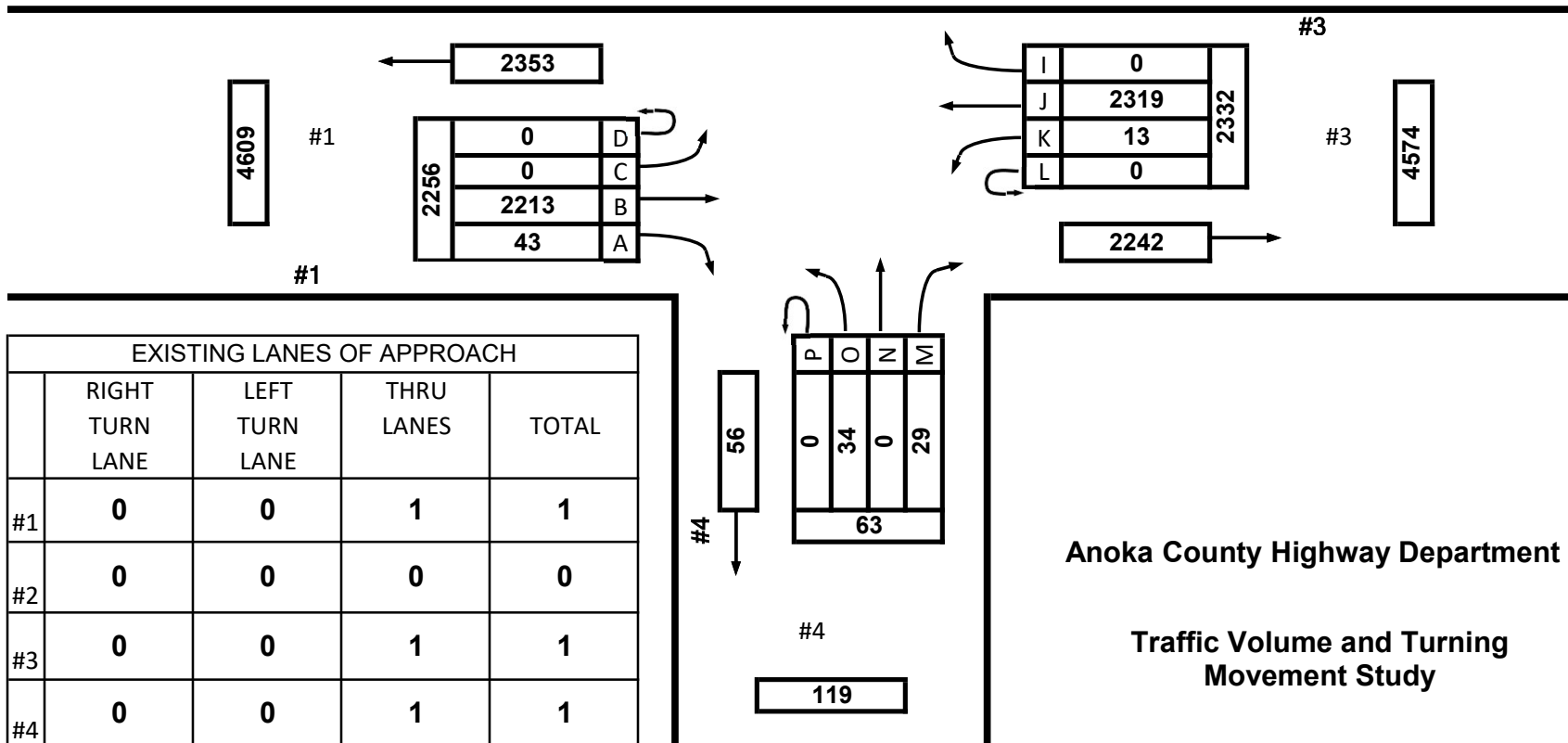
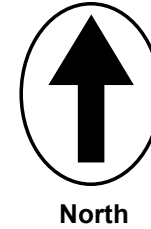


Date : 05/18/23

Count Number : TMC 2347

Location : CSAH 22
@ Yellowpine St

Collection Period : 6-10 AM, 3-7 PM



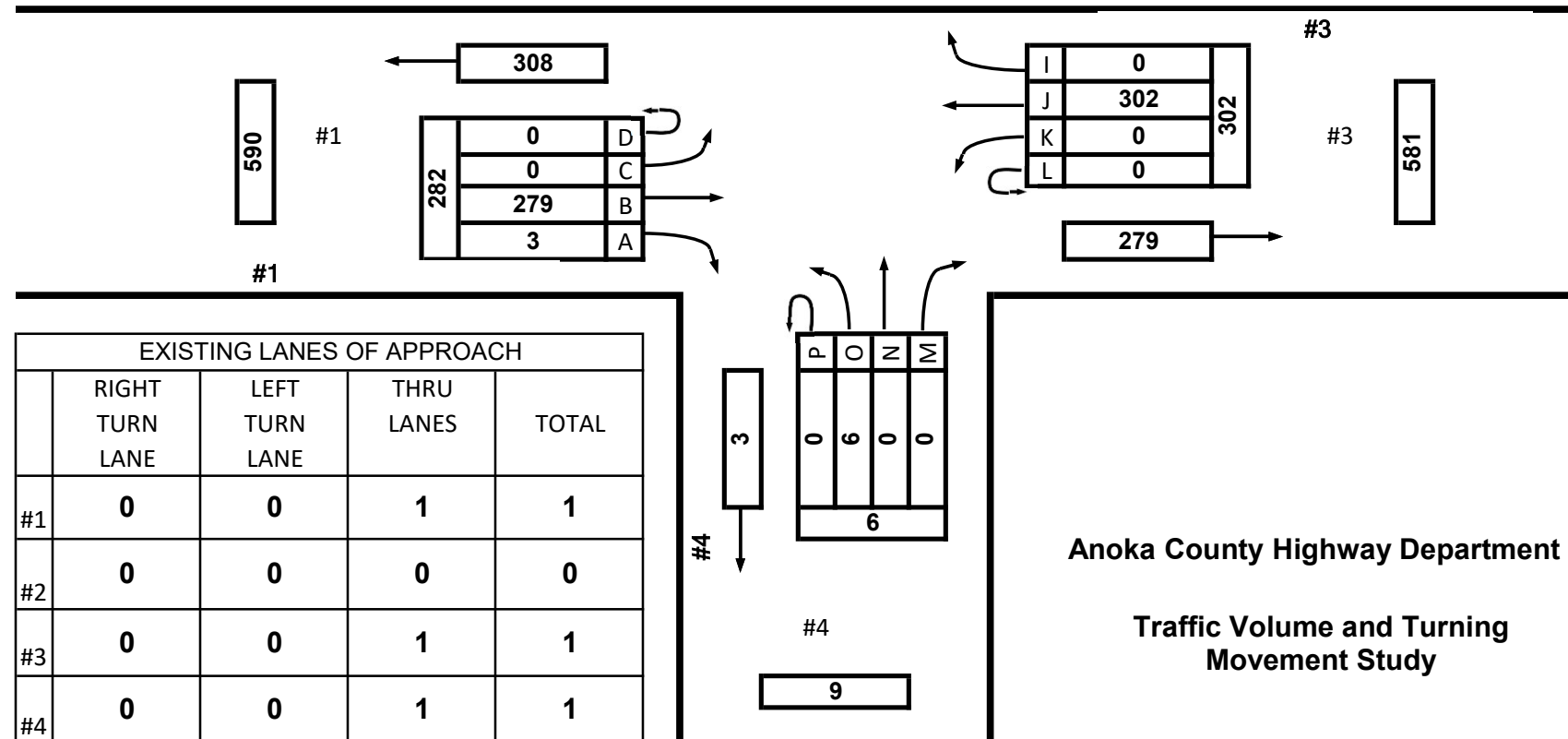
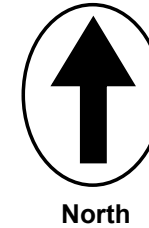
Date : 05/18/23

Count Number : TMC 2347

Location : CSAH 22
@ Yellowpine St

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 | 0 | 0 |
| #3 | 0 | 0 | 1 | 1 |
| #4 | 0 | 0 | 1 | 1 |

Anoka County Highway Department

Traffic Volume and Turning Movement Study

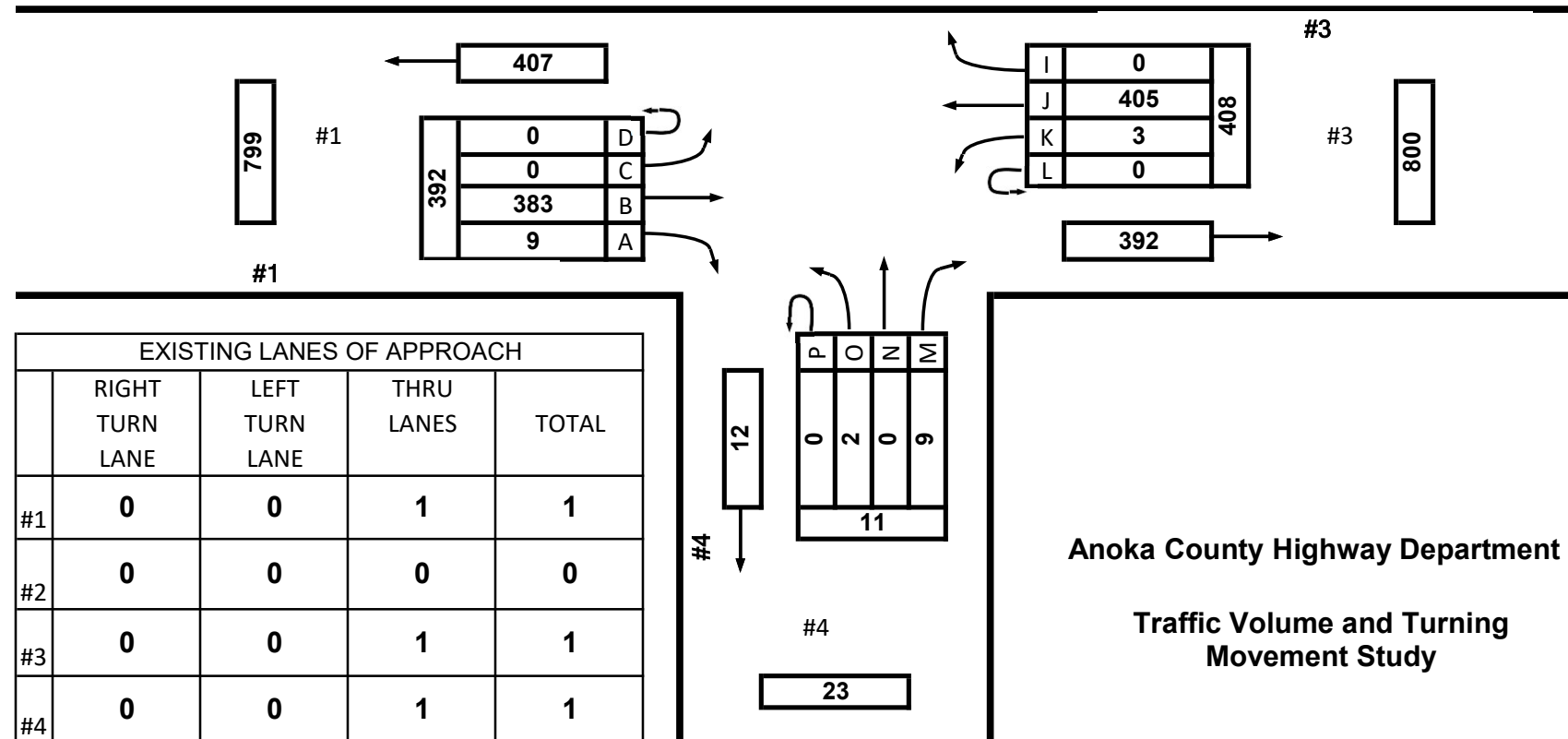
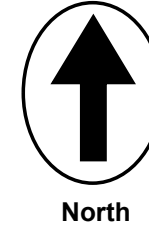
Date : 05/18/23

Count Number : TMC 2347

Location : CSAH 22
@ Yellowpine St

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

PM PEAK



TMC 2347 - CSAH 22 @ Yellowpine St

0 0

Thursday, May 18, 2023

| Time | Southbound 0 | | | | | | Westbound 0 | | | | | | Northbound 0 | | | | | | Eastbound 0 | | | | | | VEHICLE TOTAL |
|--------------|-----------------|------------|---------------------|----------------|------------------------|------------------------------|----------------|------------|---------------------|----------------|------------------------|------------------------------|-----------------|------------|---------------------|----------------|------------------------|------------------------------|----------------|------------|---------------------|----------------|------------------------|------------------------------|------------------|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | |
| 12:00 AM | 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 |
| 12:15 AM | 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 |
| 12:30 AM | 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 |
| 12:45 AM | 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 |
| Hourly 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 |
| 1:00 AM | 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 |
| 1:15 AM | 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 |
| 1:30 AM | 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 |
| 1:45 AM | 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 |
| Hourly 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 |
| 2:00 AM | 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 |
| 2:15 AM | 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 |
| 2:30 AM | 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 |
| 2:45 AM | 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 |
| Hourly 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 |
| 3:00 AM | 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 |
| 3:15 AM | 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 |
| 3:30 AM | 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 |
| 3:45 AM | 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 |
| Hourly 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 |
| 4:00 AM | 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 |
| 4:15 AM | 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 |
| 4:30 AM | 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 |
| 4:45 AM | 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 |
| Hourly 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 |
| 5:00 AM | 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 |
| 5:15 AM | 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 |
| 5:30 AM | 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 |
| 5:45 AM | 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 |
| Hourly 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 |
| 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 48 | 85 |
| 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45 | 1 | 0 | 46 | 91 |
| 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 0 | 54 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 58 | 0 | 0 | 58 | 114 |
| 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 0 | 0 | 66 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 63 | 0 | 0 | 63 | 132 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202 | 0 | 0 | 202 | 0 | 2 | 0 | 3 | 0 | 5 | 0 | 0 | 214 | 1 | 0 | 215 | 422 |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 67 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 62 | 0 | 0 | 62 | 130 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 80 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 66 | 0 | 0 | 66 | 147 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 85 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 74 | 0 | 0 | 74 | 160 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 70 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 77 | 3 | 0 | 80 | 153 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 302 | 0 | 0 | 302 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 279 | 3 | 0 | 282 | 590 |

TMC 2347 - CSAH 22 @ Yellowpine St

0 0

Thursday, May 18, 2023

| Time | Southbound 0 | | | | | | Westbound 0 | | | | | | Northbound 0 | | | | | | Eastbound 0 | | | | | | VEHICLE TOTAL | | | | | | |
|--------------|-----------------|------------|------------------|-------------|---------------------|------------------------|----------------|------------|------------------|-------------|---------------------|------------------------|-----------------|------------|------------------|-------------|---------------------|------------------------|----------------|------------|------------------|-------------|---------------------|------------------------|------------------|---|---|---|---|---|-----|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | | | | | | | |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 66 | 1 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 51 | 0 | 3 | 0 | 1 | 0 | 4 | 0 | 0 | 69 | 3 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 55 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 56 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 112 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 0 | 0 | 47 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 67 | 1 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 209 | 0 | 0 | 209 | 0 | 5 | 0 | 1 | 0 | 6 | 0 | 0 | 258 | 5 | 0 | 263 | 0 | 0 | 0 | 0 | 0 | 0 | 478 |
| 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 0 | 0 | 76 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 57 | 1 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 136 |
| 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 62 | 0 | 0 | 63 | 0 | 2 | 0 | 4 | 0 | 6 | 0 | 0 | 51 | 5 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 125 |
| 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 0 | 0 | 51 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 41 | 1 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 96 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 41 | 0 | 0 | 42 | 0 | 3 | 0 | 2 | 0 | 5 | 0 | 0 | 57 | 3 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 229 | 0 | 0 | 232 | 0 | 8 | 0 | 8 | 0 | 16 | 0 | 0 | 206 | 10 | 0 | 216 | 0 | 0 | 0 | 0 | 0 | 0 | 464 |
| 10:00 AM | 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 |
| 10:15 AM | 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 |
| 10:30 AM | 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 |
| 10:45 AM | 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 |
| Hourly 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 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 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 |
| 11:15 AM | 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 |
| 11:30 AM | 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 |
| 11:45 AM | 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 |
| Hourly 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 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 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 |
| 12:15 PM | 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 |
| 12:30 PM | 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 |
| 12:45 PM | 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 |
| Hourly 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 | 0 | 0 | 0 | 0 | 0 |
| 1:00 PM | 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 |
| 1:15 PM | 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 |
| 1:30 PM | 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 |
| 1:45 PM | 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 |
| Hourly 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 | 0 | 0 | 0 | 0 | 0 |
| 2:00 PM | 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 |
| 2:15 PM | 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 |
| 2:30 PM | 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 |
| 2:45 PM | 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 |
| Hourly 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 | 0 | 0 | 0 | 0 | 0 |
| 3:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 70 | 0 | 2 | 0 | 3 | 0 | 5 | 0 | 0 | 73 | 2 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 150 |
| 3:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 81 | 0 | 0 | 82 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 79 | 2 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 165 |
| 3:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 0 | 0 | 117 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 80 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| 3:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 0 | 0 | 106 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 91 | 1 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 199 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 374 | 0 | 0 | 375 | 0 | 7 | 0 | 4 | 0 | 11 | 0 | 0 | 323 | 5 | 0 | 328 | 0 | 0 | 0 | 0 | 0 | 0 | 714 |

TMC 2347 - CSAH 22 @ Yellowpine St
0 0

Thursday, May 18, 2023

| Time | Southbound 0 | | | | | | Westbound 0 | | | | | | Northbound 0 | | | | | | Eastbound 0 | | | | | | VEHICLE TOTAL |
|------------------------|-----------------|------------|------------------|-------------|---------------------|------------------------|----------------|------------|------------------|-------------|---------------------|------------------------|-----------------|------------|------------------|-------------|---------------------|------------------------|----------------|------------|------------------|-------------|---------------------|------------------------|------------------|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 86 | 0 | 0 | 86 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 97 | 5 | 0 | 102 | 190 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 0 | 101 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 111 | 3 | 0 | 114 | 218 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 89 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 100 | 3 | 0 | 103 | 195 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 0 | 0 | 113 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 78 | 3 | 0 | 81 | 198 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 388 | 0 | 0 | 389 | 0 | 2 | 0 | 10 | 0 | 12 | 0 | 0 | 386 | 14 | 0 | 400 | 801 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 103 | 0 | 0 | 105 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 94 | 0 | 0 | 94 | 200 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 106 | 0 | 0 | 107 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 76 | 1 | 0 | 77 | 185 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 86 | 0 | 0 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 82 | 169 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 76 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 78 | 0 | 0 | 78 | 156 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 371 | 0 | 0 | 375 | 0 | 2 | 0 | 2 | 1 | 4 | 0 | 0 | 330 | 1 | 0 | 331 | 710 |
| 6:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 65 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 3 | 0 | 67 | 134 |
| 6:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 70 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 47 | 0 | 0 | 47 | 120 |
| 6:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 64 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 0 | 57 | 122 |
| 6:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 45 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 1 | 0 | 50 | 96 |
| Hourly Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 244 | 0 | 0 | 248 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 217 | 4 | 0 | 221 | 472 |
| 7:00 PM | 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 |
| 7:15 PM | 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 |
| 7:30 PM | 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 |
| 7:45 PM | 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 |
| Hourly 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 |
| 8:00 PM | 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 |
| 8:15 PM | 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 |
| 8:30 PM | 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 |
| 8:45 PM | 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 |
| Hourly 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 |
| 9:00 PM | 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 |
| 9:15 PM | 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 |
| 9:30 PM | 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 |
| 9:45 PM | 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 |
| Hourly 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 |
| 10:00 PM | 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 |
| 10:15 PM | 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 |
| 10:30 PM | 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 |
| 10:45 PM | 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 |
| Hourly 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 |
| 11:00 PM | 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 |
| 11:15 PM | 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 |
| 11:30 PM | 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 |
| 11:45 PM | 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 |
| Hourly 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 |
| DAILY TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 2319 | 0 | 0 | 2332 | 0 | 34 | 0 | 29 | 1 | 63 | 0 | 0 | 2213 | 43 | 0 | 2256 | 4651 |
| Cars | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2231 | 0 | 0 | 2243 | 0 | 32 | 0 | 29 | 1 | 61 | 0 | 0 | 2095 | 42 | 0 | 2137 | 4441 |
| Heavy Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 88 | 0 | 0 | 89 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 118 | 1 | 0 | 119 | 210 |
| Heavy Vehicle % | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 7.69% | 3.79% | 0.00% | 0.00% | 3.82% | 0.00% | 5.88% | 0.00% | 0.00% | 0.00% | 3.17% | 0.00% | 0.00% | 5.33% | 2.33% | 0.00% | 5.27% | 4.52% |

**TMC 2347 - CSAH 22 @ Yellowpine St
0 0**

Thursday, May 18, 2023

AM Peak Hour

| Time | Southbound | | | | | | Westbound | | | | | | Northbound | | | | | | Eastbound | | | | | | VEHICLE TOTAL | | | | | | |
|---------------------|------------|------------|------------------|-------------|---------------------|------------------------|-----------|------------|------------------|-------------|---------------------|------------------------|------------|------------|------------------|-------------|---------------------|------------------------|-----------|------------|------------------|-------------|---------------------|------------------------|---------------|---|-------|---|---|-------|-------|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | | | | | | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 67 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 62 | 0 | 0 | 62 | 0 | 0 | 66 | 0 | 0 | 66 | 130 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 0 | 0 | 80 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 66 | 0 | 0 | 66 | 0 | 0 | 74 | 0 | 0 | 74 | 147 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 85 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 74 | 0 | 0 | 74 | 0 | 0 | 77 | 3 | 0 | 80 | 160 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 70 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 77 | 3 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 153 |
| Peak Hour Total PHF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 302 | 0 | 0 | 302 | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 279 | 3 | 0 | 282 | 0 | 0 | 282 | 3 | 0 | 282 | 590 |
| | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.888 | 0.000 | 0.000 | 0.888 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.906 | 0.250 | 0.000 | 0.881 | | | 0.881 | | | 0.881 | 0.922 |

PM Peak Hour

| Time | Southbound | | | | | | Westbound | | | | | | Northbound | | | | | | Eastbound | | | | | | VEHICLE TOTAL | | | | | | |
|---------------------|------------|------------|------------------|-------------|---------------------|------------------------|-----------|------------|------------------|-------------|---------------------|------------------------|------------|------------|------------------|-------------|---------------------|------------------------|-----------|------------|------------------|-------------|---------------------|------------------------|---------------|---|-------|---|---|-------|-------|
| | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | U Turns | Left Turns | Straight Through | Right Turns | Crosswalk Crossings | Vehicle Approach Total | | | | | | | |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 0 | 101 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 111 | 3 | 0 | 114 | 0 | 0 | 100 | 3 | 0 | 103 | 218 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 0 | 0 | 89 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 100 | 3 | 0 | 103 | 0 | 0 | 78 | 3 | 0 | 81 | 195 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 113 | 0 | 0 | 113 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 78 | 3 | 0 | 81 | 0 | 0 | 94 | 0 | 0 | 94 | 198 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 103 | 0 | 0 | 105 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 94 | 0 | 0 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 200 |
| Peak Hour Total PHF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 405 | 0 | 0 | 408 | 0 | 2 | 0 | 9 | 0 | 11 | 0 | 0 | 383 | 9 | 0 | 392 | 0 | 0 | 383 | 9 | 0 | 392 | 811 |
| | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.375 | 0.896 | 0.000 | 0.000 | 0.903 | 0.000 | 0.500 | 0.000 | 0.563 | 0.000 | 0.688 | 0.000 | 0.000 | 0.863 | 0.750 | 0.000 | 0.860 | | | 0.860 | | | 0.860 | 0.930 |

| | | | | | | | |
|--------------------------------|----------|----------|----------|-------------------------------|----------|---|--|
| Total Vehicles On Leg | | 0 | | | | | |
| Vehicles Entering Intersection | | 0 | | Vehicles Exiting Intersection | | 0 | |
| Southbound | | | | | | | |
| Cars | 0 | 0 | 0 | 0 | 0 | | |
| Heavy | 0 | 0 | 0 | 0 | 0 | | |
| Total | 0 | 0 | 0 | 0 | 0 | | |



| | | | | | | |
|----------------------------|--------------------------------|-----------|------|-------|-------|--|
| Total Vehicles on Leg 4609 | Vehicles Entering Intersection | Eastbound | Cars | Heavy | Total | |
| | 2256 | | 0 | 0 | 0 | |
| | | | 0 | 0 | 0 | |
| | Vehicles Exiting Intersection | | 2095 | 118 | 2213 | |
| | 2353 | | 42 | 1 | 43 | |

Daily Volumes

| | | | | | |
|------|-------|-------|-----------|--------------------------------|----------------------------|
| Cars | Heavy | Total | Westbound | Vehicles Entering Intersection | Total Vehicles on Leg 4574 |
| 0 | 0 | 0 | | 2332 | |
| 2231 | 88 | 2319 | | | |
| 12 | 1 | 13 | | Vehicles Exiting Intersection | |
| 0 | 0 | 0 | | 2242 | |
| 0 | 0 | 0 | | | |



| | | | | | |
|--------------------------------|----------|----------|-----------|----------|-----------|
| Cars | 1 | 0 | 32 | 0 | 29 |
| Heavy | 0 | 0 | 2 | 0 | 0 |
| Total | 1 | 0 | 34 | 0 | 29 |
| Northbound | | | | | |
| Vehicles Entering Intersection | | | 63 | | |
| Vehicles Exiting Intersection | | | 56 | | |
| Total Vehicles On Leg | | | 119 | | |

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2347

Study Date : 05/26/2023

Signal Warrants - Summary

Major Street Approaches

Eastbound: CSAH 22

Number of Lanes : 1

Total Approach Volume: 2,256

Westbound: CSAH 22

Number of Lanes : 1

Total Approach Volume: 2,332

Minor Street Approaches

Northbound: Yellowpine St

Number of Lanes : 1

Total Approach Volume: 63

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: TMC 2347

Study Date : 05/26/2023

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 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 EB | + | Major WB | = | | Minor NB | Minor SB | |
| 16:15 - 17:15 | 392 | + | 408 | = | 800 | 11 | 0 | No |
| 15:30 - 16:30 | 388 | + | 410 | = | 798 | 9 | 0 | No |
| 15:45 - 16:45 | 411 | + | 382 | = | 793 | 9 | 0 | No |
| 16:00 - 17:00 | 400 | + | 389 | = | 789 | 12 | 0 | No |
| 16:30 - 17:30 | 355 | + | 414 | = | 769 | 9 | 0 | No |
| 15:15 - 16:15 | 355 | + | 391 | = | 746 | 8 | 0 | No |
| 16:45 - 17:45 | 334 | + | 412 | = | 746 | 6 | 0 | No |
| 17:00 - 18:00 | 331 | + | 375 | = | 706 | 4 | 0 | No |
| 15:00 - 16:00 | 328 | + | 375 | = | 703 | 11 | 0 | No |
| 17:15 - 18:15 | 304 | + | 337 | = | 641 | 3 | 0 | No |
| 07:00 - 08:00 | 282 | + | 302 | = | 584 | 6 | 0 | No |
| 07:15 - 08:15 | 287 | + | 291 | = | 578 | 5 | 0 | No |
| 17:30 - 18:30 | 274 | + | 300 | = | 574 | 5 | 0 | No |
| 06:45 - 07:45 | 265 | + | 298 | = | 563 | 6 | 0 | No |
| 07:30 - 08:30 | 293 | + | 262 | = | 555 | 8 | 0 | No |
| 17:45 - 18:45 | 249 | + | 278 | = | 527 | 5 | 0 | No |
| 06:30 - 07:30 | 249 | + | 267 | = | 516 | 7 | 0 | No |
| 07:45 - 08:45 | 275 | + | 232 | = | 507 | 8 | 0 | No |
| 14:45 - 15:45 | 236 | + | 269 | = | 505 | 10 | 0 | No |
| 08:15 - 09:15 | 254 | + | 229 | = | 483 | 8 | 0 | No |
| 08:30 - 09:30 | 238 | + | 241 | = | 479 | 10 | 0 | No |
| 08:00 - 09:00 | 263 | + | 209 | = | 472 | 6 | 0 | No |
| 18:00 - 19:00 | 221 | + | 248 | = | 469 | 3 | 0 | No |
| 06:15 - 07:15 | 229 | + | 232 | = | 461 | 6 | 0 | No |
| 08:45 - 09:45 | 224 | | 237 | | 461 | 12 | 0 | No |

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2347

Study Date : 05/26/2023

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 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 EB | + | Major WB | = | | Minor NB | Minor SB | |
| 16:15 - 17:15 | 392 | + | 408 | = | 800 | 11 | 0 | No |
| 15:30 - 16:30 | 388 | + | 410 | = | 798 | 9 | 0 | No |
| 15:45 - 16:45 | 411 | + | 382 | = | 793 | 9 | 0 | No |
| 16:00 - 17:00 | 400 | + | 389 | = | 789 | 12 | 0 | No |
| 16:30 - 17:30 | 355 | + | 414 | = | 769 | 9 | 0 | No |
| 15:15 - 16:15 | 355 | + | 391 | = | 746 | 8 | 0 | No |
| 16:45 - 17:45 | 334 | + | 412 | = | 746 | 6 | 0 | No |
| 17:00 - 18:00 | 331 | + | 375 | = | 706 | 4 | 0 | No |
| 15:00 - 16:00 | 328 | + | 375 | = | 703 | 11 | 0 | No |
| 17:15 - 18:15 | 304 | + | 337 | = | 641 | 3 | 0 | No |
| 07:00 - 08:00 | 282 | + | 302 | = | 584 | 6 | 0 | No |
| 07:15 - 08:15 | 287 | + | 291 | = | 578 | 5 | 0 | No |
| 17:30 - 18:30 | 274 | + | 300 | = | 574 | 5 | 0 | No |
| 06:45 - 07:45 | 265 | + | 298 | = | 563 | 6 | 0 | No |
| 07:30 - 08:30 | 293 | + | 262 | = | 555 | 8 | 0 | No |
| 17:45 - 18:45 | 249 | + | 278 | = | 527 | 5 | 0 | No |
| 06:30 - 07:30 | 249 | + | 267 | = | 516 | 7 | 0 | No |
| 07:45 - 08:45 | 275 | + | 232 | = | 507 | 8 | 0 | No |
| 14:45 - 15:45 | 236 | + | 269 | = | 505 | 10 | 0 | No |
| 08:15 - 09:15 | 254 | + | 229 | = | 483 | 8 | 0 | No |
| 08:30 - 09:30 | 238 | + | 241 | = | 479 | 10 | 0 | No |
| 08:00 - 09:00 | 263 | + | 209 | = | 472 | 6 | 0 | No |
| 18:00 - 19:00 | 221 | + | 248 | = | 469 | 3 | 0 | No |
| 06:15 - 07:15 | 229 | + | 232 | = | 461 | 6 | 0 | No |
| 08:45 - 09:45 | 224 | | 237 | | 461 | 12 | 0 | No |

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2347

Study Date : 05/26/2023

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 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 22

Minor Road Yellowpine St

| Time | Major EB | + | Major WB | = | Total | Minor NB | Minor SB | Met1A? |
|---------------|----------|---|----------|---|-------|----------|----------|--------|
| 16:15 - 17:15 | 392 | + | 408 | = | 800 | 11 | 0 | No |
| 15:30 - 16:30 | 388 | + | 410 | = | 798 | 9 | 0 | No |
| 15:45 - 16:45 | 411 | + | 382 | = | 793 | 9 | 0 | No |
| 16:00 - 17:00 | 400 | + | 389 | = | 789 | 12 | 0 | No |
| 16:30 - 17:30 | 355 | + | 414 | = | 769 | 9 | 0 | No |
| 15:15 - 16:15 | 355 | + | 391 | = | 746 | 8 | 0 | No |
| 16:45 - 17:45 | 334 | + | 412 | = | 746 | 6 | 0 | No |
| 17:00 - 18:00 | 331 | + | 375 | = | 706 | 4 | 0 | No |
| 15:00 - 16:00 | 328 | + | 375 | = | 703 | 11 | 0 | No |
| 17:15 - 18:15 | 304 | + | 337 | = | 641 | 3 | 0 | No |
| 07:00 - 08:00 | 282 | + | 302 | = | 584 | 6 | 0 | No |
| 07:15 - 08:15 | 287 | + | 291 | = | 578 | 5 | 0 | No |

| Time | Major EB | + | Major WB | = | Total | Minor NB | Minor SB | Met1B? |
|---------------|----------|---|----------|---|-------|----------|----------|--------|
| 16:15 - 17:15 | 392 | + | 408 | = | 800 | 11 | 0 | No |
| 15:30 - 16:30 | 388 | + | 410 | = | 798 | 9 | 0 | No |
| 15:45 - 16:45 | 411 | + | 382 | = | 793 | 9 | 0 | No |
| 16:00 - 17:00 | 400 | + | 389 | = | 789 | 12 | 0 | No |
| 16:30 - 17:30 | 355 | + | 414 | = | 769 | 9 | 0 | No |
| 15:15 - 16:15 | 355 | + | 391 | = | 746 | 8 | 0 | No |
| 16:45 - 17:45 | 334 | + | 412 | = | 746 | 6 | 0 | No |
| 17:00 - 18:00 | 331 | + | 375 | = | 706 | 4 | 0 | No |
| 15:00 - 16:00 | 328 | + | 375 | = | 703 | 11 | 0 | No |
| 17:15 - 18:15 | 304 | + | 337 | = | 641 | 3 | 0 | No |
| 07:00 - 08:00 | 282 | + | 302 | = | 584 | 6 | 0 | No |
| 07:15 - 08:15 | 287 | + | 291 | = | 578 | 5 | 0 | No |

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2347

Study Date : 05/26/2023

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.

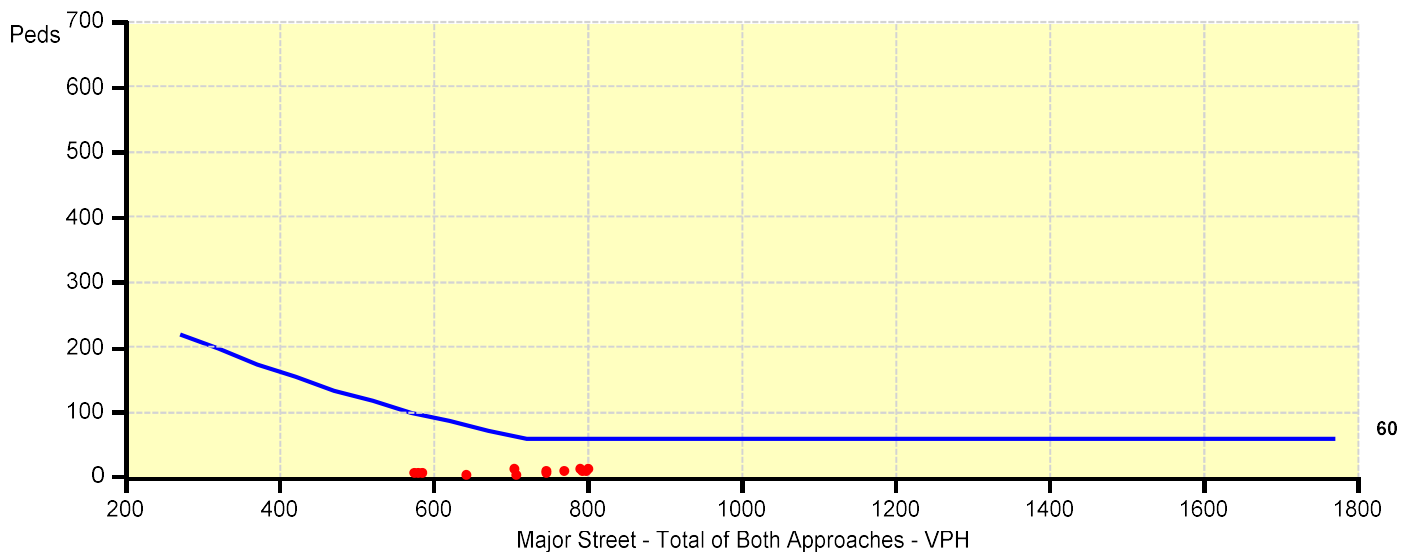
Summary

Only 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 CSAH 22 | | | | Total | Minor Road Yellowpine St | | Met? |
|---------------|-----------------------|---|----------|---|-------|-----------------------------|----------|------|
| | Major EB | + | Major WB | = | | Minor NB | Minor SB | |
| 16:15 - 17:15 | 392 | + | 408 | = | 800 | 11 | 0 | No |
| 15:30 - 16:30 | 388 | + | 410 | = | 798 | 9 | 0 | No |
| 15:45 - 16:45 | 411 | + | 382 | = | 793 | 9 | 0 | No |
| 16:00 - 17:00 | 400 | + | 389 | = | 789 | 12 | 0 | No |
| 16:30 - 17:30 | 355 | + | 414 | = | 769 | 9 | 0 | No |
| 15:15 - 16:15 | 355 | + | 391 | = | 746 | 8 | 0 | No |
| 16:45 - 17:45 | 334 | + | 412 | = | 746 | 6 | 0 | No |
| 17:00 - 18:00 | 331 | + | 375 | = | 706 | 4 | 0 | No |
| 15:00 - 16:00 | 328 | + | 375 | = | 703 | 11 | 0 | No |
| 17:15 - 18:15 | 304 | + | 337 | = | 641 | 3 | 0 | No |
| 07:00 - 08:00 | 282 | + | 302 | = | 584 | 6 | 0 | No |
| 07:15 - 08:15 | 287 | + | 291 | = | 578 | 5 | 0 | No |



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2347

Study Date : 05/26/2023

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 = **1**
 Number of Minor Lanes = **1**

| Time | Major Road CSAH 22 | | | | Total | Minor Road Yellowpine St | | Met? |
|---------------|-----------------------|---|----------|---|-------|-----------------------------|----------|------|
| | Major EB | + | Major WB | = | | Minor NB | Minor SB | |
| 16:15 - 17:15 | 392 | + | 408 | = | 800 | 11 | 0 | No |
| 15:30 - 16:30 | 388 | + | 410 | = | 798 | 9 | 0 | No |
| 15:45 - 16:45 | 411 | + | 382 | = | 793 | 9 | 0 | No |
| 16:00 - 17:00 | 400 | + | 389 | = | 789 | 12 | 0 | No |
| 16:30 - 17:30 | 355 | + | 414 | = | 769 | 9 | 0 | No |
| 15:15 - 16:15 | 355 | + | 391 | = | 746 | 8 | 0 | No |
| 16:45 - 17:45 | 334 | + | 412 | = | 746 | 6 | 0 | No |
| 17:00 - 18:00 | 331 | + | 375 | = | 706 | 4 | 0 | No |
| 15:00 - 16:00 | 328 | + | 375 | = | 703 | 11 | 0 | No |
| 17:15 - 18:15 | 304 | + | 337 | = | 641 | 3 | 0 | No |
| 07:00 - 08:00 | 282 | + | 302 | = | 584 | 6 | 0 | No |
| 07:15 - 08:15 | 287 | + | 291 | = | 578 | 5 | 0 | No |

