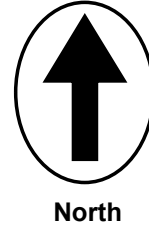


Date : 08/17/22

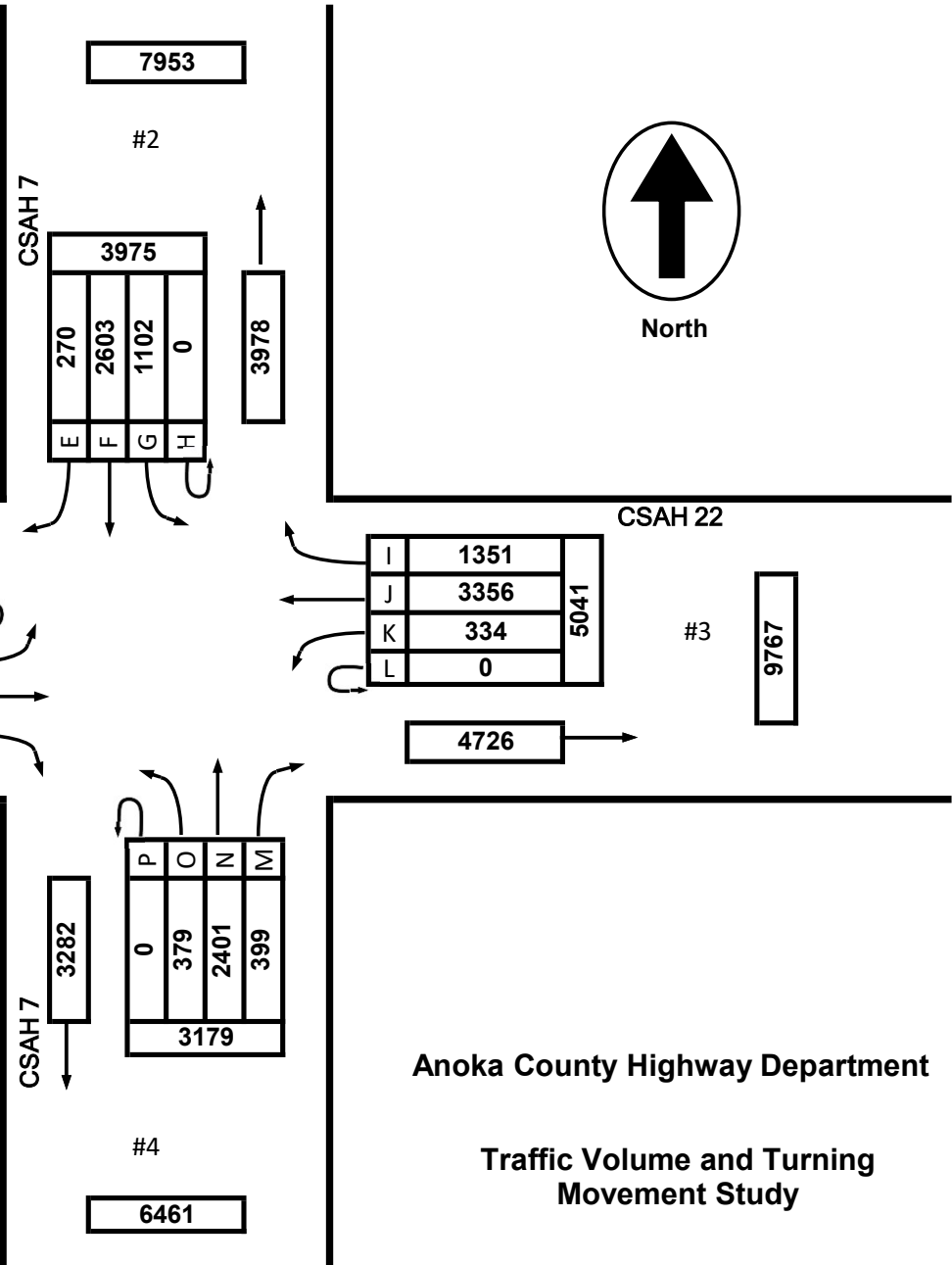
Count Number : TMC 2253

Location : CSAH 22 (Viking Blvd. NW)  
@ CSAH 7 (Rum River Blvd.)

Collection Period : 24 HR



North



1	D
226	C
3225	B
345	A

I	1351
J	3356
K	334
L	0
5041	

P	O	N	M
0	379	2401	399
3179			

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

Anoka County Highway Department

Traffic Volume and Turning Movement Study

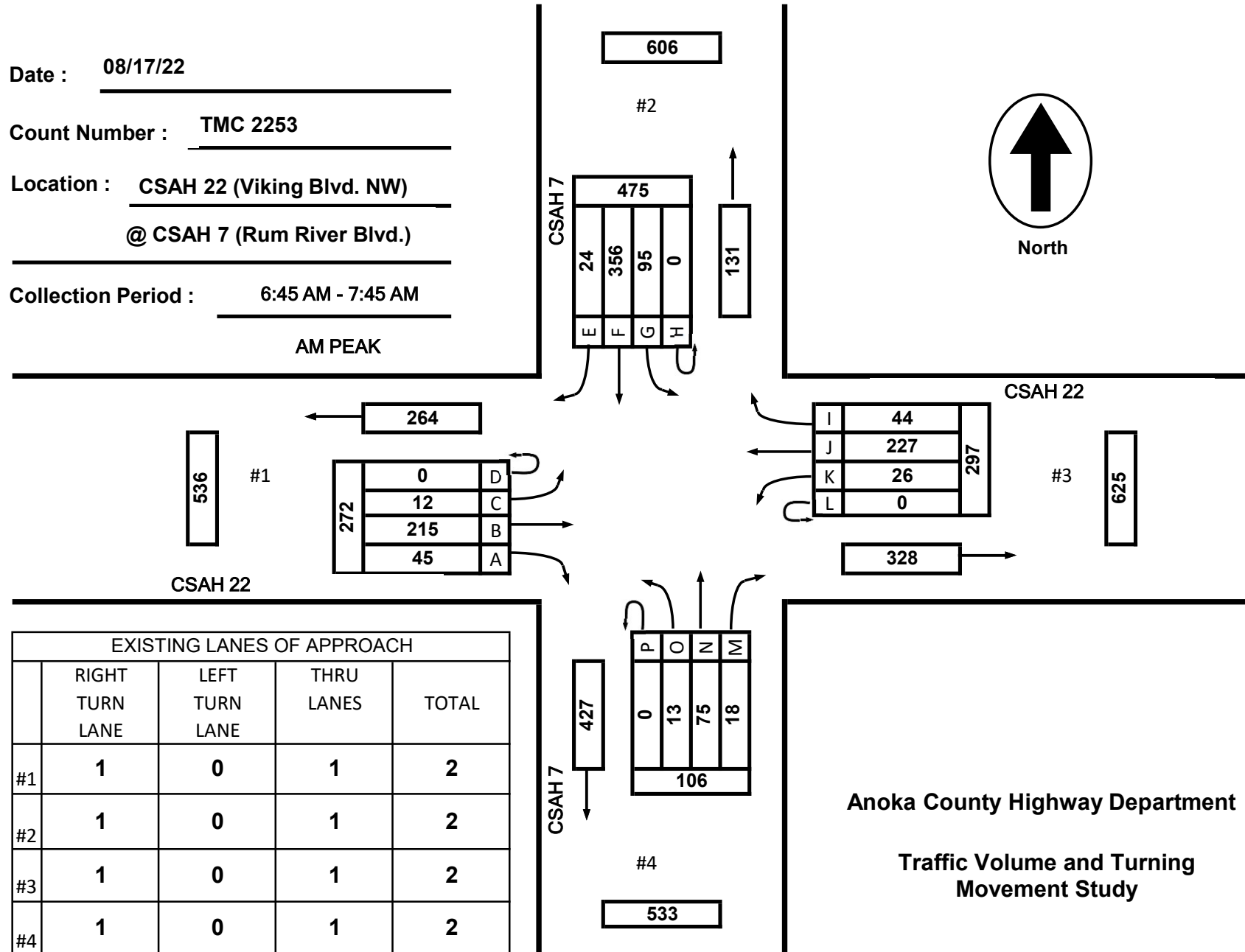
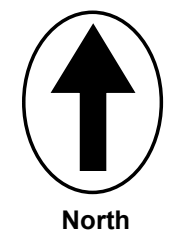
Date : 08/17/22

Count Number : TMC 2253

Location : CSAH 22 (Viking Blvd. NW)  
@ CSAH 7 (Rum River Blvd.)

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

AM PEAK



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

Anoka County Highway Department  
 Traffic Volume and Turning Movement Study

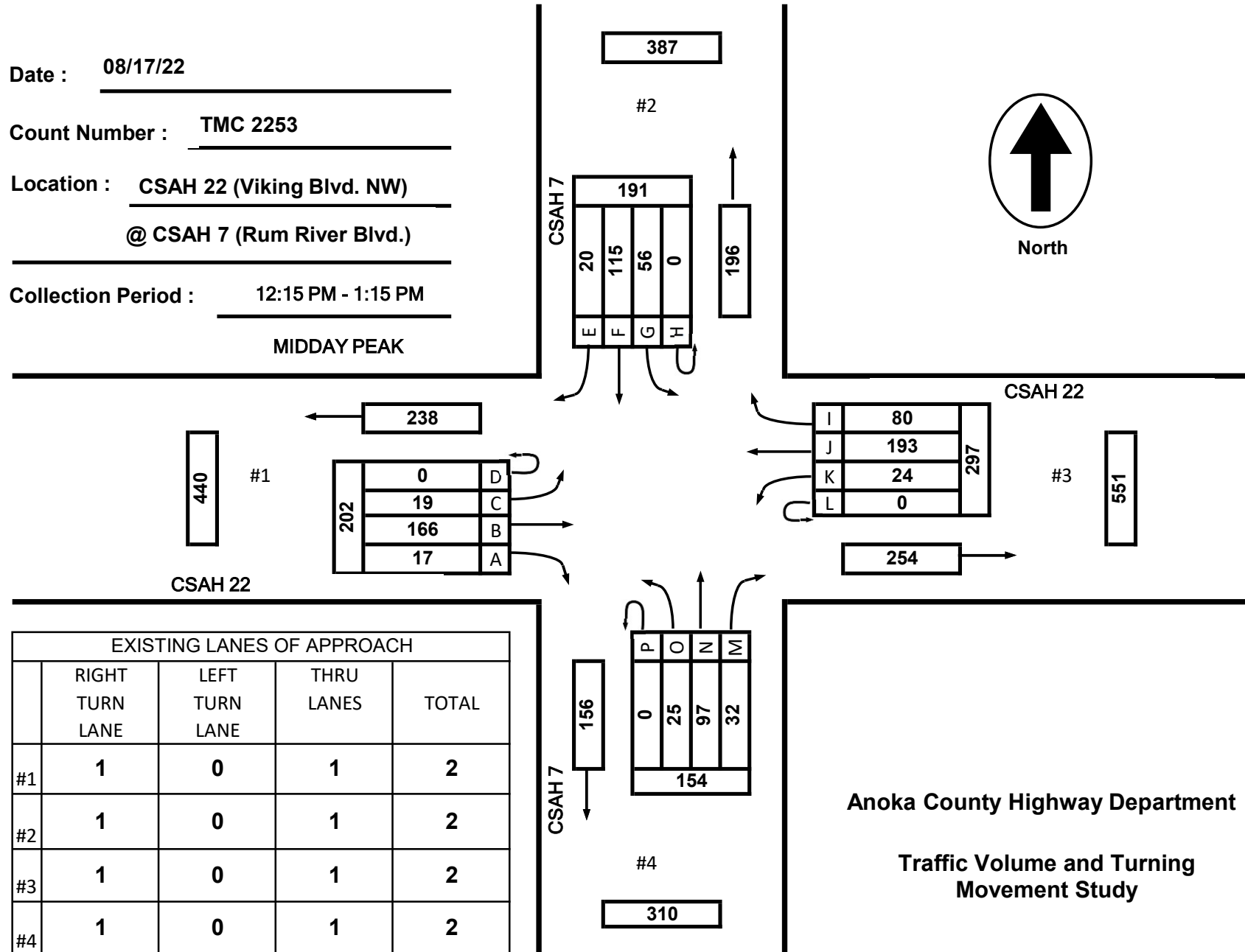
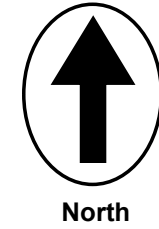
Date : 08/17/22

Count Number : TMC 2253

Location : CSAH 22 (Viking Blvd. NW)  
@ CSAH 7 (Rum River Blvd.)

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

MIDDAY PEAK



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

Anoka County Highway Department  
 Traffic Volume and Turning Movement Study

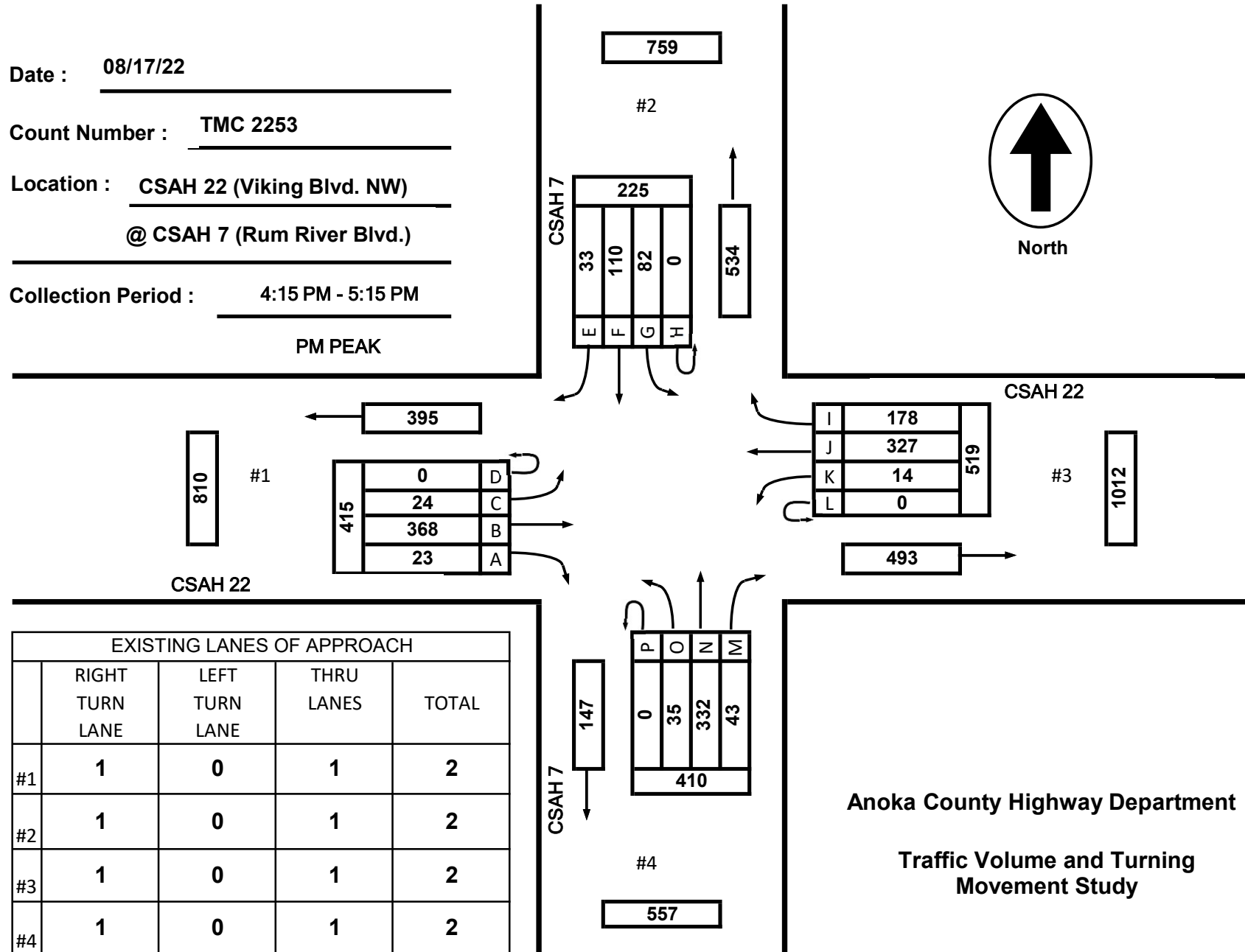
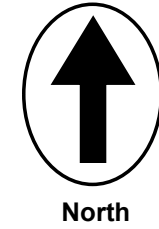
Date : 08/17/22

Count Number : TMC 2253

Location : CSAH 22 (Viking Blvd. NW)  
@ CSAH 7 (Rum River 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	1	0	1	2
#2	1	0	1	2
#3	1	0	1	2
#4	1	0	1	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 2253-t  
 Site Code :  
 Start Date : 08/17/2022  
 Page No : 1

Weather: Warm & Cloudy  
 CountCam 3  
 Study Conducted by: Kevin

Groups Printed- Cars + - Trucks

Start Time	CSAH 7 (Rum River Blvd) Southbound						CSAH 22 (Viking Blvd) Westbound						CSAH 7 (Rum River Blvd) Northbound						CSAH 22 (Viking 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	0	1	0	0	1	1	3	0	0	0	4	1	8	0	0	0	9	0	3	0	0	0	3	0	17	17
00:15	0	0	1	0	0	1	1	3	1	0	0	5	0	6	1	0	0	7	0	2	0	0	0	2	0	15	15
00:30	0	1	0	0	0	1	0	1	0	0	0	1	0	4	0	0	0	4	0	2	0	0	0	2	0	8	8
00:45	0	2	1	0	0	3	1	0	0	0	0	1	0	2	0	0	0	2	0	1	2	0	0	3	0	9	9
<b>Total</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>49</b>	<b>49</b>
01:00	0	2	0	0	0	2	0	1	0	0	0	1	2	2	0	0	0	4	0	2	0	0	0	2	0	9	9
01:15	0	0	1	0	0	1	2	2	0	0	0	4	0	7	0	0	0	7	0	1	0	0	0	1	0	13	13
01:30	0	2	0	0	0	2	2	1	0	0	0	3	0	2	0	0	0	2	0	0	0	0	0	0	0	7	7
01:45	0	0	1	0	0	1	3	3	0	0	0	6	0	3	0	0	0	3	0	3	0	0	0	3	0	13	13
<b>Total</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>42</b>	<b>42</b>
02:00	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	2	0	0	0	2	0	4	4
02:15	0	3	2	0	0	5	0	1	0	0	0	1	0	4	0	0	0	4	0	0	0	0	0	0	0	10	10
02:30	0	2	0	0	0	2	1	1	1	0	0	3	0	2	0	0	0	2	1	4	0	0	0	5	0	12	12
02:45	0	3	0	0	0	3	0	5	0	0	0	5	1	2	1	0	0	4	0	1	0	0	0	1	0	13	13
<b>Total</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>39</b>	<b>39</b>
03:00	1	2	0	0	0	3	0	2	0	0	0	2	0	2	0	0	0	2	1	1	0	0	0	2	0	9	9
03:15	1	11	3	0	0	15	0	1	0	0	0	1	0	4	0	0	0	4	0	1	0	0	0	1	0	21	21
03:30	0	18	1	0	0	19	0	5	1	0	0	6	0	1	0	0	0	1	2	2	0	0	0	4	0	30	30
03:45	0	11	2	0	0	13	0	4	1	0	0	5	0	3	0	0	0	3	1	0	0	0	0	1	0	22	22
<b>Total</b>	<b>2</b>	<b>42</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>82</b>	<b>82</b>
04:00	0	14	2	0	0	16	1	3	0	0	0	4	0	1	0	0	0	1	1	4	0	0	0	5	0	26	26
04:15	1	25	6	0	0	32	1	3	0	0	0	4	0	2	1	0	0	3	0	4	0	0	0	4	0	43	43
04:30	2	29	5	0	0	36	2	17	3	0	0	22	0	1	0	0	0	1	3	12	0	0	0	15	0	74	74
04:45	0	30	10	0	0	40	0	18	2	0	0	20	2	1	0	0	0	3	3	10	0	0	0	13	0	76	76
<b>Total</b>	<b>3</b>	<b>98</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>124</b>	<b>4</b>	<b>41</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>7</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>219</b>	<b>219</b>
05:00	3	54	9	0	0	66	1	33	2	0	0	36	0	0	0	0	0	0	3	9	0	0	0	12	0	114	114
05:15	3	87	14	0	0	104	0	35	4	0	0	39	1	2	1	0	0	4	11	17	1	0	0	29	0	176	176
05:30	6	74	22	0	0	102	2	48	3	0	0	53	0	3	0	0	0	3	4	26	1	0	0	31	0	189	189
05:45	4	88	13	0	0	105	0	45	2	0	0	47	1	3	2	0	0	6	6	36	0	0	0	42	0	200	200
<b>Total</b>	<b>16</b>	<b>303</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>377</b>	<b>3</b>	<b>161</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>175</b>	<b>2</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>24</b>	<b>88</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>114</b>	<b>0</b>	<b>679</b>	<b>679</b>



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2253-t  
 Site Code :  
 Start Date : 08/17/2022  
 Page No : 2

Weather: Warm & Cloudy  
 CountCam 3  
 Study Conducted by: Kevin

Groups Printed- Cars + - Trucks

Start Time	CSAH 7 (Rum River Blvd) Southbound						CSAH 22 (Viking Blvd) Westbound						CSAH 7 (Rum River Blvd) Northbound						CSAH 22 (Viking 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	3	92	22	0	0	117	3	40	8	0	0	51	0	7	1	0	0	8	9	38	0	0	0	47	0	223	223
06:15	4	114	20	0	0	138	3	48	12	0	0	63	1	9	0	0	0	10	12	42	3	0	0	57	0	268	268
06:30	4	96	18	0	0	118	0	47	8	0	0	55	4	7	3	0	0	14	19	50	3	0	0	72	0	259	259
06:45	5	81	24	0	0	110	9	51	3	0	0	63	4	8	2	0	0	14	12	59	2	0	0	73	0	260	260
Total	16	383	84	0	0	483	15	186	31	0	0	232	9	31	6	0	0	46	52	189	8	0	0	249	0	1010	1010
07:00	5	96	23	0	0	124	11	56	9	0	0	76	2	11	4	0	0	17	8	48	4	0	0	60	0	277	277
07:15	5	98	24	0	0	127	8	62	3	0	0	73	5	39	2	0	0	46	16	52	3	0	0	71	0	317	317
07:30	9	81	24	0	0	114	16	58	11	0	0	85	7	17	5	0	0	29	9	56	3	0	0	68	0	296	296
07:45	4	64	21	0	0	89	15	51	2	0	0	68	6	25	4	0	0	35	11	52	2	0	0	65	0	257	257
Total	23	339	92	0	0	454	50	227	25	0	0	302	20	92	15	0	0	127	44	208	12	0	0	264	0	1147	1147
08:00	1	43	15	0	0	59	9	42	8	0	0	59	3	19	0	0	0	22	1	40	2	0	0	43	0	183	183
08:15	2	48	26	0	0	76	5	39	3	0	0	47	7	23	5	0	0	35	8	43	3	0	0	54	0	212	212
08:30	3	47	19	0	0	69	8	35	3	0	0	46	7	13	5	0	0	25	3	36	3	0	0	42	0	182	182
08:45	5	30	21	0	0	56	14	34	8	0	0	56	5	12	3	0	0	20	7	46	5	0	0	58	0	190	190
Total	11	168	81	0	0	260	36	150	22	0	0	208	22	67	13	0	0	102	19	165	13	0	0	197	0	767	767
09:00	3	39	24	0	0	66	13	41	8	0	0	62	0	19	7	0	0	26	6	35	2	0	0	43	0	197	197
09:15	5	27	16	0	0	48	13	35	3	0	0	51	6	14	3	0	0	23	5	48	5	0	0	58	0	180	180
09:30	3	43	25	0	0	71	23	50	2	0	0	75	6	13	3	0	0	22	2	39	2	0	0	43	0	211	211
09:45	2	31	17	0	0	50	11	37	4	0	0	52	5	20	8	0	0	33	4	51	4	0	0	59	0	194	194
Total	13	140	82	0	0	235	60	163	17	0	0	240	17	66	21	0	0	104	17	173	13	0	0	203	0	782	782
10:00	4	25	16	0	0	45	16	43	5	0	0	64	7	16	4	0	0	27	5	37	3	0	0	45	0	181	181
10:15	3	27	13	0	0	43	11	31	1	0	0	43	4	12	5	0	0	21	5	47	2	0	0	54	0	161	161
10:30	5	26	9	0	0	40	8	42	7	0	0	57	6	10	2	0	0	18	2	44	2	0	0	48	0	163	163
10:45	3	35	12	0	0	50	14	33	5	0	0	52	4	26	1	0	0	31	3	37	2	0	0	42	0	175	175
Total	15	113	50	0	0	178	49	149	18	0	0	216	21	64	12	0	0	97	15	165	9	0	0	189	0	680	680
11:00	4	39	13	0	0	56	14	49	7	0	0	70	8	19	6	0	0	33	8	36	2	0	0	46	0	205	205
11:15	6	18	16	0	0	40	11	39	5	0	0	55	3	19	6	0	0	28	1	29	4	0	0	34	0	157	157
11:30	3	31	14	0	0	48	15	44	4	0	0	63	3	23	7	0	0	33	5	44	4	0	0	53	0	197	197
11:45	3	30	17	0	0	50	14	36	5	0	0	55	5	28	7	0	0	40	3	42	4	0	0	49	0	194	194
Total	16	118	60	0	0	194	54	168	21	0	0	243	19	89	26	0	0	134	17	151	14	0	0	182	0	753	753
12:00	2	30	14	0	0	46	16	42	2	0	0	60	5	33	5	0	0	43	1	31	1	0	0	33	0	182	182
12:15	10	32	18	0	0	60	13	52	5	0	0	70	6	27	5	0	0	38	9	47	4	0	0	60	0	228	228
12:30	2	33	6	0	0	41	22	57	7	0	0	86	9	27	6	0	0	42	4	44	5	0	0	53	0	222	222



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2253-t  
 Site Code :  
 Start Date : 08/17/2022  
 Page No : 3

Weather: Warm & Cloudy  
 CountCam 3  
 Study Conducted by: Kevin

Groups Printed- Cars + - Trucks

Start Time	CSAH 7 (Rum River Blvd) Southbound						CSAH 22 (Viking Blvd) Westbound						CSAH 7 (Rum River Blvd) Northbound						CSAH 22 (Viking 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	1	22	18	0	0	41	25	43	6	0	0	74	10	24	8	0	0	42	2	33	8	0	0	43	0	200	200
Total	15	117	56	0	0	188	76	194	20	0	0	290	30	111	24	0	0	165	16	155	18	0	0	189	0	832	832
13:00	7	28	14	0	0	49	20	41	6	0	0	67	7	19	6	0	0	32	2	42	2	0	0	46	0	194	194
13:15	5	20	13	0	0	38	24	42	6	0	0	72	6	30	8	0	0	44	4	34	1	0	0	39	0	193	193
13:30	7	24	11	0	0	42	22	50	3	0	0	75	2	30	4	0	0	36	1	37	2	0	0	40	0	193	193
13:45	5	35	13	0	0	53	15	38	8	0	0	61	11	26	7	0	0	44	3	47	5	0	0	55	0	213	213
Total	24	107	51	0	0	182	81	171	23	0	0	275	26	105	25	0	0	156	10	160	10	0	0	180	0	793	793
14:00	2	19	24	0	0	45	18	39	8	0	0	65	9	38	14	0	0	61	6	43	2	0	0	51	0	222	222
14:15	1	25	10	0	0	36	26	47	7	0	0	80	5	73	4	0	0	82	10	47	1	0	0	58	0	256	256
14:30	3	27	21	0	0	51	20	54	3	0	0	77	9	52	4	0	0	65	8	60	5	0	0	73	0	266	266
14:45	4	23	17	0	0	44	31	62	4	0	0	97	5	54	4	0	0	63	2	68	1	0	0	71	0	275	275
Total	10	94	72	0	0	176	95	202	22	0	0	319	28	217	26	0	0	271	26	218	9	0	0	253	0	1019	1019
15:00	3	31	13	0	0	47	33	64	5	0	0	102	9	56	8	0	0	73	3	63	5	0	0	71	0	293	293
15:15	6	11	18	0	0	35	22	71	2	0	0	95	15	78	10	0	0	103	7	53	5	0	0	65	0	298	298
15:30	4	17	25	0	0	46	47	74	2	0	0	123	8	73	11	0	0	92	2	69	8	0	0	79	0	340	340
15:45	2	25	10	0	0	37	47	75	5	0	0	127	11	77	8	0	0	96	6	81	4	0	0	91	0	351	351
Total	15	84	66	0	0	165	149	284	14	0	0	447	43	284	37	0	0	364	18	266	22	0	0	306	0	1282	1282
16:00	4	30	12	0	0	46	43	76	6	0	0	125	10	74	15	0	0	99	6	82	5	0	0	93	0	363	363
16:15	11	33	19	0	0	63	43	80	1	0	0	124	14	78	11	0	0	103	7	95	4	0	0	106	0	396	396
16:30	6	32	21	0	0	59	34	90	5	0	0	129	7	82	3	0	0	92	5	103	8	0	0	116	0	396	396
16:45	8	23	24	0	0	55	48	73	4	0	0	125	12	88	6	0	0	106	7	96	1	0	0	104	0	390	390
Total	29	118	76	0	0	223	168	319	16	0	0	503	43	322	35	0	0	400	25	376	18	0	0	419	0	1545	1545
17:00	8	22	18	0	0	48	53	84	4	0	0	141	10	84	15	0	0	109	4	74	11	0	0	89	0	387	387
17:15	7	24	19	0	0	50	41	93	8	0	0	142	15	74	8	0	0	97	2	88	4	0	0	94	0	383	383
17:30	5	31	18	0	0	54	49	67	5	0	0	121	13	60	19	0	0	92	2	64	8	0	0	74	0	341	341
17:45	8	24	16	0	0	48	42	76	9	0	0	127	8	66	9	0	0	83	4	58	5	0	0	67	0	325	325
Total	28	101	71	0	0	200	185	320	26	0	0	531	46	284	51	0	0	381	12	284	28	0	0	324	0	1436	1436
18:00	3	21	19	0	0	43	33	61	6	0	0	100	5	50	9	0	0	64	1	49	2	0	0	52	0	259	259
18:15	3	36	22	0	0	61	33	52	4	0	0	89	9	60	11	0	0	80	10	46	4	0	0	60	0	290	290
18:30	1	25	11	0	0	37	27	42	5	0	0	74	5	46	9	0	0	60	0	44	3	0	0	47	0	218	218
18:45	2	15	11	0	0	28	24	45	4	0	0	73	5	50	1	0	0	56	3	33	2	0	0	38	0	195	195
Total	9	97	63	0	0	169	117	200	19	0	0	336	24	206	30	0	0	260	14	172	11	0	0	197	0	962	962



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2253-t  
 Site Code :  
 Start Date : 08/17/2022  
 Page No : 4

Weather: Warm & Cloudy  
 CountCam 3  
 Study Conducted by: Kevin

Groups Printed- Cars + - Trucks

Start Time	CSAH 7 (Rum River Blvd) Southbound						CSAH 22 (Viking Blvd) Westbound						CSAH 7 (Rum River Blvd) Northbound						CSAH 22 (Viking 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	3	19	8	0	0	30	18	43	4	0	0	65	6	31	6	0	0	43	3	47	5	0	0	55	0	193	193
19:15	2	16	17	0	0	35	29	32	4	0	0	65	7	62	1	0	0	70	4	40	4	0	0	48	0	218	218
19:30	2	18	11	0	0	31	11	44	6	0	0	61	7	34	0	0	0	41	2	26	5	0	0	33	0	166	166
19:45	2	7	13	0	0	22	21	29	3	0	0	53	3	35	4	0	0	42	3	38	4	0	0	45	0	162	162
<b>Total</b>	<b>9</b>	<b>60</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>118</b>	<b>79</b>	<b>148</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>244</b>	<b>23</b>	<b>162</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>196</b>	<b>12</b>	<b>151</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>181</b>	<b>0</b>	<b>739</b>	<b>739</b>
20:00	3	10	8	0	0	21	14	33	6	0	0	53	4	23	4	0	0	31	3	30	1	1	0	35	0	140	140
20:15	2	10	6	0	0	18	14	31	1	0	0	46	0	17	2	0	0	19	0	22	1	0	0	23	0	106	106
20:30	2	11	8	0	0	21	15	25	1	0	0	41	2	25	5	0	0	32	0	40	4	0	0	44	0	138	138
20:45	3	8	7	0	0	18	17	23	4	0	0	44	0	23	1	0	0	24	2	31	2	0	0	35	0	121	121
<b>Total</b>	<b>10</b>	<b>39</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>60</b>	<b>112</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>184</b>	<b>6</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>106</b>	<b>5</b>	<b>123</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>137</b>	<b>0</b>	<b>505</b>	<b>505</b>
21:00	1	14	6	0	0	21	6	26	3	0	0	35	2	27	3	0	0	32	0	21	2	0	0	23	0	111	111
21:15	1	6	3	0	0	10	11	13	2	0	0	26	3	17	3	0	0	23	1	19	0	0	0	20	0	79	79
21:30	0	7	1	0	0	8	12	14	1	0	0	27	1	14	4	0	0	19	0	16	1	0	0	17	0	71	71
21:45	2	4	5	0	0	11	4	18	1	0	0	23	3	17	2	0	0	22	0	12	0	0	0	12	0	68	68
<b>Total</b>	<b>4</b>	<b>31</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>71</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>111</b>	<b>9</b>	<b>75</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>1</b>	<b>68</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>329</b>	<b>329</b>
22:00	0	11	1	0	0	12	5	15	1	0	0	21	1	9	4	0	0	14	1	10	1	0	0	12	0	59	59
22:15	1	6	5	0	0	12	5	13	1	0	0	19	2	7	2	0	0	11	1	8	3	0	0	12	0	54	54
22:30	0	7	1	0	0	8	1	3	0	0	0	4	0	9	2	0	0	11	1	8	3	0	0	12	0	35	35
22:45	0	4	0	0	0	4	3	9	1	0	0	13	0	11	4	0	0	15	1	7	0	0	0	8	0	40	40
<b>Total</b>	<b>1</b>	<b>28</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>14</b>	<b>40</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>3</b>	<b>36</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>4</b>	<b>33</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>188</b>	<b>188</b>
23:00	0	3	2	0	0	5	1	7	0	0	0	8	0	13	0	0	0	13	1	6	0	0	0	7	0	33	33
23:15	0	1	1	0	0	2	3	5	0	0	0	8	1	5	2	0	0	8	0	7	0	0	0	7	0	25	25
23:30	0	3	0	0	0	3	3	2	0	0	0	5	1	15	1	0	0	17	0	6	1	0	0	7	0	32	32
23:45	1	1	1	0	0	3	5	2	1	0	0	8	0	4	1	0	0	5	1	6	0	0	0	7	0	23	23
<b>Total</b>	<b>1</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>12</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>2</b>	<b>37</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>2</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>113</b>	<b>113</b>
<b>Grand Total</b>	<b>270</b>	<b>2603</b>	<b>1102</b>	<b>0</b>	<b>0</b>	<b>3975</b>	<b>1351</b>	<b>3356</b>	<b>334</b>	<b>0</b>	<b>0</b>	<b>5041</b>	<b>399</b>	<b>2401</b>	<b>379</b>	<b>0</b>	<b>0</b>	<b>3179</b>	<b>345</b>	<b>3225</b>	<b>226</b>	<b>1</b>	<b>0</b>	<b>3797</b>	<b>0</b>	<b>15992</b>	<b>15992</b>
<b>Apprch %</b>	<b>6.8</b>	<b>65.5</b>	<b>27.7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26.8</b>	<b>66.6</b>	<b>6.6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12.6</b>	<b>75.5</b>	<b>11.9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9.1</b>	<b>84.9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23.7</b>	<b>0</b>	<b>100</b>	<b>0</b>
<b>Total %</b>	<b>1.7</b>	<b>16.3</b>	<b>6.9</b>	<b>0</b>	<b>0</b>	<b>24.9</b>	<b>8.4</b>	<b>21</b>	<b>2.1</b>	<b>0</b>	<b>0</b>	<b>31.5</b>	<b>2.5</b>	<b>15</b>	<b>2.4</b>	<b>0</b>	<b>19.9</b>	<b>2.2</b>	<b>20.2</b>	<b>1.4</b>	<b>0</b>	<b>0</b>	<b>23.7</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>
<b>Cars +</b>	<b>258</b>	<b>2534</b>	<b>1061</b>	<b>0</b>	<b>0</b>	<b>3853</b>	<b>1309</b>	<b>3113</b>	<b>324</b>	<b>0</b>	<b>0</b>	<b>4746</b>	<b>385</b>	<b>2343</b>	<b>340</b>	<b>0</b>	<b>3068</b>	<b>320</b>	<b>2958</b>	<b>214</b>	<b>1</b>	<b>0</b>	<b>3493</b>	<b>0</b>	<b>0</b>	<b>15160</b>	<b>0</b>
<b>% Cars +</b>	<b>95.6</b>	<b>97.3</b>	<b>96.3</b>	<b>0</b>	<b>0</b>	<b>96.9</b>	<b>96.9</b>	<b>92.8</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>94.1</b>	<b>96.5</b>	<b>97.6</b>	<b>89.7</b>	<b>0</b>	<b>96.5</b>	<b>92.8</b>	<b>91.7</b>	<b>94.7</b>	<b>100</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>94.8</b>	<b>0</b>
<b>Trucks</b>	<b>12</b>	<b>69</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>122</b>	<b>42</b>	<b>243</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>295</b>	<b>14</b>	<b>58</b>	<b>39</b>	<b>0</b>	<b>111</b>	<b>25</b>	<b>267</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>304</b>	<b>0</b>	<b>0</b>	<b>832</b>	<b>0</b>
<b>% Trucks</b>	<b>4.4</b>	<b>2.7</b>	<b>3.7</b>	<b>0</b>	<b>0</b>	<b>3.1</b>	<b>3.1</b>	<b>7.2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5.9</b>	<b>3.5</b>	<b>2.4</b>	<b>10.3</b>	<b>0</b>	<b>3.5</b>	<b>7.2</b>	<b>8.3</b>	<b>5.3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>5.2</b>	<b>0</b>





# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2253-t  
 Site Code :  
 Start Date : 08/17/2022  
 Page No : 5

Weather: Warm & Cloudy  
 CountCam 3  
 Study Conducted by: Kevin

Start Time	CSAH 7 (Rum River Blvd) Southbound					CSAH 22 (Viking Blvd) Westbound					CSAH 7 (Rum River Blvd) Northbound					CSAH 22 (Viking 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 06:45																					
06:45	5	81	<b>24</b>	0	110	9	51	3	0	63	4	8	2	0	14	12	<b>59</b>	2	0	<b>73</b>	260
07:00	5	96	23	0	124	11	56	9	0	76	2	11	4	0	17	8	48	<b>4</b>	0	60	277
07:15	5	<b>98</b>	24	0	<b>127</b>	8	<b>62</b>	3	0	73	5	<b>39</b>	2	0	<b>46</b>	<b>16</b>	52	3	0	71	<b>317</b>
07:30	<b>9</b>	81	24	0	114	<b>16</b>	58	<b>11</b>	0	<b>85</b>	<b>7</b>	17	<b>5</b>	0	29	9	56	3	0	68	296
Total Volume	24	356	95	0	475	44	227	26	0	297	18	75	13	0	106	45	215	12	0	272	1150
% App. Total	5.1	74.9	20	0		14.8	76.4	8.8	0		17	70.8	12.3	0		16.5	79	4.4	0		
PHF	.667	.908	.990	.000	.935	.688	.915	.591	.000	.874	.643	.481	.650	.000	.576	.703	.911	.750	.000	.932	.907

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:15																					
12:15	<b>10</b>	32	<b>18</b>	0	<b>60</b>	13	52	5	0	70	6	<b>27</b>	5	0	38	<b>9</b>	<b>47</b>	4	0	<b>60</b>	<b>228</b>
12:30	2	<b>33</b>	6	0	41	22	<b>57</b>	<b>7</b>	0	<b>86</b>	9	27	6	0	<b>42</b>	4	44	5	0	53	222
12:45	1	22	18	0	41	<b>25</b>	43	6	0	74	<b>10</b>	24	<b>8</b>	0	42	2	33	<b>8</b>	0	43	200
13:00	7	28	14	0	49	20	41	6	0	67	7	19	6	0	32	2	42	2	0	46	194
Total Volume	20	115	56	0	191	80	193	24	0	297	32	97	25	0	154	17	166	19	0	202	844
% App. Total	10.5	60.2	29.3	0		26.9	65	8.1	0		20.8	63	16.2	0		8.4	82.2	9.4	0		
PHF	.500	.871	.778	.000	.796	.800	.846	.857	.000	.863	.800	.898	.781	.000	.917	.472	.883	.594	.000	.842	.925

Peak Hour Analysis From 14:00 to 23:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	<b>11</b>	<b>33</b>	19	0	<b>63</b>	43	80	1	0	124	<b>14</b>	78	11	0	103	<b>7</b>	95	4	0	106	<b>396</b>
16:30	6	32	21	0	59	34	<b>90</b>	<b>5</b>	0	129	7	82	3	0	92	5	<b>103</b>	8	0	<b>116</b>	396
16:45	8	23	<b>24</b>	0	55	48	73	4	0	125	12	<b>88</b>	6	0	106	7	96	1	0	104	390
17:00	8	22	18	0	48	<b>53</b>	84	4	0	<b>141</b>	10	84	<b>15</b>	0	<b>109</b>	4	74	<b>11</b>	0	89	387
Total Volume	33	110	82	0	225	178	327	14	0	519	43	332	35	0	410	23	368	24	0	415	1569
% App. Total	14.7	48.9	36.4	0		34.3	63	2.7	0		10.5	81	8.5	0		5.5	88.7	5.8	0		
PHF	.750	.833	.854	.000	.893	.840	.908	.700	.000	.920	.768	.943	.583	.000	.940	.821	.893	.545	.000	.894	.991



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2253-t  
 Site Code :  
 Start Date : 08/17/2022  
 Page No : 1

Weather: Warm & Cloudy  
 CountCam 3  
 Study Conducted by: Kevin

Groups Printed- Trucks

Start Time	CSAH 7 (Rum River Blvd) Southbound					CSAH 22 (Viking Blvd) Westbound					CSAH 7 (Rum River Blvd) Northbound					CSAH 22 (Viking 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	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
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	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
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	1	0	0	0	1	0	0	0	0	0	1
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	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	1	0	1	0	0	0	0	0	0	1
02:45	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	1	0	1	0	0	0	0	0	0	1
03:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
03:15	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
03:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	5
04:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
04:45	0	3	0	0	3	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	7
Total	0	4	1	0	5	0	3	1	0	4	0	0	0	0	0	1	1	0	0	2	11
05:00	0	6	1	0	7	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	12
05:15	0	5	2	0	7	0	0	0	0	0	0	1	0	1	1	0	0	0	1	9	
05:30	0	1	0	0	1	0	2	0	0	2	0	1	0	1	0	3	0	0	3	7	
05:45	0	6	1	0	7	0	5	0	0	5	0	1	0	1	0	2	0	0	2	15	
Total	0	18	4	0	22	0	10	0	0	10	0	3	0	3	1	7	0	0	8	43	
06:00	0	3	1	0	4	0	1	0	0	1	0	0	0	0	0	7	0	0	7	12	
06:15	0	0	1	0	1	0	4	1	0	5	0	1	0	1	0	4	1	0	5	12	
06:30	0	3	0	0	3	0	2	0	0	2	0	0	0	0	2	5	1	0	8	13	
06:45	0	2	1	0	3	1	4	1	0	6	0	0	0	0	0	8	0	0	8	17	
Total	0	8	3	0	11	1	11	2	0	14	0	1	0	1	2	24	2	0	28	54	
07:00	0	2	1	0	3	2	5	0	0	7	0	1	0	1	2	2	1	0	5	16	
07:15	1	1	2	0	4	2	4	0	0	6	0	0	0	0	1	7	0	0	8	18	
07:30	0	3	3	0	6	1	6	0	0	7	0	1	2	3	0	7	0	0	7	23	
07:45	0	2	2	0	4	0	3	0	0	3	0	0	0	0	0	2	0	0	2	9	
Total	1	8	8	0	17	5	18	0	0	23	0	2	2	4	3	18	1	0	22	66	
08:00	0	0	0	0	0	1	2	0	0	3	1	0	0	1	0	5	0	0	5	9	
08:15	1	1	2	0	4	0	5	0	0	5	1	0	0	1	1	5	0	0	6	16	
08:30	0	2	1	0	3	0	1	0	0	1	0	2	0	2	0	4	1	0	5	11	
08:45	0	0	0	0	0	2	2	1	0	5	0	0	1	1	1	5	0	0	6	12	
Total	1	3	3	0	7	3	10	1	0	14	2	2	1	5	2	19	1	0	22	48	
09:00	0	0	2	0	2	0	6	0	0	6	0	1	2	3	1	4	0	0	5	16	



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2253-t  
 Site Code :  
 Start Date : 08/17/2022  
 Page No : 2

Weather: Warm & Cloudy  
 CountCam 3  
 Study Conducted by: Kevin

Groups Printed- Trucks

Start Time	CSAH 7 (Rum River Blvd) Southbound					CSAH 22 (Viking Blvd) Westbound					CSAH 7 (Rum River Blvd) Northbound					CSAH 22 (Viking 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	0	0	0	1	2	4	0	0	6	1	0	0	0	1	0	5	1	0	6	14
09:30	0	1	2	0	3	0	9	0	0	9	0	0	0	0	0	0	5	1	0	6	18
09:45	0	0	2	0	2	1	4	0	0	5	0	0	0	0	0	1	13	1	0	15	22
<b>Total</b>	<b>1</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>70</b>
10:00	0	1	0	0	1	2	8	0	0	10	0	2	2	0	4	0	3	0	0	3	18
10:15	0	1	1	0	2	0	2	0	0	2	1	2	1	0	4	1	5	0	0	6	14
10:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
10:45	1	2	2	0	5	0	4	0	0	4	0	1	0	0	1	0	3	0	0	3	13
<b>Total</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>54</b>
11:00	1	1	1	0	3	0	6	0	0	6	1	1	1	0	3	1	4	0	0	5	17
11:15	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	8
11:30	0	0	2	0	2	2	5	0	0	7	0	1	2	0	3	0	2	1	0	3	15
11:45	0	1	0	0	1	0	5	0	0	5	0	0	1	0	1	0	5	1	0	6	13
<b>Total</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>53</b>
12:00	0	0	2	0	2	0	5	0	0	5	0	2	1	0	3	0	3	0	0	3	13
12:15	1	1	1	0	3	2	0	0	0	2	1	0	1	0	2	1	3	0	0	4	11
12:30	0	1	0	0	1	0	4	0	0	4	0	1	0	0	1	2	7	0	0	9	15
12:45	0	1	0	0	1	0	4	0	0	4	0	0	2	0	2	0	1	1	0	2	9
<b>Total</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>48</b>
13:00	0	0	1	0	1	1	4	0	0	5	0	1	0	0	1	0	5	0	0	5	12
13:15	1	1	0	0	2	2	4	1	0	7	0	0	0	0	0	0	3	0	0	3	12
13:30	0	0	0	0	0	0	7	0	0	7	0	3	1	0	4	0	3	0	0	3	14
13:45	0	2	0	0	2	1	5	0	0	6	0	1	1	0	2	0	5	1	0	6	16
<b>Total</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>54</b>
14:00	1	1	0	0	2	1	1	0	0	2	0	0	1	0	1	0	4	0	0	4	9
14:15	0	0	0	0	0	1	5	0	0	6	1	1	3	0	5	0	6	0	0	6	17
14:30	0	0	1	0	1	0	5	0	0	5	0	1	2	0	3	2	7	0	0	9	18
14:45	0	0	0	0	0	1	6	0	0	7	0	2	0	0	2	0	11	0	0	11	20
<b>Total</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>64</b>
15:00	1	2	0	0	3	3	3	3	0	9	0	1	1	0	2	1	6	0	0	7	21
15:15	2	0	1	0	3	1	7	0	0	8	2	0	0	0	2	2	3	0	0	5	18
15:30	1	0	0	0	1	1	7	0	0	8	0	0	1	0	1	0	10	0	0	10	20
15:45	0	0	0	0	0	1	5	0	0	6	0	1	4	0	5	1	6	0	0	7	18
<b>Total</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>2</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>4</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>77</b>
16:00	0	1	0	0	1	2	7	1	0	10	0	0	2	0	2	0	7	0	0	7	20
16:15	0	2	1	0	3	0	5	0	0	5	1	1	0	0	2	1	16	0	0	17	27
16:30	0	0	0	0	0	0	3	0	0	3	0	3	0	0	3	0	2	0	0	2	8
16:45	0	1	0	0	1	0	10	0	0	10	0	4	0	0	4	0	4	0	0	4	19
<b>Total</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>25</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>74</b>
17:00	0	0	0	0	0	0	3	0	0	3	0	3	2	0	5	0	5	1	0	6	14
17:15	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
17:30	0	1	0	0	1	1	4	0	0	5	0	0	2	0	2	0	1	0	0	1	9
17:45	0	0	0	0	0	1	4	0	0	5	1	1	0	0	2	0	1	0	0	1	8
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>39</b>
18:00	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	5
18:15	0	0	1	0	1	1	2	0	0	3	1	1	1	0	3	0	1	0	0	1	8
18:30	0	1	0	0	1	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	5
18:45	0	0	1	0	1	1	1	0	0	2	0	2	0	0	2	0	4	0	0	4	9
<b>Total</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>27</b>



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2253-t  
 Site Code :  
 Start Date : 08/17/2022  
 Page No : 3

Weather: Warm & Cloudy  
 CountCam 3  
 Study Conducted by: Kevin

Groups Printed- Trucks

Start Time	CSAH 7 (Rum River Blvd) Southbound					CSAH 22 (Viking Blvd) Westbound					CSAH 7 (Rum River Blvd) Northbound					CSAH 22 (Viking 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	2	0	0	2	0	1	0	0	1	3
19:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
19:30	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	4
19:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	1	0	0	2	4
<b>Total</b>	0	1	0	0	1	1	3	0	0	4	0	5	0	0	5	1	3	0	0	4	14
20:00	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
20:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
20:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
<b>Total</b>	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	4	0	0	4	11
21:00	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
21:15	0	0	0	0	0	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	3
21:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
<b>Total</b>	0	1	0	0	1	2	1	1	0	4	1	2	0	0	3	0	1	0	0	1	9
22:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
22:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
22:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	0	1	0	0	1	0	1	0	0	1	0	1	1	0	2	0	1	0	0	1	5
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	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
<b>Total</b>	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
<b>Grand Total</b>	12	69	41	0	122	42	243	10	0	295	14	58	39	0	111	25	267	12	0	304	832
<b>Apprch %</b>	9.8	56.6	33.6	0		14.2	82.4	3.4	0		12.6	52.3	35.1	0		8.2	87.8	3.9	0		
<b>Total %</b>	1.4	8.3	4.9	0	14.7	5	29.2	1.2	0	35.5	1.7	7	4.7	0	13.3	3	32.1	1.4	0	36.5	

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2253

Study Date : 08/17/2022

## Signal Warrants - Summary

---

### Major Street Approaches

Eastbound: CSAH 22 (Viking Blvd)

Number of Lanes : 1

Total Approach Volume: 3,797

Westbound: CSAH 22 (Viking Blvd)

Number of Lanes : 1

Total Approach Volume: 5,041

### Minor Street Approaches

Northbound: CSAH 7 (Rum River Blvd)

Number of Lanes : 1

Total Approach Volume: 3,179

Southbound: CSAH 7 (Rum River Blvd)

Number of Lanes : 1

Total Approach Volume: 3,975

---

### 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.....Not Satisfied

Required volumes reached for 6 hours, 8 are needed

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

Required 1A volumes reached for 16 hours, 8 are needed

Required 1B volumes reached for 14 hours, 8 are needed

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

Number of hours (15) volumes exceed minimum >= minimum required (4).

Warrant 3 - Peak Hour.....Satisfied

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

Number of one hour periods (37) 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: TMC 2253

Study Date : 08/17/2022

## 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 EB	+	Major WB	=		Minor NB	Minor SB	
	CSAH 22 (Viking Blvd)					CSAH 7 (Rum River Blvd)		
16:30 - 17:30	403	+	537	=	940	404	212	Yes
15:30 - 16:30	369	+	499	=	868	390	192	Yes
17:30 - 18:30	253	+	437	=	690	319	206	Yes
14:30 - 15:30	280	+	371	=	651	304	177	Yes
06:30 - 07:30	276	+	267	=	543	91	479	Yes
07:30 - 08:30	230	+	259	=	489	121	338	Yes
13:30 - 14:30	204	+	281	=	485	223	176	Yes
12:30 - 13:30	181	+	299	=	480	160	169	Yes
18:30 - 19:30	188	+	277	=	465	229	130	Yes
11:30 - 12:30	195	+	248	=	443	154	204	Yes
09:30 - 10:30	201	+	234	=	435	103	209	Yes
08:30 - 09:30	201	+	215	=	416	94	239	Yes
10:30 - 11:30	170	+	234	=	404	110	186	Yes
05:30 - 06:30	177	+	214	=	391	27	462	Yes
19:30 - 20:30	136	+	213	=	349	133	92	No
19:45 - 20:45	147	+	193	=	340	124	82	No
05:15 - 06:15	149	+	190	=	339	21	428	No
20:00 - 21:00	137	+	184	=	321	106	78	No
20:15 - 21:15	125	+	166	=	291	107	78	No
05:00 - 06:00	114	+	175	=	289	13	377	No
20:30 - 21:30	122	+	146	=	268	111	70	No
04:45 - 05:45	85	+	148	=	233	10	312	No
20:45 - 21:45	95	+	132	=	227	98	57	No
04:30 - 05:30	69	+	117	=	186	8	246	No
21:00 - 22:00	72		111		183	96	50	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2253

Study Date : 08/17/2022

## 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 EB	+	Major WB	=		Minor NB	Minor SB	
16:00 - 17:00	419	+	503	=	922	400	223	Yes
17:00 - 18:00	324	+	531	=	855	381	200	Yes
15:00 - 16:00	306	+	447	=	753	364	165	Yes
14:00 - 15:00	253	+	319	=	572	271	176	Yes
06:30 - 07:30	276	+	267	=	543	91	479	Yes
18:00 - 19:00	197	+	336	=	533	260	169	Yes
13:45 - 14:45	237	+	283	=	520	252	185	No
06:15 - 07:15	262	+	257	=	519	55	490	No
12:15 - 13:15	202	+	297	=	499	154	191	No
07:30 - 08:30	230	+	259	=	489	121	338	No
13:30 - 14:30	204	+	281	=	485	223	176	No
06:00 - 07:00	249	+	232	=	481	46	483	No
12:30 - 13:30	181	+	299	=	480	160	169	No
12:00 - 13:00	189	+	290	=	479	165	188	No
11:45 - 12:45	195	+	271	=	466	163	197	No
13:15 - 14:15	185	+	273	=	458	185	178	No
12:45 - 13:45	168	+	288	=	456	154	170	No
13:00 - 14:00	180	+	275	=	455	156	182	No
09:15 - 10:15	205	+	242	=	447	105	214	No
08:45 - 09:45	202	+	244	=	446	91	241	No
09:00 - 10:00	203	+	240	=	443	104	235	No
11:30 - 12:30	195	+	248	=	443	154	204	No
09:30 - 10:30	201	+	234	=	435	103	209	No
05:45 - 06:45	218	+	216	=	434	38	478	No
11:00 - 12:00	182		243		425	134	194	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2253

Study Date : 08/17/2022

## 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

16 hours meet 1A minimums.  
14 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 22 (Viking Blvd)

#### Minor Road CSAH 7 (Rum River Blvd)

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1A?
16:00 - 17:00	419	+	503	=	922	400	223	Yes
17:00 - 18:00	324	+	531	=	855	381	200	Yes
15:00 - 16:00	306	+	447	=	753	364	165	Yes
14:00 - 15:00	253	+	319	=	572	271	176	Yes
07:00 - 08:00	264	+	302	=	566	127	454	Yes
18:00 - 19:00	197	+	336	=	533	260	169	Yes
06:00 - 07:00	249	+	232	=	481	46	483	Yes
12:00 - 13:00	189	+	290	=	479	165	188	Yes
13:00 - 14:00	180	+	275	=	455	156	182	Yes
09:00 - 10:00	203	+	240	=	443	104	235	Yes
19:00 - 20:00	181	+	244	=	425	196	118	Yes
11:00 - 12:00	182	+	243	=	425	134	194	Yes

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1B?
16:00 - 17:00	419	+	503	=	922	400	223	Yes
17:00 - 18:00	324	+	531	=	855	381	200	Yes
15:00 - 16:00	306	+	447	=	753	364	165	Yes
14:00 - 15:00	253	+	319	=	572	271	176	Yes
06:45 - 07:45	272	+	297	=	569	106	475	Yes
18:00 - 19:00	197	+	336	=	533	260	169	Yes
12:00 - 13:00	189	+	290	=	479	165	188	Yes
13:00 - 14:00	180	+	275	=	455	156	182	Yes
08:45 - 09:45	202	+	244	=	446	91	241	Yes
05:45 - 06:45	218	+	216	=	434	38	478	Yes
19:00 - 20:00	181	+	244	=	425	196	118	Yes
11:00 - 12:00	182	+	243	=	425	134	194	Yes



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2253

Study Date : 08/17/2022

## 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.

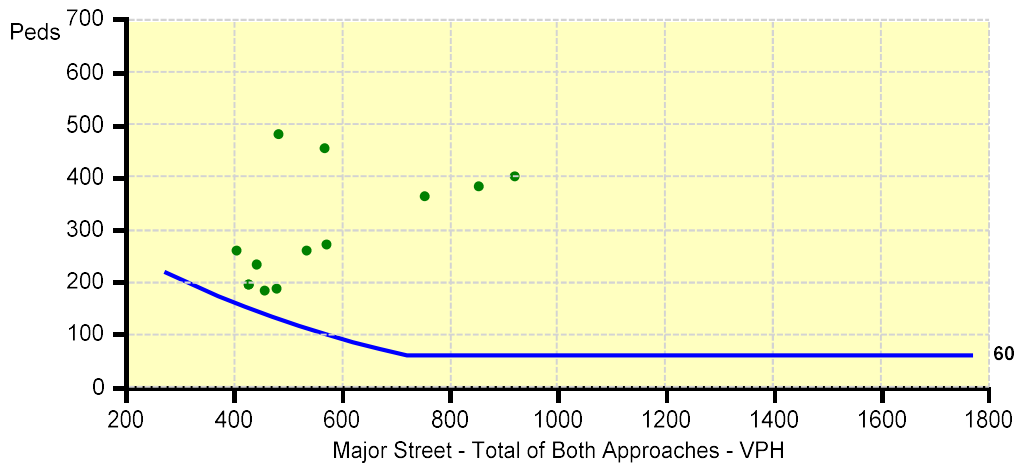
#### Summary

15 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 22 (Viking Blvd)				Total	Minor Road CSAH 7 (Rum River Blvd)		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:00 - 17:00	419	+	503	=	922	400	223	Yes
17:00 - 18:00	324	+	531	=	855	381	200	Yes
15:00 - 16:00	306	+	447	=	753	364	165	Yes
14:00 - 15:00	253	+	319	=	572	271	176	Yes
07:00 - 08:00	264	+	302	=	566	127	454	Yes
18:00 - 19:00	197	+	336	=	533	260	169	Yes
06:00 - 07:00	249	+	232	=	481	46	483	Yes
12:00 - 13:00	189	+	290	=	479	165	188	Yes
13:00 - 14:00	180	+	275	=	455	156	182	Yes
09:00 - 10:00	203	+	240	=	443	104	235	Yes
11:00 - 12:00	182	+	243	=	425	134	194	Yes
							118	Yes



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2253

Study Date : 08/17/2022

## 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

32 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 22 (Viking Blvd)				Total	Minor Road CSAH 7 (Rum River Blvd)		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:30 - 17:30	403	+	537	=	940	404	212	Yes
16:15 - 17:15	415	+	519	=	934	410	225	Yes
16:00 - 17:00	419	+	503	=	922	400	223	Yes
15:45 - 16:45	406	+	505	=	911	390	205	Yes
16:45 - 17:45	361	+	529	=	890	404	207	Yes
15:30 - 16:30	369	+	499	=	868	390	192	Yes
17:00 - 18:00	324	+	531	=	855	381	200	Yes
15:15 - 16:15	328	+	470	=	798	390	164	Yes
17:15 - 18:15	287	+	490	=	777	336	195	Yes
15:00 - 16:00	306	+	447	=	753	364	165	Yes
14:45 - 15:45	286	+	417	=	703	331	172	Yes
							206	Yes

