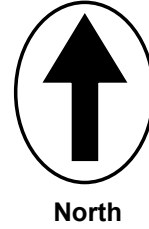


Date : 11/14/22

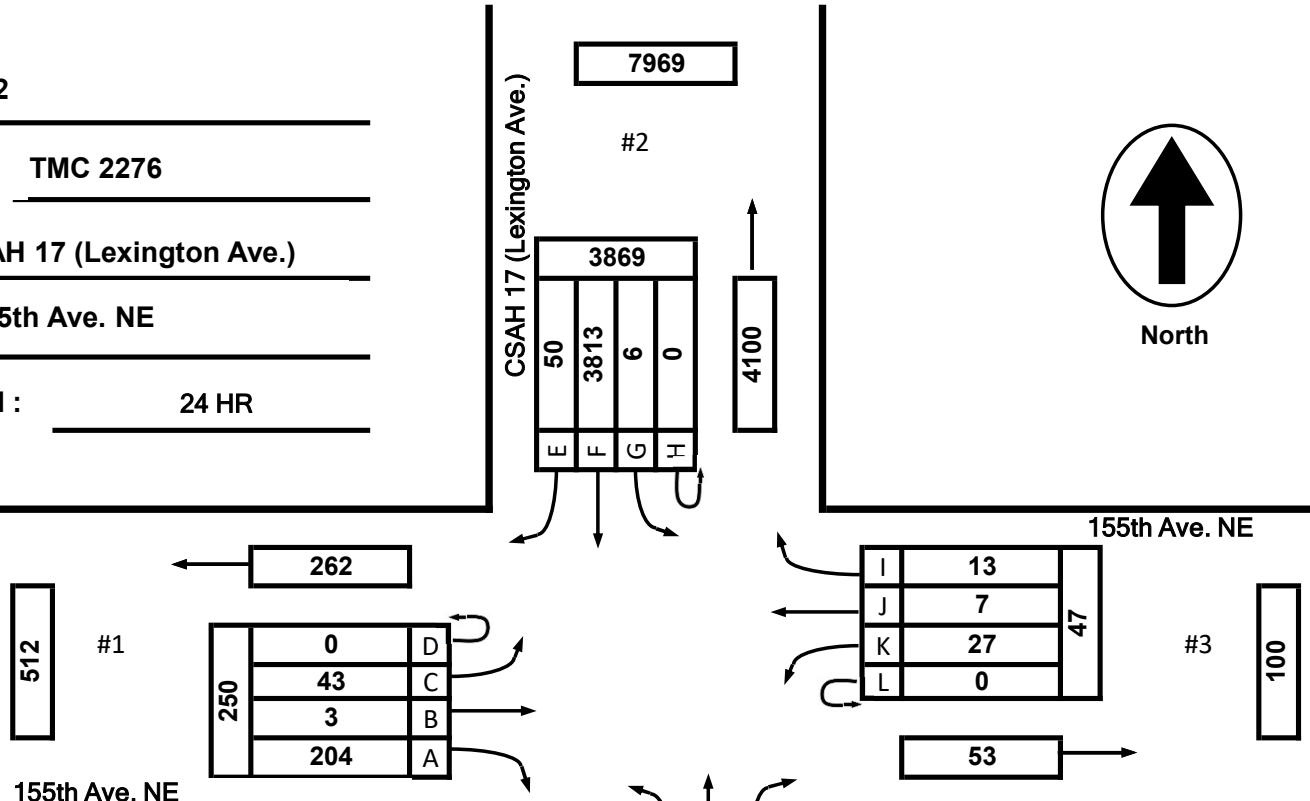
Count Number : TMC 2276

Location : CSAH 17 (Lexington Ave.)  
@ 155th Ave. NE

Collection Period : 24 HR



North



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	1	1
#4	0	0	1	1

Anoka County Highway Department

Traffic Volume and Turning Movement Study

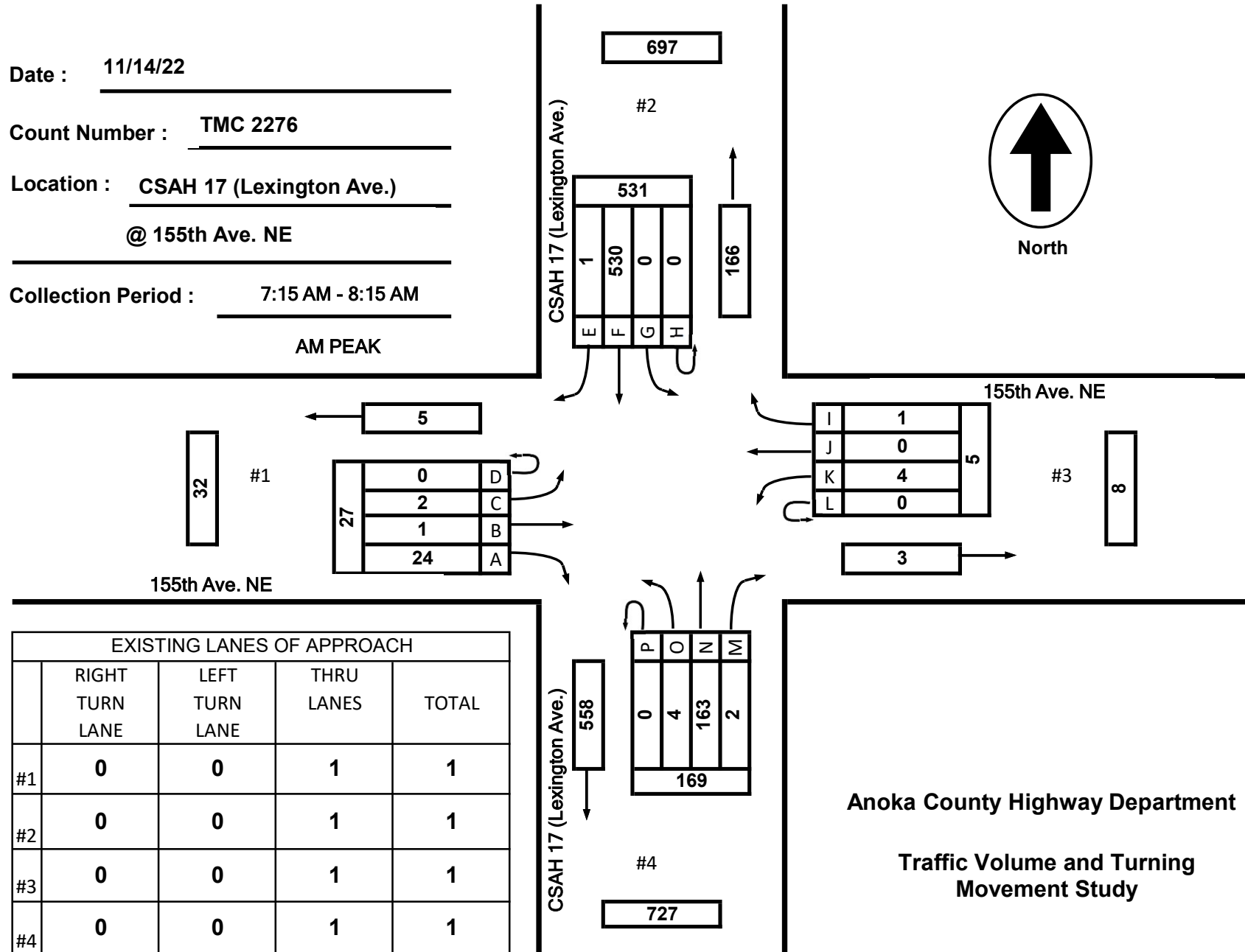
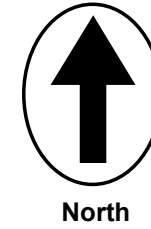
Date : 11/14/22

Count Number : TMC 2276

Location : CSAH 17 (Lexington Ave.)  
@ 155th Ave. NE

Collection Period : 7:15 AM - 8:15 AM

AM PEAK



Anoka County Highway Department

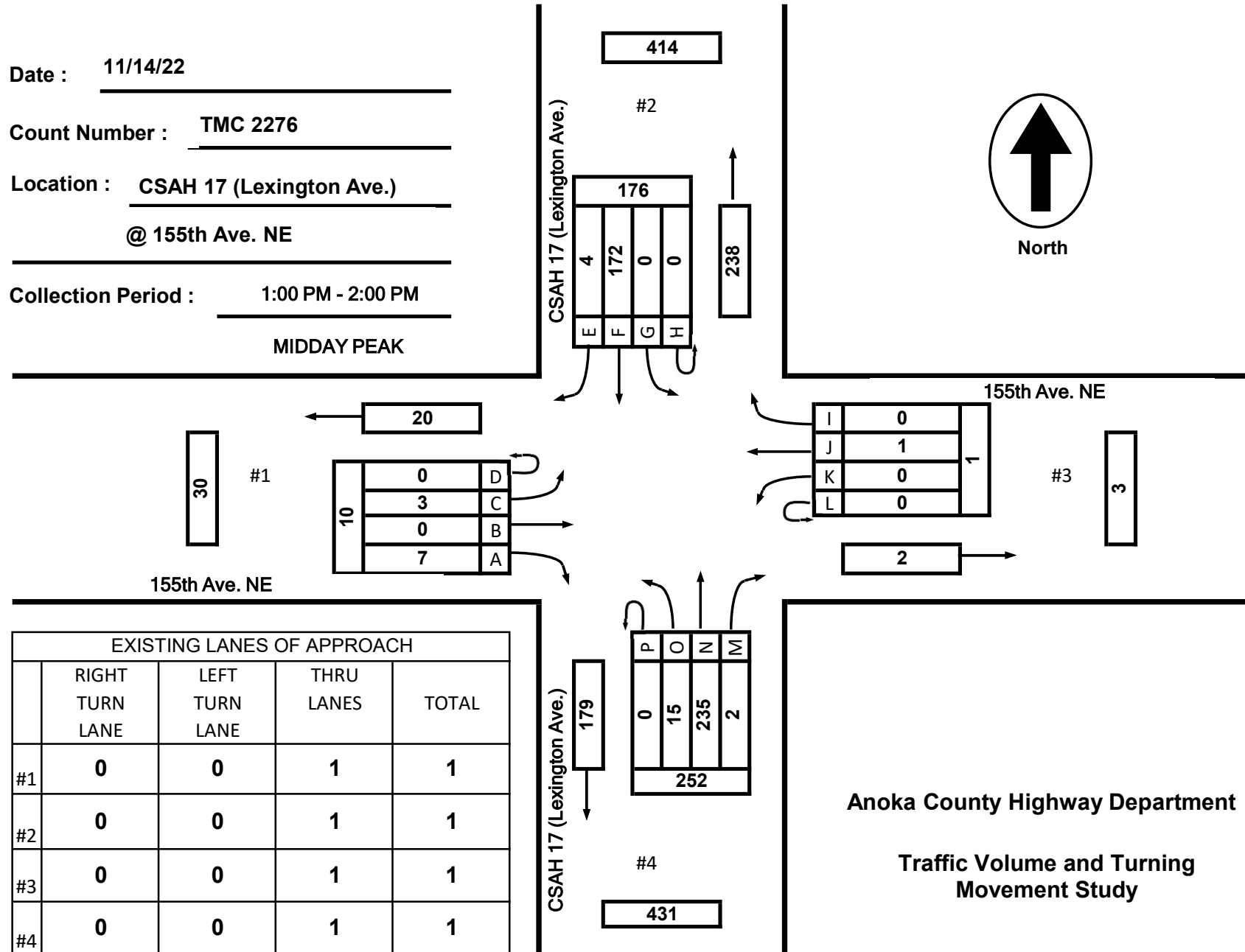
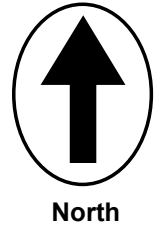
Traffic Volume and Turning Movement Study

Date : 11/14/22

Count Number : TMC 2276

Location : CSAH 17 (Lexington Ave.)  
@ 155th Ave. NE

Collection Period : 1:00 PM - 2:00 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	1	1
#4	0	0	1	1

Anoka County Highway Department

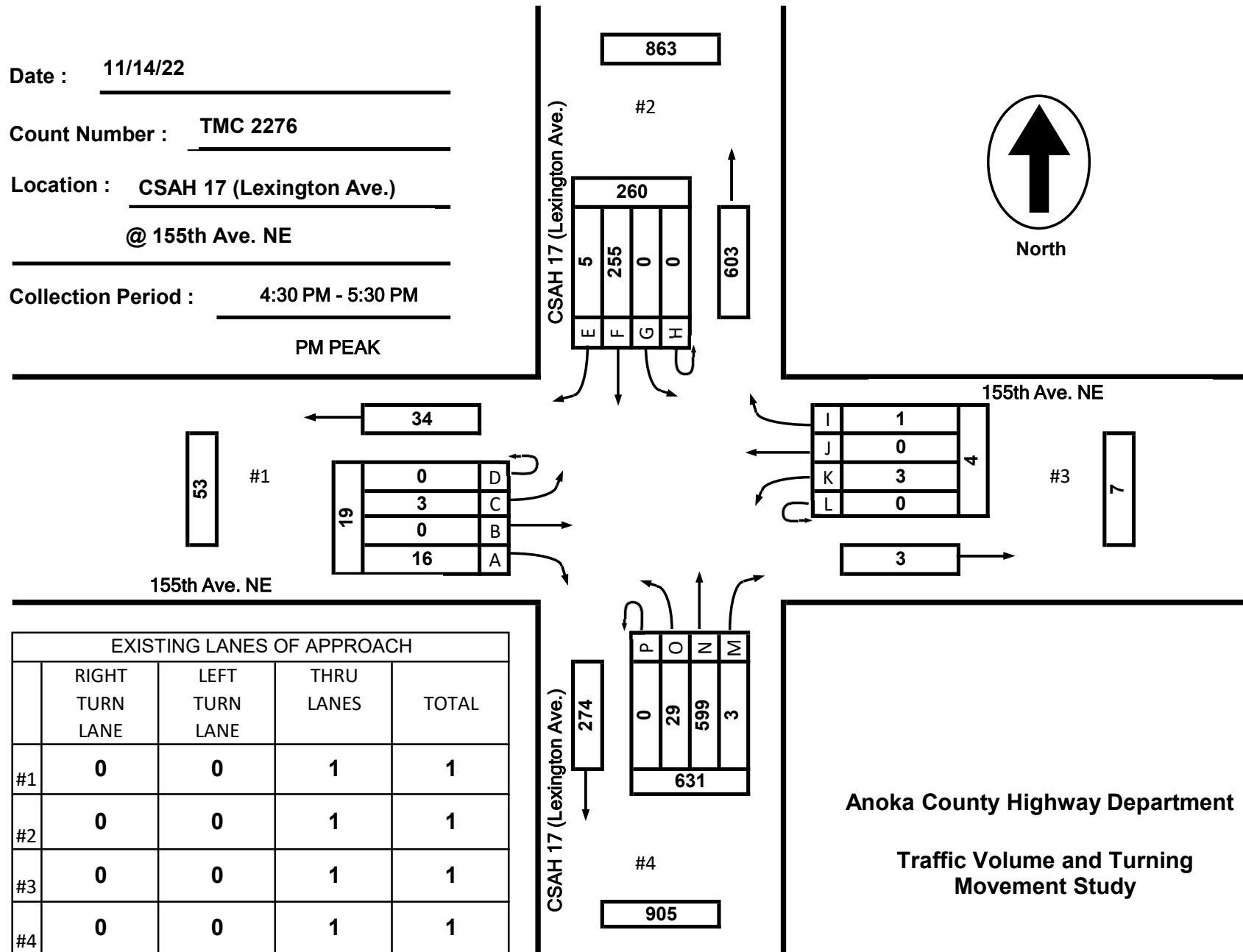
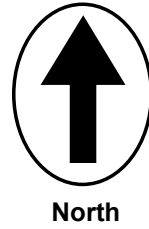
Traffic Volume and Turning Movement Study

Date : 11/14/22

Count Number : TMC 2276

Location : CSAH 17 (Lexington Ave.)  
@ 155th Ave. NE

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



EXISTING LANES OF APPROACH				
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	TOTAL
#1	0	0	1	1
#2	0	0	1	1
#3	0	0	1	1
#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 2276  
 Site Code :  
 Start Date : 11/14/2022  
 Page No : 1

Weather: Cold & Cloudy  
 CountCAM 3  
 Study Conducted by: Sam

Groups Printed- Cars + - Trucks

Start Time	CSAH 17 (Lexington Ave.) Southbound						155th Ave. NE Westbound						CSAH 17 (Lexington Ave.) Northbound						155th Ave. 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	1	1	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0	7	7
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	4	4
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2	2	
<b>Total</b>	<b>1</b>	<b>1</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>12</b>	<b>0</b>	<b>0</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>0</b>	<b>14</b>	<b>14</b>	
01:00	0	1	0	0	0	1	0	0	0	0	0	0	0	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	1	0	0	0	0	1	0	0	0	0	0	0	0	2	2	
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	1	0	0	1	0	3	3	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0	1	0	3	3	
<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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>9</b>	
02:00	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
02:15	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	4	4	
02:30	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	4	4	
02:45	0	3	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	5	5	
<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>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</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>13</b>	
03:00	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	4	4	
03:15	0	9	0	0	0	9	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	12	12	
03:30	0	9	0	0	0	9	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	10	10	
03:45	0	11	0	0	0	11	0	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	14	14	
<b>Total</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	
04:00	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	11	11	
04:15	0	16	0	0	0	16	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	18	18	
04:30	0	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	27	27	
04:45	0	28	0	0	0	28	0	0	0	0	0	0	0	2	0	0	0	0	2	1	0	0	0	0	1	0	31	31	
<b>Total</b>	<b>0</b>	<b>78</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>87</b>	<b>87</b>	
05:00	0	41	0	0	0	41	0	0	0	0	0	0	0	5	0	0	0	0	5	2	0	0	0	0	2	0	48	48	
05:15	0	59	0	0	0	59	0	0	0	0	0	0	0	6	0	0	0	0	6	2	0	1	0	0	3	0	68	68	
05:30	0	114	0	0	0	114	0	0	0	0	0	0	0	8	0	0	0	0	8	3	0	0	0	0	3	0	125	125	
05:45	0	83	0	0	0	83	0	0	0	0	0	0	0	7	0	0	0	0	7	3	0	0	0	0	3	0	93	93	
<b>Total</b>	<b>0</b>	<b>297</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>297</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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>334</b>	<b>334</b>	



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2276  
 Site Code :  
 Start Date : 11/14/2022  
 Page No : 2

Weather: Cold & Cloudy  
 CountCAM 3  
 Study Conducted by: Sam

Groups Printed- Cars + - Trucks

Start Time	CSAH 17 (Lexington Ave.) Southbound						155th Ave. NE Westbound						CSAH 17 (Lexington Ave.) Northbound						155th Ave. 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			
06:00	0	79	0	0	0	79	0	0	0	0	0	0	0	14	0	0	0	14	3	0	0	0	0	3	0	96	96
06:15	0	101	0	0	0	101	0	0	1	0	0	1	0	15	0	0	0	15	5	0	0	0	0	5	0	122	122
06:30	1	132	0	0	0	133	0	0	2	0	0	2	0	20	0	0	0	20	2	0	1	0	0	3	0	158	158
06:45	1	110	0	0	0	111	0	1	0	0	0	1	0	27	0	0	0	27	6	0	1	0	0	7	0	146	146
Total	2	422	0	0	0	424	0	1	3	0	0	4	0	76	0	0	0	76	16	0	2	0	0	18	0	522	522
07:00	0	113	0	0	0	113	0	0	0	0	0	0	2	25	1	0	0	28	7	1	0	0	0	8	0	149	149
07:15	0	143	0	0	0	143	1	0	1	0	0	2	1	32	0	0	0	33	4	0	2	0	0	6	0	184	184
07:30	0	143	0	0	0	143	0	0	2	0	0	2	1	45	1	0	0	47	7	1	0	0	0	8	0	200	200
07:45	1	127	0	0	0	128	0	0	1	0	0	1	0	45	0	0	0	45	6	0	0	0	0	6	0	180	180
Total	1	526	0	0	0	527	1	0	4	0	0	5	4	147	2	0	0	153	24	2	2	0	0	28	0	713	713
08:00	0	117	0	0	0	117	0	0	0	0	0	0	0	41	3	0	0	44	7	0	0	0	0	7	0	168	168
08:15	1	76	0	0	0	77	0	0	1	0	0	1	0	28	1	0	0	29	7	0	1	0	0	8	0	115	115
08:30	1	76	0	0	0	77	0	0	0	0	0	0	1	31	1	0	0	33	4	0	0	0	0	4	0	114	114
08:45	0	65	0	0	0	65	1	0	0	0	0	1	0	40	0	1	0	41	8	0	0	0	0	8	0	115	115
Total	2	334	0	0	0	336	1	0	1	0	0	2	1	140	5	1	0	147	26	0	1	0	0	27	0	512	512
09:00	0	55	0	0	0	55	0	0	0	0	0	0	1	39	1	0	0	41	6	0	2	0	0	8	0	104	104
09:15	1	53	0	0	0	54	0	0	0	0	0	0	0	46	3	0	0	49	4	0	0	0	0	4	0	107	107
09:30	0	57	0	0	0	57	0	0	0	0	0	0	0	38	1	0	0	39	3	0	0	0	0	3	0	99	99
09:45	2	48	0	0	0	50	1	0	0	0	0	1	1	30	0	0	0	31	0	1	0	0	0	1	0	83	83
Total	3	213	0	0	0	216	1	0	0	0	0	1	2	153	5	0	0	160	13	1	2	0	0	16	0	393	393
10:00	2	52	0	0	0	54	0	0	0	0	0	0	0	30	2	1	0	33	2	0	1	0	0	3	0	90	90
10:15	0	53	0	0	0	53	0	0	1	0	0	1	0	24	2	0	0	26	1	0	2	0	0	3	0	83	83
10:30	0	36	0	0	0	36	0	0	0	0	0	0	1	33	2	0	0	36	4	0	0	0	0	4	0	76	76
10:45	0	40	0	0	0	40	0	0	0	0	0	0	0	28	3	0	0	31	3	0	0	0	0	3	0	74	74
Total	2	181	0	0	0	183	0	0	1	0	0	1	1	115	9	1	0	126	10	0	3	0	0	13	0	323	323
11:00	3	29	0	0	0	32	0	0	1	0	0	1	1	43	1	0	1	45	3	0	0	0	0	3	1	81	82
11:15	0	39	0	0	0	39	1	1	0	0	0	2	1	41	4	0	1	46	0	0	1	0	0	1	1	88	89
11:30	0	39	0	0	0	39	1	0	0	0	0	1	0	43	0	0	0	43	3	0	1	0	0	4	0	87	87
11:45	3	38	0	0	0	41	0	1	0	0	0	1	1	46	0	0	0	47	6	0	0	0	0	6	0	95	95
Total	6	145	0	0	0	151	2	2	1	0	0	5	3	173	5	0	2	181	12	0	2	0	0	14	2	351	353
12:00	1	51	1	0	0	53	0	0	1	0	0	1	1	50	2	0	0	53	1	0	2	0	0	3	0	110	110
12:15	2	48	0	0	0	50	0	1	0	0	0	1	0	45	1	0	0	46	3	0	0	0	0	3	0	100	100
12:30	0	44	0	0	0	44	0	0	1	0	0	1	2	62	5	0	0	69	0	0	3	0	0	3	0	117	117



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2276  
 Site Code :  
 Start Date : 11/14/2022  
 Page No : 3

Weather: Cold & Cloudy  
 CountCAM 3  
 Study Conducted by: Sam

Groups Printed- Cars + - Trucks

Start Time	CSAH 17 (Lexington Ave.) Southbound						155th Ave. NE Westbound						CSAH 17 (Lexington Ave.) Northbound						155th Ave. 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	0	40	0	0	0	40	1	0	0	0	0	1	1	54	0	0	0	55	2	0	0	0	0	2	0	98	98
Total	3	183	1	0	0	187	1	1	2	0	0	4	4	211	8	0	0	223	6	0	5	0	0	11	0	425	425
13:00	0	44	0	0	0	44	0	1	0	0	0	1	1	47	1	0	0	49	2	0	1	0	0	3	0	97	97
13:15	1	35	0	0	0	36	0	0	0	0	0	0	0	65	3	0	0	68	1	0	0	0	0	1	0	105	105
13:30	3	51	0	0	0	54	0	0	0	0	0	0	1	56	4	0	0	61	0	0	1	0	0	1	0	116	116
13:45	0	42	0	0	0	42	0	0	0	0	0	0	0	67	7	0	0	74	4	0	1	0	0	5	0	121	121
Total	4	172	0	0	0	176	0	1	0	0	0	1	2	235	15	0	0	252	7	0	3	0	0	10	0	439	439
14:00	1	28	0	0	0	29	1	0	0	0	0	1	2	58	4	0	0	64	5	0	0	0	0	5	0	99	99
14:15	1	52	0	0	0	53	1	0	2	0	0	3	0	76	4	0	0	80	2	0	1	0	0	3	0	139	139
14:30	0	39	0	0	0	39	0	0	1	0	0	1	1	83	6	0	0	90	5	0	1	0	0	6	0	136	136
14:45	1	59	1	0	0	61	0	0	0	0	0	0	0	104	3	0	0	107	4	0	1	0	0	5	0	173	173
Total	3	178	1	0	0	182	2	0	3	0	0	5	3	321	17	0	0	341	16	0	3	0	0	19	0	547	547
15:00	0	42	0	0	0	42	0	0	0	0	0	0	1	99	10	0	0	110	0	0	0	0	0	0	0	152	152
15:15	1	53	0	0	0	54	1	0	0	0	0	1	2	131	8	0	0	141	3	0	0	0	0	3	0	199	199
15:30	0	46	0	0	0	46	0	0	1	0	0	1	2	145	5	0	0	152	3	0	1	0	0	4	0	203	203
15:45	1	53	1	0	0	55	0	1	2	0	0	3	0	145	7	0	0	152	3	0	0	0	0	3	0	213	213
Total	2	194	1	0	0	197	1	1	3	0	0	5	5	520	30	0	0	555	9	0	1	0	0	10	0	767	767
16:00	3	50	0	0	0	53	0	0	0	0	0	0	2	163	8	0	0	173	3	0	1	0	0	4	0	230	230
16:15	0	43	0	0	0	43	0	0	0	0	0	0	1	155	10	0	0	166	4	0	1	0	0	5	0	214	214
16:30	2	64	0	0	0	66	0	0	1	0	0	1	2	162	7	0	0	171	4	0	1	0	0	5	0	243	243
16:45	0	57	0	0	0	57	1	0	1	0	0	2	1	139	6	0	0	146	8	0	0	0	0	8	0	213	213
Total	5	214	0	0	0	219	1	0	2	0	0	3	6	619	31	0	0	656	19	0	3	0	0	22	0	900	900
17:00	2	71	0	0	0	73	0	0	0	0	0	0	0	150	11	0	0	161	1	0	1	0	0	2	0	236	236
17:15	1	63	0	0	0	64	0	0	1	0	0	1	0	148	5	0	0	153	3	0	1	0	0	4	0	222	222
17:30	0	44	1	0	0	45	0	0	1	0	0	1	0	131	2	0	0	133	1	0	4	0	0	5	0	184	184
17:45	0	49	1	0	0	50	2	0	0	0	0	2	2	82	6	0	0	90	3	0	0	0	0	3	0	145	145
Total	3	227	2	0	0	232	2	0	2	0	0	4	2	511	24	0	0	537	8	0	6	0	0	14	0	787	787
18:00	2	31	0	0	0	33	0	0	0	0	0	0	1	97	3	0	0	101	2	0	0	0	0	2	0	136	136
18:15	2	40	0	0	0	42	0	0	0	0	0	0	1	75	5	0	0	81	3	0	0	0	0	3	0	126	126
18:30	1	43	0	0	0	44	1	0	1	0	0	2	0	72	7	0	0	79	3	0	1	0	0	4	0	129	129
18:45	1	22	1	0	0	24	0	0	0	0	0	0	0	54	4	0	0	58	0	0	2	0	0	2	0	84	84
Total	6	136	1	0	0	143	1	0	1	0	0	2	2	298	19	0	0	319	8	0	3	0	0	11	0	475	475



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2276  
 Site Code :  
 Start Date : 11/14/2022  
 Page No : 4

Weather: Cold & Cloudy  
 CountCAM 3  
 Study Conducted by: Sam

Groups Printed- Cars + - Trucks

Start Time	CSAH 17 (Lexington Ave.) Southbound						155th Ave. NE Westbound						CSAH 17 (Lexington Ave.) Northbound						155th Ave. 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	1	32	0	0	0	33	0	0	0	0	0	0	1	44	4	0	0	49	1	0	0	0	0	0	1	0	83	83
19:15	1	27	0	0	0	28	0	0	0	0	0	0	0	35	2	0	0	37	0	0	0	0	0	0	0	0	65	65
19:30	0	19	0	0	0	19	0	0	1	0	0	1	1	31	3	0	0	35	0	0	1	0	0	1	0	56	56	
19:45	1	14	0	0	0	15	0	0	0	0	0	0	0	32	2	0	0	34	2	0	2	0	0	4	0	53	53	
<b>Total</b>	<b>3</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>142</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>155</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>257</b>	<b>257</b>	
20:00	0	19	0	0	0	19	0	0	0	0	0	0	0	42	4	0	0	46	0	0	0	0	0	0	0	0	65	65
20:15	0	19	0	0	0	19	0	0	1	0	0	1	1	44	5	0	0	50	1	0	0	0	0	1	0	71	71	
20:30	1	19	0	0	0	20	0	0	0	0	0	0	0	27	1	0	0	28	2	0	0	0	0	2	0	50	50	
20:45	0	19	0	0	0	19	0	0	0	0	0	0	3	37	1	0	0	41	4	0	0	0	0	4	0	64	64	
<b>Total</b>	<b>1</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>150</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>165</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>250</b>	<b>250</b>	
21:00	1	25	0	0	0	26	0	1	2	0	0	3	1	25	1	0	0	27	0	0	0	0	0	0	0	0	56	56
21:15	0	12	0	0	0	12	0	0	0	0	0	0	0	19	4	0	0	23	1	0	0	0	0	1	0	36	36	
21:30	0	13	0	0	0	13	0	0	0	0	0	0	1	27	2	0	0	30	0	0	0	0	0	0	0	43	43	
21:45	0	7	0	0	0	7	0	0	0	0	0	0	0	12	3	0	0	15	1	0	0	0	0	1	0	23	23	
<b>Total</b>	<b>1</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>83</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>158</b>	<b>158</b>	
22:00	0	11	0	0	0	11	0	0	0	0	0	0	1	18	0	0	0	19	0	0	0	0	0	0	0	0	30	30
22:15	1	13	0	0	0	14	0	0	0	0	0	0	0	9	1	0	0	10	0	0	0	0	0	0	0	0	24	24
22:30	0	6	0	0	0	6	0	0	0	0	0	0	0	14	1	0	0	15	2	0	0	0	0	2	0	23	23	
22:45	0	12	0	0	0	12	0	0	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	0	0	0	23	23
<b>Total</b>	<b>1</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>100</b>	<b>100</b>	
23:00	0	3	0	0	0	3	0	0	0	0	0	0	0	9	1	0	0	10	0	0	0	0	0	0	0	0	13	13
23:15	0	2	0	0	0	2	0	0	0	0	0	0	0	7	0	0	0	7	0	0	2	0	0	2	0	11	11	
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	0	0	0	11	11
23:45	1	1	0	0	0	2	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	10	10
<b>Total</b>	<b>1</b>	<b>6</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>35</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>45</b>	<b>45</b>	
<b>Grand Total</b>	<b>50</b>	<b>3813</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>3869</b>	<b>13</b>	<b>7</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>44</b>	<b>4044</b>	<b>205</b>	<b>2</b>	<b>2</b>	<b>4295</b>	<b>204</b>	<b>3</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>250</b>	<b>2</b>	<b>8461</b>	<b>8463</b>	
<b>Apprch %</b>	<b>1.3</b>	<b>98.6</b>	<b>0.2</b>	<b>0</b>	<b>0</b>		<b>27.7</b>	<b>14.9</b>	<b>57.4</b>	<b>0</b>	<b>0</b>		<b>1</b>	<b>94.2</b>	<b>4.8</b>	<b>0</b>	<b>0</b>		<b>81.6</b>	<b>1.2</b>	<b>17.2</b>	<b>0</b>	<b>0</b>					
<b>Total %</b>	<b>0.6</b>	<b>45.1</b>	<b>0.1</b>	<b>0</b>	<b>0</b>	<b>45.7</b>	<b>0.2</b>	<b>0.1</b>	<b>0.3</b>	<b>0</b>	<b>0.6</b>	<b>0.5</b>	<b>47.8</b>	<b>2.4</b>	<b>0</b>	<b>0</b>	<b>50.8</b>	<b>2.4</b>	<b>0</b>	<b>0.5</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>100</b>			
<b>Cars +</b>	<b>44</b>	<b>3670</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>3720</b>	<b>11</b>	<b>6</b>	<b>25</b>	<b>0</b>	<b>42</b>	<b>40</b>	<b>3871</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>4113</b>	<b>193</b>	<b>2</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>234</b>	<b>0</b>	<b>0</b>	<b>8109</b>		
<b>% Cars +</b>	<b>88</b>	<b>96.2</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>96.1</b>	<b>84.6</b>	<b>85.7</b>	<b>92.6</b>	<b>0</b>	<b>89.4</b>	<b>90.9</b>	<b>95.7</b>	<b>97.6</b>	<b>0</b>	<b>100</b>	<b>95.7</b>	<b>94.6</b>	<b>66.7</b>	<b>90.7</b>	<b>0</b>	<b>0</b>	<b>93.6</b>	<b>0</b>	<b>0</b>	<b>95.8</b>		
<b>Trucks</b>	<b>6</b>	<b>143</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>149</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>173</b>	<b>5</b>	<b>2</b>	<b>184</b>	<b>11</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>354</b>			
<b>% Trucks</b>	<b>12</b>	<b>3.8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3.9</b>	<b>15.4</b>	<b>14.3</b>	<b>7.4</b>	<b>0</b>	<b>10.6</b>	<b>9.1</b>	<b>4.3</b>	<b>2.4</b>	<b>100</b>	<b>4.3</b>	<b>5.4</b>	<b>33.3</b>	<b>9.3</b>	<b>0</b>	<b>0</b>	<b>6.4</b>	<b>0</b>	<b>0</b>	<b>4.2</b>			





# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2276  
 Site Code :  
 Start Date : 11/14/2022  
 Page No : 5

Weather: Cold & Cloudy  
 CountCAM 3  
 Study Conducted by: Sam

Start Time	CSAH 17 (Lexington Ave.) Southbound					155th Ave. NE Westbound					CSAH 17 (Lexington Ave.) Northbound					155th Ave. 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	0	<b>143</b>	0	0	<b>143</b>	<b>1</b>	0	1	0	<b>2</b>	<b>1</b>	32	0	0	33	4	0	<b>2</b>	0	6	184
07:30	0	143	0	0	143	0	0	<b>2</b>	0	2	1	<b>45</b>	1	0	<b>47</b>	<b>7</b>	<b>1</b>	0	0	<b>8</b>	<b>200</b>
07:45	<b>1</b>	127	0	0	128	0	0	1	0	1	0	45	0	0	45	6	0	0	0	6	180
08:00	0	117	0	0	117	0	0	0	0	0	0	41	<b>3</b>	0	44	7	0	0	0	7	168
Total Volume	1	530	0	0	531	1	0	4	0	5	2	163	4	0	169	24	1	2	0	27	732
% App. Total	0.2	99.8	0	0		20	0	80	0		1.2	96.4	2.4	0		88.9	3.7	7.4	0		
PHF	.250	.927	.000	.000	.928	.250	.000	.500	.000	.625	.500	.906	.333	.000	.899	.857	.250	.250	.000	.844	.915

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:00																					
13:00	0	44	0	0	44	0	<b>1</b>	0	0	<b>1</b>	<b>1</b>	47	1	0	49	2	0	<b>1</b>	0	3	97
13:15	1	35	0	0	36	0	0	0	0	0	0	65	3	0	68	1	0	0	0	1	105
13:30	<b>3</b>	<b>51</b>	0	0	<b>54</b>	0	0	0	0	0	1	56	4	0	61	0	0	1	0	1	116
13:45	0	42	0	0	42	0	0	0	0	0	0	<b>67</b>	<b>7</b>	0	<b>74</b>	<b>4</b>	0	1	0	<b>5</b>	<b>121</b>
Total Volume	4	172	0	0	176	0	1	0	0	1	2	235	15	0	252	7	0	3	0	10	439
% App. Total	2.3	97.7	0	0		0	100	0	0		0.8	93.3	6	0		70	0	30	0		
PHF	.333	.843	.000	.000	.815	.000	.250	.000	.000	.250	.500	.877	.536	.000	.851	.438	.000	.750	.000	.500	.907

Peak Hour Analysis From 14:00 to 23:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	<b>2</b>	64	0	0	66	0	0	<b>1</b>	0	<b>1</b>	<b>2</b>	<b>162</b>	7	0	<b>171</b>	4	0	<b>1</b>	0	5	<b>243</b>
16:45	0	57	0	0	57	<b>1</b>	0	1	0	<b>2</b>	1	139	6	0	146	<b>8</b>	0	0	0	<b>8</b>	213
17:00	2	<b>71</b>	0	0	<b>73</b>	0	0	0	0	0	0	150	<b>11</b>	0	161	1	0	1	0	2	236
17:15	1	63	0	0	64	0	0	1	0	1	0	148	5	0	153	3	0	1	0	4	222
Total Volume	5	255	0	0	260	1	0	3	0	4	3	599	29	0	631	16	0	3	0	19	914
% App. Total	1.9	98.1	0	0		25	0	75	0		0.5	94.9	4.6	0		84.2	0	15.8	0		
PHF	.625	.898	.000	.000	.890	.250	.000	.750	.000	.500	.375	.924	.659	.000	.923	.500	.000	.750	.000	.594	.940



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2276  
 Site Code :  
 Start Date : 11/14/2022  
 Page No : 1

Weather: Cold & Cloudy  
 CountCAM 3  
 Study Conducted by: Sam

Groups Printed- Trucks

Start Time	CSAH 17 (Lexington Ave.) Southbound					155th Ave. NE Westbound					CSAH 17 (Lexington Ave.) Northbound					155th Ave. 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		
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	0	1
05:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
06:00	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
06:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	11
07:00	0	3	0	0	3	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	8
07:15	0	13	0	0	13	1	0	0	0	1	1	1	0	0	2	1	0	0	0	0	1	17
07:30	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	1	10
07:45	0	6	0	0	6	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	8
Total	0	29	0	0	29	1	0	1	0	2	2	8	0	0	10	2	0	0	0	0	2	43
08:00	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	8
08:15	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
08:30	1	4	0	0	5	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	1	8
08:45	0	2	0	0	2	0	0	0	0	0	0	5	0	1	6	0	0	0	0	0	0	8
Total	1	15	0	0	16	0	0	0	0	0	0	10	0	1	11	1	0	0	0	0	1	28
09:00	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2276  
 Site Code :  
 Start Date : 11/14/2022  
 Page No : 2

Weather: Cold & Cloudy  
 CountCAM 3  
 Study Conducted by: Sam

Groups Printed- Trucks

Start Time	CSAH 17 (Lexington Ave.) Southbound					155th Ave. NE Westbound					CSAH 17 (Lexington Ave.) Northbound					155th Ave. 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	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
09:30	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0
09:45	0	3	0	0	3	1	0	0	0	1	0	4	0	0	4	0	1	0	0	1	0	0
<b>Total</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>28</b>
10:00	1	5	0	0	6	0	0	0	0	0	0	4	0	1	5	0	0	0	0	0	0	0
10:15	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0
10:30	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	0	2
10:45	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>13</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>11</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>28</b>
11:00	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	0	6
11:15	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
11:30	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5
11:45	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	5
<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>11</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>19</b>
12:00	0	3	0	0	3	0	0	0	0	0	1	7	0	0	8	1	0	0	0	1	0	12
12:15	2	2	0	0	4	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	8
12:30	0	2	0	0	2	0	0	1	0	1	1	2	0	0	3	0	0	1	0	1	0	7
12:45	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6
<b>Total</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>33</b>
13:00	0	3	0	0	3	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	9
13:15	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	8
13:30	1	4	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8
13:45	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	8
<b>Total</b>	<b>1</b>	<b>10</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>21</b>	<b>1</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>33</b>
14:00	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	8
14:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	2
14:30	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9
14:45	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	7
<b>Total</b>	<b>1</b>	<b>11</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>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>26</b>
15:00	0	1	0	0	1	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	0	11
15:15	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5
15:30	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
15:45	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	0	10
<b>Total</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>	<b>21</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>30</b>
16:00	0	1	0	0	1	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	8
16:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	7
16:30	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7
16:45	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7
<b>Total</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>	<b>21</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>29</b>
17:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4
17:15	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
17:30	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	9
17:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3
<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>18</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>20</b>
18:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
18:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:30	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
18:45	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>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>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>7</b>



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2276  
 Site Code :  
 Start Date : 11/14/2022  
 Page No : 3

Weather: Cold & Cloudy  
 CountCAM 3  
 Study Conducted by: Sam

Groups Printed- Trucks

Start Time	CSAH 17 (Lexington Ave.) Southbound					155th Ave. NE Westbound					CSAH 17 (Lexington Ave.) Northbound					155th Ave. 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	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
19:15	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
19:30	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
19:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
20:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
20:15	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
21:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
21:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0
Total	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	1	0	0	1	0	0	0	0	0	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	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	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	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
23:00	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
23:15	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
23:30	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
23:45	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
Total	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
Grand Total	6	143	0	0	149	2	1	2	0	5	4	173	5	2	184	11	1	4	0	16					354	
Apprch %	4	96	0	0		40	20	40	0		2.2	94	2.7	1.1		68.8	6.2	25	0							
Total %	1.7	40.4	0	0	42.1	0.6	0.3	0.6	0	1.4	1.1	48.9	1.4	0.6	52	3.1	0.3	1.1	0	4.5						

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 11/01/2022

## Signal Warrants - Summary

---

### Major Street Approaches

Northbound: CSAH 17 (Lexington Ave.)

Number of Lanes : 1

Total Approach Volume: 4,295

Southbound: CSAH 17 (Lexington Ave.)

Number of Lanes : 1

Total Approach Volume: 3,869

### Minor Street Approaches

Eastbound: 155th Ave. NE

Number of Lanes : 1

Total Approach Volume: 250

Westbound: 155th Ave. NE

Number of Lanes : 1

Total Approach Volume: 47

---

### Warrant Summary (Rural 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 0 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 : 11/01/2022

## 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 = **True**  
Number of Major Lanes = **1**  
Number of Minor Lanes = **1**

#### Volume Requirements

Rural Factor of 70 % applied  
Veh/Hr Major = **350**  
  
Veh/Hr Minor = **105**

Time	Major Road				Total	Minor Road		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
	<b>CSAH 17 (Lexington Ave.)</b>					<b>155th Ave. NE</b>		
16:30 - 17:30	631	+	260	=	891	19	4	No
16:15 - 17:15	644	+	239	=	883	20	3	No
15:45 - 16:45	662	+	217	=	879	17	4	No
16:00 - 17:00	656	+	219	=	875	22	3	No
15:30 - 16:30	643	+	197	=	840	16	4	No
16:45 - 17:45	593	+	239	=	832	19	4	No
15:15 - 16:15	618	+	208	=	826	14	5	No
17:00 - 18:00	537	+	232	=	769	14	4	No
15:00 - 16:00	555	+	197	=	752	10	5	No
14:45 - 15:45	510	+	203	=	713	12	2	No
07:15 - 08:15	169	+	531	=	700	27	5	No
07:00 - 08:00	153	+	527	=	680	28	5	No
17:15 - 18:15	477	+	192	=	669	14	4	No
06:45 - 07:45	135	+	510	=	645	29	5	No
14:30 - 15:30	448	+	196	=	644	14	2	No
07:30 - 08:30	165	+	465	=	630	29	4	No
06:30 - 07:30	108	+	500	=	608	24	5	No
14:15 - 15:15	387	+	195	=	582	14	4	No
17:30 - 18:30	405	+	170	=	575	13	3	No
07:45 - 08:45	151	+	399	=	550	25	2	No
06:15 - 07:15	90	+	458	=	548	23	4	No
14:00 - 15:00	341	+	182	=	523	19	5	No
17:45 - 18:45	351	+	169	=	520	12	4	No
06:00 - 07:00	76	+	424	=	500	18	4	No
08:00 - 09:00	147		336		483	27	2	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 11/01/2022

## 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 = **True**  
Number of Major Lanes = **1**  
Number of Minor Lanes = **1**

#### Volume Requirements

Rural Factor of 70 % applied  
Veh/Hr Major = **525**  
  
Veh/Hr Minor = **52**

Time	Major Road				Total	Minor Road		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
	<b>CSAH 17 (Lexington Ave.)</b>					<b>155th Ave. NE</b>		
16:30 - 17:30	631	+	260	=	891	19	4	No
16:15 - 17:15	644	+	239	=	883	20	3	No
15:45 - 16:45	662	+	217	=	879	17	4	No
16:00 - 17:00	656	+	219	=	875	22	3	No
15:30 - 16:30	643	+	197	=	840	16	4	No
16:45 - 17:45	593	+	239	=	832	19	4	No
15:15 - 16:15	618	+	208	=	826	14	5	No
17:00 - 18:00	537	+	232	=	769	14	4	No
15:00 - 16:00	555	+	197	=	752	10	5	No
14:45 - 15:45	510	+	203	=	713	12	2	No
07:15 - 08:15	169	+	531	=	700	27	5	No
07:00 - 08:00	153	+	527	=	680	28	5	No
17:15 - 18:15	477	+	192	=	669	14	4	No
06:45 - 07:45	135	+	510	=	645	29	5	No
14:30 - 15:30	448	+	196	=	644	14	2	No
07:30 - 08:30	165	+	465	=	630	29	4	No
06:30 - 07:30	108	+	500	=	608	24	5	No
14:15 - 15:15	387	+	195	=	582	14	4	No
17:30 - 18:30	405	+	170	=	575	13	3	No
07:45 - 08:45	151	+	399	=	550	25	2	No
06:15 - 07:15	90	+	458	=	548	23	4	No
14:00 - 15:00	341	+	182	=	523	19	5	No
17:45 - 18:45	351	+	169	=	520	12	4	No
06:00 - 07:00	76	+	424	=	500	18	4	No
08:00 - 09:00	147		336		483	27	2	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 11/01/2022

## 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 0 hours meet 1B 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  
Warrant 1A 1B  
Veh/Hr Major = **280 420**

Veh/Hr Minor = **84 42**

#### Major Road CSAH 17 (Lexington Ave.)

#### Minor Road 155th Ave. NE

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
16:30 - 17:30	631	+	260	=	891	19	4	No
16:15 - 17:15	644	+	239	=	883	20	3	No
15:45 - 16:45	662	+	217	=	879	17	4	No
16:00 - 17:00	656	+	219	=	875	22	3	No
15:30 - 16:30	643	+	197	=	840	16	4	No
16:45 - 17:45	593	+	239	=	832	19	4	No
15:15 - 16:15	618	+	208	=	826	14	5	No
17:00 - 18:00	537	+	232	=	769	14	4	No
15:00 - 16:00	555	+	197	=	752	10	5	No
14:45 - 15:45	510	+	203	=	713	12	2	No
07:15 - 08:15	169	+	531	=	700	27	5	No
07:00 - 08:00	153	+	527	=	680	28	5	No

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
16:30 - 17:30	631	+	260	=	891	19	4	No
16:15 - 17:15	644	+	239	=	883	20	3	No
15:45 - 16:45	662	+	217	=	879	17	4	No
16:00 - 17:00	656	+	219	=	875	22	3	No
15:30 - 16:30	643	+	197	=	840	16	4	No
16:45 - 17:45	593	+	239	=	832	19	4	No
15:15 - 16:15	618	+	208	=	826	14	5	No
17:00 - 18:00	537	+	232	=	769	14	4	No
15:00 - 16:00	555	+	197	=	752	10	5	No
14:45 - 15:45	510	+	203	=	713	12	2	No
07:15 - 08:15	169	+	531	=	700	27	5	No
07:00 - 08:00	153	+	527	=	680	28	5	No



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 11/01/2022

## 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.

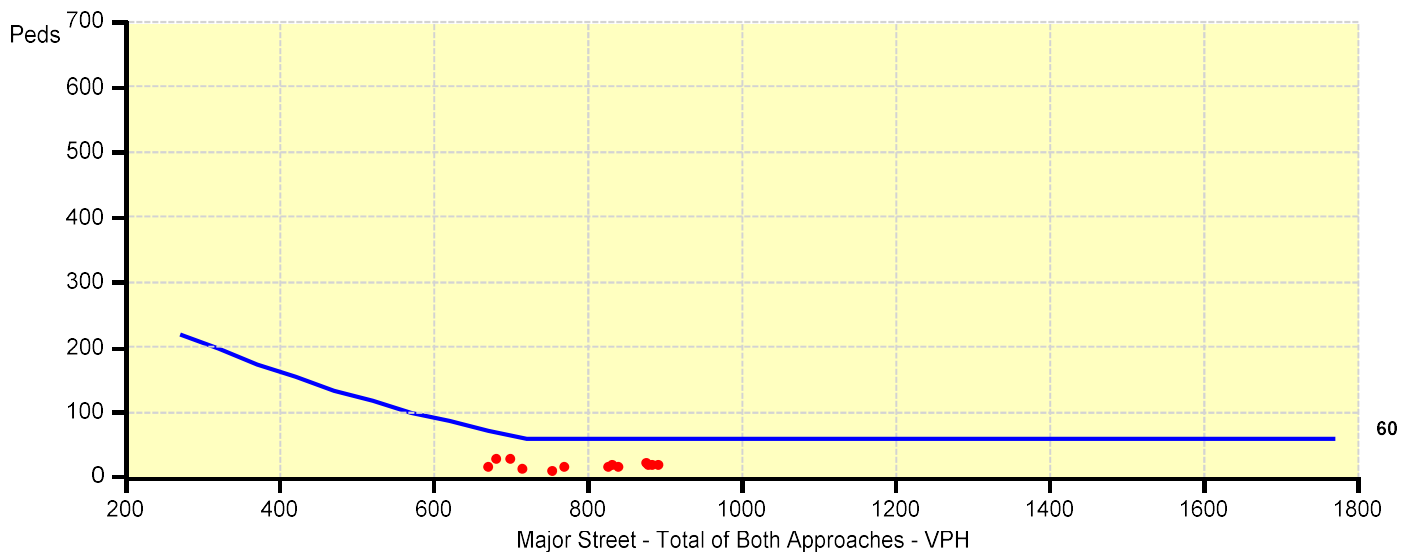
#### Summary

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

#### Site Data Required

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

Time	Major Road				Total	Minor Road		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
	<b>CSAH 17 (Lexington Ave.)</b>					<b>155th Ave. NE</b>		
16:30 - 17:30	631	+	260	=	891	19	4	No
16:15 - 17:15	644	+	239	=	883	20	3	No
15:45 - 16:45	662	+	217	=	879	17	4	No
16:00 - 17:00	656	+	219	=	875	22	3	No
15:30 - 16:30	643	+	197	=	840	16	4	No
16:45 - 17:45	593	+	239	=	832	19	4	No
15:15 - 16:15	618	+	208	=	826	14	5	No
17:00 - 18:00	537	+	232	=	769	14	4	No
15:00 - 16:00	555	+	197	=	752	10	5	No
14:45 - 15:45	510	+	203	=	713	12	2	No
07:15 - 08:15	169	+	531	=	700	27	5	No
07:00 - 08:00	153		527		680	28	5	No



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 11/01/2022

## 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 = **True**  
 Number of Major Lanes = **1**  
 Number of Minor Lanes = **1**

Time	Major Road				Total	Minor Road		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
	<b>CSAH 17 (Lexington Ave.)</b>					<b>155th Ave. NE</b>		
16:30 - 17:30	631	+	260	=	891	19	4	No
16:15 - 17:15	644	+	239	=	883	20	3	No
15:45 - 16:45	662	+	217	=	879	17	4	No
16:00 - 17:00	656	+	219	=	875	22	3	No
15:30 - 16:30	643	+	197	=	840	16	4	No
16:45 - 17:45	593	+	239	=	832	19	4	No
15:15 - 16:15	618	+	208	=	826	14	5	No
17:00 - 18:00	537	+	232	=	769	14	4	No
15:00 - 16:00	555	+	197	=	752	10	5	No
14:45 - 15:45	510	+	203	=	713	12	2	No
07:15 - 08:15	169	+	531	=	700	27	5	No
07:00 - 08:00	153		527		680	28	5	No

