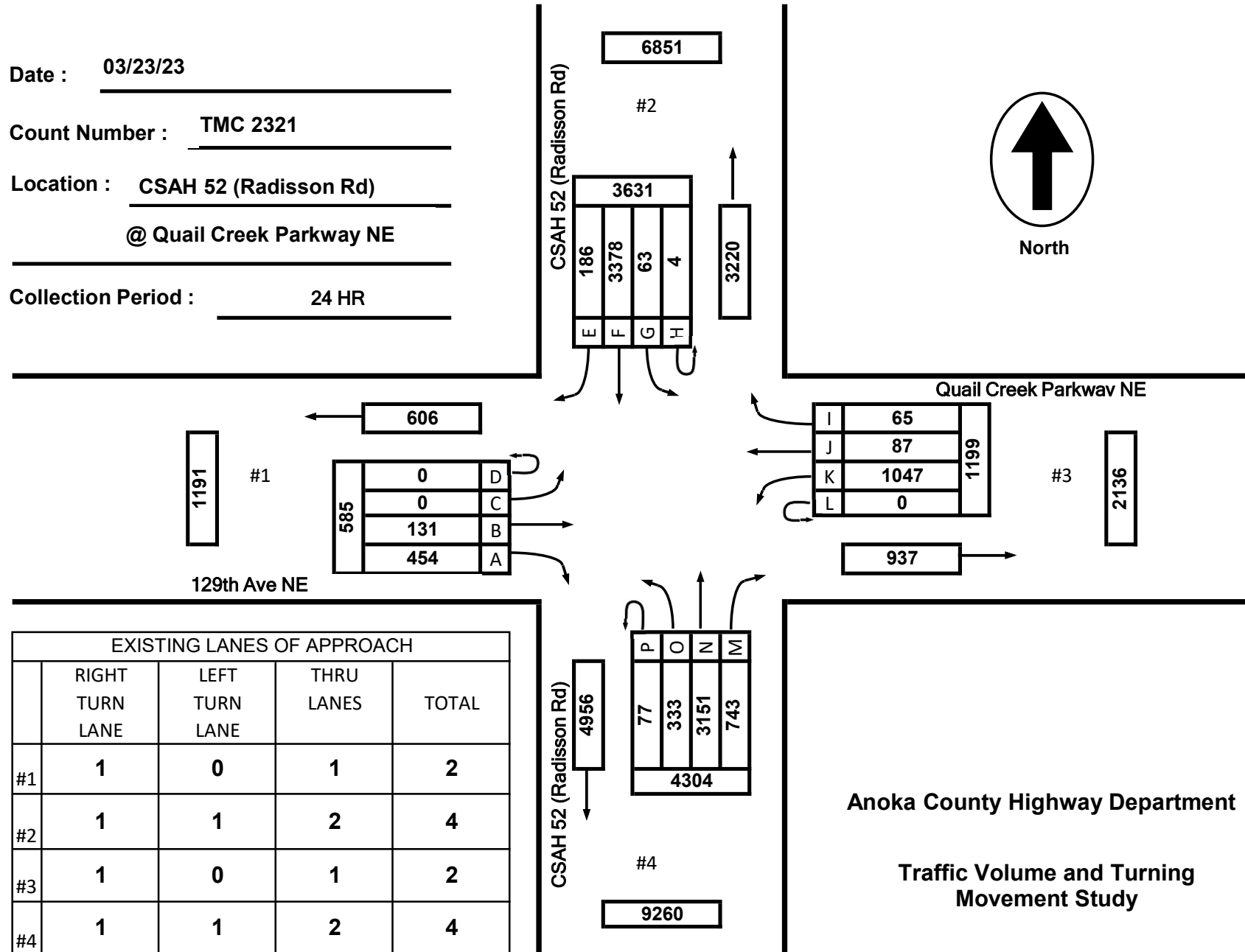


Date : 03/23/23

Count Number : TMC 2321

Location : CSAH 52 (Radisson Rd)  
@ Quail Creek Parkway NE

Collection Period : 24 HR



Anoka County Highway Department

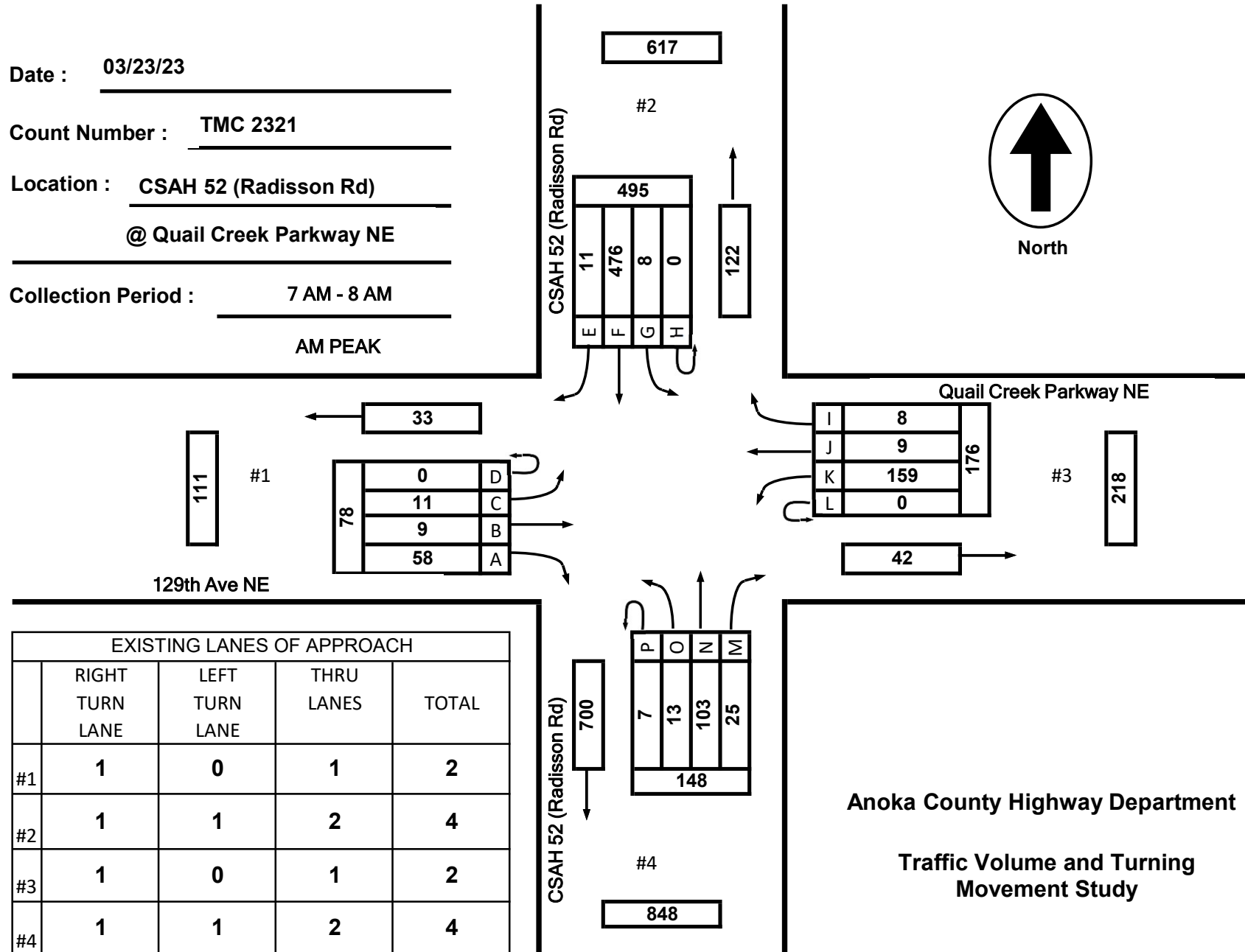
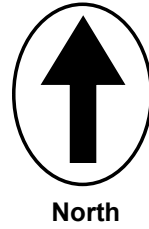
Traffic Volume and Turning Movement Study

Date : 03/23/23

Count Number : TMC 2321

Location : CSAH 52 (Radisson Rd)  
@ Quail Creek Parkway NE

Collection Period : 7 AM - 8 AM  
AM PEAK



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

Anoka County Highway Department

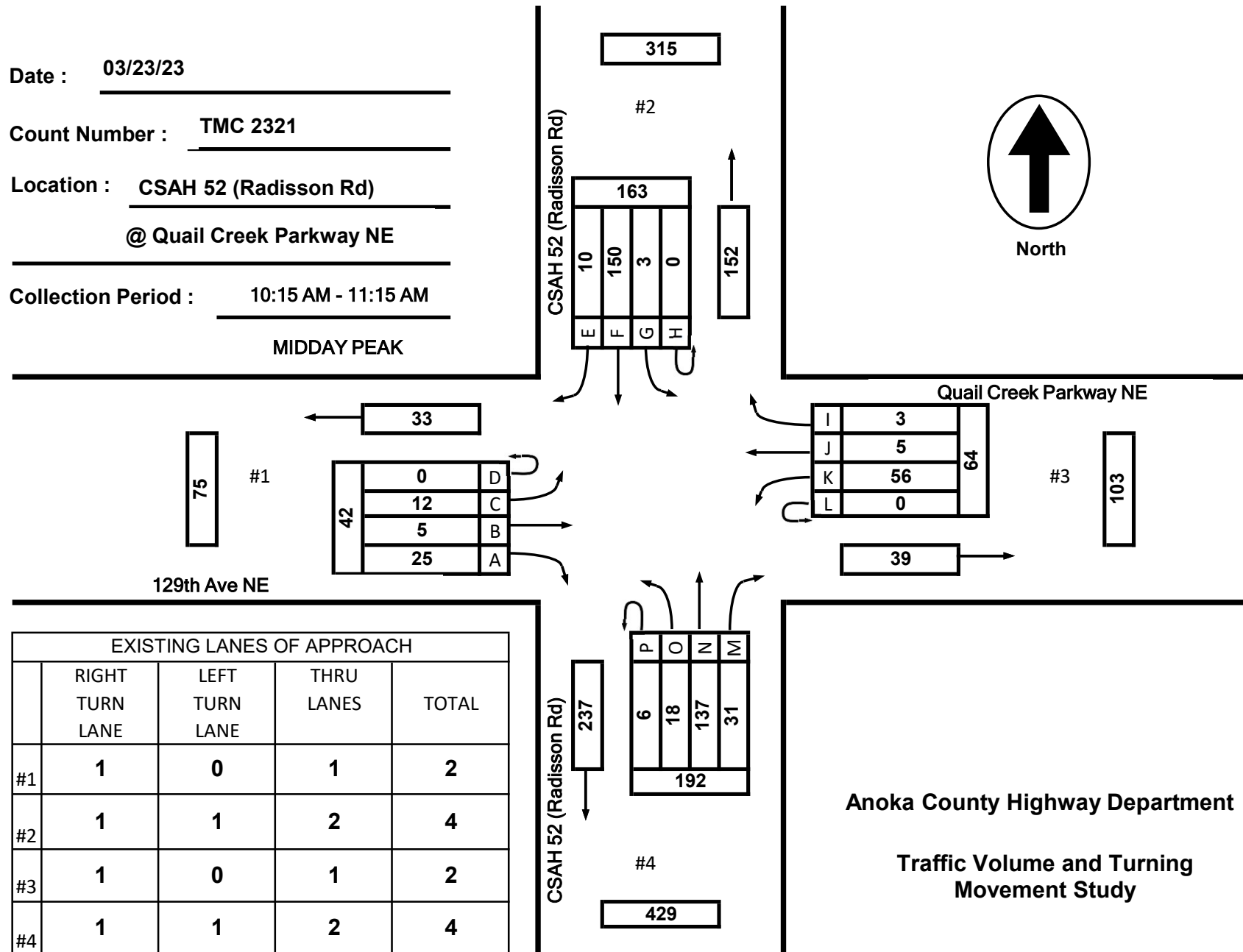
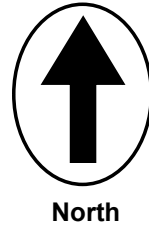
Traffic Volume and Turning Movement Study

Date : 03/23/23

Count Number : TMC 2321

Location : CSAH 52 (Radisson Rd)  
@ Quail Creek Parkway NE

Collection Period : 10:15 AM - 11:15 AM  
**MIDDAY PEAK**



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

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

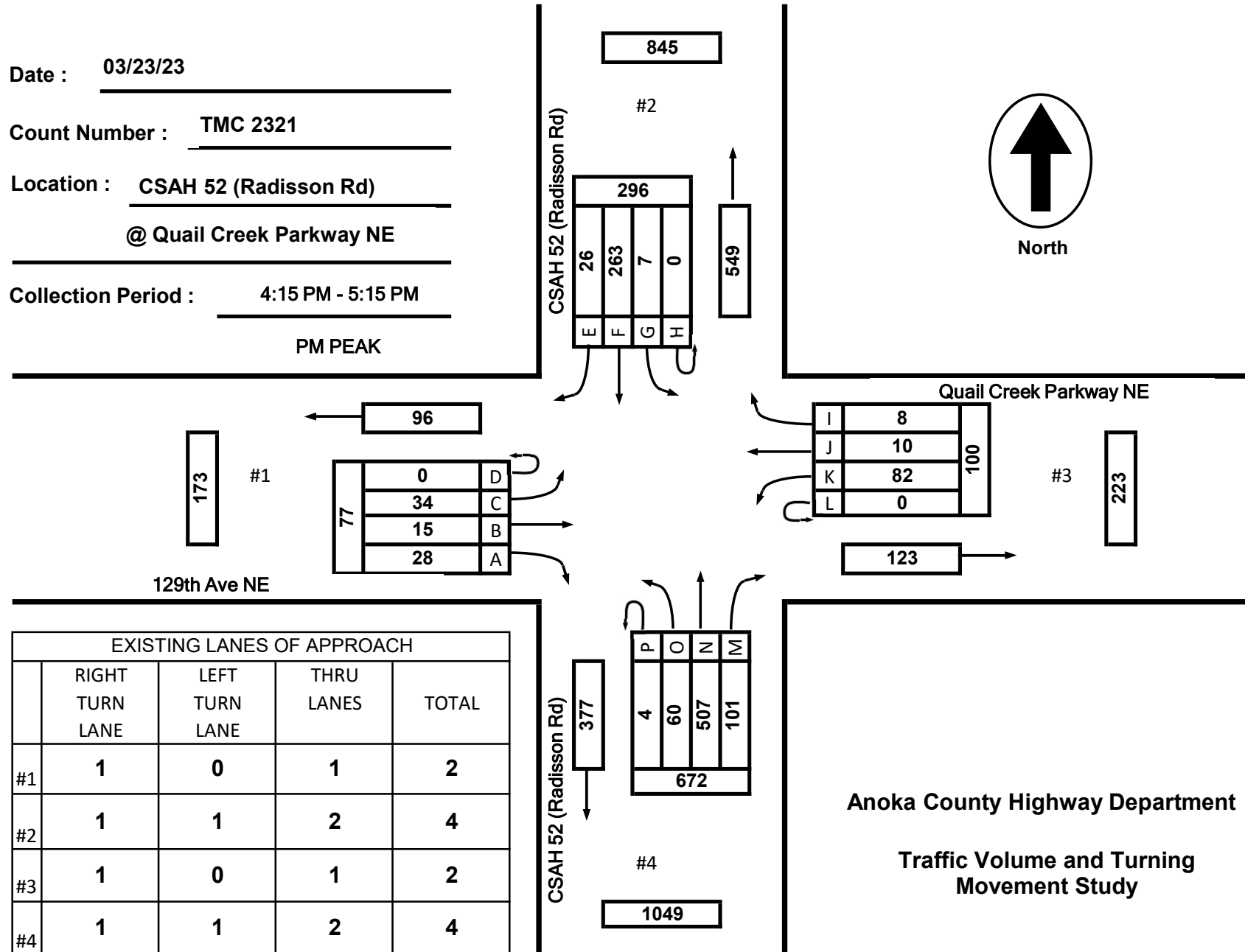
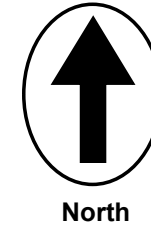
Date : 03/23/23

Count Number : TMC 2321

Location : CSAH 52 (Radisson Rd)  
@ Quail Creek Parkway NE

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	1	2	4
#3	1	0	1	2
#4	1	1	2	4

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 2321-t  
 Site Code :  
 Start Date : 03/23/2023  
 Page No : 1

Weather: Cold & Clear  
 CountCAM 2  
 Study Conducted by: Kevin

Groups Printed- Cars + - Trucks

Start Time	CSAH 52 (Radisson Rd) Southbound						Quail Creek Parkway NE Westbound						CSAH 52 (Radisson Rd) Northbound						129th 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	0	0	0	0	0	0	0	0	0	0	0	0	3	5	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8	8
00:15	0	3	0	0	0	3	0	0	1	0	0	1	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	7	7
00:30	1	0	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3
00:45	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	0	0	2	0	0	0	0	0	5	5
<b>Total</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</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>23</b>	<b>23</b>				
01:00	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	1	0	1	0	0	2	0	7	7					
01:15	0	0	0	0	0	0	0	0	1	0	0	1	1	5	1	0	0	7	0	0	0	0	0	0	0	8	8					
01:30	0	2	0	0	0	2	0	0	1	0	0	1	0	3	0	0	0	3	0	0	0	0	0	0	0	6	6					
01:45	0	2	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3	3					
<b>Total</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>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>24</b>					
02:00	0	4	0	0	0	4	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	6	6					
02:15	0	1	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	3	3					
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	1					
02:45	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	1	1					
<b>Total</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>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>11</b>					
03:00	0	2	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	4	4					
03:15	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2					
03:30	0	4	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	6	6					
03:45	0	2	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	4	4					
<b>Total</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>16</b>					
04:00	0	12	0	0	0	12	0	0	1	0	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	15	15					
04:15	0	12	0	0	0	12	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	1	0	14	14					
04:30	0	6	0	0	0	6	0	0	4	0	0	4	0	2	0	0	0	2	2	0	0	0	0	2	0	14	14					
04:45	0	23	0	0	0	23	0	1	6	0	0	7	1	0	0	0	0	1	4	0	0	0	0	4	0	35	35					
<b>Total</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>78</b>	<b>78</b>					
05:00	0	21	0	0	0	21	0	0	3	0	0	3	0	2	0	0	0	2	4	0	0	0	0	4	0	30	30					
05:15	0	27	0	0	0	27	0	0	2	0	0	2	0	1	1	0	0	2	5	0	0	0	0	5	0	36	36					
05:30	1	39	0	0	0	40	1	0	6	0	0	7	1	2	0	0	0	3	4	0	0	0	0	4	0	54	54					
05:45	2	38	1	0	0	41	0	2	7	0	0	9	0	8	0	0	0	8	4	0	0	0	0	4	0	62	62					
<b>Total</b>	<b>3</b>	<b>125</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>129</b>	<b>1</b>	<b>2</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>182</b>	<b>182</b>					



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2321-t  
 Site Code :  
 Start Date : 03/23/2023  
 Page No : 2

Weather: Cold & Clear  
 CountCAM 2  
 Study Conducted by: Kevin

Groups Printed- Cars + - Trucks

Start Time	CSAH 52 (Radisson Rd) Southbound						Quail Creek Parkway NE Westbound						CSAH 52 (Radisson Rd) Northbound						129th 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	58	0	0	0	58	0	0	19	0	0	19	1	4	0	0	0	5	6	1	0	0	0	7	0	89	89
06:15	2	71	0	0	0	73	0	1	15	0	0	16	4	11	0	0	0	15	5	1	1	0	0	7	0	111	111
06:30	0	73	0	0	0	73	1	0	18	0	0	19	0	9	1	1	0	11	6	1	0	0	0	7	0	110	110
06:45	3	80	0	0	0	83	1	1	23	0	0	25	3	17	1	0	0	21	11	0	0	0	0	11	0	140	140
<b>Total</b>	<b>5</b>	<b>282</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>287</b>	<b>2</b>	<b>2</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>41</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>28</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>450</b>	<b>450</b>
07:00	2	114	1	0	0	117	1	1	39	0	0	41	8	23	1	2	0	34	18	4	3	0	0	25	0	217	217
07:15	5	147	1	0	0	153	2	3	60	0	0	65	6	19	1	1	0	27	19	1	1	0	0	21	0	266	266
07:30	2	104	1	0	0	107	4	3	29	0	0	36	6	26	5	3	0	40	12	2	0	0	0	14	0	197	197
07:45	2	111	5	0	0	118	1	2	31	0	0	34	5	35	6	1	0	47	9	2	7	0	0	18	0	217	217
<b>Total</b>	<b>11</b>	<b>476</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>495</b>	<b>8</b>	<b>9</b>	<b>159</b>	<b>0</b>	<b>0</b>	<b>176</b>	<b>25</b>	<b>103</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>148</b>	<b>58</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>897</b>	<b>897</b>
08:00	5	85	1	0	0	91	1	1	25	0	0	27	10	16	3	3	0	32	12	0	1	0	0	13	0	163	163
08:15	2	60	2	0	0	64	0	0	17	0	0	17	6	27	0	0	0	33	8	0	2	0	0	10	0	124	124
08:30	0	62	0	0	0	62	0	1	16	0	0	17	4	24	2	1	0	31	3	1	1	0	0	5	0	115	115
08:45	1	54	1	0	0	56	3	1	25	0	0	29	8	21	2	3	0	34	3	3	4	0	0	10	0	129	129
<b>Total</b>	<b>8</b>	<b>261</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>273</b>	<b>4</b>	<b>3</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>28</b>	<b>88</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>130</b>	<b>26</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>531</b>	<b>531</b>
09:00	6	56	2	0	0	64	0	1	25	0	0	26	4	20	4	0	0	28	6	0	4	0	0	10	0	128	128
09:15	3	54	0	0	0	57	0	1	13	0	0	14	6	26	4	1	0	37	10	1	0	0	0	11	0	119	119
09:30	2	42	0	0	0	44	0	1	15	0	0	16	5	11	6	0	0	22	7	2	5	0	0	14	0	96	96
09:45	1	46	0	0	0	47	2	1	18	0	0	21	5	21	2	3	0	31	6	1	2	0	0	9	0	108	108
<b>Total</b>	<b>12</b>	<b>198</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>212</b>	<b>2</b>	<b>4</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>20</b>	<b>78</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>118</b>	<b>29</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>451</b>	<b>451</b>
10:00	2	39	0	0	0	41	1	1	12	0	0	14	5	14	1	1	0	21	5	0	3	0	0	8	0	84	84
10:15	1	48	2	0	2	51	2	1	10	0	0	13	9	45	2	1	0	57	10	2	4	0	0	16	2	137	139
10:30	2	34	0	0	0	36	1	0	14	0	0	15	6	30	5	1	0	42	4	2	0	0	0	6	0	99	99
10:45	4	36	0	0	0	40	0	1	18	0	0	19	7	33	6	3	0	49	5	0	5	0	0	10	0	118	118
<b>Total</b>	<b>9</b>	<b>157</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>168</b>	<b>4</b>	<b>3</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>27</b>	<b>122</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>169</b>	<b>24</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>2</b>	<b>438</b>	<b>440</b>
11:00	3	32	1	0	0	36	0	3	14	0	0	17	9	29	5	1	0	44	6	1	3	0	0	10	0	107	107
11:15	1	44	0	0	0	45	1	1	16	0	0	18	8	23	4	2	0	37	7	1	5	0	0	13	0	113	113
11:30	1	47	1	0	0	49	0	1	7	0	0	8	3	33	7	0	0	43	4	2	6	0	0	12	0	112	112
11:45	2	39	0	0	0	41	0	1	13	0	0	14	10	19	4	0	0	33	5	2	2	0	0	9	0	97	97
<b>Total</b>	<b>7</b>	<b>162</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>171</b>	<b>1</b>	<b>6</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>30</b>	<b>104</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>157</b>	<b>22</b>	<b>6</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>429</b>	<b>429</b>
12:00	3	32	2	0	0	37	1	1	12	0	0	14	10	47	3	1	0	61	8	1	1	0	0	10	0	122	122
12:15	0	29	2	0	0	31	0	1	10	0	0	11	9	26	11	1	0	47	4	2	2	0	1	8	1	97	98
12:30	3	31	1	0	0	35	0	1	11	0	0	12	8	39	4	2	0	53	10	1	1	0	1	12	1	112	113



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2321-t  
 Site Code :  
 Start Date : 03/23/2023  
 Page No : 3

Weather: Cold & Clear  
 CountCAM 2  
 Study Conducted by: Kevin

Groups Printed- Cars + - Trucks

Start Time	CSAH 52 (Radisson Rd) Southbound						Quail Creek Parkway NE Westbound						CSAH 52 (Radisson Rd) Northbound						129th 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	1	44	1	0	0	46	1	3	15	0	0	19	12	40	5	1	0	58	4	1	2	0	0	7	0	130	130
Total	7	136	6	0	0	149	2	6	48	0	0	56	39	152	23	5	0	219	26	5	6	0	2	37	2	461	463
13:00	0	29	0	0	0	29	1	1	8	0	0	10	6	37	1	0	0	44	6	1	5	0	0	12	0	95	95
13:15	2	38	0	1	0	41	2	0	14	0	0	16	9	31	1	1	0	42	4	1	4	0	0	9	0	108	108
13:30	1	38	1	0	0	40	1	1	13	0	0	15	6	30	1	0	0	37	2	2	2	0	0	6	0	98	98
13:45	3	35	0	0	0	38	0	0	9	0	0	9	9	33	3	0	0	45	8	1	3	0	0	12	0	104	104
Total	6	140	1	1	0	148	4	2	44	0	0	50	30	131	6	1	0	168	20	5	14	0	0	39	0	405	405
14:00	6	37	2	0	0	45	1	1	12	0	0	14	8	30	2	2	0	42	3	1	4	0	0	8	0	109	109
14:15	3	39	0	0	0	42	0	2	8	0	0	10	9	56	5	0	0	70	5	2	7	0	0	14	0	136	136
14:30	3	36	2	0	1	41	4	0	17	0	0	21	26	71	5	1	0	103	10	2	6	0	0	18	1	183	184
14:45	2	29	0	0	0	31	1	1	18	0	0	20	13	73	8	4	0	98	4	3	8	0	1	15	1	164	165
Total	14	141	4	0	1	159	6	4	55	0	0	65	56	230	20	7	0	313	22	8	25	0	1	55	2	592	594
15:00	4	37	2	0	0	43	1	0	13	0	0	14	16	73	2	6	0	97	9	4	5	0	1	18	1	172	173
15:15	3	34	1	1	0	39	2	1	18	0	0	21	18	87	9	1	0	115	5	4	10	0	0	19	0	194	194
15:30	5	45	1	0	0	51	3	1	17	0	0	21	19	79	9	4	0	111	11	3	5	0	0	19	0	202	202
15:45	5	55	0	0	0	60	0	3	18	0	0	21	21	99	8	0	0	128	8	3	2	0	0	13	0	222	222
Total	17	171	4	1	0	193	6	5	66	0	0	77	74	338	28	11	0	451	33	14	22	0	1	69	1	790	791
16:00	6	55	1	0	0	62	4	2	12	0	0	18	25	106	12	0	0	143	11	4	6	0	0	21	0	244	244
16:15	6	78	1	0	0	85	2	4	20	0	0	26	29	126	14	2	2	171	7	1	9	0	0	17	2	299	301
16:30	8	72	1	0	0	81	5	2	27	0	0	34	26	140	16	0	0	182	5	6	7	0	0	18	0	315	315
16:45	8	56	5	0	0	69	0	2	19	0	0	21	18	128	11	0	0	157	5	2	7	0	0	14	0	261	261
Total	28	261	8	0	0	297	11	10	78	0	0	99	98	500	53	2	2	653	28	13	29	0	0	70	2	1119	1121
17:00	4	57	0	0	0	61	1	2	16	0	0	19	28	113	19	2	0	162	11	6	11	0	0	28	0	270	270
17:15	5	45	3	1	0	54	1	2	17	0	0	20	25	84	9	2	0	120	6	3	4	0	0	13	0	207	207
17:30	3	43	1	0	0	47	0	3	18	0	0	21	16	88	12	0	0	116	9	7	9	0	0	25	0	209	209
17:45	5	62	4	0	0	71	1	2	18	0	0	21	21	89	9	3	0	122	8	2	4	0	0	14	0	228	228
Total	17	207	8	1	0	233	3	9	69	0	0	81	90	374	49	7	0	520	34	18	28	0	0	80	0	914	914
18:00	6	57	0	0	0	63	3	4	10	0	0	17	22	86	6	5	0	119	7	4	0	0	0	11	0	210	210
18:15	5	59	2	0	0	66	1	2	21	0	0	24	10	58	10	0	0	78	8	3	7	0	0	18	0	186	186
18:30	2	47	0	0	0	49	1	7	20	0	0	28	15	81	5	2	0	103	6	6	11	0	0	23	0	203	203
18:45	2	33	2	0	0	37	0	2	11	0	0	13	8	60	4	1	0	73	4	2	6	0	0	12	0	135	135
Total	15	196	4	0	0	215	5	15	62	0	0	82	55	285	25	8	0	373	25	15	24	0	0	64	0	734	734



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2321-t  
 Site Code :  
 Start Date : 03/23/2023  
 Page No : 4

Weather: Cold & Clear  
 CountCAM 2  
 Study Conducted by: Kevin

Groups Printed- Cars + - Trucks

Start Time	CSAH 52 (Radisson Rd) Southbound						Quail Creek Parkway NE Westbound						CSAH 52 (Radisson Rd) Northbound						129th 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	2	29	1	1	0	33	0	0	18	0	0	18	21	53	6	1	0	81	10	3	2	0	0	15	0	147	147
19:15	7	38	0	0	0	45	0	3	10	0	0	13	13	62	4	1	0	80	6	2	9	0	0	17	0	155	155
19:30	4	49	0	0	0	53	0	1	15	0	0	16	8	45	5	1	0	59	7	1	8	0	0	16	0	144	144
19:45	3	30	0	0	0	33	0	1	2	0	0	3	9	40	4	0	0	53	6	3	5	0	0	14	0	103	103
<b>Total</b>	<b>16</b>	<b>146</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>164</b>	<b>0</b>	<b>5</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>51</b>	<b>200</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>273</b>	<b>29</b>	<b>9</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>549</b>	<b>549</b>
20:00	0	31	0	0	0	31	0	0	5	0	0	5	16	35	6	0	0	57	1	3	2	0	0	6	0	99	99
20:15	0	27	0	0	0	27	1	0	6	0	0	7	7	52	4	1	0	64	0	1	3	0	0	4	0	102	102
20:30	1	26	0	0	0	27	0	0	8	0	0	8	7	29	5	0	0	41	1	0	6	0	0	7	0	83	83
20:45	1	27	0	0	0	28	0	0	6	0	0	6	6	35	0	0	0	41	1	0	3	0	0	4	0	79	79
<b>Total</b>	<b>2</b>	<b>111</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>113</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>36</b>	<b>151</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>203</b>	<b>3</b>	<b>4</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>363</b>	<b>363</b>
21:00	2	30	0	0	0	32	0	0	6	0	0	6	7	27	3	0	0	37	5	1	5	0	0	11	0	86	86
21:15	1	18	1	0	0	20	0	0	6	0	0	6	12	33	3	0	0	48	1	2	1	0	0	4	0	78	78
21:30	0	11	0	0	0	11	2	0	2	0	0	4	6	21	3	0	0	30	2	1	0	0	0	3	0	48	48
21:45	2	18	2	0	0	22	0	0	3	0	0	3	8	24	4	0	0	36	3	2	2	0	0	7	0	68	68
<b>Total</b>	<b>5</b>	<b>77</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>33</b>	<b>105</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>151</b>	<b>11</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>280</b>	<b>280</b>
22:00	2	9	0	0	0	11	0	0	2	0	0	2	7	30	0	1	0	38	1	1	0	0	0	2	0	53	53
22:15	0	8	0	0	0	8	0	0	1	0	0	1	6	19	0	1	0	26	1	0	2	0	0	3	0	38	38
22:30	0	11	1	0	0	12	0	0	1	0	0	1	5	13	0	2	0	20	1	0	2	0	0	3	0	36	36
22:45	0	5	2	0	0	7	2	1	0	0	0	3	2	16	2	0	0	20	1	1	1	0	0	3	0	33	33
<b>Total</b>	<b>2</b>	<b>33</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>20</b>	<b>78</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>104</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>160</b>	<b>160</b>
23:00	0	5	1	0	0	6	1	0	3	0	0	4	4	8	1	0	0	13	2	1	1	0	0	4	0	27	27
23:15	0	5	0	0	0	5	0	0	2	0	0	2	3	9	1	0	0	13	1	1	0	0	0	2	0	22	22
23:30	1	5	0	0	0	6	0	0	0	0	0	0	4	5	0	0	0	9	1	0	0	0	0	1	0	16	16
23:45	0	4	0	0	0	4	0	0	2	0	0	2	3	7	2	0	0	12	0	0	0	0	0	0	0	18	18
<b>Total</b>	<b>1</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>14</b>	<b>29</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>83</b>	<b>83</b>
<b>Grand Total</b>	<b>186</b>	<b>3378</b>	<b>63</b>	<b>4</b>	<b>3</b>	<b>3631</b>	<b>65</b>	<b>87</b>	<b>1047</b>	<b>0</b>	<b>0</b>	<b>1199</b>	<b>743</b>	<b>3151</b>	<b>333</b>	<b>77</b>	<b>2</b>	<b>4304</b>	<b>454</b>	<b>131</b>	<b>261</b>	<b>0</b>	<b>4</b>	<b>846</b>	<b>9</b>	<b>9980</b>	<b>9989</b>
<b>Apprch %</b>	<b>5.1</b>	<b>93</b>	<b>1.7</b>	<b>0.1</b>			<b>5.4</b>	<b>7.3</b>	<b>87.3</b>	<b>0</b>			<b>17.3</b>	<b>73.2</b>	<b>7.7</b>	<b>1.8</b>			<b>53.7</b>	<b>15.5</b>	<b>30.9</b>	<b>0</b>					
<b>Total %</b>	<b>1.9</b>	<b>33.8</b>	<b>0.6</b>	<b>0</b>		<b>36.4</b>	<b>0.7</b>	<b>0.9</b>	<b>10.5</b>	<b>0</b>		<b>12</b>	<b>7.4</b>	<b>31.6</b>	<b>3.3</b>	<b>0.8</b>		<b>43.1</b>	<b>4.5</b>	<b>1.3</b>	<b>2.6</b>	<b>0</b>		<b>8.5</b>	<b>0.1</b>	<b>99.9</b>	
<b>Cars +</b>	<b>184</b>	<b>3320</b>	<b>59</b>	<b>4</b>		<b>3570</b>	<b>65</b>	<b>85</b>	<b>1020</b>	<b>0</b>		<b>1170</b>	<b>721</b>	<b>3104</b>	<b>330</b>	<b>77</b>		<b>4234</b>	<b>438</b>	<b>125</b>	<b>260</b>	<b>0</b>		<b>827</b>	<b>0</b>	<b>0</b>	<b>9801</b>
<b>% Cars +</b>	<b>98.9</b>	<b>98.3</b>	<b>93.7</b>	<b>100</b>	<b>100</b>	<b>98.2</b>	<b>100</b>	<b>97.7</b>	<b>97.4</b>	<b>0</b>	<b>0</b>	<b>97.6</b>	<b>97</b>	<b>98.5</b>	<b>99.1</b>	<b>100</b>	<b>100</b>	<b>98.3</b>	<b>96.5</b>	<b>95.4</b>	<b>99.6</b>	<b>0</b>	<b>100</b>	<b>97.3</b>	<b>0</b>	<b>0</b>	<b>98.1</b>
<b>Trucks</b>	<b>2</b>	<b>58</b>	<b>4</b>	<b>0</b>		<b>64</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>0</b>		<b>29</b>	<b>22</b>	<b>47</b>	<b>3</b>	<b>0</b>		<b>72</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>		<b>23</b>	<b>0</b>	<b>0</b>	<b>188</b>
<b>% Trucks</b>	<b>1.1</b>	<b>1.7</b>	<b>6.3</b>	<b>0</b>	<b>0</b>	<b>1.8</b>	<b>0</b>	<b>2.3</b>	<b>2.6</b>	<b>0</b>	<b>0</b>	<b>2.4</b>	<b>3</b>	<b>1.5</b>	<b>0.9</b>	<b>0</b>	<b>0</b>	<b>1.7</b>	<b>3.5</b>	<b>4.6</b>	<b>0.4</b>	<b>0</b>	<b>0</b>	<b>2.7</b>	<b>0</b>	<b>0</b>	<b>1.9</b>





# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2321-t  
 Site Code :  
 Start Date : 03/23/2023  
 Page No : 5

Weather: Cold & Clear  
 CountCAM 2  
 Study Conducted by: Kevin

Start Time	CSAH 52 (Radisson Rd) Southbound					Quail Creek Parkway NE Westbound					CSAH 52 (Radisson Rd) Northbound					129th 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 07:00																					
07:00	2	114	1	0	117	1	1	39	0	41	8	23	1	2	34	18	4	3	0	25	217
07:15	5	147	1	0	153	2	3	60	0	65	6	19	1	1	27	19	1	1	0	21	266
07:30	2	104	1	0	107	4	3	29	0	36	6	26	5	3	40	12	2	0	0	14	197
07:45	2	111	5	0	118	1	2	31	0	34	5	35	6	1	47	9	2	7	0	18	217
Total Volume	11	476	8	0	495	8	9	159	0	176	25	103	13	7	148	58	9	11	0	78	897
% App. Total	2.2	96.2	1.6	0		4.5	5.1	90.3	0		16.9	69.6	8.8	4.7		74.4	11.5	14.1	0		
PHF	.550	.810	.400	.000	.809	.500	.750	.663	.000	.677	.781	.736	.542	.583	.787	.763	.563	.393	.000	.780	.843

Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:15																					
10:15	1	48	2	0	51	2	1	10	0	13	9	45	2	1	57	10	2	4	0	16	137
10:30	2	34	0	0	36	1	0	14	0	15	6	30	5	1	42	4	2	0	0	6	99
10:45	4	36	0	0	40	0	1	18	0	19	7	33	6	3	49	5	0	5	0	10	118
11:00	3	32	1	0	36	0	3	14	0	17	9	29	5	1	44	6	1	3	0	10	107
Total Volume	10	150	3	0	163	3	5	56	0	64	31	137	18	6	192	25	5	12	0	42	461
% App. Total	6.1	92	1.8	0		4.7	7.8	87.5	0		16.1	71.4	9.4	3.1		59.5	11.9	28.6	0		
PHF	.625	.781	.375	.000	.799	.375	.417	.778	.000	.842	.861	.761	.750	.500	.842	.625	.625	.600	.000	.656	.841

Peak Hour Analysis From 14:00 to 23:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	6	78	1	0	85	2	4	20	0	26	29	126	14	2	171	7	1	9	0	17	299
16:30	8	72	1	0	81	5	2	27	0	34	26	140	16	0	182	5	6	7	0	18	315
16:45	8	56	5	0	69	0	2	19	0	21	18	128	11	0	157	5	2	7	0	14	261
17:00	4	57	0	0	61	1	2	16	0	19	28	113	19	2	162	11	6	11	0	28	270
Total Volume	26	263	7	0	296	8	10	82	0	100	101	507	60	4	672	28	15	34	0	77	1145
% App. Total	8.8	88.9	2.4	0		8	10	82	0		15	75.4	8.9	0.6		36.4	19.5	44.2	0		
PHF	.813	.843	.350	.000	.871	.400	.625	.759	.000	.735	.871	.905	.789	.500	.923	.636	.625	.773	.000	.688	.909





# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2321-t  
 Site Code :  
 Start Date : 03/23/2023  
 Page No : 2

Weather: Cold & Clear  
 CountCAM 2  
 Study Conducted by: Kevin

Groups Printed- Trucks

Start Time	CSAH 52 (Radisson Rd) Southbound					Quail Creek Parkway NE Westbound					CSAH 52 (Radisson Rd) Northbound					129th 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	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	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>3</b>	<b>0</b>	<b>3</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>9</b>
10:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
10:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</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>7</b>
11:00	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	4
11:15	0	6	0	0	6	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	1	8
11:30	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
11:45	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
<b>Total</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>16</b>
12:00	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	4
12:15	0	1	1	0	2	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	5
12:30	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
12:45	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3
<b>Total</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>15</b>
13:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
13:15	0	1	0	0	1	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	0	4
13:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</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>7</b>
14:00	0	1	0	0	1	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	0	4
14:15	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
14:30	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	5
14:45	0	2	0	0	2	0	0	1	0	1	1	2	0	0	3	2	0	0	0	0	2	8
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>19</b>
15:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
15:15	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	4
15:30	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	1	1	0	0	0	2	6
15:45	0	4	0	0	4	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	7
<b>Total</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>20</b>
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
16:15	1	0	0	0	1	0	0	0	0	0	2	3	0	0	5	2	0	0	0	0	2	8
16:30	1	1	0	0	2	0	0	5	0	5	1	2	0	0	3	0	0	0	0	0	0	10
16:45	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>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>22</b>
17:00	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
17:15	0	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	0	0	0	0	0	0	0	0	0	0	0
17:45	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	1	0	0	0	0	1	5
<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>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>9</b>
18:00	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	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	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
18:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</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>



# Anoka County Highway Department

## Traffic Engineering Section

### Traffic Volume and Turning Movement Study

File Name : TMC 2321-t  
 Site Code :  
 Start Date : 03/23/2023  
 Page No : 3

Weather: Cold & Clear  
 CountCAM 2  
 Study Conducted by: Kevin

Groups Printed- Trucks

Start Time	CSAH 52 (Radisson Rd) Southbound					Quail Creek Parkway NE Westbound					CSAH 52 (Radisson Rd) Northbound					129th 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	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
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
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	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
<b>Total</b>	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
20:00	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
20:15	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
20:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3
21:00	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
21:15	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
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
<b>Total</b>	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
22:00	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
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
<b>Total</b>	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
23:00	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
<b>Total</b>	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
<b>Grand Total</b>	2	58	4	0	64	0	2	27	0	29	22	47	3	0	72	16	6	1	0	23					188	
<b>Apprch %</b>	3.1	90.6	6.2	0		0	6.9	93.1	0		30.6	65.3	4.2	0		69.6	26.1	4.3	0							
<b>Total %</b>	1.1	30.9	2.1	0	34	0	1.1	14.4	0	15.4	11.7	25	1.6	0	38.3	8.5	3.2	0.5	0	12.2						

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2321

Study Date : 05/09/2023

## Signal Warrants - Summary

### Major Street Approaches

Northbound: CSAH 52 (Radisson Rd)

Number of Lanes : 2+

Total Approach Volume: 4,304

Southbound: CSAH 52 (Radisson Rd)

Number of Lanes :2+

Total Approach Volume: 3,631

### Minor Street Approaches

Eastbound: 129th Ave NE

Number of Lanes :1

Total Approach Volume: 846

Westbound: Quail Creek Parkway NE

Number of Lanes :1

Total Approach Volume: 1,199

### Warrant Summary (Rural Values Apply)

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

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

Required volumes reached for 2 hours, 8 are needed

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

Required volumes reached for 4 hours, 8 are needed

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

Required 1A volumes reached for 6 hours, 8 are needed

Required 1B volumes reached for 7 hours, 8 are needed

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

Number of hours (3) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour.....Satisfied

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

Number of one hour periods (4) volumes exceed minimum >= required (1). 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: TMC 2321

Study Date : 05/09/2023

## 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 2 one hour periods meet minimums.  
Warrant is NOT met.

#### Site Data Required

Rural Settings Apply = **True**  
Number of Major Lanes = **2 or more**  
Number of Minor Lanes = **1**

#### Volume Requirements

Rural Factor of 70 % applied  
Veh/Hr Major = **420**  
  
Veh/Hr Minor = **105**

Time	Major Road					Minor Road			Met?
	Major NB	+	Major SB	=	Total	Minor EB	Minor WB		
	CSAH 52 (Radisson Rd)					129th Ave NE			
07:30 - 08:30	152	+	380	=	532	55	114	Yes	
06:30 - 07:30	93	+	426	=	519	64	150	Yes	
16:15 - 17:15	672	+	296	=	968	77	100	No	
16:00 - 17:00	653	+	297	=	950	70	99	No	
15:45 - 16:45	624	+	288	=	912	69	99	No	
16:30 - 17:30	621	+	265	=	886	73	94	No	
15:30 - 16:30	553	+	258	=	811	70	86	No	
16:45 - 17:45	555	+	231	=	786	80	81	No	
17:00 - 18:00	520	+	233	=	753	80	81	No	
17:15 - 18:15	477	+	235	=	712	63	79	No	
15:15 - 16:15	497	+	212	=	709	72	81	No	
17:30 - 18:30	435	+	247	=	682	68	83	No	
17:45 - 18:45	422	+	249	=	671	66	90	No	
15:00 - 16:00	451	+	193	=	644	69	77	No	
18:00 - 19:00	373	+	215	=	588	64	82	No	
14:45 - 15:45	421	+	164	=	585	71	76	No	
14:30 - 15:30	413	+	154	=	567	70	76	No	
14:15 - 15:15	368	+	157	=	525	65	65	No	
18:15 - 19:15	335	+	185	=	520	68	83	No	
18:30 - 19:30	337	+	164	=	501	67	72	No	
14:00 - 15:00	313	+	159	=	472	55	65	No	
18:45 - 19:45	293	+	168	=	461	60	60	No	
19:00 - 20:00	273	+	164	=	437	62	50	No	
06:15 - 07:15	81	+	346	=	427	50	101	No	
13:45 - 14:45	260		166		426	52	54	No	

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2321

Study Date : 05/09/2023

## 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 4 one hour periods meet minimums.  
Warrant is NOT met.

#### Site Data Required

Rural Settings Apply = **True**  
 Number of Major Lanes = **2 or more**  
 Number of Minor Lanes = **1**

#### Volume Requirements

Rural Factor of 70 % applied  
 Veh/Hr Major = **630**  
 Veh/Hr Minor = **53**

Time	Major Road				Total	Minor Road		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
	<b>CSAH 52 (Radisson Rd)</b>					<b>129th Ave NE</b>		
16:00 - 17:00	653	+	297	=	950	70	99	Yes
17:00 - 18:00	520	+	233	=	753	80	81	Yes
15:00 - 16:00	451	+	193	=	644	69	77	Yes
07:00 - 08:00	148	+	495	=	643	78	176	Yes
18:00 - 19:00	373	+	215	=	588	64	82	No
14:45 - 15:45	421	+	164	=	585	71	76	No
06:45 - 07:45	122	+	460	=	582	71	167	No
14:30 - 15:30	413	+	154	=	567	70	76	No
14:15 - 15:15	368	+	157	=	525	65	65	No
18:15 - 19:15	335	+	185	=	520	68	83	No
06:30 - 07:30	93	+	426	=	519	64	150	No
18:30 - 19:30	337	+	164	=	501	67	72	No
14:00 - 15:00	313	+	159	=	472	55	65	No
18:45 - 19:45	293	+	168	=	461	60	60	No
19:00 - 20:00	273	+	164	=	437	62	50	No
06:15 - 07:15	81	+	346	=	427	50	101	No
13:45 - 14:45	260	+	166	=	426	52	54	No
19:15 - 20:15	249	+	162	=	411	53	37	No
08:00 - 09:00	130	+	273	=	403	38	90	No
19:30 - 20:30	233	+	144	=	377	40	31	No
08:15 - 09:15	126	+	246	=	372	35	89	No
08:30 - 09:30	130	+	239	=	369	36	86	No
12:00 - 13:00	219	+	149	=	368	37	56	No
13:30 - 14:30	194	+	165	=	359	40	48	No
10:15 - 11:15	192		163		355	42	64	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2321

Study Date : 05/09/2023

## 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 6 hours meet 1A minimums.  
Only 7 hours meet 1B minimums.  
Warrant is NOT met.

#### Site Data Required

Rural Settings Apply = **True**  
Number of Major Lanes = **2 or more**  
Number of Minor Lanes = **1**

#### Volume Requirements

Rural Factor of 70% applied  
Warrant 1A 1B  
Veh/Hr Major = **336 504**

Veh/Hr Minor = **84 42**

#### Major Road CSAH 52 (Radisson Rd)

#### Minor Road 129th Ave NE

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
16:30 - 17:30	621	+	265	=	886	73	94	Yes
15:30 - 16:30	553	+	258	=	811	70	86	Yes
17:45 - 18:45	422	+	249	=	671	66	90	Yes
07:15 - 08:15	146	+	469	=	615	66	162	Yes
06:15 - 07:15	81	+	346	=	427	50	101	Yes
08:15 - 09:15	126	+	246	=	372	35	89	Yes
15:15 - 16:15	497	+	212	=	709	72	81	No
17:30 - 18:30	435	+	247	=	682	68	83	No
15:00 - 16:00	451	+	193	=	644	69	77	No
14:45 - 15:45	421	+	164	=	585	71	76	No
14:30 - 15:30	413	+	154	=	567	70	76	No
14:15 - 15:15	368	+	157	=	525	65	65	No

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
16:15 - 17:15	672	+	296	=	968	77	100	Yes
17:15 - 18:15	477	+	235	=	712	63	79	Yes
15:15 - 16:15	497	+	212	=	709	72	81	Yes
07:30 - 08:30	152	+	380	=	532	55	114	Yes
14:15 - 15:15	368	+	157	=	525	65	65	Yes
18:15 - 19:15	335	+	185	=	520	68	83	Yes
06:30 - 07:30	93	+	426	=	519	64	150	Yes
14:00 - 15:00	313	+	159	=	472	55	65	No
06:15 - 07:15	81	+	346	=	427	50	101	No
13:45 - 14:45	260	+	166	=	426	52	54	No
19:15 - 20:15	249	+	162	=	411	53	37	No
19:30 - 20:30	233	+	144	=	377	40	31	No



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2321

Study Date : 05/09/2023

## 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.

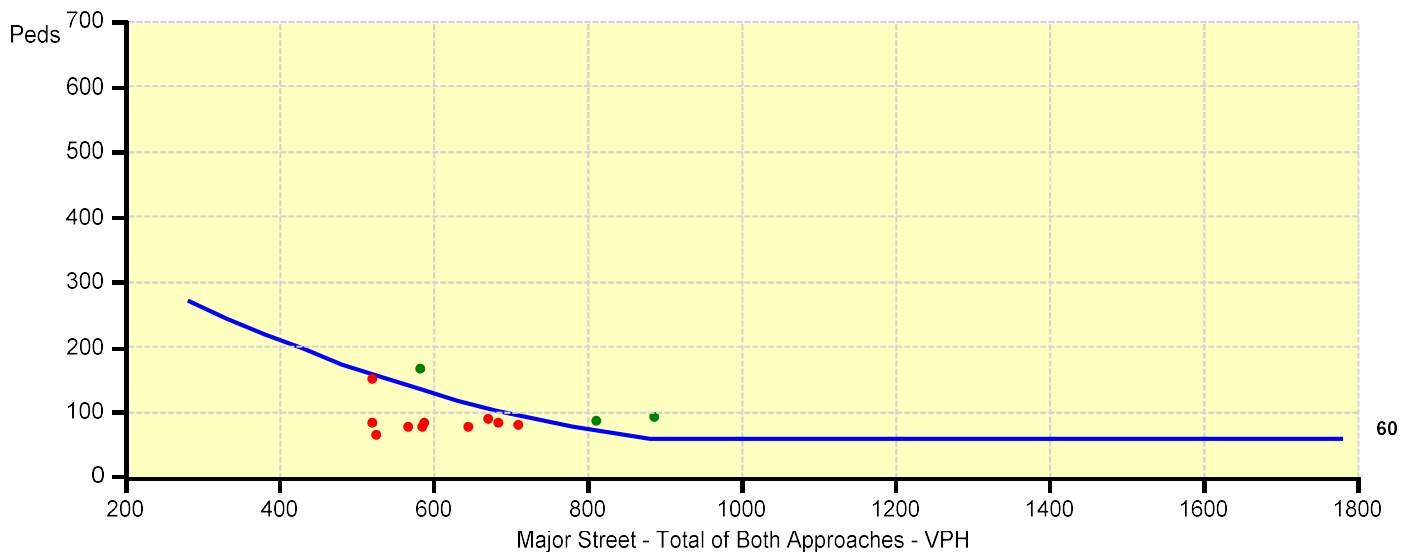
#### Summary

Only 3 one hour periods meet minimums.  
Warrant is NOT met.

#### Site Data Required

Rural Settings Apply = **True**  
 Number of Major Lanes = **2 or more**  
 Number of Minor Lanes = **1**

Time	Major Road CSAH 52 (Radisson Rd)				Total	Minor Road 129th Ave NE		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
16:30 - 17:30	621	+	265	=	886	73	94	Yes
15:30 - 16:30	553	+	258	=	811	70	86	Yes
06:45 - 07:45	122	+	460	=	582	71	167	Yes
15:15 - 16:15	497	+	212	=	709	72	81	No
17:30 - 18:30	435	+	247	=	682	68	83	No
17:45 - 18:45	422	+	249	=	671	66	90	No
15:00 - 16:00	451	+	193	=	644	69	77	No
18:00 - 19:00	373	+	215	=	588	64	82	No
14:45 - 15:45	421	+	164	=	585	71	76	No
14:30 - 15:30	413	+	154	=	567	70	76	No
14:15 - 15:15	368	+	157	=	525	65	65	No
18:15 - 19:15	335	+	185	=	520	68	83	No



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2321

Study Date : 05/09/2023

## 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 = **2 or more**  
 Number of Minor Lanes = **1**

Time	Major Road CSAH 52 (Radisson Rd)					Minor Road 129th Ave NE		Met?
	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	
16:15 - 17:15	672	+	296	=	968	77	100	No
16:00 - 17:00	653	+	297	=	950	70	99	No
15:45 - 16:45	624	+	288	=	912	69	99	No
16:30 - 17:30	621	+	265	=	886	73	94	No
15:30 - 16:30	553	+	258	=	811	70	86	No
16:45 - 17:45	555	+	231	=	786	80	81	No
17:00 - 18:00	520	+	233	=	753	80	81	No
17:15 - 18:15	477	+	235	=	712	63	79	No
15:15 - 16:15	497	+	212	=	709	72	81	No
17:30 - 18:30	435	+	247	=	682	68	83	No
17:45 - 18:45	422	+	249	=	671	66	90	No
15:00 - 16:00	451		193		644	69	77	No

