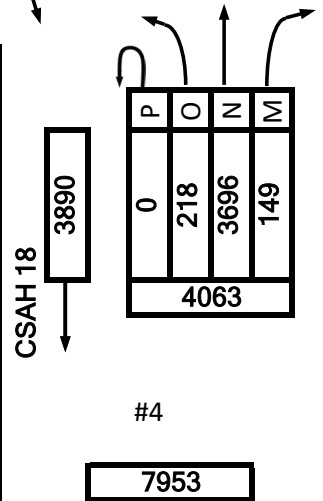
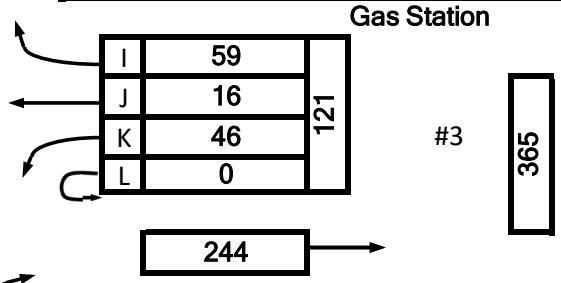
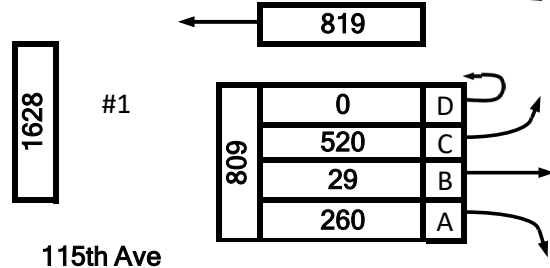
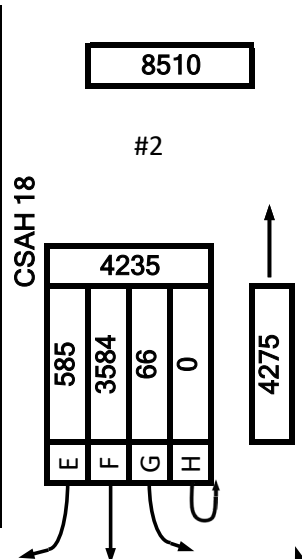
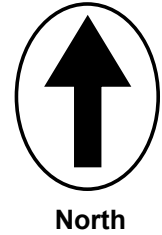


Date : 01/30/24

Count Number : TMC 2442

Location : CSAH 18
@ 115th Ave

Collection Period : 24 HR



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

Anoka County Highway Department

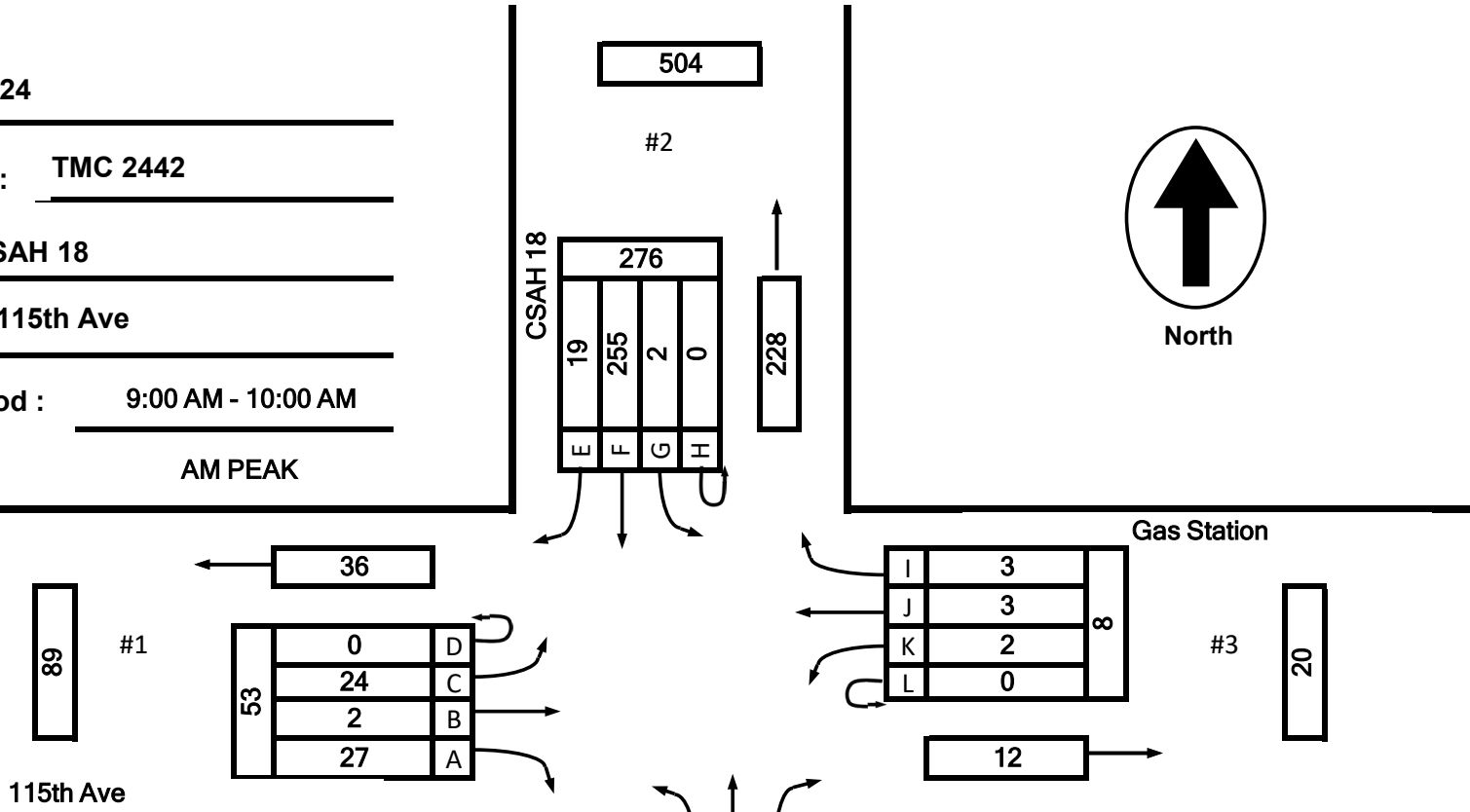
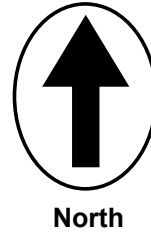
Traffic Volume and Turning Movement Study

Date : 01/30/24

Count Number : TMC 2442

Location : CSAH 18
@ 115th Ave

Collection Period : 9:00 AM - 10:00 AM
AM PEAK



115th Ave

Gas Station

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

CSAH 18

Anoka County Highway Department

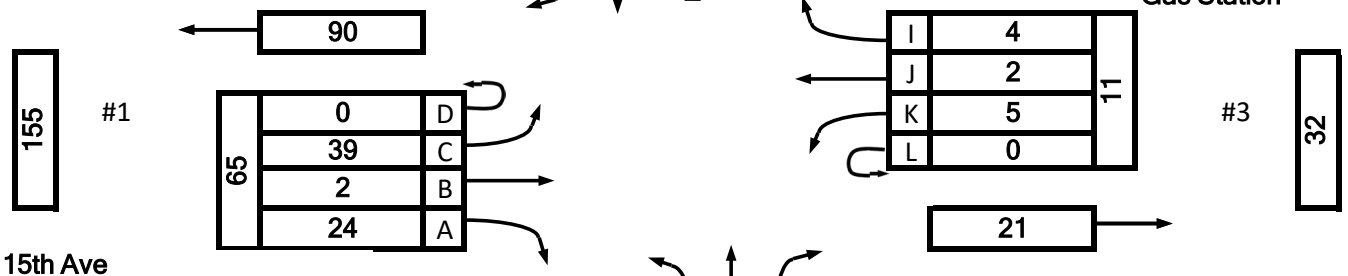
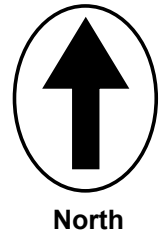
Traffic Volume and Turning Movement Study

Date : 01/30/24

Count Number : TMC 2442

Location : CSAH 18
@ 115th Ave

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



115th Ave

CSAH 18

Gas Station

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

Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study

**TMC 2442 - CSAH 18 @ 115th Ave
Coon Rapids MN
Tuesday, January 30, 2024**

| Time | Southbound CSAH 18 | | | | | | Westbound Gas Station | | | | | | Northbound CSAH 18 | | | | | | Eastbound 115th Ave | | | | | | 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 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:15 AM | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| 12:30 AM | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:45 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hourly Total | 0 | 0 | 6 | 4 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 19 |
| 1:00 AM | 0 | 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 | 0 | 0 | 0 | 0 | 1 |
| 1:15 AM | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1:30 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 |
| 1:45 AM | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Hourly Total | 0 | 0 | 6 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 12 |
| 2:00 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2:15 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 2:30 AM | 0 | 1 | 2 | 1 | 0 | 4 | 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 |
| 2:45 AM | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Hourly Total | 0 | 1 | 5 | 3 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 12 |
| 3:00 AM | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 3:15 AM | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 3:30 AM | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 3:45 AM | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 10 |
| Hourly Total | 0 | 0 | 12 | 1 | 0 | 13 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 26 |
| 4:00 AM | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 8 |
| 4:15 AM | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 3 | 0 | 4 | 11 |
| 4:30 AM | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 2 | 0 | 6 | 14 |
| 4:45 AM | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 19 |
| Hourly Total | 0 | 0 | 12 | 2 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 8 | 0 | 0 | 7 | 0 | 8 | 0 | 15 | 52 |
| 5:00 AM | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 10 |
| 5:15 AM | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 0 | 2 | 0 | 5 | 0 | 7 | 21 |
| 5:30 AM | 0 | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 6 | 0 | 3 | 0 | 9 | 31 |
| 5:45 AM | 0 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 25 |
| Hourly Total | 0 | 1 | 28 | 2 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 10 | 0 | 0 | 14 | 0 | 10 | 0 | 24 | 87 |
| 6:00 AM | 0 | 0 | 18 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 1 | 0 | 0 | 0 | 8 | 1 | 2 | 0 | 0 | 0 | 8 | 1 | 2 | 0 | 11 | 38 |
| 6:15 AM | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 8 | 0 | 0 | 7 | 0 | 8 | 0 | 15 | 42 |
| 6:30 AM | 0 | 2 | 24 | 1 | 0 | 27 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 1 | 16 | 3 | 0 | 0 | 0 | 9 | 0 | 0 | 5 | 0 | 0 | 9 | 0 | 5 | 0 | 14 | 64 |
| 6:45 AM | 0 | 3 | 41 | 1 | 0 | 45 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 26 | 0 | 0 | 0 | 0 | 14 | 1 | 2 | 0 | 0 | 0 | 14 | 1 | 2 | 0 | 17 | 92 |
| Hourly Total | 0 | 5 | 97 | 2 | 0 | 104 | 0 | 1 | 0 | 4 | 0 | 5 | 0 | 6 | 60 | 4 | 0 | 0 | 0 | 38 | 2 | 2 | 17 | 0 | 0 | 38 | 2 | 17 | 0 | 57 | 236 |
| 7:00 AM | 0 | 1 | 36 | 3 | 0 | 40 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 38 | 0 | 0 | 0 | 0 | 17 | 2 | 9 | 0 | 0 | 0 | 17 | 2 | 9 | 0 | 28 | 108 |
| 7:15 AM | 0 | 2 | 41 | 2 | 0 | 45 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 40 | 4 | 0 | 0 | 0 | 14 | 2 | 7 | 0 | 0 | 0 | 14 | 2 | 7 | 0 | 23 | 114 |
| 7:30 AM | 0 | 1 | 79 | 10 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 45 | 2 | 0 | 0 | 0 | 13 | 1 | 7 | 0 | 0 | 0 | 13 | 1 | 7 | 0 | 21 | 159 |
| 7:45 AM | 0 | 2 | 74 | 6 | 0 | 82 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 2 | 39 | 0 | 0 | 0 | 0 | 19 | 1 | 4 | 0 | 0 | 0 | 19 | 1 | 4 | 0 | 24 | 150 |
| Hourly Total | 0 | 6 | 230 | 21 | 0 | 257 | 0 | 3 | 0 | 2 | 1 | 5 | 0 | 5 | 162 | 6 | 0 | 0 | 0 | 63 | 6 | 27 | 0 | 0 | 0 | 63 | 6 | 27 | 0 | 96 | 531 |

**TMC 2442 - CSAH 18 @ 115th Ave
Coon Rapids MN
Tuesday, January 30, 2024**

| Time | Southbound CSAH 18 | | | | | | Westbound Gas Station | | | | | | Northbound CSAH 18 | | | | | | Eastbound 115th Ave | | | | | | 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 | 1 | 56 | 12 | 1 | 69 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 38 | 3 | 0 | 42 | 0 | 10 | 0 | 3 | 0 | 13 | |
| 8:15 AM | 0 | 0 | 28 | 10 | 0 | 38 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 39 | 0 | 0 | 39 | 0 | 8 | 0 | 4 | 0 | 12 | |
| 8:30 AM | 0 | 2 | 33 | 4 | 0 | 39 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 26 | 0 | 0 | 27 | 0 | 8 | 0 | 5 | 0 | 13 | |
| 8:45 AM | 0 | 1 | 51 | 8 | 0 | 60 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 46 | 2 | 0 | 49 | 0 | 10 | 0 | 0 | 1 | 10 | |
| Hourly Total | 0 | 4 | 168 | 34 | 1 | 206 | 0 | 1 | 0 | 3 | 0 | 4 | 0 | 3 | 149 | 5 | 0 | 157 | 0 | 36 | 0 | 12 | 1 | 48 | |
| 9:00 AM | 0 | 0 | 58 | 7 | 0 | 65 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 44 | 1 | 1 | 46 | 0 | 3 | 0 | 13 | 0 | 16 | |
| 9:15 AM | 0 | 0 | 74 | 5 | 0 | 79 | 0 | 1 | 1 | 2 | 0 | 4 | 0 | 8 | 65 | 4 | 1 | 77 | 0 | 5 | 0 | 8 | 0 | 13 | |
| 9:30 AM | 0 | 1 | 46 | 3 | 0 | 50 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 3 | 52 | 1 | 0 | 56 | 0 | 5 | 2 | 3 | 0 | 10 | |
| 9:45 AM | 0 | 1 | 77 | 4 | 0 | 82 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 40 | 2 | 0 | 44 | 0 | 11 | 0 | 3 | 0 | 14 | |
| Hourly Total | 0 | 2 | 255 | 19 | 0 | 276 | 0 | 2 | 3 | 3 | 1 | 8 | 0 | 14 | 201 | 8 | 2 | 223 | 0 | 24 | 2 | 27 | 0 | 53 | |
| 10:00 AM | 0 | 0 | 45 | 8 | 0 | 53 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 0 | 42 | 1 | 0 | 43 | 0 | 5 | 0 | 2 | 0 | 7 | |
| 10:15 AM | 0 | 1 | 39 | 8 | 0 | 48 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 36 | 1 | 0 | 38 | 0 | 7 | 0 | 4 | 0 | 11 | |
| 10:30 AM | 0 | 1 | 52 | 9 | 0 | 62 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 7 | 48 | 1 | 0 | 56 | 0 | 6 | 0 | 2 | 0 | 8 | |
| 10:45 AM | 0 | 0 | 56 | 4 | 0 | 60 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 53 | 2 | 0 | 57 | 0 | 7 | 0 | 4 | 0 | 11 | |
| Hourly Total | 0 | 2 | 192 | 29 | 0 | 223 | 0 | 4 | 0 | 4 | 1 | 8 | 0 | 10 | 179 | 5 | 0 | 194 | 0 | 25 | 0 | 12 | 0 | 37 | |
| 11:00 AM | 0 | 0 | 44 | 6 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 60 | 5 | 0 | 66 | 0 | 4 | 2 | 4 | 0 | 10 | |
| 11:15 AM | 0 | 1 | 59 | 6 | 0 | 66 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 48 | 2 | 0 | 52 | 0 | 10 | 0 | 5 | 0 | 15 | |
| 11:30 AM | 0 | 1 | 54 | 5 | 0 | 60 | 0 | 0 | 0 | 3 | 1 | 3 | 0 | 0 | 52 | 4 | 1 | 56 | 0 | 14 | 0 | 0 | 0 | 14 | |
| 11:45 AM | 0 | 0 | 70 | 5 | 0 | 75 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 6 | 67 | 1 | 0 | 74 | 0 | 2 | 1 | 3 | 0 | 6 | |
| Hourly Total | 0 | 2 | 227 | 22 | 0 | 251 | 0 | 1 | 0 | 5 | 1 | 6 | 0 | 9 | 227 | 12 | 1 | 248 | 0 | 30 | 3 | 12 | 0 | 45 | |
| 12:00 PM | 0 | 0 | 49 | 6 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 73 | 1 | 0 | 75 | 0 | 3 | 1 | 3 | 0 | 7 | |
| 12:15 PM | 0 | 3 | 60 | 11 | 0 | 74 | 0 | 3 | 0 | 1 | 0 | 4 | 0 | 1 | 61 | 8 | 0 | 70 | 0 | 5 | 0 | 4 | 2 | 9 | |
| 12:30 PM | 0 | 1 | 50 | 6 | 0 | 57 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 49 | 5 | 0 | 56 | 0 | 7 | 0 | 3 | 1 | 10 | |
| 12:45 PM | 0 | 3 | 56 | 8 | 1 | 67 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 2 | 56 | 4 | 0 | 62 | 0 | 5 | 1 | 2 | 1 | 8 | |
| Hourly Total | 0 | 7 | 215 | 31 | 1 | 253 | 0 | 4 | 3 | 3 | 0 | 10 | 0 | 6 | 239 | 18 | 0 | 263 | 0 | 20 | 2 | 12 | 4 | 34 | |
| 1:00 PM | 0 | 2 | 52 | 13 | 0 | 67 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 65 | 1 | 0 | 68 | 0 | 11 | 1 | 6 | 0 | 18 | |
| 1:15 PM | 0 | 0 | 49 | 8 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 59 | 3 | 1 | 64 | 0 | 8 | 1 | 2 | 1 | 11 | |
| 1:30 PM | 0 | 2 | 58 | 10 | 0 | 70 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 2 | 62 | 4 | 1 | 68 | 0 | 8 | 0 | 4 | 0 | 12 | |
| 1:45 PM | 0 | 1 | 53 | 11 | 0 | 65 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 91 | 3 | 0 | 94 | 0 | 8 | 1 | 3 | 1 | 12 | |
| Hourly Total | 0 | 5 | 212 | 42 | 0 | 259 | 0 | 2 | 0 | 5 | 0 | 7 | 0 | 6 | 277 | 11 | 2 | 294 | 0 | 35 | 3 | 15 | 2 | 53 | |
| 2:00 PM | 0 | 1 | 57 | 4 | 1 | 62 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 64 | 2 | 0 | 66 | 0 | 9 | 0 | 2 | 2 | 11 | |
| 2:15 PM | 0 | 0 | 56 | 15 | 1 | 71 | 0 | 1 | 0 | 2 | 2 | 3 | 0 | 6 | 72 | 1 | 2 | 79 | 0 | 7 | 1 | 1 | 2 | 9 | |
| 2:30 PM | 0 | 2 | 66 | 21 | 0 | 89 | 0 | 1 | 2 | 2 | 3 | 5 | 0 | 6 | 72 | 4 | 4 | 82 | 0 | 13 | 1 | 6 | 0 | 20 | |
| 2:45 PM | 0 | 3 | 66 | 12 | 0 | 81 | 0 | 0 | 0 | 2 | 1 | 2 | 0 | 3 | 79 | 1 | 0 | 83 | 0 | 6 | 0 | 4 | 3 | 10 | |
| Hourly Total | 0 | 6 | 245 | 52 | 2 | 303 | 0 | 2 | 2 | 8 | 6 | 12 | 0 | 15 | 287 | 8 | 6 | 310 | 0 | 35 | 2 | 13 | 7 | 50 | |
| 3:00 PM | 0 | 2 | 63 | 19 | 0 | 84 | 0 | 2 | 1 | 1 | 0 | 4 | 0 | 2 | 80 | 3 | 0 | 85 | 0 | 6 | 0 | 4 | 0 | 10 | |
| 3:15 PM | 0 | 0 | 81 | 13 | 0 | 94 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 10 | 68 | 3 | 0 | 81 | 0 | 13 | 2 | 10 | 0 | 25 | |
| 3:30 PM | 0 | 0 | 64 | 15 | 0 | 79 | 0 | 1 | 1 | 1 | 1 | 3 | 0 | 4 | 76 | 3 | 1 | 83 | 0 | 8 | 0 | 7 | 0 | 15 | |
| 3:45 PM | 0 | 1 | 74 | 16 | 0 | 91 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 10 | 102 | 5 | 1 | 117 | 0 | 13 | 1 | 3 | 0 | 17 | |
| Hourly Total | 0 | 3 | 282 | 63 | 0 | 348 | 0 | 4 | 3 | 3 | 3 | 10 | 0 | 26 | 326 | 14 | 2 | 366 | 0 | 40 | 3 | 24 | 0 | 67 | |

**TMC 2442 - CSAH 18 @ 115th Ave
Coon Rapids MN
Tuesday, January 30, 2024**

| Time | Southbound CSAH 18 | | | | | | Westbound Gas Station | | | | | | Northbound CSAH 18 | | | | | | Eastbound 115th Ave | | | | | | 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 | 66 | 12 | 0 | 78 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 10 | 94 | 2 | 1 | 106 | 0 | 12 | 0 | 5 | 3 | 17 | |
| 4:15 PM | 0 | 2 | 79 | 28 | 0 | 109 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 9 | 90 | 3 | 2 | 102 | 0 | 9 | 1 | 1 | 0 | 11 | |
| 4:30 PM | 0 | 2 | 60 | 12 | 0 | 74 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 10 | 93 | 2 | 0 | 105 | 0 | 9 | 0 | 7 | 1 | 16 | |
| 4:45 PM | 0 | 2 | 100 | 10 | 1 | 112 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 7 | 113 | 5 | 2 | 125 | 0 | 12 | 2 | 4 | 0 | 18 | |
| Hourly Total | 0 | 6 | 305 | 62 | 1 | 373 | 0 | 5 | 0 | 2 | 4 | 7 | 0 | 36 | 390 | 12 | 5 | 438 | 0 | 42 | 3 | 17 | 4 | 62 | |
| 5:00 PM | 0 | 1 | 91 | 16 | 0 | 108 | 0 | 1 | 1 | 1 | 1 | 3 | 0 | 9 | 112 | 1 | 0 | 122 | 0 | 8 | 0 | 5 | 0 | 13 | |
| 5:15 PM | 0 | 2 | 96 | 13 | 0 | 111 | 0 | 1 | 1 | 2 | 1 | 4 | 0 | 11 | 78 | 4 | 0 | 93 | 0 | 10 | 0 | 8 | 1 | 18 | |
| 5:30 PM | 0 | 0 | 80 | 13 | 0 | 93 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | 4 | 67 | 9 | 0 | 80 | 0 | 10 | 0 | 3 | 0 | 13 | |
| 5:45 PM | 0 | 1 | 75 | 15 | 0 | 91 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 5 | 67 | 4 | 0 | 76 | 0 | 9 | 0 | 2 | 0 | 11 | |
| Hourly Total | 0 | 4 | 342 | 57 | 0 | 403 | 0 | 5 | 2 | 6 | 2 | 13 | 0 | 29 | 324 | 18 | 0 | 371 | 0 | 37 | 0 | 18 | 1 | 55 | |
| 6:00 PM | 0 | 0 | 61 | 12 | 0 | 73 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 5 | 72 | 4 | 0 | 81 | 0 | 12 | 0 | 4 | 0 | 16 | |
| 6:15 PM | 0 | 0 | 62 | 8 | 0 | 70 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 65 | 4 | 0 | 74 | 0 | 7 | 1 | 1 | 0 | 9 | |
| 6:30 PM | 0 | 0 | 47 | 9 | 0 | 56 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 52 | 4 | 0 | 58 | 0 | 3 | 0 | 7 | 0 | 10 | |
| 6:45 PM | 0 | 0 | 42 | 11 | 0 | 53 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 75 | 0 | 0 | 75 | 0 | 8 | 1 | 6 | 0 | 15 | |
| Hourly Total | 0 | 0 | 212 | 40 | 0 | 252 | 0 | 4 | 1 | 3 | 0 | 8 | 0 | 12 | 264 | 12 | 0 | 288 | 0 | 30 | 2 | 18 | 0 | 50 | |
| 7:00 PM | 0 | 1 | 72 | 14 | 0 | 87 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 3 | 44 | 1 | 0 | 48 | 0 | 2 | 0 | 2 | 0 | 4 | |
| 7:15 PM | 0 | 0 | 59 | 5 | 0 | 64 | 0 | 1 | 1 | 1 | 0 | 3 | 0 | 1 | 43 | 1 | 0 | 45 | 0 | 4 | 1 | 1 | 0 | 6 | |
| 7:30 PM | 0 | 1 | 57 | 5 | 0 | 63 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 78 | 3 | 0 | 85 | 0 | 6 | 0 | 0 | 0 | 6 | |
| 7:45 PM | 0 | 0 | 38 | 6 | 0 | 44 | 0 | 2 | 0 | 1 | 0 | 3 | 0 | 1 | 52 | 2 | 0 | 55 | 0 | 8 | 0 | 0 | 0 | 8 | |
| Hourly Total | 0 | 2 | 226 | 30 | 0 | 258 | 0 | 5 | 1 | 5 | 0 | 11 | 0 | 9 | 217 | 7 | 0 | 233 | 0 | 20 | 1 | 3 | 0 | 24 | |
| 8:00 PM | 0 | 2 | 35 | 11 | 0 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 38 | 0 | 0 | 40 | 0 | 4 | 0 | 2 | 0 | 6 | |
| 8:15 PM | 0 | 2 | 33 | 5 | 0 | 40 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 4 | 42 | 0 | 0 | 46 | 0 | 5 | 0 | 1 | 0 | 6 | |
| 8:30 PM | 0 | 0 | 44 | 7 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 36 | 2 | 0 | 41 | 0 | 2 | 0 | 0 | 0 | 2 | |
| 8:45 PM | 0 | 0 | 32 | 5 | 0 | 37 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 23 | 0 | 0 | 25 | 0 | 1 | 0 | 0 | 0 | 1 | |
| Hourly Total | 0 | 4 | 144 | 28 | 0 | 176 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 11 | 139 | 2 | 0 | 152 | 0 | 12 | 0 | 3 | 0 | 15 | |
| 9:00 PM | 0 | 1 | 20 | 7 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 31 | 1 | 0 | 37 | 0 | 3 | 0 | 1 | 0 | 4 | |
| 9:15 PM | 0 | 0 | 24 | 5 | 0 | 29 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 3 | 15 | 2 | 0 | 20 | 0 | 2 | 0 | 0 | 0 | 2 | |
| 9:30 PM | 0 | 1 | 33 | 10 | 0 | 44 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 27 | 2 | 0 | 30 | 0 | 0 | 0 | 2 | 0 | 2 | |
| 9:45 PM | 0 | 0 | 20 | 3 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 24 | 2 | 0 | 29 | 0 | 0 | 0 | 1 | 0 | 1 | |
| Hourly Total | 0 | 2 | 97 | 25 | 0 | 124 | 0 | 1 | 0 | 2 | 0 | 3 | 0 | 12 | 97 | 7 | 0 | 116 | 0 | 5 | 0 | 4 | 0 | 9 | |
| 10:00 PM | 0 | 0 | 16 | 2 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 0 | 26 | 0 | 1 | 0 | 0 | 0 | 1 | |
| 10:15 PM | 0 | 1 | 12 | 2 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 10:30 PM | 0 | 1 | 7 | 4 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 0 | 1 | 0 | 0 | 0 | 1 | |
| 10:45 PM | 0 | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 3 | |
| Hourly Total | 0 | 2 | 42 | 9 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 55 | 0 | 0 | 57 | 0 | 4 | 0 | 1 | 0 | 5 | |
| 11:00 PM | 0 | 1 | 9 | 1 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 1 | 0 | 1 | |
| 11:15 PM | 0 | 0 | 7 | 2 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 10 | 0 | 0 | 11 | 0 | 1 | 0 | 0 | 0 | 1 | |
| 11:30 PM | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 11:45 PM | 0 | 1 | 4 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 2 | |
| Hourly Total | 0 | 2 | 24 | 5 | 0 | 31 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 29 | 0 | 0 | 33 | 0 | 2 | 0 | 2 | 0 | 4 | |
| DAILY TOTAL | 0 | 66 | 3584 | 585 | 5 | 4235 | 0 | 46 | 16 | 59 | 19 | 121 | 0 | 218 | 3696 | 149 | 18 | 4063 | 0 | 520 | 29 | 260 | 19 | 809 | |
| Cars | 0 | 63 | 3519 | 575 | 5 | 4157 | 0 | 46 | 16 | 58 | 19 | 120 | 0 | 213 | 3636 | 148 | 18 | 3997 | 0 | 514 | 29 | 253 | 14 | 796 | |
| Heavy Vehicles | 0 | 3 | 65 | 10 | 0 | 78 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 5 | 60 | 1 | 0 | 66 | 0 | 6 | 0 | 7 | 5 | 13 | |
| Heavy Vehicle % | 0.00% | 4.55% | 1.81% | 1.71% | 0.00% | 1.84% | 0.00% | 0.00% | 0.00% | 1.69% | 0.00% | 0.83% | 0.00% | 2.29% | 1.62% | 0.67% | 0.00% | 1.62% | 0.00% | 1.15% | 0.00% | 2.69% | 26.32% | 1.61% | |

**TMC 2442 - CSAH 18 @ 115th Ave
Coon Rapids MN
Tuesday, January 30, 2024
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 | | | | | | | |
| 9:00 AM | 0 | 0 | 58 | 7 | 0 | 65 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 44 | 1 | 1 | 46 | 0 | 3 | 0 | 13 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 127 |
| 9:15 AM | 0 | 0 | 74 | 5 | 0 | 79 | 0 | 1 | 1 | 2 | 0 | 4 | 0 | 8 | 65 | 4 | 1 | 77 | 0 | 5 | 0 | 8 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 173 |
| 9:30 AM | 0 | 1 | 46 | 3 | 0 | 50 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 3 | 52 | 1 | 0 | 56 | 0 | 5 | 2 | 3 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 118 |
| 9:45 AM | 0 | 1 | 77 | 4 | 0 | 82 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 40 | 2 | 0 | 44 | 0 | 11 | 0 | 3 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 142 |
| Peak Hour Total | 0 | 2 | 255 | 19 | 0 | 276 | 0 | 2 | 3 | 3 | 1 | 8 | 0 | 14 | 201 | 8 | 2 | 223 | 0 | 24 | 2 | 27 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 560 |
| PHF | 0.000 | 0.500 | 0.828 | 0.679 | 0.000 | 0.841 | 0.000 | 0.500 | 0.750 | 0.375 | 0.250 | 0.500 | 0.000 | 0.438 | 0.773 | 0.500 | 0.500 | 0.724 | 0.000 | 0.545 | 0.250 | 0.519 | 0.000 | 0.828 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.809 |

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 | | | | | | | |
| 4:30 PM | 0 | 2 | 60 | 12 | 0 | 74 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 10 | 93 | 2 | 0 | 105 | 0 | 9 | 0 | 7 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 197 |
| 4:45 PM | 0 | 2 | 100 | 10 | 1 | 112 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 7 | 113 | 5 | 2 | 125 | 0 | 12 | 2 | 4 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 257 |
| 5:00 PM | 0 | 1 | 91 | 16 | 0 | 108 | 0 | 1 | 1 | 1 | 1 | 3 | 0 | 9 | 112 | 1 | 0 | 122 | 0 | 8 | 0 | 5 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 246 |
| 5:15 PM | 0 | 2 | 96 | 13 | 0 | 111 | 0 | 1 | 1 | 2 | 1 | 4 | 0 | 11 | 78 | 4 | 0 | 93 | 0 | 10 | 0 | 8 | 1 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 226 |
| Peak Hour Total | 0 | 7 | 347 | 51 | 1 | 405 | 0 | 5 | 2 | 4 | 5 | 11 | 0 | 37 | 396 | 12 | 2 | 445 | 0 | 39 | 2 | 24 | 2 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 926 |
| PHF | 0.000 | 0.875 | 0.868 | 0.797 | 0.250 | 0.904 | 0.000 | 0.625 | 0.500 | 0.500 | 0.625 | 0.688 | 0.000 | 0.841 | 0.876 | 0.600 | 0.250 | 0.890 | 0.000 | 0.813 | 0.250 | 0.750 | 0.500 | 0.903 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.901 |

| | | | | | | | |
|--------------------------------|------------|-------------|-----------|-------------------------------|----------|------|--|
| Total Vehicles On Leg | | | | 8510 | | | |
| Vehicles Entering Intersection | | 4235 | | Vehicles Exiting Intersection | | 4275 | |
| Southbound | | | | | | | |
| Cars | 575 | 3519 | 63 | 0 | 5 | | |
| Heavy | 10 | 65 | 3 | 0 | 0 | | |
| Total | 585 | 3584 | 66 | 0 | 5 | | |



| | | | | | |
|-------------------------------|---------------------------------------|-----------|------|-------|-------|
| Total Vehicles on Leg 1628 | Vehicles Entering Intersection 809 | Eastbound | Cars | Heavy | Total |
| | | | 14 | 5 | 19 |
| | 0 | | 0 | 0 | |
| | Vehicles Exiting Intersection 819 | | Cars | Heavy | Total |
| | 514 | | 6 | 520 | |
| 29 | 0 | 29 | | | |
| 253 | 7 | 260 | | | |



Daily Volumes

| | | | | | |
|--------------------------------------|-------|-------|-----------|---------------------------------------|------------------------------|
| Cars | Heavy | Total | Westbound | Vehicles Entering Intersection 121 | Total Vehicles on Leg 365 |
| 58 | 1 | 59 | | | |
| 16 | 0 | 16 | | | |
| Vehicles Exiting Intersection 244 | Cars | Heavy | | Total | |
| 46 | 0 | 46 | | | |
| 0 | 0 | 0 | | | |
| 19 | 0 | 19 | | | |



| | | | | | |
|--------------------------------|-----------|----------|------------|-------------|------------|
| Cars | 18 | 0 | 213 | 3636 | 148 |
| Heavy | 0 | 0 | 5 | 60 | 1 |
| Total | 18 | 0 | 218 | 3696 | 149 |
| Northbound | | | | | |
| Vehicles Entering Intersection | | | 4063 | | |
| Vehicles Exiting Intersection | | | 3890 | | |
| Total Vehicles On Leg | | | 7953 | | |



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2442

Study Date : 02/05/2024

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 18

Number of Lanes : 1

Total Approach Volume: 4,063

Southbound: CSAH 18

Number of Lanes : 1

Total Approach Volume: 4,235

Minor Street Approaches

Eastbound: 115th Ave

Number of Lanes : 1

Total Approach Volume: 809

Westbound: Gas Station

Number of Lanes : 1

Total Approach Volume: 121

Warrant Summary (Urban Values Apply)

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

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

Required volumes reached for 0 hours, 8 are needed

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

Required volumes reached for 0 hours, 8 are needed

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

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

Required 1B volumes reached for 3 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 2442

Study Date : 02/05/2024

Warrant 1A - Minimum Volumes

Description

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

Summary

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

Site Data Required

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

Volume Requirements

Veh/Hr Major = **500**

Veh/Hr Minor = **150**

| Time | Major Road | | | | Total | Minor Road | | Met? |
|---------------|------------|---|----------|---|-------|------------|----------|------|
| | Major NB | + | Major SB | = | | Minor EB | Minor WB | |
| 16:15 - 17:15 | 454 | + | 403 | = | 857 | 58 | 9 | No |
| 16:30 - 17:30 | 445 | + | 405 | = | 850 | 65 | 11 | No |
| 16:45 - 17:45 | 420 | + | 424 | = | 844 | 62 | 13 | No |
| 16:00 - 17:00 | 438 | + | 373 | = | 811 | 62 | 7 | No |
| 15:45 - 16:45 | 430 | + | 352 | = | 782 | 61 | 7 | No |
| 17:00 - 18:00 | 371 | + | 403 | = | 774 | 55 | 13 | No |
| 15:30 - 16:30 | 408 | + | 357 | = | 765 | 60 | 8 | No |
| 15:15 - 16:15 | 387 | + | 342 | = | 729 | 74 | 7 | No |
| 15:00 - 16:00 | 366 | + | 348 | = | 714 | 67 | 10 | No |
| 17:15 - 18:15 | 330 | + | 368 | = | 698 | 58 | 13 | No |
| 14:30 - 15:30 | 331 | + | 348 | = | 679 | 65 | 12 | No |
| 14:45 - 15:45 | 332 | + | 338 | = | 670 | 60 | 10 | No |
| 14:15 - 15:15 | 329 | + | 325 | = | 654 | 49 | 14 | No |
| 17:30 - 18:30 | 311 | + | 327 | = | 638 | 49 | 10 | No |
| 14:00 - 15:00 | 310 | + | 303 | = | 613 | 50 | 12 | No |
| 13:45 - 14:45 | 321 | + | 287 | = | 608 | 52 | 12 | No |
| 17:45 - 18:45 | 289 | + | 290 | = | 579 | 46 | 8 | No |
| 13:30 - 14:30 | 307 | + | 268 | = | 575 | 44 | 10 | No |
| 13:00 - 14:00 | 294 | + | 259 | = | 553 | 53 | 7 | No |
| 13:15 - 14:15 | 292 | + | 254 | = | 546 | 46 | 7 | No |
| 18:00 - 19:00 | 288 | + | 252 | = | 540 | 50 | 8 | No |
| 11:30 - 12:30 | 275 | + | 264 | = | 539 | 36 | 8 | No |
| 11:45 - 12:45 | 275 | + | 261 | = | 536 | 32 | 7 | No |
| 12:45 - 13:45 | 262 | + | 261 | = | 523 | 49 | 9 | No |
| 12:15 - 13:15 | 256 | | 265 | | 521 | 45 | 12 | No |

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2442

Study Date : 02/05/2024

Warrant 1B - Interruption of Continuous Traffic

Description

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

Summary

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

Site Data Required

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

Volume Requirements

Veh/Hr Major = **750**

Veh/Hr Minor = **75**

| Time | Major Road | | | | Total | Minor Road | | Met? |
|---------------|------------|---|----------|---|-------|------------|----------|------|
| | Major NB | + | Major SB | = | | Minor EB | Minor WB | |
| 16:15 - 17:15 | 454 | + | 403 | = | 857 | 58 | 9 | No |
| 16:30 - 17:30 | 445 | + | 405 | = | 850 | 65 | 11 | No |
| 16:45 - 17:45 | 420 | + | 424 | = | 844 | 62 | 13 | No |
| 16:00 - 17:00 | 438 | + | 373 | = | 811 | 62 | 7 | No |
| 15:45 - 16:45 | 430 | + | 352 | = | 782 | 61 | 7 | No |
| 17:00 - 18:00 | 371 | + | 403 | = | 774 | 55 | 13 | No |
| 15:30 - 16:30 | 408 | + | 357 | = | 765 | 60 | 8 | No |
| 15:15 - 16:15 | 387 | + | 342 | = | 729 | 74 | 7 | No |
| 15:00 - 16:00 | 366 | + | 348 | = | 714 | 67 | 10 | No |
| 17:15 - 18:15 | 330 | + | 368 | = | 698 | 58 | 13 | No |
| 14:30 - 15:30 | 331 | + | 348 | = | 679 | 65 | 12 | No |
| 14:45 - 15:45 | 332 | + | 338 | = | 670 | 60 | 10 | No |
| 14:15 - 15:15 | 329 | + | 325 | = | 654 | 49 | 14 | No |
| 17:30 - 18:30 | 311 | + | 327 | = | 638 | 49 | 10 | No |
| 14:00 - 15:00 | 310 | + | 303 | = | 613 | 50 | 12 | No |
| 13:45 - 14:45 | 321 | + | 287 | = | 608 | 52 | 12 | No |
| 17:45 - 18:45 | 289 | + | 290 | = | 579 | 46 | 8 | No |
| 13:30 - 14:30 | 307 | + | 268 | = | 575 | 44 | 10 | No |
| 13:00 - 14:00 | 294 | + | 259 | = | 553 | 53 | 7 | No |
| 13:15 - 14:15 | 292 | + | 254 | = | 546 | 46 | 7 | No |
| 18:00 - 19:00 | 288 | + | 252 | = | 540 | 50 | 8 | No |
| 11:30 - 12:30 | 275 | + | 264 | = | 539 | 36 | 8 | No |
| 11:45 - 12:45 | 275 | + | 261 | = | 536 | 32 | 7 | No |
| 12:45 - 13:45 | 262 | + | 261 | = | 523 | 49 | 9 | No |
| 12:15 - 13:15 | 256 | | 265 | | 521 | 45 | 12 | No |

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2442

Study Date : 02/05/2024

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 3 hours meet 1B minimums.
Warrant is NOT met.

Site Data Required

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

Volume Requirements

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

Veh/Hr Minor = **120 60**

Major Road CSAH 18

Minor Road 115th Ave

| Time | Major NB | + | Major SB | = | Total | Minor EB | Minor WB | Met1A? |
|---------------|----------|---|----------|---|-------|----------|----------|--------|
| 16:15 - 17:15 | 454 | + | 403 | = | 857 | 58 | 9 | No |
| 16:30 - 17:30 | 445 | + | 405 | = | 850 | 65 | 11 | No |
| 16:45 - 17:45 | 420 | + | 424 | = | 844 | 62 | 13 | No |
| 16:00 - 17:00 | 438 | + | 373 | = | 811 | 62 | 7 | No |
| 15:45 - 16:45 | 430 | + | 352 | = | 782 | 61 | 7 | No |
| 17:00 - 18:00 | 371 | + | 403 | = | 774 | 55 | 13 | No |
| 15:30 - 16:30 | 408 | + | 357 | = | 765 | 60 | 8 | No |
| 15:15 - 16:15 | 387 | + | 342 | = | 729 | 74 | 7 | No |
| 15:00 - 16:00 | 366 | + | 348 | = | 714 | 67 | 10 | No |
| 17:15 - 18:15 | 330 | + | 368 | = | 698 | 58 | 13 | No |
| 14:30 - 15:30 | 331 | + | 348 | = | 679 | 65 | 12 | No |
| 14:45 - 15:45 | 332 | + | 338 | = | 670 | 60 | 10 | No |

| Time | Major NB | + | Major SB | = | Total | Minor EB | Minor WB | Met1B? |
|---------------|----------|---|----------|---|-------|----------|----------|--------|
| 16:30 - 17:30 | 445 | + | 405 | = | 850 | 65 | 11 | Yes |
| 15:30 - 16:30 | 408 | + | 357 | = | 765 | 60 | 8 | Yes |
| 14:30 - 15:30 | 331 | + | 348 | = | 679 | 65 | 12 | Yes |
| 14:15 - 15:15 | 329 | + | 325 | = | 654 | 49 | 14 | No |
| 17:30 - 18:30 | 311 | + | 327 | = | 638 | 49 | 10 | No |
| 14:00 - 15:00 | 310 | + | 303 | = | 613 | 50 | 12 | No |
| 13:45 - 14:45 | 321 | + | 287 | = | 608 | 52 | 12 | No |
| 17:45 - 18:45 | 289 | + | 290 | = | 579 | 46 | 8 | No |
| 13:30 - 14:30 | 307 | + | 268 | = | 575 | 44 | 10 | No |
| 13:00 - 14:00 | 294 | + | 259 | = | 553 | 53 | 7 | No |
| 13:15 - 14:15 | 292 | + | 254 | = | 546 | 46 | 7 | No |
| 18:00 - 19:00 | 288 | + | 252 | = | 540 | 50 | 8 | No |

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2442

Study Date : 02/05/2024

Warrant 2 - Four Hour Volumes

Description

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

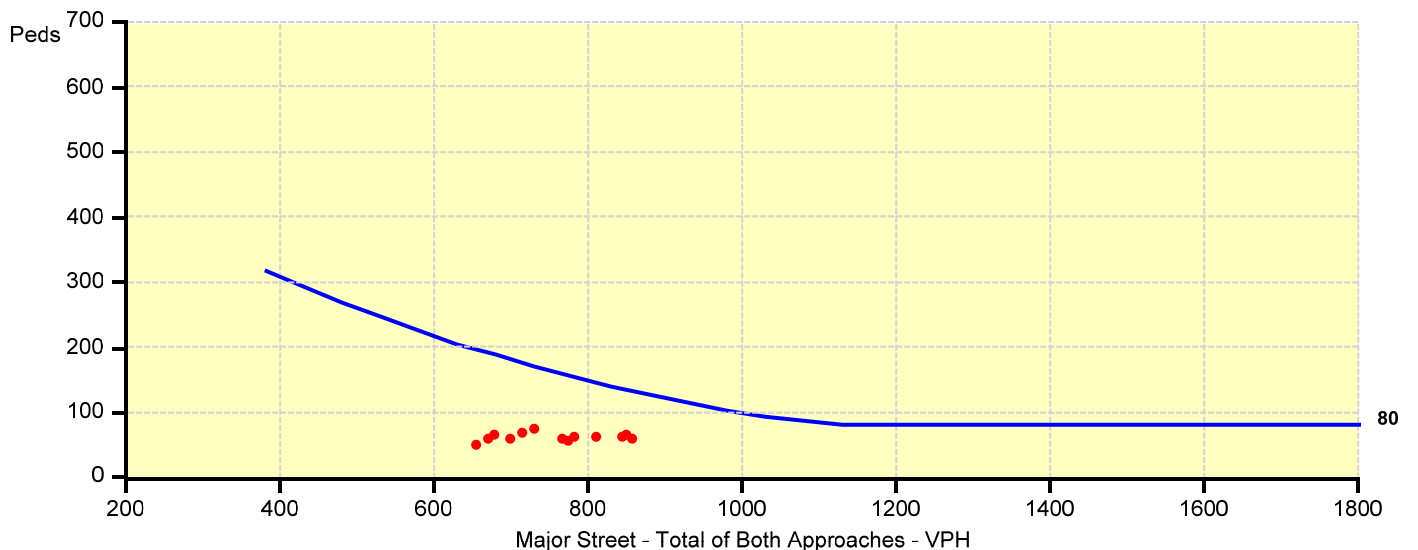
Summary

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

Site Data Required

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

| Time | Major Road | | | | Total | Minor Road | | Met? |
|---------------|----------------|---|----------|---|-------|------------------|----------|------|
| | Major NB | + | Major SB | = | | Minor EB | Minor WB | |
| | CSAH 18 | | | | | 115th Ave | | |
| 16:15 - 17:15 | 454 | + | 403 | = | 857 | 58 | 9 | No |
| 16:30 - 17:30 | 445 | + | 405 | = | 850 | 65 | 11 | No |
| 16:45 - 17:45 | 420 | + | 424 | = | 844 | 62 | 13 | No |
| 16:00 - 17:00 | 438 | + | 373 | = | 811 | 62 | 7 | No |
| 15:45 - 16:45 | 430 | + | 352 | = | 782 | 61 | 7 | No |
| 17:00 - 18:00 | 371 | + | 403 | = | 774 | 55 | 13 | No |
| 15:30 - 16:30 | 408 | + | 357 | = | 765 | 60 | 8 | No |
| 15:15 - 16:15 | 387 | + | 342 | = | 729 | 74 | 7 | No |
| 15:00 - 16:00 | 366 | + | 348 | = | 714 | 67 | 10 | No |
| 17:15 - 18:15 | 330 | + | 368 | = | 698 | 58 | 13 | No |
| 14:30 - 15:30 | 331 | + | 348 | = | 679 | 65 | 12 | No |
| 14:45 - 15:45 | 332 | + | 338 | = | 670 | 60 | 10 | No |



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2442

Study Date : 02/05/2024

Warrant 3B - Peak Hour Volumes

Description

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

Summary

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

Site Data Required

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

| Time | Major Road CSAH 18 | | | | Total | Minor Road 115th Ave | | Met? |
|---------------|-----------------------|---|----------|---|-------|-------------------------|----------|------|
| | Major NB | + | Major SB | = | | Minor EB | Minor WB | |
| 16:15 - 17:15 | 454 | + | 403 | = | 857 | 58 | 9 | No |
| 16:30 - 17:30 | 445 | + | 405 | = | 850 | 65 | 11 | No |
| 16:45 - 17:45 | 420 | + | 424 | = | 844 | 62 | 13 | No |
| 16:00 - 17:00 | 438 | + | 373 | = | 811 | 62 | 7 | No |
| 15:45 - 16:45 | 430 | + | 352 | = | 782 | 61 | 7 | No |
| 17:00 - 18:00 | 371 | + | 403 | = | 774 | 55 | 13 | No |
| 15:30 - 16:30 | 408 | + | 357 | = | 765 | 60 | 8 | No |
| 15:15 - 16:15 | 387 | + | 342 | = | 729 | 74 | 7 | No |
| 15:00 - 16:00 | 366 | + | 348 | = | 714 | 67 | 10 | No |
| 17:15 - 18:15 | 330 | + | 368 | = | 698 | 58 | 13 | No |
| 14:30 - 15:30 | 331 | + | 348 | = | 679 | 65 | 12 | No |
| 14:45 - 15:45 | 332 | + | 338 | = | 670 | 60 | 10 | No |

