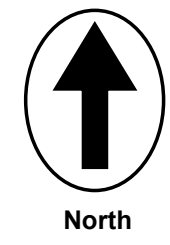
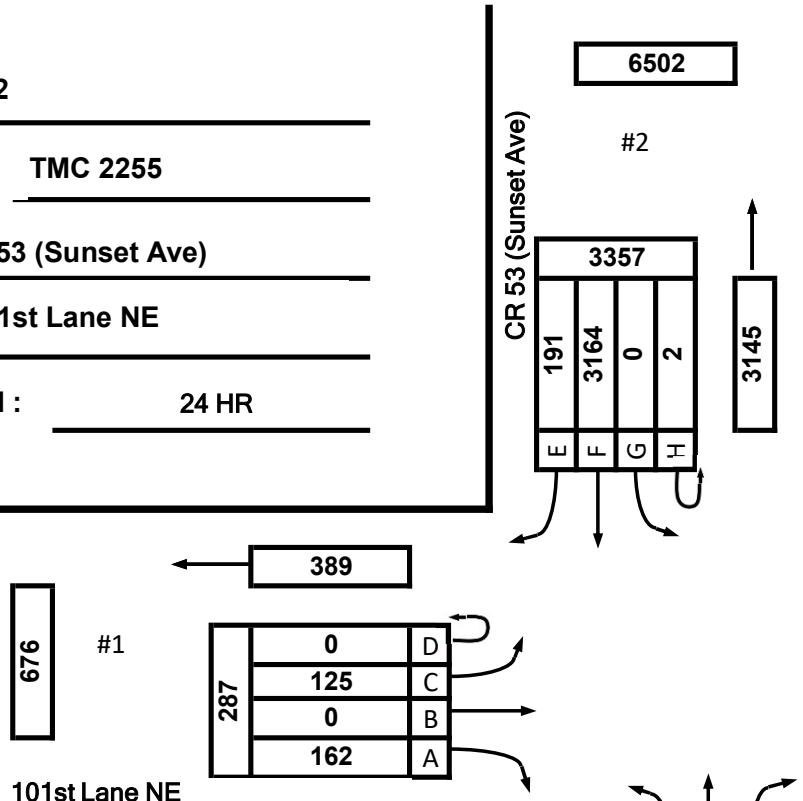


Date : 10/12/22

Count Number : TMC 2255

Location : CR 53 (Sunset Ave)  
@ 101st Lane NE

Collection Period : 24 HR



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

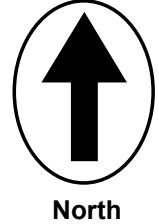
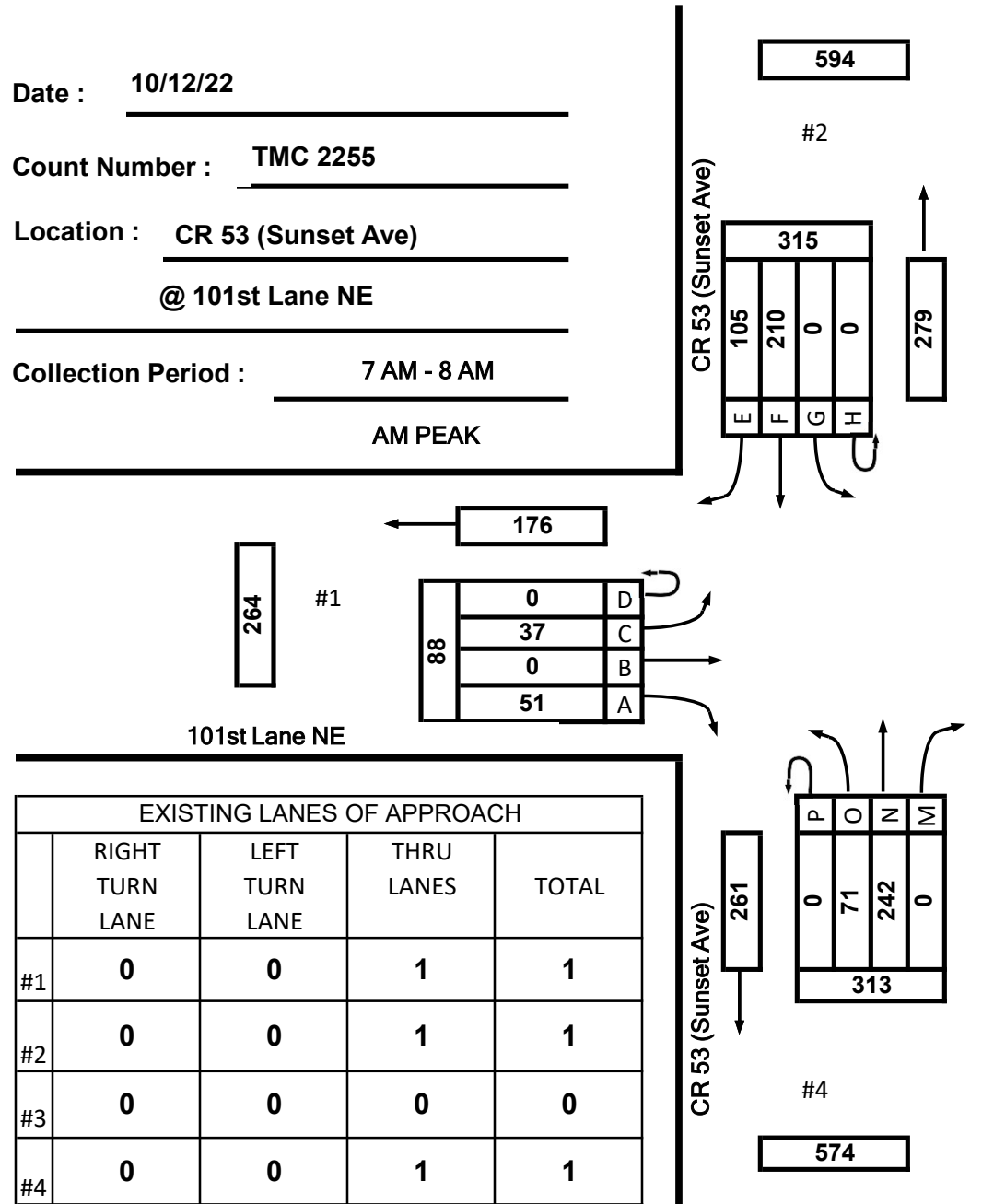
Anoka County Highway Department  
 Traffic Volume and Turning  
 Movement Study

Date : 10/12/22

Count Number : TMC 2255

Location : CR 53 (Sunset Ave)  
@ 101st Lane NE

Collection Period : 7 AM - 8 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

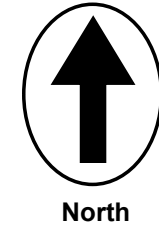
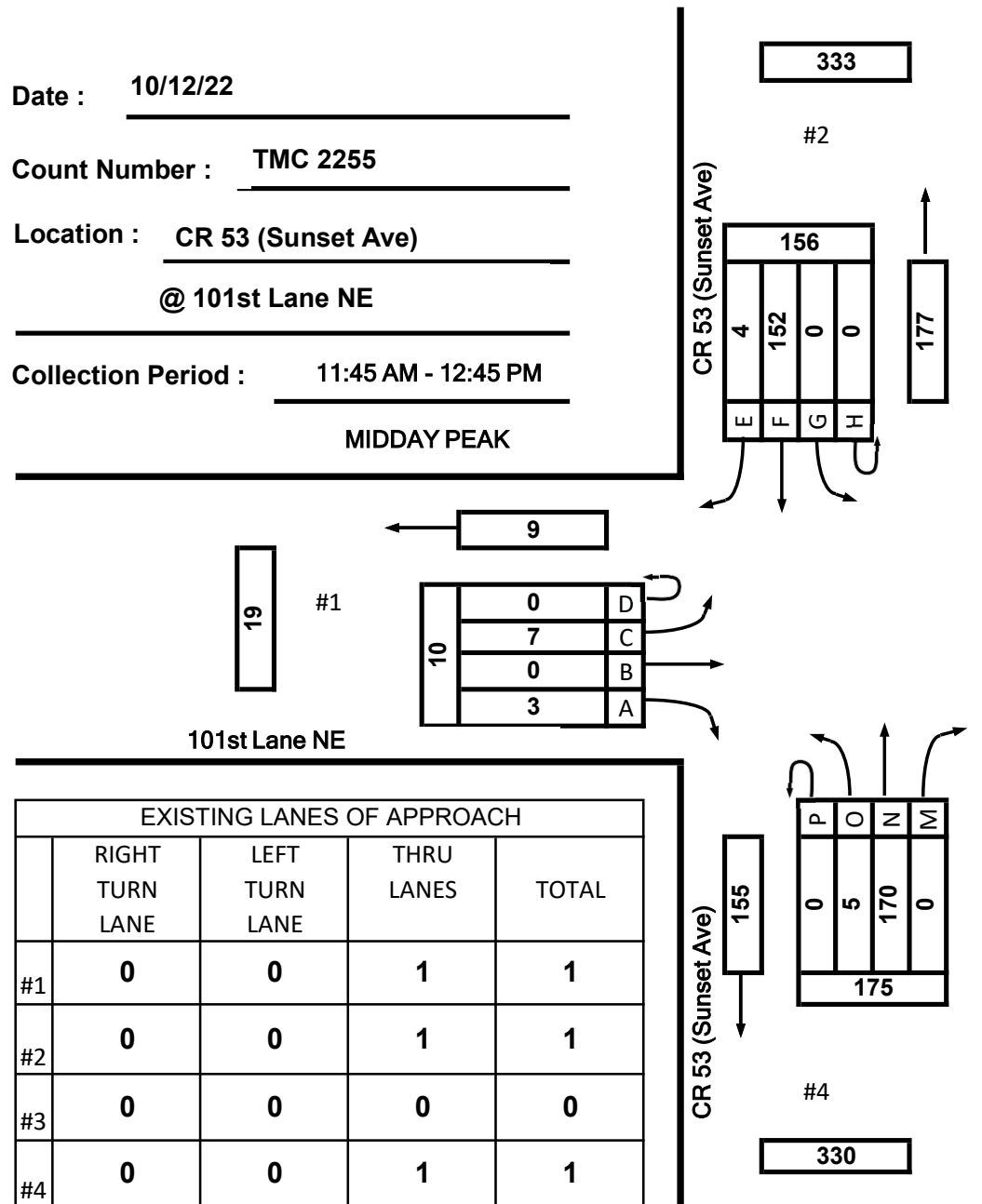
Anoka County Highway Department  
 Traffic Volume and Turning Movement Study

Date : 10/12/22

Count Number : TMC 2255

Location : CR 53 (Sunset Ave)  
@ 101st Lane NE

Collection Period : 11:45 AM - 12:45 PM  
**MIDDAY PEAK**



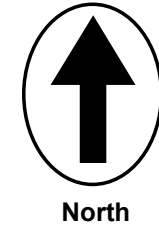
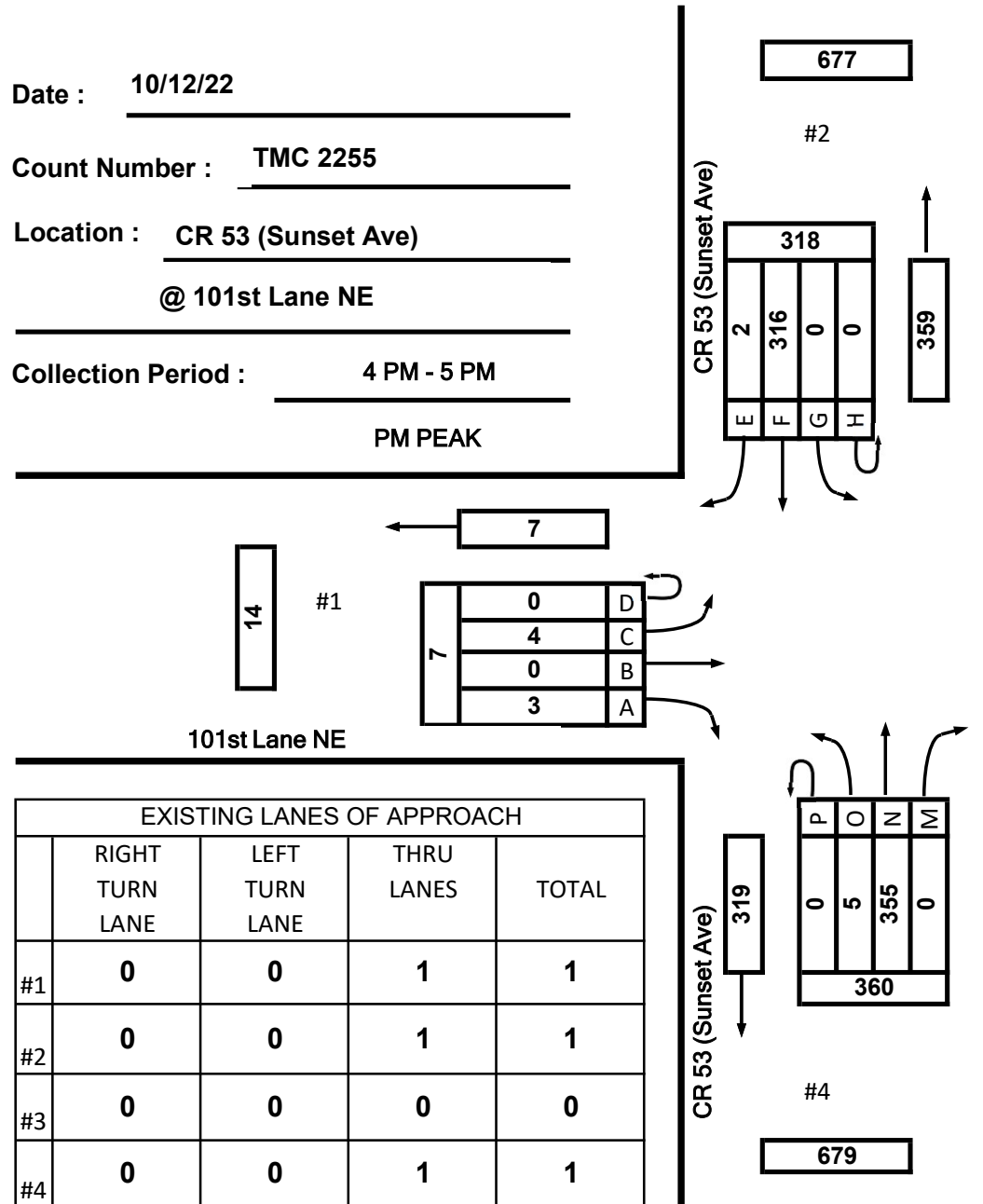
**Anoka County Highway Department**  
**Traffic Volume and Turning Movement Study**

Date : 10/12/22

Count Number : TMC 2255

Location : CR 53 (Sunset Ave)  
@ 101st Lane NE

Collection Period : 4 PM - 5 PM  
PM PEAK



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 2255-t  
 Site Code :  
 Start Date : 10/12/2022  
 Page No : 1

Weather: Cool & Rainy  
 CountCAM 2  
 Study Conducted by: Kevin

Groups Printed- Cars + - Trucks

Start Time	CR 53 (Sunset Ave) Southbound						Westbound						CR 53 (Sunset Ave) Northbound						101st Lane NE 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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
00:45	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
01:15	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
01:30	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
01:45	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</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>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>
02:00	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
02:45	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>
03:00	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
03:30	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>
04:00	0	3	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
04:15	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
04:30	0	5	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
04:45	0	11	0	0	0	11	0	0	0	0	0	0	0	2	0	0	0	2	1	0	1	0	0	2	0	0	0	0	0	2	0	15	15
<b>Total</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</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>2</b>	<b>0</b>	<b>31</b>	<b>31</b>
05:00	0	11	0	0	0	11	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14
05:15	0	9	0	0	0	9	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	14	14
05:30	0	12	0	0	0	12	0	0	0	0	0	0	0	7	0	0	0	7	1	0	0	0	0	1	0	0	0	0	0	1	0	20	20
05:45	0	16	0	0	0	16	0	0	0	0	0	0	0	15	1	0	0	16	2	0	0	0	0	2	0	0	0	0	0	2	0	34	34
<b>Total</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>0</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>3</b>	<b>0</b>	<b>82</b>	<b>82</b>



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2255-t  
 Site Code :  
 Start Date : 10/12/2022  
 Page No : 2

Weather: Cool & Rainy  
 CountCAM 2  
 Study Conducted by: Kevin

Groups Printed- Cars + - Trucks

Start Time	CR 53 (Sunset Ave) Southbound						CR 53 (Sunset Ave) Northbound						101st Lane NE 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									
06:00	0	26	0	0	0	26	0	0	0	0	0	0	0	10	0	0	0	10	2	0	0	0	0	2	0	38	38
06:15	0	29	0	0	0	29	0	0	0	0	0	0	0	22	2	0	0	24	0	0	1	0	0	1	0	54	54
06:30	1	36	0	0	0	37	0	0	0	0	0	0	0	14	0	0	0	14	1	0	0	0	0	1	0	52	52
06:45	1	57	0	0	0	58	0	0	0	0	0	0	0	25	4	0	0	29	0	0	1	0	0	1	0	88	88
Total	2	148	0	0	0	150	0	0	0	0	0	0	0	71	6	0	0	77	3	0	2	0	0	5	0	232	232
07:00	3	55	0	0	0	58	0	0	0	0	0	0	0	43	5	0	0	48	2	0	0	0	0	2	0	108	108
07:15	6	64	0	0	0	70	0	0	0	0	0	0	0	43	6	0	0	49	2	0	3	0	0	5	0	124	124
07:30	31	55	0	0	0	86	0	0	0	0	0	0	0	84	20	0	0	104	6	0	15	0	0	21	0	211	211
07:45	65	48	0	0	0	113	0	0	0	0	0	0	0	63	41	0	0	104	39	0	15	0	0	54	0	271	271
Total	105	222	0	0	0	327	0	0	0	0	0	0	0	233	72	0	0	305	49	0	33	0	0	82	0	714	714
08:00	3	43	0	0	0	46	0	0	0	0	0	0	0	52	4	0	0	56	4	0	4	0	0	8	0	110	110
08:15	2	44	0	0	0	46	0	0	0	0	0	0	0	41	3	0	0	44	2	0	0	0	0	2	0	92	92
08:30	1	42	0	0	0	43	0	0	0	0	0	0	0	27	0	0	0	27	2	0	1	0	0	3	0	73	73
08:45	2	71	0	0	0	73	0	0	0	0	0	0	0	27	1	0	0	28	3	0	1	0	1	4	1	105	106
Total	8	200	0	0	0	208	0	0	0	0	0	0	0	147	8	0	0	155	11	0	6	0	1	17	1	380	381
09:00	3	59	0	0	0	62	0	0	0	0	0	0	0	43	0	0	2	43	2	0	0	0	0	2	2	107	109
09:15	0	42	0	0	0	42	0	0	0	0	0	0	0	38	1	0	1	39	1	0	0	0	0	1	1	82	83
09:30	1	32	0	0	0	33	0	0	0	0	0	0	0	30	2	0	1	32	3	0	1	0	0	4	1	69	70
09:45	3	48	0	0	0	51	0	0	0	0	0	0	0	28	0	0	1	28	1	0	2	0	0	3	1	82	83
Total	7	181	0	0	0	188	0	0	0	0	0	0	0	139	3	0	5	142	7	0	3	0	0	10	5	340	345
10:00	3	27	0	0	0	30	0	0	0	0	0	0	0	33	0	0	30	33	3	0	4	0	0	7	30	70	100
10:15	0	35	0	0	0	35	0	0	0	0	0	0	0	24	1	0	0	25	1	0	0	0	14	1	14	61	75
10:30	1	26	0	0	0	27	0	0	0	0	0	0	0	30	1	0	0	31	1	0	1	0	0	2	0	60	60
10:45	1	46	0	0	0	47	0	0	0	0	0	0	0	26	1	0	0	27	1	0	1	0	0	2	0	76	76
Total	5	134	0	0	0	139	0	0	0	0	0	0	0	113	3	0	30	116	6	0	6	0	14	12	44	267	311
11:00	1	39	0	0	0	40	0	0	0	0	0	0	0	41	1	0	0	42	1	0	1	0	0	2	0	84	84
11:15	0	39	0	0	0	39	0	0	0	0	0	0	0	39	2	0	0	41	2	0	2	0	0	4	0	84	84
11:30	1	34	0	0	0	35	0	0	0	0	0	0	0	40	1	0	0	41	0	0	3	0	1	3	1	79	80
11:45	2	40	0	0	0	42	0	0	0	0	0	0	0	50	1	0	0	51	0	0	1	0	0	1	0	94	94
Total	4	152	0	0	0	156	0	0	0	0	0	0	0	170	5	0	0	175	3	0	7	0	1	10	1	341	342
12:00	0	33	0	0	0	33	0	0	0	0	0	0	0	36	2	0	35	38	2	0	1	0	0	3	35	74	109
12:15	0	45	0	0	0	45	0	0	0	0	0	0	0	41	1	0	0	42	1	0	2	0	0	3	0	90	90
12:30	0	35	0	0	0	35	0	0	0	0	0	0	0	34	3	0	0	37	0	0	1	0	0	1	0	73	73



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2255-t  
 Site Code :  
 Start Date : 10/12/2022  
 Page No : 3

Weather: Cool & Rainy  
 CountCAM 2  
 Study Conducted by: Kevin

Groups Printed- Cars + - Trucks

Start Time	CR 53 (Sunset Ave) Southbound						Westbound						CR 53 (Sunset Ave) Northbound						101st Lane NE 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	2	31	0	0	0	33	0	0	0	0	0	0	0	39	3	0	1	42	2	0	1	0	0	3	1	78	79
Total	2	144	0	0	0	146	0	0	0	0	0	0	0	150	9	0	36	159	5	0	5	0	0	10	36	315	351
13:00	1	40	0	0	0	41	0	0	0	0	0	0	0	39	0	0	0	39	1	0	0	0	0	1	0	81	81
13:15	1	40	0	0	0	41	0	0	0	0	0	0	0	50	2	0	0	52	3	0	0	0	0	3	0	96	96
13:30	2	30	0	0	0	32	0	0	0	0	0	0	0	26	3	0	0	29	1	0	1	0	0	2	0	63	63
13:45	0	38	0	0	0	38	0	0	0	0	0	0	0	39	3	0	0	42	1	0	1	0	0	2	0	82	82
Total	4	148	0	0	0	152	0	0	0	0	0	0	0	154	8	0	0	162	6	0	2	0	0	8	0	322	322
14:00	0	35	0	0	0	35	0	0	0	0	0	0	0	43	5	0	0	48	1	0	1	0	0	2	0	85	85
14:15	4	51	0	0	0	55	0	0	0	0	0	0	0	51	11	0	0	62	0	0	2	0	0	2	0	119	119
14:30	13	40	0	0	0	53	0	0	0	0	0	0	0	44	18	0	0	62	2	0	2	0	0	4	0	119	119
14:45	13	64	0	0	0	77	0	0	0	0	0	0	0	78	8	0	0	86	28	0	21	0	0	49	0	212	212
Total	30	190	0	0	0	220	0	0	0	0	0	0	0	216	42	0	0	258	31	0	26	0	0	57	0	535	535
15:00	8	77	0	0	0	85	0	0	0	0	0	0	0	61	4	0	1	65	5	0	11	0	0	16	1	166	167
15:15	1	64	0	0	0	65	0	0	0	0	0	0	0	69	3	0	0	72	6	0	1	0	0	7	0	144	144
15:30	2	72	0	0	0	74	0	0	0	0	0	0	0	41	2	0	0	43	4	0	2	0	0	6	0	123	123
15:45	3	58	0	0	0	61	0	0	0	0	0	0	0	110	1	0	0	111	2	0	2	0	0	4	0	176	176
Total	14	271	0	0	0	285	0	0	0	0	0	0	0	281	10	0	1	291	17	0	16	0	0	33	1	609	610
16:00	2	55	0	0	0	57	0	0	0	0	0	0	0	84	5	0	1	89	3	0	5	0	0	8	1	154	155
16:15	0	64	0	0	0	64	0	0	0	0	0	0	0	76	3	0	1	79	2	0	2	0	0	4	1	147	148
16:30	2	63	0	0	0	65	0	0	0	0	0	0	0	84	1	0	2	85	2	0	2	0	1	4	3	154	157
16:45	0	89	0	0	0	89	0	0	0	0	0	0	0	79	1	0	0	80	1	0	2	0	0	3	0	172	172
Total	4	271	0	0	0	275	0	0	0	0	0	0	0	323	10	0	4	333	8	0	11	0	1	19	5	627	632
17:00	0	76	0	0	0	76	0	0	0	0	0	0	0	90	1	0	0	91	1	0	0	0	0	1	0	168	168
17:15	1	77	0	0	0	78	0	0	0	0	0	0	0	99	1	0	1	100	0	0	2	0	0	2	1	180	181
17:30	1	74	0	0	0	75	0	0	0	0	0	0	0	87	2	0	0	89	1	0	0	0	0	1	0	165	165
17:45	1	92	0	0	0	93	0	0	0	0	0	0	0	75	1	0	0	76	2	0	0	0	0	2	0	171	171
Total	3	319	0	0	0	322	0	0	0	0	0	0	0	351	5	0	1	356	4	0	2	0	0	6	1	684	685
18:00	0	74	0	0	0	74	0	0	0	0	0	0	0	73	1	0	1	74	1	0	1	0	0	2	1	150	151
18:15	1	53	0	2	0	56	0	0	0	0	0	0	0	74	2	0	0	76	0	0	1	0	2	1	2	133	135
18:30	0	51	0	0	0	51	0	0	0	0	0	0	0	67	3	0	0	70	1	0	1	0	0	2	0	123	123
18:45	0	54	0	0	0	54	0	0	0	0	0	0	0	61	2	0	0	63	0	0	1	0	0	1	0	118	118
Total	1	232	0	2	0	235	0	0	0	0	0	0	0	275	8	0	1	283	2	0	4	0	2	6	3	524	527



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2255-t  
 Site Code :  
 Start Date : 10/12/2022  
 Page No : 4

Weather: Cool & Rainy  
 CountCAM 2  
 Study Conducted by: Kevin

Groups Printed- Cars + - Trucks

Start Time	CR 53 (Sunset Ave) Southbound						Westbound						CR 53 (Sunset Ave) Northbound						101st Lane NE Eastbound						Exclu. Total	Inclu. Total	Int. Total		
	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total					
19:00	0	53	0	0	0	53	0	0	0	0	0	0	0	49	0	0	0	0	49	0	0	0	0	0	0	0	0	102	102
19:15	0	64	0	0	0	64	0	0	0	0	0	0	0	39	2	0	0	0	41	1	0	0	0	0	1	0	106	106	
19:30	0	60	0	0	0	60	0	0	0	0	0	0	0	43	0	0	0	0	43	1	0	0	0	0	1	0	104	104	
19:45	1	37	0	0	0	38	0	0	0	0	0	0	0	20	0	0	0	0	20	0	0	0	0	0	0	0	58	58	
<b>Total</b>	<b>1</b>	<b>214</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>215</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>151</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>153</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>370</b>	<b>370</b>	
20:00	1	41	0	0	0	42	0	0	0	0	0	0	0	31	0	0	0	0	31	1	0	0	0	0	1	0	74	74	
20:15	0	41	0	0	0	41	0	0	0	0	0	0	0	25	0	0	0	0	25	0	0	0	0	0	0	0	66	66	
20:30	0	36	0	0	0	36	0	0	0	0	0	0	0	27	1	0	0	0	28	0	0	0	0	0	0	0	64	64	
20:45	0	16	0	0	0	16	0	0	0	0	0	0	0	25	1	0	0	0	26	3	0	0	0	0	3	0	45	45	
<b>Total</b>	<b>1</b>	<b>134</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>108</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>110</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>249</b>	<b>249</b>	
21:00	0	31	0	0	0	31	0	0	0	0	0	0	0	20	2	0	0	0	22	0	0	0	0	0	0	0	53	53	
21:15	0	19	0	0	0	19	0	0	0	0	0	0	0	16	0	0	0	0	16	0	0	1	0	0	1	0	36	36	
21:30	0	9	0	0	0	9	0	0	0	0	0	0	0	11	1	0	0	0	12	0	0	0	0	0	0	0	21	21	
21:45	0	10	0	0	0	10	0	0	0	0	0	0	0	10	0	0	0	0	10	0	0	0	0	0	0	0	20	20	
<b>Total</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>130</b>	<b>130</b>	
22:00	0	6	0	0	0	6	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	10	10	
22:15	0	21	0	0	0	21	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	24	24	
22:30	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	5	5	
22:45	0	8	0	0	0	8	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	11	11	
<b>Total</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</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>0</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>50</b>	<b>50</b>	
23:00	0	4	0	0	0	4	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	8	8	
23:15	0	6	0	0	0	6	0	0	0	0	0	0	0	4	1	0	0	0	5	0	0	0	0	0	0	0	11	11	
23:30	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	
23:45	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	4	4	
<b>Total</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</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>0</b>	<b>26</b>	<b>26</b>	
<b>Grand Total</b>	<b>191</b>	<b>3164</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3357</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3018</b>	<b>198</b>	<b>0</b>	<b>78</b>	<b>3216</b>	<b>162</b>	<b>0</b>	<b>125</b>	<b>0</b>	<b>19</b>	<b>287</b>	<b>97</b>	<b>6860</b>	<b>6957</b>		
<b>Apprch %</b>	<b>5.7</b>	<b>94.3</b>	<b>0</b>	<b>0.1</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>93.8</b>	<b>6.2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56.4</b>	<b>0</b>	<b>43.6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>Total %</b>	<b>2.8</b>	<b>46.1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48.9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>2.9</b>	<b>0</b>	<b>0</b>	<b>46.9</b>	<b>2.4</b>	<b>0</b>	<b>1.8</b>	<b>0</b>	<b>0</b>	<b>4.2</b>	<b>1.4</b>	<b>98.6</b>	<b>0</b>	<b>0</b>	
<b>Cars +</b>	<b>174</b>	<b>3103</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3279</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2897</b>	<b>173</b>	<b>0</b>	<b>0</b>	<b>3148</b>	<b>160</b>	<b>0</b>	<b>122</b>	<b>0</b>	<b>0</b>	<b>301</b>	<b>0</b>	<b>0</b>	<b>6728</b>		
<b>% Cars +</b>	<b>91.1</b>	<b>98.1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>97.7</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>87.4</b>	<b>0</b>	<b>100</b>	<b>95.6</b>	<b>98.8</b>	<b>0</b>	<b>97.6</b>	<b>0</b>	<b>100</b>	<b>98.4</b>	<b>0</b>	<b>0</b>	<b>96.7</b>		
<b>Trucks</b>	<b>17</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>121</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>146</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>229</b>		
<b>% Trucks</b>	<b>8.9</b>	<b>1.9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2.3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>12.6</b>	<b>0</b>	<b>0</b>	<b>4.4</b>	<b>1.2</b>	<b>0</b>	<b>2.4</b>	<b>0</b>	<b>0</b>	<b>1.6</b>	<b>0</b>	<b>0</b>	<b>3.3</b>		





# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2255-t  
 Site Code :  
 Start Date : 10/12/2022  
 Page No : 5

Weather: Cool & Rainy  
 CountCAM 2  
 Study Conducted by: Kevin

Start Time	CR 53 (Sunset Ave) Southbound					Westbound					CR 53 (Sunset Ave) Northbound					101st Lane NE 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 07:15																					
07:15	6	64	0	0	70	0	0	0	0	0	0	43	6	0	49	2	0	3	0	5	124
07:30	31	55	0	0	86	0	0	0	0	0	0	84	20	0	104	6	0	15	0	21	211
07:45	65	48	0	0	113	0	0	0	0	0	0	63	41	0	104	39	0	15	0	54	271
08:00	3	43	0	0	46	0	0	0	0	0	0	52	4	0	56	4	0	4	0	8	110
Total Volume	105	210	0	0	315	0	0	0	0	0	0	242	71	0	313	51	0	37	0	88	716
% App. Total	33.3	66.7	0	0		0	0	0	0	0	0	77.3	22.7	0		58	0	42	0		
PHF	.404	.820	.000	.000	.697	.000	.000	.000	.000	.000	.000	.720	.433	.000	.752	.327	.000	.617	.000	.407	.661
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00																					
11:00	1	39	0	0	40	0	0	0	0	0	0	41	1	0	42	1	0	1	0	2	84
11:15	0	39	0	0	39	0	0	0	0	0	0	39	2	0	41	2	0	2	0	4	84
11:30	1	34	0	0	35	0	0	0	0	0	0	40	1	0	41	0	0	3	0	3	79
11:45	2	40	0	0	42	0	0	0	0	0	0	50	1	0	51	0	0	1	0	1	94
Total Volume	4	152	0	0	156	0	0	0	0	0	0	170	5	0	175	3	0	7	0	10	341
% App. Total	2.6	97.4	0	0		0	0	0	0	0	0	97.1	2.9	0		30	0	70	0		
PHF	.500	.950	.000	.000	.929	.000	.000	.000	.000	.000	.000	.850	.625	.000	.858	.375	.000	.583	.000	.625	.907
Peak Hour Analysis From 14:00 to 23:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	89	0	0	89	0	0	0	0	0	0	79	1	0	80	1	0	2	0	3	172
17:00	0	76	0	0	76	0	0	0	0	0	0	90	1	0	91	1	0	0	0	1	168
17:15	1	77	0	0	78	0	0	0	0	0	0	99	1	0	100	0	0	2	0	2	180
17:30	1	74	0	0	75	0	0	0	0	0	0	87	2	0	89	1	0	0	0	1	165
Total Volume	2	316	0	0	318	0	0	0	0	0	0	355	5	0	360	3	0	4	0	7	685
% App. Total	0.6	99.4	0	0		0	0	0	0	0	0	98.6	1.4	0		42.9	0	57.1	0		
PHF	.500	.888	.000	.000	.893	.000	.000	.000	.000	.000	.000	.896	.625	.000	.900	.750	.000	.500	.000	.583	.951





# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2255-t  
 Site Code :  
 Start Date : 10/12/2022  
 Page No : 2

Weather: Cool & Rainy  
 CountCAM 2  
 Study Conducted by: Kevin

Groups Printed- Trucks

Start Time	CR 53 (Sunset Ave) Southbound					Westbound					CR 53 (Sunset Ave) Northbound					101st Lane NE 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	9	0	0	9	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
09:45	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</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>
10:00	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
10:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<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>6</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>
11:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
11:15	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	1
11:30	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	1
11:45	1	1	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>4</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>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>16</b>
12:00	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
12:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>5</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>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>
13:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0
13:30	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1
13:45	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>4</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>3</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>10</b>
14:00	0	1	0	0	1	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0
14:15	0	1	0	0	1	0	0	0	0	0	0	7	4	0	11	0	0	0	0	0	0
14:30	0	1	0	0	1	0	0	0	0	0	0	2	7	0	9	0	0	0	0	0	0
14:45	1	2	0	0	3	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>5</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>28</b>	<b>13</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>
15:00	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
15:15	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
15:30	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
15:45	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>7</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>5</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
16:00	0	5	0	0	5	0	0	0	0	0	0	2	3	0	5	1	0	0	0	1	11
16:15	0	4	0	0	4	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	6
16:30	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
16:45	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>0</b>	<b>12</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>3</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>20</b>
17:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<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>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>3</b>
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
<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>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>3</b>



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2255-t  
 Site Code :  
 Start Date : 10/12/2022  
 Page No : 3

Weather: Cool & Rainy  
 CountCAM 2  
 Study Conducted by: Kevin

Groups Printed- Trucks

Start Time	CR 53 (Sunset Ave) Southbound					Westbound					CR 53 (Sunset Ave) Northbound					101st Lane NE 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	2	0	0	2	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	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	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
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	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
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	17	61	0	0	78	0	0	0	0	0	0	121	25	0	146	2	0	3	0	5	229
Apprch %	21.8	78.2	0	0		0	0	0	0		0	82.9	17.1	0		40	0	60	0		
Total %	7.4	26.6	0	0	34.1	0	0	0	0	0	0	52.8	10.9	0	63.8	0.9	0	1.3	0	2.2	

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 10/11/2022

## Signal Warrants - Summary

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### Major Street Approaches

Northbound: CR 53 (Sunset Ave)

Number of Lanes : 1

Total Approach Volume: 3,216

Southbound: CR 53 (Sunset Ave)

Number of Lanes : 1

Total Approach Volume: 3,357

### Minor Street Approaches

Eastbound: 101st Lane NE

Number of Lanes : 1

Total Approach Volume: 287

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### Warrant Summary (Urban Values Apply)

**Warrant 1 - Eight Hour Vehicular Volumes.....Not Satisfied**

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

Required volumes reached for 0 hours, 8 are needed

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

Required volumes reached for 0 hours, 8 are needed

**Warrant 1C - Combination of Warrants.....Not Satisfied**

Required 1A volumes reached for 0 hours, 8 are needed

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

**Warrant 2 - Four Hour Volumes.....Not Satisfied**

Number of hours (0) volumes exceed minimum < minimum required (4).

**Warrant 3 - Peak Hour.....Not Satisfied**

**Warrant 3A - Peak Hour Delay.....Not Satisfied**

Approach volumes on minor street don't exceed minimums for any one hour period. Delay data not evaluated.

**Warrant 3B - Peak Hour Volumes.....Not Satisfied**

Volumes do not exceed minimums for any one hour period.

**Warrant 4 - Pedestrian Volumes.....Not Evaluated**

**Warrant 5 - School Crossing.....Not Evaluated**

**Warrant 6 - Coordinated Signal System.....Not Evaluated**

**Warrant 7 - Crash Experience.....Not Evaluated**

**Warrant 8 - Roadway Network.....Not Evaluated**

**Warrant 9 - Intersection Near a Grade Crossing.....Not Evaluated**

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 10/11/2022

## Warrant 1A - Minimum Volumes

#### Description

Intended for sites where the volume of intersecting traffic is the principal reason for consideration of a signal installation.

#### Summary

Only 0 one hour periods meet minimums.  
Warrant is NOT met.

#### Site Data Required

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

#### Volume Requirements

Veh/Hr Major = **500**

Veh/Hr Minor = **150**

Time	Major Road				Total	Minor Road		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
	<b>CR 53 (Sunset Ave)</b>					<b>101st Lane NE</b>		
16:45 - 17:45	360	+	318	=	678	7	0	No
17:00 - 18:00	356	+	322	=	678	6	0	No
16:30 - 17:30	356	+	308	=	664	10	0	No
17:15 - 18:15	339	+	320	=	659	7	0	No
07:00 - 08:00	305	+	327	=	632	82	0	No
16:15 - 17:15	335	+	294	=	629	12	0	No
07:15 - 08:15	313	+	315	=	628	88	0	No
17:30 - 18:30	315	+	298	=	613	6	0	No
15:45 - 16:45	364	+	247	=	611	20	0	No
16:00 - 17:00	333	+	275	=	608	19	0	No
07:30 - 08:30	308	+	291	=	599	85	0	No
15:30 - 16:30	322	+	256	=	578	22	0	No
15:00 - 16:00	291	+	285	=	576	33	0	No
15:15 - 16:15	315	+	257	=	572	25	0	No
17:45 - 18:45	296	+	274	=	570	7	0	No
14:45 - 15:45	266	+	301	=	567	78	0	No
14:30 - 15:30	285	+	280	=	565	76	0	No
14:15 - 15:15	275	+	270	=	545	71	0	No
18:00 - 19:00	283	+	235	=	518	6	0	No
06:45 - 07:45	230	+	272	=	502	29	0	No
07:45 - 08:45	231	+	248	=	479	67	0	No
14:00 - 15:00	258	+	220	=	478	57	0	No
18:15 - 19:15	258	+	214	=	472	4	0	No
18:30 - 19:30	223	+	222	=	445	4	0	No
18:45 - 19:45	196		231		427	3	0	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 10/11/2022

## Warrant 1B - Interruption of Continuous Traffic

#### Description

Intended for sites where the volume of the major street is so heavy that traffic on the minor street suffers excessive delay or hazard.

#### Summary

Only 0 one hour periods meet minimums.  
Warrant is NOT met.

#### Site Data Required

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

#### Volume Requirements

Veh/Hr Major = **750**

Veh/Hr Minor = **75**

Time	Major Road				Total	Minor Road		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
	<b>CR 53 (Sunset Ave)</b>					<b>101st Lane NE</b>		
16:45 - 17:45	360	+	318	=	678	7	0	No
17:00 - 18:00	356	+	322	=	678	6	0	No
16:30 - 17:30	356	+	308	=	664	10	0	No
17:15 - 18:15	339	+	320	=	659	7	0	No
07:00 - 08:00	305	+	327	=	632	82	0	No
16:15 - 17:15	335	+	294	=	629	12	0	No
07:15 - 08:15	313	+	315	=	628	88	0	No
17:30 - 18:30	315	+	298	=	613	6	0	No
15:45 - 16:45	364	+	247	=	611	20	0	No
16:00 - 17:00	333	+	275	=	608	19	0	No
07:30 - 08:30	308	+	291	=	599	85	0	No
15:30 - 16:30	322	+	256	=	578	22	0	No
15:00 - 16:00	291	+	285	=	576	33	0	No
15:15 - 16:15	315	+	257	=	572	25	0	No
17:45 - 18:45	296	+	274	=	570	7	0	No
14:45 - 15:45	266	+	301	=	567	78	0	No
14:30 - 15:30	285	+	280	=	565	76	0	No
14:15 - 15:15	275	+	270	=	545	71	0	No
18:00 - 19:00	283	+	235	=	518	6	0	No
06:45 - 07:45	230	+	272	=	502	29	0	No
07:45 - 08:45	231	+	248	=	479	67	0	No
14:00 - 15:00	258	+	220	=	478	57	0	No
18:15 - 19:15	258	+	214	=	472	4	0	No
18:30 - 19:30	223	+	222	=	445	4	0	No
18:45 - 19:45	196		231		427	3	0	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 10/11/2022

## Warrant 1C Combination of Warrants

#### Description

Intended for sites where the traffic volumes don't meet individual warrants but where Warrants 1A and 1B are both met to 80% of their stated values.

#### Summary

Only 0 hours meet 1A minimums.  
Only 1 hours meet 1B minimums.  
Warrant is NOT met.

#### Site Data Required

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

#### Volume Requirements

Warrant            1A    1B  
Veh/Hr Major = **400** **600**  
  
Veh/Hr Minor = **120** **60**

#### Major Road CR 53 (Sunset Ave)

#### Minor Road 101st Lane NE

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
16:45 - 17:45	360	+	318	=	678	7	0	No
17:00 - 18:00	356	+	322	=	678	6	0	No
16:30 - 17:30	356	+	308	=	664	10	0	No
17:15 - 18:15	339	+	320	=	659	7	0	No
07:00 - 08:00	305	+	327	=	632	82	0	No
16:15 - 17:15	335	+	294	=	629	12	0	No
07:15 - 08:15	313	+	315	=	628	88	0	No
17:30 - 18:30	315	+	298	=	613	6	0	No
15:45 - 16:45	364	+	247	=	611	20	0	No
16:00 - 17:00	333	+	275	=	608	19	0	No
07:30 - 08:30	308	+	291	=	599	85	0	No
15:30 - 16:30	322	+	256	=	578	22	0	No

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
07:00 - 08:00	305	+	327	=	632	82	0	Yes
16:45 - 17:45	360	+	318	=	678	7	0	No
17:00 - 18:00	356	+	322	=	678	6	0	No
16:30 - 17:30	356	+	308	=	664	10	0	No
17:15 - 18:15	339	+	320	=	659	7	0	No
16:15 - 17:15	335	+	294	=	629	12	0	No
17:30 - 18:30	315	+	298	=	613	6	0	No
15:45 - 16:45	364	+	247	=	611	20	0	No
16:00 - 17:00	333	+	275	=	608	19	0	No
15:30 - 16:30	322	+	256	=	578	22	0	No
15:00 - 16:00	291	+	285	=	576	33	0	No
15:15 - 16:15	315	+	257	=	572	25	0	No



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 10/11/2022

## Warrant 2 - Four Hour Volumes

#### Description

Intended for sites where the volume of intersecting traffic during any four hours of the day is the principal reason for consideration of a signal installation.

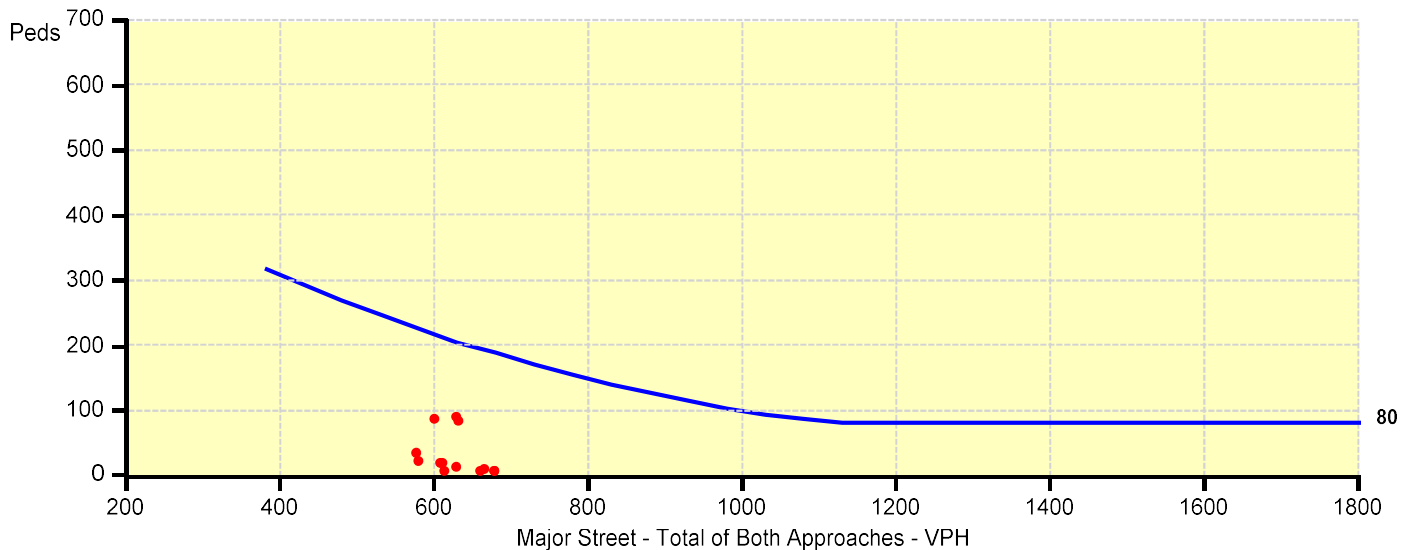
#### Summary

Only 0 one hour periods meet minimums.  
Warrant is NOT met.

#### Site Data Required

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

Time	Major Road CR 53 (Sunset Ave)				Total	Minor Road 101st Lane NE		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
16:45 - 17:45	360	+	318	=	678	7	0	No
17:00 - 18:00	356	+	322	=	678	6	0	No
16:30 - 17:30	356	+	308	=	664	10	0	No
17:15 - 18:15	339	+	320	=	659	7	0	No
07:00 - 08:00	305	+	327	=	632	82	0	No
16:15 - 17:15	335	+	294	=	629	12	0	No
07:15 - 08:15	313	+	315	=	628	88	0	No
17:30 - 18:30	315	+	298	=	613	6	0	No
15:45 - 16:45	364	+	247	=	611	20	0	No
16:00 - 17:00	333	+	275	=	608	19	0	No
07:30 - 08:30	308	+	291	=	599	85	0	No
15:30 - 16:30	322		256		578	22	0	No



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 10/11/2022

## Warrant 3B - Peak Hour Volumes

#### Description

Intended for sites where the volume of intersecting traffic during one hour of the day is the principal reason for consideration of a signal installation.

#### Summary

Only 0 one hour periods meet minimums.  
Warrant is NOT met.

#### Site Data Required

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

Time	Major Road CR 53 (Sunset Ave)				Total	Minor Road 101st Lane NE		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
16:45 - 17:45	360	+	318	=	678	7	0	No
17:00 - 18:00	356	+	322	=	678	6	0	No
16:30 - 17:30	356	+	308	=	664	10	0	No
17:15 - 18:15	339	+	320	=	659	7	0	No
07:00 - 08:00	305	+	327	=	632	82	0	No
16:15 - 17:15	335	+	294	=	629	12	0	No
07:15 - 08:15	313	+	315	=	628	88	0	No
17:30 - 18:30	315	+	298	=	613	6	0	No
15:45 - 16:45	364	+	247	=	611	20	0	No
16:00 - 17:00	333	+	275	=	608	19	0	No
07:30 - 08:30	308	+	291	=	599	85	0	No
15:30 - 16:30	322		256		578	22	0	No

