  
 Page No : 3

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

Groups Printed- Cars + - Trucks

Start Time	CSAH 17 (Lexington Ave.) Southbound						Westbound						CSAH 17 (Lexington Ave.) Northbound						CR 60 (Constance Blvd.) 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	3	27	0	0	0	30	0	0	0	0	0	0	0	34	12	0	0	0	46	14	0	6	0	0	20	0	96	96
Total	27	139	0	0	0	166	0	0	0	0	0	0	0	182	45	0	0	0	227	45	0	34	0	0	79	0	472	472
13:00	5	37	0	0	0	42	0	0	0	0	0	0	0	61	6	0	0	0	67	12	0	8	0	0	20	0	129	129
13:15	10	35	0	0	0	45	0	0	0	0	0	0	0	44	14	0	0	0	58	15	0	9	0	0	24	0	127	127
13:30	5	42	0	0	0	47	0	0	0	0	0	0	0	57	17	0	0	0	74	8	0	7	0	0	15	0	136	136
13:45	11	39	0	0	0	50	0	0	0	0	0	0	0	73	13	0	0	0	86	10	0	8	0	0	18	0	154	154
Total	31	153	0	0	0	184	0	0	0	0	0	0	0	235	50	0	0	0	285	45	0	32	0	0	77	0	546	546
14:00	9	39	0	0	0	48	0	0	0	0	0	0	0	74	15	0	0	0	89	11	0	11	0	0	22	0	159	159
14:15	6	38	0	0	0	44	0	0	0	0	0	0	0	75	9	0	0	0	84	12	0	7	0	0	19	0	147	147
14:30	6	35	0	0	0	41	0	0	0	0	0	0	0	84	15	0	0	0	99	8	0	9	0	0	17	0	157	157
14:45	9	37	0	0	0	46	0	0	0	0	0	0	0	80	17	0	0	0	97	14	0	15	0	0	29	0	172	172
Total	30	149	0	0	0	179	0	0	0	0	0	0	0	313	56	0	0	0	369	45	0	42	0	0	87	0	635	635
15:00	9	38	0	0	0	47	0	0	0	0	0	0	0	103	12	0	0	0	115	7	0	14	0	0	21	0	183	183
15:15	10	36	0	0	0	46	0	0	0	0	0	0	0	115	26	0	0	0	141	13	0	9	0	0	22	0	209	209
15:30	15	43	0	0	0	58	0	0	0	0	0	0	0	109	22	0	0	0	131	8	0	12	0	0	20	0	209	209
15:45	11	37	0	0	0	48	0	0	0	0	0	0	0	142	26	0	0	0	168	11	0	13	0	0	24	0	240	240
Total	45	154	0	0	0	199	0	0	0	0	0	0	0	469	86	0	0	0	555	39	0	48	0	0	87	0	841	841
16:00	5	41	0	0	0	46	0	0	0	0	0	0	0	156	25	0	0	0	181	22	0	13	0	0	35	0	262	262
16:15	11	48	0	0	0	59	0	0	0	0	0	0	0	158	28	0	0	0	186	23	0	13	0	0	36	0	281	281
16:30	11	38	0	0	0	49	0	0	0	0	0	0	0	135	33	0	0	0	168	13	0	13	0	1	26	1	243	244
16:45	9	61	0	0	0	70	0	0	0	0	0	0	0	145	32	0	0	0	177	22	0	17	0	0	39	0	286	286
Total	36	188	0	0	0	224	0	0	0	0	0	0	0	594	118	0	0	0	712	80	0	56	0	1	136	1	1072	1073
17:00	18	53	0	0	0	71	0	0	0	0	0	0	0	135	28	0	0	0	163	24	0	15	0	0	39	0	273	273
17:15	9	48	0	0	0	57	0	0	0	0	0	0	0	132	31	0	0	0	163	13	0	18	0	0	31	0	251	251
17:30	10	40	0	0	0	50	0	0	0	0	0	0	0	136	23	0	0	0	159	18	0	13	0	0	31	0	240	240
17:45	9	37	0	0	0	46	0	0	0	0	0	0	0	100	19	0	0	0	119	17	0	14	0	0	31	0	196	196
Total	46	178	0	0	0	224	0	0	0	0	0	0	0	503	101	0	0	0	604	72	0	60	0	0	132	0	960	960
18:00	3	26	0	0	0	29	0	0	0	0	0	0	0	102	15	0	0	0	117	19	0	7	0	0	26	0	172	172
18:15	15	31	0	0	0	46	0	0	0	0	0	0	0	73	22	0	0	0	95	14	0	8	0	0	22	0	163	163
18:30	10	39	0	0	0	49	0	0	0	0	0	0	0	67	14	0	0	0	81	16	0	12	0	0	28	0	158	158
18:45	5	29	0	0	0	34	0	0	0	0	0	0	0	70	8	0	0	0	78	10	0	4	0	0	14	0	126	126
Total	33	125	0	0	0	158	0	0	0	0	0	0	0	312	59	0	0	0	371	59	0	31	0	0	90	0	619	619



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2247  
 Site Code :  
 Start Date : 07/21/2022  
 Page No : 4

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

Groups Printed- Cars + - Trucks

Start Time	CSAH 17 (Lexington Ave.) Southbound						Westbound						CSAH 17 (Lexington Ave.) Northbound						CR 60 (Constance Blvd.) 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	5	25	0	0	0	30	0	0	0	0	0	0	0	53	17	0	0	70	7	0	7	0	0	14	0	114	114
19:15	6	29	0	0	0	35	0	0	0	0	0	0	0	45	11	0	0	56	5	0	6	0	0	11	0	102	102
19:30	2	38	0	0	0	40	0	0	0	0	0	0	0	39	12	0	0	51	7	0	7	0	0	14	0	105	105
19:45	7	25	0	0	0	32	0	0	0	0	0	0	0	48	10	0	0	58	8	0	0	0	0	8	0	98	98
<b>Total</b>	<b>20</b>	<b>117</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>185</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>235</b>	<b>27</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>419</b>	<b>419</b>
20:00	7	27	0	0	0	34	0	0	0	0	0	0	0	34	15	0	0	49	5	0	12	0	0	17	0	100	100
20:15	3	34	0	0	0	37	0	0	0	0	0	0	0	39	3	0	0	42	2	0	10	0	0	12	0	91	91
20:30	3	30	0	0	1	33	0	0	0	0	0	0	0	37	8	0	0	45	6	0	10	0	0	16	1	94	95
20:45	5	24	0	0	0	29	0	0	0	0	0	0	0	32	10	0	0	42	3	0	3	0	0	6	0	77	77
<b>Total</b>	<b>18</b>	<b>115</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>133</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>142</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>178</b>	<b>16</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>1</b>	<b>362</b>	<b>363</b>
21:00	8	27	0	0	0	35	0	0	0	0	0	0	0	30	11	0	0	41	6	0	8	0	0	14	0	90	90
21:15	7	21	0	0	0	28	0	0	0	0	0	0	0	22	8	0	0	30	2	0	4	0	0	6	0	64	64
21:30	3	22	0	0	0	25	0	0	0	0	0	0	0	19	5	0	0	24	3	0	5	0	0	8	0	57	57
21:45	2	12	0	0	0	14	0	0	0	0	0	0	0	23	10	0	0	33	1	0	4	0	0	5	0	52	52
<b>Total</b>	<b>20</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>128</b>	<b>12</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>263</b>	<b>263</b>
22:00	4	12	0	0	0	16	0	0	0	0	0	0	0	19	2	0	0	21	2	0	3	0	0	5	0	42	42
22:15	0	10	0	0	0	10	0	0	0	0	0	0	0	12	3	0	0	15	1	0	1	0	0	2	0	27	27
22:30	2	5	0	0	0	7	0	0	0	0	0	0	0	14	5	0	0	19	1	0	4	0	0	5	0	31	31
22:45	1	4	0	0	0	5	0	0	0	0	0	0	0	8	4	0	0	12	1	0	2	0	0	3	0	20	20
<b>Total</b>	<b>7</b>	<b>31</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>53</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>120</b>	<b>120</b>
23:00	1	5	0	0	0	6	0	0	0	0	0	0	0	11	4	0	0	15	2	0	0	0	0	2	0	23	23
23:15	0	3	0	0	0	3	0	0	0	0	0	0	0	12	2	0	0	14	2	0	2	0	0	4	0	21	21
23:30	0	5	0	0	0	5	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	1	1	9	10
23:45	1	3	0	0	0	4	0	0	0	0	0	0	0	6	2	0	0	8	0	0	0	0	0	0	0	12	12
<b>Total</b>	<b>2</b>	<b>16</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>32</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>65</b>	<b>66</b>
<b>Grand Total</b>	<b>549</b>	<b>3265</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3814</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3892</b>	<b>869</b>	<b>0</b>	<b>1</b>	<b>4761</b>	<b>892</b>	<b>0</b>	<b>610</b>	<b>0</b>	<b>3</b>	<b>1502</b>	<b>5</b>	<b>10077</b>	<b>10082</b>
<b>Apprch %</b>	<b>14.4</b>	<b>85.6</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>81.7</b>	<b>18.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59.4</b>	<b>0</b>	<b>40.6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>
<b>Total %</b>	<b>5.4</b>	<b>32.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37.8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38.6</b>	<b>8.6</b>	<b>0</b>	<b>0</b>	<b>47.2</b>	<b>8.9</b>	<b>0</b>	<b>6.1</b>	<b>0</b>	<b>0</b>	<b>14.9</b>	<b>0</b>	<b>100</b>	<b>0</b>
<b>Cars +</b>	<b>515</b>	<b>3156</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3672</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3738</b>	<b>819</b>	<b>0</b>	<b>0</b>	<b>4558</b>	<b>837</b>	<b>0</b>	<b>577</b>	<b>0</b>	<b>0</b>	<b>1417</b>	<b>0</b>	<b>0</b>	<b>9647</b>
<b>% Cars +</b>	<b>93.8</b>	<b>96.7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>96.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>94.2</b>	<b>0</b>	<b>100</b>	<b>95.7</b>	<b>93.8</b>	<b>0</b>	<b>94.6</b>	<b>0</b>	<b>100</b>	<b>94.2</b>	<b>0</b>	<b>0</b>	<b>95.7</b>
<b>Trucks</b>	<b>34</b>	<b>109</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>143</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>154</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>204</b>	<b>55</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>435</b>
<b>% Trucks</b>	<b>6.2</b>	<b>3.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3.7</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>5.8</b>	<b>0</b>	<b>0</b>	<b>4.3</b>	<b>6.2</b>	<b>0</b>	<b>5.4</b>	<b>0</b>	<b>0</b>	<b>5.8</b>	<b>0</b>	<b>0</b>	<b>4.3</b>





# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2247  
 Site Code :  
 Start Date : 07/21/2022  
 Page No : 5

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

Start Time	CSAH 17 (Lexington Ave.) Southbound					Westbound					CSAH 17 (Lexington Ave.) Northbound					CR 60 (Constance Blvd.) 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 06:30																					
06:30	10	114	0	0	124	0	0	0	0	0	0	22	7	0	29	26	0	8	0	34	187
06:45	10	97	0	0	107	0	0	0	0	0	0	23	8	0	31	12	0	5	0	17	155
07:00	6	91	0	0	97	0	0	0	0	0	0	19	7	0	26	28	0	8	0	36	159
07:15	17	96	0	0	113	0	0	0	0	0	0	22	5	0	27	40	0	10	0	50	190
Total Volume	43	398	0	0	441	0	0	0	0	0	0	86	27	0	113	106	0	31	0	137	691
% App. Total	9.8	90.2	0	0		0	0	0	0	0	0	76.1	23.9	0		77.4	0	22.6	0		
PHF	.632	.873	.000	.000	.889	.000	.000	.000	.000	.000	.000	.935	.844	.000	.911	.663	.000	.775	.000	.685	.909
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:00																					
13:00	5	37	0	0	42	0	0	0	0	0	0	61	6	0	67	12	0	8	0	20	129
13:15	10	35	0	0	45	0	0	0	0	0	0	44	14	0	58	15	0	9	0	24	127
13:30	5	42	0	0	47	0	0	0	0	0	0	57	17	0	74	8	0	7	0	15	136
13:45	11	39	0	0	50	0	0	0	0	0	0	73	13	0	86	10	0	8	0	18	154
Total Volume	31	153	0	0	184	0	0	0	0	0	0	235	50	0	285	45	0	32	0	77	546
% App. Total	16.8	83.2	0	0		0	0	0	0	0	0	82.5	17.5	0		58.4	0	41.6	0		
PHF	.705	.911	.000	.000	.920	.000	.000	.000	.000	.000	.000	.805	.735	.000	.828	.750	.000	.889	.000	.802	.886
Peak Hour Analysis From 14:00 to 23:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	11	48	0	0	59	0	0	0	0	0	0	158	28	0	186	23	0	13	0	36	281
16:30	11	38	0	0	49	0	0	0	0	0	0	135	33	0	168	13	0	13	0	26	243
16:45	9	61	0	0	70	0	0	0	0	0	0	145	32	0	177	22	0	17	0	39	286
17:00	18	53	0	0	71	0	0	0	0	0	0	135	28	0	163	24	0	15	0	39	273
Total Volume	49	200	0	0	249	0	0	0	0	0	0	573	121	0	694	82	0	58	0	140	1083
% App. Total	19.7	80.3	0	0		0	0	0	0	0	0	82.6	17.4	0		58.6	0	41.4	0		
PHF	.681	.820	.000	.000	.877	.000	.000	.000	.000	.000	.000	.907	.917	.000	.933	.854	.000	.853	.000	.897	.947



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2247  
 Site Code :  
 Start Date : 07/21/2022  
 Page No : 1

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

Groups Printed- Trucks

Start Time	CSAH 17 (Lexington Ave.) Southbound					Westbound					CSAH 17 (Lexington Ave.) Northbound					CR 60 (Constance Blvd.) Eastbound					Int. Total	
	Right	Thru	Left	UTrn	App. Total	Right	Thru	Left	UTrn	App. Total	Right	Thru	Left	UTrn	App. Total	Right	Thru	Left	UTrn	App. Total		
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	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	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
06:15	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	3	0	0	3	7
06:30	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	1	0	3	0	4	10	
06:45	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	2	0	0	0	0	2	9
Total	0	14	0	0	14	0	0	0	0	0	0	4	0	0	4	4	0	6	0	10	28	
07:00	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	1	0	2	0	3	9	
07:15	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	8	
07:30	1	2	0	0	3	0	0	0	0	0	0	1	1	0	2	2	0	2	0	4	9	
07:45	1	5	0	0	6	0	0	0	0	0	0	1	1	0	2	1	0	0	0	1	9	
Total	2	15	0	0	17	0	0	0	0	0	0	5	2	0	7	7	0	4	0	11	35	
08:00	0	4	0	0	4	0	0	0	0	0	0	1	1	0	2	1	0	1	0	2	8	
08:15	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	1	0	2	0	3	8	
08:30	2	0	0	0	2	0	0	0	0	0	0	3	1	0	4	1	0	1	0	2	8	
08:45	0	3	0	0	3	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	7	
Total	2	10	0	0	12	0	0	0	0	0	0	8	3	0	11	3	0	5	0	8	31	
09:00	1	3	0	0	4	0	0	0	0	0	0	0	1	0	1	4	0	1	0	5	10	



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2247  
 Site Code :  
 Start Date : 07/21/2022  
 Page No : 2

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

Groups Printed- Trucks

Start Time	CSAH 17 (Lexington Ave.) Southbound					Westbound					CSAH 17 (Lexington Ave.) Northbound					CR 60 (Constance Blvd.) 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	2	0	0	3	0	0	0	0	0	0	3	0	0	3	2	0	1	0	3	9
09:30	0	3	0	0	3	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	9
09:45	1	0	0	0	1	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	6
<b>Total</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>34</b>
10:00	1	4	0	0	5	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	10
10:15	2	2	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
10:30	1	1	0	0	2	0	0	0	0	0	0	5	1	0	6	2	0	1	0	3	11
10:45	1	2	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	9
<b>Total</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>36</b>
11:00	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	8
11:15	0	4	0	0	4	0	0	0	0	0	0	4	2	0	6	1	0	1	0	2	12
11:30	1	0	0	0	1	0	0	0	0	0	0	2	3	0	5	0	0	1	0	1	7
11:45	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	3	0	1	0	4	8
<b>Total</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>35</b>
12:00	2	2	0	0	4	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	9
12:15	0	2	0	0	2	0	0	0	0	0	0	0	3	0	3	2	0	3	0	5	10
12:30	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	6
12:45	1	0	0	0	1	0	0	0	0	0	0	1	3	0	4	0	0	1	0	1	6
<b>Total</b>	<b>4</b>	<b>5</b>	<b>0</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>6</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>31</b>
13:00	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	9
13:15	1	1	0	0	2	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	7
13:30	0	2	0	0	2	0	0	0	0	0	0	12	1	0	13	1	0	0	0	1	16
13:45	1	5	0	0	6	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	12
<b>Total</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>44</b>
14:00	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
14:15	2	2	0	0	4	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	7
14:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	6
14:45	0	1	0	0	1	0	0	0	0	0	0	4	2	0	6	1	0	2	0	3	10
<b>Total</b>	<b>4</b>	<b>3</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>12</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>26</b>
15:00	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	4
15:15	0	2	0	0	2	0	0	0	0	0	0	3	3	0	6	1	0	0	0	1	9
15:30	4	5	0	0	9	0	0	0	0	0	0	1	2	0	3	2	0	0	0	2	14
15:45	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	0	0	1	0	1	6
<b>Total</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>33</b>
16:00	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	7
16:15	1	2	0	0	3	0	0	0	0	0	0	4	2	0	6	3	0	1	0	4	13
16:30	1	1	0	0	2	0	0	0	0	0	0	4	2	0	6	1	0	0	0	1	9
16:45	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	7
<b>Total</b>	<b>2</b>	<b>4</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>18</b>	<b>5</b>	<b>0</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>36</b>
17:00	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	5
17:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	5
17:30	0	0	0	0	0	0	0	0	0	0	0	3	2	0	5	2	0	0	0	2	7
17:45	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	4
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>21</b>
18:00	1	0	0	0	1	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	5
18:15	1	2	0	0	3	0	0	0	0	0	0	0	3	0	3	1	0	0	0	1	7
18:30	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	7
18:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>2</b>	<b>5</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>7</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>20</b>



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2247  
 Site Code :  
 Start Date : 07/21/2022  
 Page No : 3

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

Groups Printed- Trucks

Start Time	CSAH 17 (Lexington Ave.) Southbound					Westbound					CSAH 17 (Lexington Ave.) Northbound					CR 60 (Constance Blvd.) 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	5	0	0	5	1	0	0	0	0	1	6
19:15	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
<b>Total</b>	<b>1</b>	<b>2</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>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>12</b>
20:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
20:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
20:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
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>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>
21:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2
21:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	0	1
<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>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</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>4</b>
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>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>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>
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>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>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>Grand Total</b>	<b>34</b>	<b>109</b>	<b>0</b>	<b>0</b>	<b>143</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>154</b>	<b>50</b>	<b>0</b>	<b>204</b>	<b>55</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>88</b>	<b>435</b>	
<b>Apprch %</b>	<b>23.8</b>	<b>76.2</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>75.5</b>	<b>24.5</b>	<b>0</b>		<b>62.5</b>	<b>0</b>	<b>37.5</b>	<b>0</b>			
<b>Total %</b>	<b>7.8</b>	<b>25.1</b>	<b>0</b>	<b>0</b>	<b>32.9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35.4</b>	<b>11.5</b>	<b>0</b>	<b>46.9</b>	<b>12.6</b>	<b>0</b>	<b>7.6</b>	<b>0</b>	<b>20.2</b>		

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 07/21/2022

## Signal Warrants - Summary

---

### Major Street Approaches

Northbound: CSAH 17 (Lexington Ave.)

Number of Lanes : 1

Total Approach Volume: 4,761

Southbound: CSAH 17 (Lexington Ave.)

Number of Lanes : 1

Total Approach Volume: 3,814

### Minor Street Approaches

Eastbound: CR 60 (Constance Blvd.)

Number of Lanes : 1

Total Approach Volume: 1,502

---

### 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 6 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 10 hours, 8 are needed

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

Number of hours (6) volumes exceed minimum >= minimum required (4).

**Warrant 3 - Peak Hour.....Satisfied**

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

Number of one hour periods (15) 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 : 07/21/2022

## 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 17 (Lexington Ave.)					CR 60 (Constance Blvd.)		
16:30 - 17:30	671	+	247	=	918	135	0	Yes
15:30 - 16:30	666	+	211	=	877	115	0	Yes
17:30 - 18:30	490	+	171	=	661	110	0	Yes
06:15 - 07:15	101	+	429	=	530	107	0	Yes
07:15 - 08:15	126	+	380	=	506	155	0	Yes
15:15 - 16:15	621	+	198	=	819	101	0	No
15:00 - 16:00	555	+	199	=	754	87	0	No
14:45 - 15:45	484	+	197	=	681	92	0	No
14:30 - 15:30	452	+	180	=	632	89	0	No
14:15 - 15:15	395	+	178	=	573	86	0	No
14:00 - 15:00	369	+	179	=	548	87	0	No
13:45 - 14:45	358	+	183	=	541	76	0	No
13:30 - 14:30	333	+	189	=	522	74	0	No
06:00 - 07:00	86	+	421	=	507	86	0	No
13:15 - 14:15	307	+	190	=	497	79	0	No
13:00 - 14:00	285	+	184	=	469	77	0	No
05:45 - 06:45	64	+	392	=	456	89	0	No
18:30 - 19:30	285	+	148	=	433	67	0	No
11:30 - 12:30	236	+	194	=	430	93	0	No
11:45 - 12:45	234	+	191	=	425	77	0	No
08:15 - 09:15	174	+	241	=	415	95	0	No
12:15 - 13:15	242	+	171	=	413	80	0	No
05:30 - 06:30	47	+	365	=	412	67	0	No
12:45 - 13:45	245	+	164	=	409	79	0	No
08:30 - 09:30	178		223		401	88	0	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 07/21/2022

## 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 6 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	
	CSAH 17 (Lexington Ave.)					CR 60 (Constance Blvd.)		
16:45 - 17:45	662	+	248	=	910	140	0	Yes
15:45 - 16:45	703	+	202	=	905	121	0	Yes
14:45 - 15:45	484	+	197	=	681	92	0	Yes
17:45 - 18:45	412	+	170	=	582	107	0	Yes
13:45 - 14:45	358	+	183	=	541	76	0	Yes
06:15 - 07:15	101	+	429	=	530	107	0	Yes
13:30 - 14:30	333	+	189	=	522	74	0	No
06:00 - 07:00	86	+	421	=	507	86	0	No
07:15 - 08:15	126	+	380	=	506	155	0	No
13:15 - 14:15	307	+	190	=	497	79	0	No
07:30 - 08:30	141	+	332	=	473	134	0	No
13:00 - 14:00	285	+	184	=	469	77	0	No
07:45 - 08:45	147	+	319	=	466	126	0	No
05:45 - 06:45	64	+	392	=	456	89	0	No
11:30 - 12:30	236	+	194	=	430	93	0	No
11:45 - 12:45	234	+	191	=	425	77	0	No
08:00 - 09:00	158	+	263	=	421	105	0	No
08:15 - 09:15	174	+	241	=	415	95	0	No
12:15 - 13:15	242	+	171	=	413	80	0	No
05:30 - 06:30	47	+	365	=	412	67	0	No
12:45 - 13:45	245	+	164	=	409	79	0	No
08:30 - 09:30	178	+	223	=	401	88	0	No
18:45 - 19:45	255	+	139	=	394	53	0	No
12:00 - 13:00	227	+	166	=	393	79	0	No
11:15 - 12:15	217		176		393	82	0	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 07/21/2022

## 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.  
10 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 CR 60 (Constance Blvd.)

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
16:00 - 17:00	712	+	224	=	936	136	0	Yes
17:00 - 18:00	604	+	224	=	828	132	0	Yes
15:00 - 16:00	555	+	199	=	754	87	0	Yes
14:00 - 15:00	369	+	179	=	548	87	0	Yes
06:45 - 07:45	128	+	405	=	533	135	0	Yes
18:00 - 19:00	371	+	158	=	529	90	0	Yes
07:45 - 08:45	147	+	319	=	466	126	0	Yes
05:45 - 06:45	64	+	392	=	456	89	0	Yes
11:30 - 12:30	236	+	194	=	430	93	0	Yes
08:45 - 09:45	171	+	203	=	374	86	0	Yes
13:45 - 14:45	358	+	183	=	541	76	0	No
13:30 - 14:30	333	+	189	=	522	74	0	No

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
16:00 - 17:00	712	+	224	=	936	136	0	Yes
17:00 - 18:00	604	+	224	=	828	132	0	Yes
15:00 - 16:00	555	+	199	=	754	87	0	Yes
14:00 - 15:00	369	+	179	=	548	87	0	Yes
06:45 - 07:45	128	+	405	=	533	135	0	Yes
18:00 - 19:00	371	+	158	=	529	90	0	Yes
13:00 - 14:00	285	+	184	=	469	77	0	Yes
07:45 - 08:45	147	+	319	=	466	126	0	Yes
05:45 - 06:45	64	+	392	=	456	89	0	Yes
11:30 - 12:30	236	+	194	=	430	93	0	Yes
05:30 - 06:30	47	+	365	=	412	67	0	No
12:45 - 13:45	245	+	164	=	409	79	0	No



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 07/21/2022

## 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.

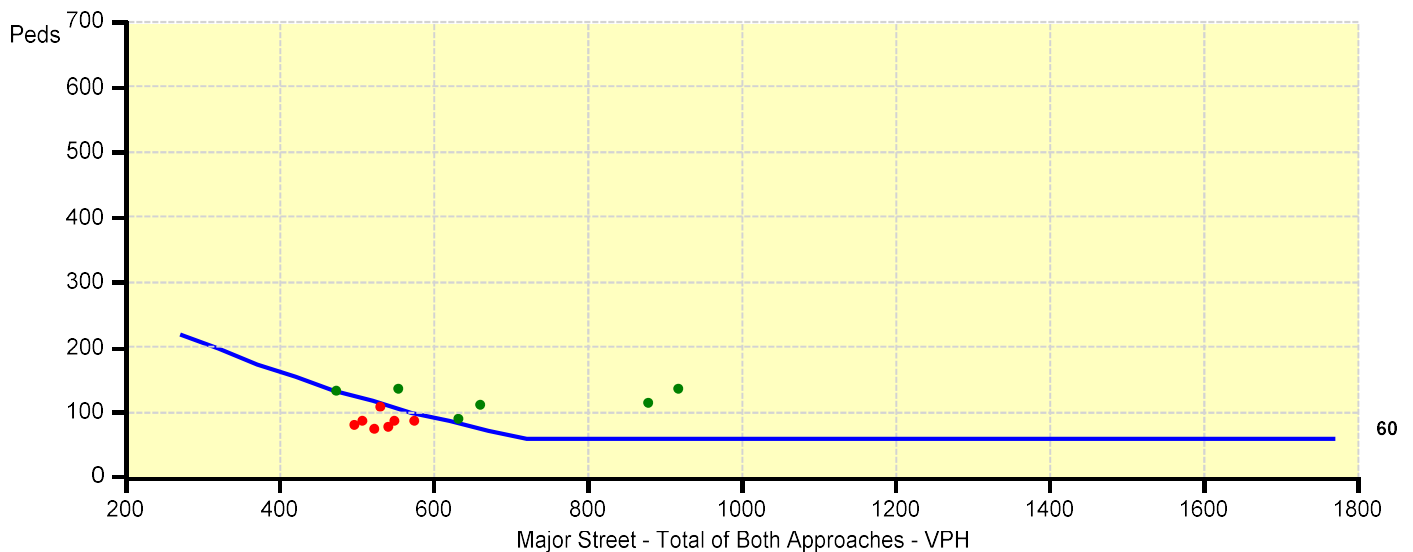
#### Summary

6 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.)				Total	Minor Road CR 60 (Constance Blvd.)		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
16:30 - 17:30	671	+	247	=	918	135	0	Yes
15:30 - 16:30	666	+	211	=	877	115	0	Yes
17:30 - 18:30	490	+	171	=	661	110	0	Yes
14:30 - 15:30	452	+	180	=	632	89	0	Yes
06:30 - 07:30	113	+	441	=	554	137	0	Yes
07:30 - 08:30	141	+	332	=	473	134	0	Yes
14:15 - 15:15	395	+	178	=	573	86	0	No
14:00 - 15:00	369	+	179	=	548	87	0	No
13:45 - 14:45	358	+	183	=	541	76	0	No
06:15 - 07:15	101	+	429	=	530	107	0	No
13:30 - 14:30	333	+	189	=	522	74	0	No
06:00 - 07:00	86	+	421	=	507	86	0	No



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 07/21/2022

## 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

7 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 CR 60 (Constance Blvd.)		Met?
	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	
16:15 - 17:15	694	+	249	=	943	140	0	Yes
16:00 - 17:00	712	+	224	=	936	136	0	Yes
16:30 - 17:30	671	+	247	=	918	135	0	Yes
16:45 - 17:45	662	+	248	=	910	140	0	Yes
15:45 - 16:45	703	+	202	=	905	121	0	Yes
15:30 - 16:30	666	+	211	=	877	115	0	Yes
17:00 - 18:00	604	+	224	=	828	132	0	Yes
15:15 - 16:15	621	+	198	=	819	101	0	No
15:00 - 16:00	555	+	199	=	754	87	0	No
17:15 - 18:15	558	+	182	=	740	119	0	No
14:45 - 15:45	484	+	197	=	681	92	0	No
17:30 - 18:30	490	+	171	=	661	110	0	No

