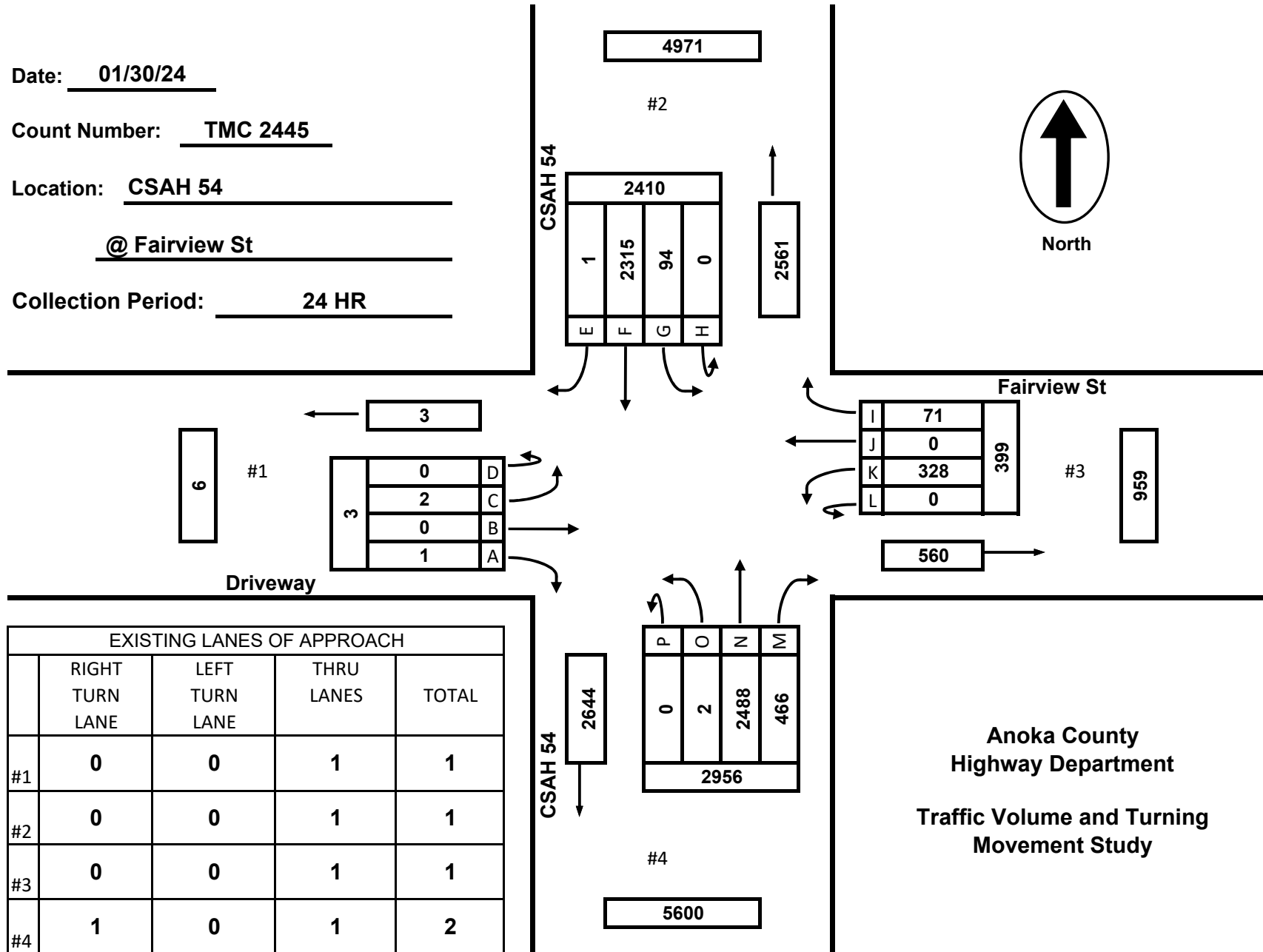
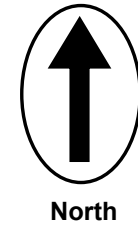


Date: 01/30/24

Count Number: TMC 2445

Location: CSAH 54
@ Fairview St

Collection Period: 24 HR



4971

#2

2410			
1	2315	94	0
E	F	G	H

2561

Fairview St

I	71	399
J	0	
K	328	
L	0	

#3

959

560

Driveway

6

#1

3	0	D
	2	C
	0	B
	1	A

CSAH 54

CSAH 54

P	O	N	M
0	2	2488	466
2956			

#4

5600

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

Anoka County
 Highway Department
 Traffic Volume and Turning
 Movement Study

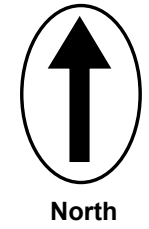
Date: 01/30/24

Count Number: TMC 2445

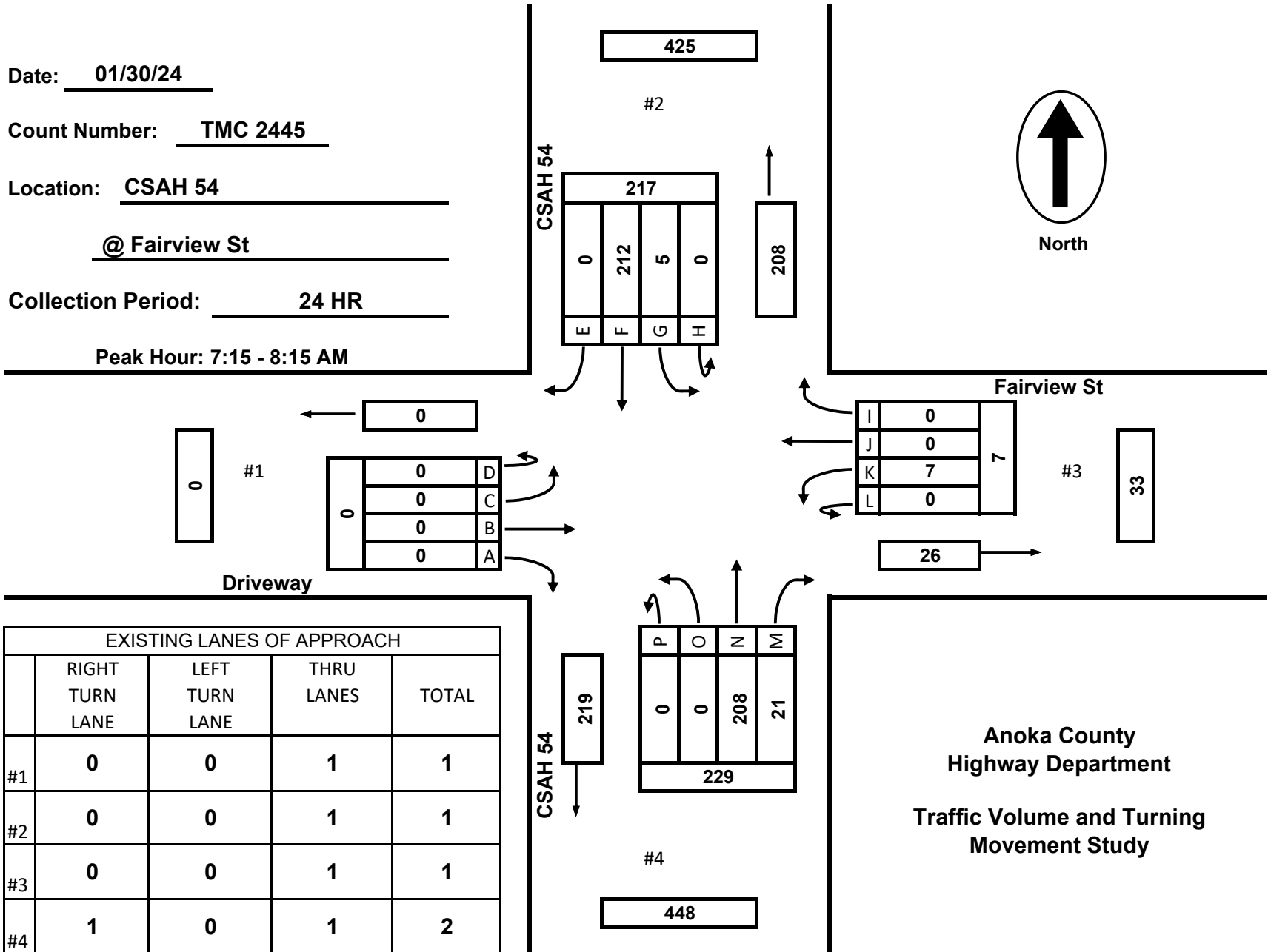
Location: CSAH 54
@ Fairview St

Collection Period: 24 HR

Peak Hour: 7:15 - 8:15 AM



North



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

Anoka County
 Highway Department
 Traffic Volume and Turning
 Movement Study

Date: 01/30/24

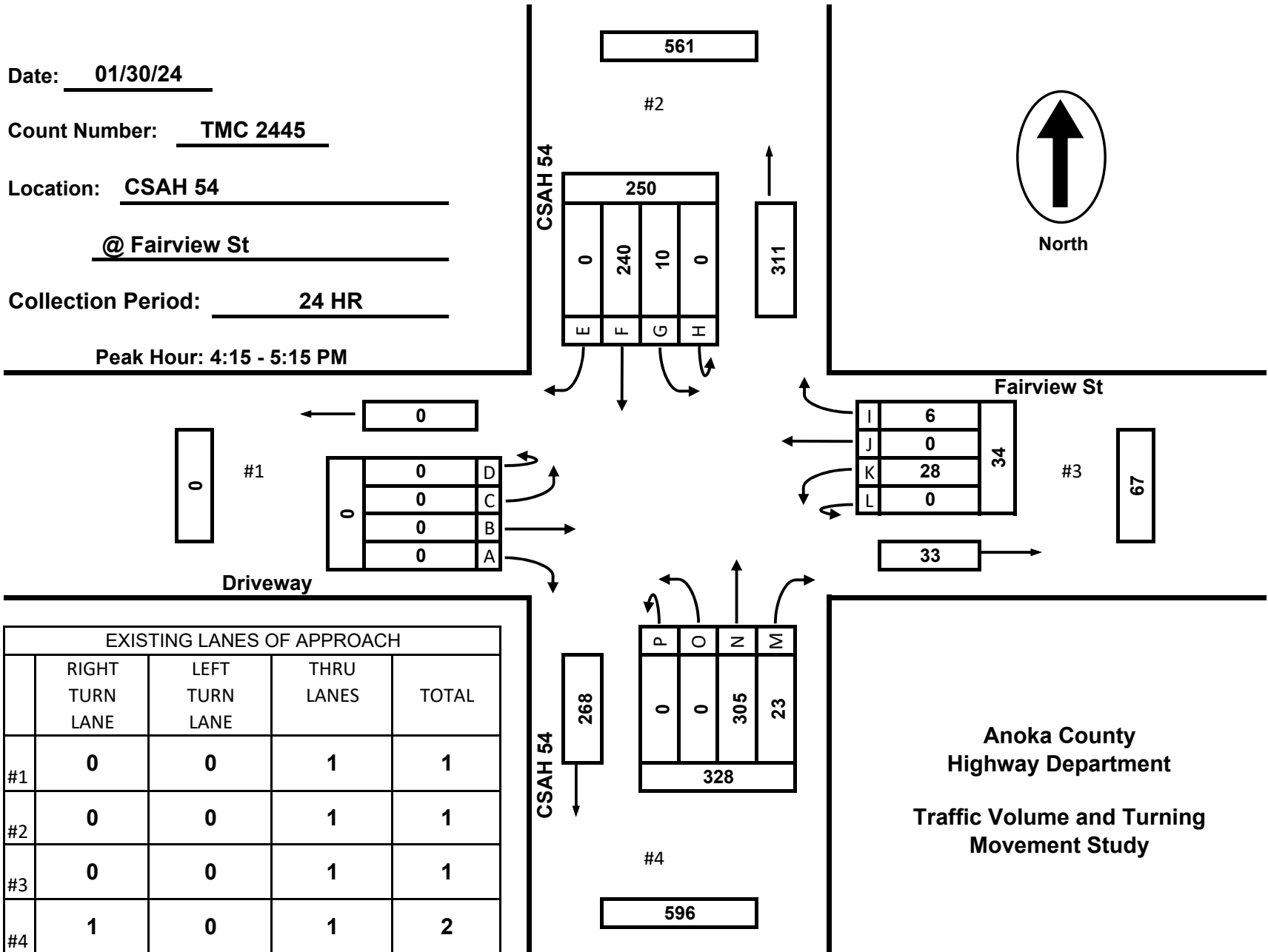
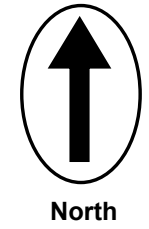
Count Number: TMC 2445

Location: CSAH 54

@ Fairview St

Collection Period: 24 HR

Peak Hour: 4:15 - 5:15 PM



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

250			
E	F	G	H
0	240	10	0

I	6	34
J	0	
K	28	
L	0	

P	O	N	M
0	0	305	23
328			

561

311

0

0

67

33

268

596

Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

TMC 2445 - CSAH 54 @ Fairview St
Centerville MN
Tuesday, January 30, 2024

Time	Southbound CSAH 54						Westbound Fairview St						Northbound CSAH 54						Eastbound Driveway						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	0	0	1	0	0	0	1	0	1	0	0	1	1	0	2	0	0	0	0	0	0	4
12:15 AM	0	0	2	0	0	2	0	0	1	0	1	0	0	2	1	0	3	0	0	0	0	0	0	0	6
12:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	
12:45 AM	0	0	1	0	0	1	0	1	0	0	1	0	0	1	7	0	8	0	0	0	0	0	0	10	
Hourly Total	0	0	5	0	0	5	0	1	0	2	0	3	0	0	4	10	0	14	0	0	0	0	0	0	22
1:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	6	0	7	0	1	0	0	0	1	9
1:15 AM	0	1	0	0	0	1	0	1	0	1	0	2	0	0	4	0	4	0	0	0	0	0	0	0	7
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	3
1:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Hourly Total	0	1	2	0	0	3	0	1	0	1	0	2	0	0	8	7	0	15	0	1	0	0	0	1	21
2:00 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	1
2:15 AM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	3	0	3	0	0	0	0	0	0	0	5
2:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	2
2:45 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	3
Hourly Total	0	0	1	0	0	1	0	4	0	1	0	5	0	0	5	0	0	5	0	0	0	0	0	0	11
3:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	6
3:30 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5
3:45 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	8
Hourly Total	0	0	14	0	0	14	0	0	0	0	0	0	0	0	4	3	0	7	0	0	0	0	0	0	21
4:00 AM	0	2	2	0	0	4	0	1	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	7
4:15 AM	0	0	8	0	0	8	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	10
4:30 AM	0	0	18	0	0	18	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	22
4:45 AM	0	0	12	0	0	12	0	0	0	0	0	0	0	0	13	1	0	14	0	0	0	0	0	0	26
Hourly Total	0	2	40	0	0	42	0	1	0	0	0	1	0	0	21	1	0	22	0	0	0	0	0	0	65
5:00 AM	0	0	10	0	0	10	0	1	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	14
5:15 AM	0	0	18	0	0	18	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	23
5:30 AM	0	0	29	0	0	29	0	0	0	0	0	0	0	0	6	3	0	9	0	0	0	0	0	0	38
5:45 AM	0	0	33	0	0	33	0	0	0	0	0	0	0	0	16	5	0	21	0	0	0	0	0	0	54
Hourly Total	0	0	90	0	0	90	0	1	0	0	0	1	0	0	30	8	0	38	0	0	0	0	0	0	129
6:00 AM	0	0	17	0	0	17	0	2	0	1	0	3	0	0	12	9	0	21	0	0	0	0	0	0	41
6:15 AM	0	2	32	0	0	34	0	3	0	0	0	3	0	0	18	17	0	35	0	0	0	0	0	0	72
6:30 AM	0	0	30	0	0	30	0	0	0	0	0	0	0	0	31	8	0	39	0	0	0	0	0	0	69
6:45 AM	0	1	35	0	0	36	0	2	0	0	0	2	0	0	35	4	0	39	0	0	0	0	0	0	77
Hourly Total	0	3	114	0	0	117	0	7	0	1	0	8	0	0	96	38	0	134	0	0	0	0	0	0	259
7:00 AM	0	1	44	0	0	45	0	2	0	0	0	2	0	0	43	0	0	43	0	0	0	0	0	0	90
7:15 AM	0	2	66	0	0	68	0	2	0	0	0	2	0	0	39	2	0	41	0	0	0	0	0	0	111
7:30 AM	0	2	50	0	0	52	0	0	0	0	0	0	0	0	52	5	0	57	0	0	0	0	0	0	109
7:45 AM	0	0	54	0	0	54	0	2	0	0	0	2	0	0	68	5	0	73	0	0	0	0	0	0	129
Hourly Total	0	5	214	0	0	219	0	6	0	0	0	6	0	0	202	12	0	214	0	0	0	0	0	0	439

**TMC 2445 - CSAH 54 @ Fairview St
Centerville MN
Tuesday, January 30, 2024**

Time	Southbound CSAH 54						Westbound Fairview St						Northbound CSAH 54						Eastbound Driveway						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	42	0	0	43	0	3	0	0	0	3	0	0	49	9	0	58	0	0	0	0	0	0	104
8:15 AM	0	1	45	0	0	46	0	0	0	0	0	0	0	0	32	6	0	38	0	0	0	0	0	0	84
8:30 AM	0	2	34	0	0	36	0	2	0	2	0	4	0	0	31	9	0	40	0	0	0	0	0	0	80
8:45 AM	0	0	35	0	0	35	0	1	0	0	0	1	0	0	36	14	0	50	0	1	0	0	0	1	87
Hourly Total	0	4	156	0	0	160	0	6	0	2	0	8	0	0	148	38	0	186	0	1	0	0	0	1	355
9:00 AM	0	3	33	0	0	36	0	4	0	0	0	4	0	0	38	15	0	53	0	0	0	0	0	0	93
9:15 AM	0	1	35	0	0	36	0	5	0	0	0	5	0	0	30	23	0	53	0	0	0	0	0	0	94
9:30 AM	0	7	26	0	0	33	0	2	0	2	0	4	0	0	24	16	0	40	0	0	0	0	0	0	77
9:45 AM	0	1	22	0	0	23	0	1	0	0	0	1	0	0	41	22	0	63	0	0	0	0	0	0	87
Hourly Total	0	12	116	0	0	128	0	12	0	2	0	14	0	0	133	76	0	209	0	0	0	0	0	0	351
10:00 AM	0	5	27	0	0	32	0	11	0	4	0	15	0	0	29	15	0	44	0	0	0	0	0	0	91
10:15 AM	0	2	32	0	0	34	0	3	0	1	0	4	0	0	13	21	0	34	0	0	0	0	0	0	72
10:30 AM	0	3	34	0	0	37	0	9	0	3	0	12	0	0	16	13	0	29	0	0	0	0	0	0	78
10:45 AM	0	1	14	0	0	15	0	3	0	0	0	3	0	0	36	14	0	50	0	0	0	0	0	0	68
Hourly Total	0	11	107	0	0	118	0	26	0	8	0	34	0	0	94	63	0	157	0	0	0	0	0	0	309
11:00 AM	0	0	32	0	0	32	0	15	0	6	0	21	0	0	25	7	0	32	0	0	0	0	0	0	85
11:15 AM	0	1	25	1	0	27	0	10	0	3	0	13	0	0	22	3	0	25	0	0	0	0	0	0	65
11:30 AM	0	1	33	0	0	34	0	5	0	0	0	5	0	0	29	2	0	31	0	0	0	1	0	1	71
11:45 AM	0	0	19	0	0	19	0	30	0	0	0	30	0	0	46	4	0	50	0	0	0	0	0	0	99
Hourly Total	0	2	109	1	0	112	0	60	0	9	0	69	0	0	122	16	0	138	0	0	0	1	0	1	320
12:00 PM	0	2	33	0	0	35	0	9	0	0	0	9	0	0	36	4	0	40	0	0	0	0	0	0	84
12:15 PM	0	4	34	0	0	38	0	4	0	2	0	6	0	0	29	3	0	32	0	0	0	0	0	0	76
12:30 PM	0	0	26	0	0	26	0	4	0	3	0	7	0	0	33	4	0	37	0	0	0	0	0	0	70
12:45 PM	0	0	24	0	0	24	0	2	0	1	0	3	0	1	32	5	0	38	0	0	0	0	0	0	65
Hourly Total	0	6	117	0	0	123	0	19	0	6	0	25	0	1	130	16	0	147	0	0	0	0	0	0	295
1:00 PM	0	2	25	0	0	27	0	2	0	0	0	2	0	0	30	2	0	32	0	0	0	0	1	0	61
1:15 PM	0	1	28	0	0	29	0	22	0	0	0	22	0	0	24	4	0	28	0	0	0	0	0	0	79
1:30 PM	0	2	26	0	0	28	0	4	0	1	0	5	0	0	35	5	0	40	0	0	0	0	1	0	73
1:45 PM	0	1	38	0	0	39	0	4	0	0	0	4	0	0	28	10	0	38	0	0	0	0	0	0	81
Hourly Total	0	6	117	0	0	123	0	32	0	1	0	33	0	0	117	21	0	138	0	0	0	0	2	0	294
2:00 PM	0	2	25	0	0	27	0	5	0	5	0	10	0	0	42	7	0	49	0	0	0	0	0	0	86
2:15 PM	0	3	31	0	0	34	0	8	0	0	0	8	0	0	40	5	0	45	0	0	0	0	0	0	87
2:30 PM	0	1	28	0	0	29	0	4	0	4	0	8	0	0	53	1	0	54	0	0	0	0	0	0	91
2:45 PM	0	0	34	0	0	34	0	2	0	1	0	3	0	0	56	4	0	60	0	0	0	0	0	0	97
Hourly Total	0	6	118	0	0	124	0	19	0	10	0	29	0	0	191	17	0	208	0	0	0	0	0	0	361
3:00 PM	0	1	29	0	0	30	0	11	0	2	0	13	0	0	50	6	0	56	0	0	0	0	0	0	99
3:15 PM	0	1	40	0	2	41	0	4	0	0	0	4	0	0	67	6	0	73	0	0	0	0	0	0	118
3:30 PM	0	0	52	0	0	52	0	4	0	1	0	5	0	0	79	4	0	83	0	0	0	0	0	0	140
3:45 PM	0	2	57	0	0	59	0	4	0	2	0	6	0	0	77	5	0	82	0	0	0	0	0	0	147
Hourly Total	0	4	178	0	2	182	0	23	0	5	0	28	0	0	273	21	0	294	0	0	0	0	0	0	504

**TMC 2445 - CSAH 54 @ Fairview St
Centerville MN**

Tuesday, January 30, 2024

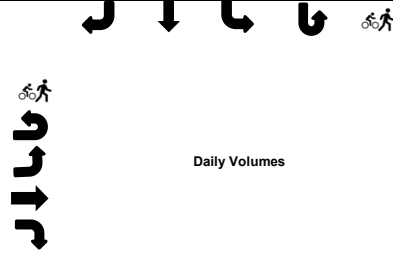
AM Peak Hour

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							
7:15 AM	0	2	66	0	0	68	0	2	0	0	0	2	0	0	39	2	0	41	0	0	0	0	0	0	0	0	0	0	0	0	111
7:30 AM	0	2	50	0	0	52	0	0	0	0	0	0	0	0	52	5	0	57	0	0	0	0	0	0	0	0	0	0	0	0	109
7:45 AM	0	0	54	0	0	54	0	2	0	0	0	2	0	0	68	5	0	73	0	0	0	0	0	0	0	0	0	0	0	0	129
8:00 AM	0	1	42	0	0	43	0	3	0	0	0	3	0	0	49	9	0	58	0	0	0	0	0	0	0	0	0	0	0	0	104
Peak Hour Total	0	5	212	0	0	217	0	7	0	0	0	7	0	0	208	21	0	229	0	0	0	0	0	0	0	0	0	0	0	0	453
PHF	0.000	0.625	0.803	0.000	0.000	0.798	0.000	0.583	0.000	0.000	0.000	0.583	0.000	0.000	0.765	0.583	0.000	0.784	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.878

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	3	64	0	0	67	0	4	0	0	0	4	0	0	85	5	0	90	0	0	0	0	0	0	0	0	0	0	0	0	161
4:30 PM	0	2	52	0	0	54	0	4	0	1	0	5	0	0	79	5	0	84	0	0	0	0	0	0	0	0	0	0	0	0	143
4:45 PM	0	3	67	0	0	70	0	8	0	2	0	10	0	0	70	10	0	80	0	0	0	0	0	0	0	0	0	0	0	0	160
5:00 PM	0	2	57	0	0	59	0	12	0	3	0	15	0	0	71	3	0	74	0	0	0	0	0	0	0	0	0	0	0	0	148
Peak Hour Total	0	10	240	0	0	250	0	28	0	6	0	34	0	0	305	23	0	328	0	0	0	0	0	0	0	0	0	0	0	0	612
PHF	0.000	0.833	0.896	0.000	0.000	0.893	0.000	0.583	0.000	0.500	0.000	0.567	0.000	0.000	0.897	0.575	0.000	0.911	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.950

Total Vehicles On Leg		4971	
Vehicles Entering Intersection	2410	Vehicles Exiting Intersection	2561
Southbound			
Cars	1	2247	76
Heavy	0	68	18
Total	1	2315	94



Total Vehicles on Leg 6	Vehicles Entering Intersection 3	Eastbound	Cars	Heavy	Total	
			2	0	2	
	0		0	0		
	2		0	2		
	0		0	0		
Vehicles Exiting Intersection 3	1	0	1			

Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 399	Total Vehicles on Leg 959
69	2	71			
0	0	0			
312	16	328			
0	0	0			
0	0	0	Vehicles Exiting Intersection 560		

Cars	0	0	2	2427	398
Heavy	0	0	0	61	68
Total	0	0	2	2488	466
Northbound					
Vehicles Entering Intersection 2956			Vehicles Exiting Intersection 2644		
Total Vehicles On Leg			5600		

Heavy Vehicles

Date	Time	Southbound						Westbound						Northbound						Eastbound					
		U Turns	Left Turns	Straight Through	Right Turns	EB Bicycles in Crosswalk	WB Bicycles in Crosswalk	U Turns	Left Turns	Straight Through	Right Turns	NB Bicycles in Crosswalk	SB Bicycles in Crosswalk	U Turns	Left Turns	Straight Through	Right Turns	EB Bicycles in Crosswalk	WB Bicycles in Crosswalk	U Turns	Left Turns	Straight Through	Right Turns	NB Bicycles in Crosswalk	SB Bicycles in Crosswalk
01/30/2024	0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
	7:15	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
	7:30	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
	7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
	8:15	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	8:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
	9:00	0	1	1	0	0	0	0	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
	9:15	0	0	3	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	9:30	0	1	2	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	9:45	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
	10:00	0	0	0	0	0	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	10:15	0	0	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
	10:45	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
	11:00	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	11:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
	11:30	0	0	2	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0
	11:45	0	0	3	0	0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
	12:00	0	0	2	0	0	0	0	2	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0
	12:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
	12:30	0	0	1	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
	12:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
	13:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
	13:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	13:45	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	14:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	14:15	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	14:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	15:00	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	15:15	0	0	0	0	0	0	0	1	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0
	15:30	0	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
	15:45	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	16:00	0	0	3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	16:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
	16:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	16:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	17:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	17:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	0
	18:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	18:15	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1									

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2445

Study Date : 02/06/2024

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 54

Number of Lanes : 1

Total Approach Volume: 2,956

Southbound: CSAH 54

Number of Lanes : 1

Total Approach Volume: 2,410

Minor Street Approaches

Eastbound: Driveway

Number of Lanes : 1

Total Approach Volume: 3

Westbound: Fairview St

Number of Lanes : 1

Total Approach Volume: 399

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 2445

Study Date : 02/06/2024

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

Volume Requirements

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

Time	Major Road				Total	Minor Road		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
16:15 - 17:15	328	+	250	=	578	0	34	No
16:00 - 17:00	323	+	251	=	574	0	23	No
15:45 - 16:45	325	+	240	=	565	0	19	No
15:30 - 16:30	324	+	238	=	562	0	19	No
16:30 - 17:30	298	+	252	=	550	0	34	No
15:15 - 16:15	307	+	212	=	519	0	19	No
16:45 - 17:45	269	+	235	=	504	0	33	No
15:00 - 16:00	294	+	182	=	476	0	28	No
17:00 - 18:00	243	+	207	=	450	0	25	No
07:15 - 08:15	229	+	217	=	446	0	7	No
07:00 - 08:00	214	+	219	=	433	0	6	No
14:45 - 15:45	272	+	157	=	429	0	25	No
07:30 - 08:30	226	+	195	=	421	0	5	No
17:15 - 18:15	211	+	200	=	411	0	16	No
07:45 - 08:45	209	+	179	=	388	0	9	No
06:45 - 07:45	180	+	201	=	381	0	6	No
14:30 - 15:30	243	+	134	=	377	0	28	No
17:30 - 18:30	192	+	167	=	359	0	19	No
17:45 - 18:45	185	+	163	=	348	0	17	No
08:00 - 09:00	186	+	160	=	346	1	8	No
14:15 - 15:15	215	+	127	=	342	0	32	No
06:30 - 07:30	162	+	179	=	341	0	6	No
08:30 - 09:30	196	+	143	=	339	1	14	No
09:00 - 10:00	209	+	128	=	337	0	14	No
08:45 - 09:45	196		140		336	1	14	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2445

Study Date : 02/06/2024

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

Volume Requirements

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

Veh/Hr Minor = **52**

Time	Major Road				Total	Minor Road		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
	CSAH 54					Driveway		
16:15 - 17:15	328	+	250	=	578	0	34	No
16:00 - 17:00	323	+	251	=	574	0	23	No
15:45 - 16:45	325	+	240	=	565	0	19	No
15:30 - 16:30	324	+	238	=	562	0	19	No
16:30 - 17:30	298	+	252	=	550	0	34	No
15:15 - 16:15	307	+	212	=	519	0	19	No
16:45 - 17:45	269	+	235	=	504	0	33	No
15:00 - 16:00	294	+	182	=	476	0	28	No
17:00 - 18:00	243	+	207	=	450	0	25	No
07:15 - 08:15	229	+	217	=	446	0	7	No
07:00 - 08:00	214	+	219	=	433	0	6	No
14:45 - 15:45	272	+	157	=	429	0	25	No
07:30 - 08:30	226	+	195	=	421	0	5	No
17:15 - 18:15	211	+	200	=	411	0	16	No
07:45 - 08:45	209	+	179	=	388	0	9	No
06:45 - 07:45	180	+	201	=	381	0	6	No
14:30 - 15:30	243	+	134	=	377	0	28	No
17:30 - 18:30	192	+	167	=	359	0	19	No
17:45 - 18:45	185	+	163	=	348	0	17	No
08:00 - 09:00	186	+	160	=	346	1	8	No
14:15 - 15:15	215	+	127	=	342	0	32	No
06:30 - 07:30	162	+	179	=	341	0	6	No
08:30 - 09:30	196	+	143	=	339	1	14	No
09:00 - 10:00	209	+	128	=	337	0	14	No
08:45 - 09:45	196		140		336	1	14	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2445

Study Date : 02/06/2024

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 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 54

Minor Road Driveway

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
16:15 - 17:15	328	+	250	=	578	0	34	No
16:00 - 17:00	323	+	251	=	574	0	23	No
15:45 - 16:45	325	+	240	=	565	0	19	No
15:30 - 16:30	324	+	238	=	562	0	19	No
16:30 - 17:30	298	+	252	=	550	0	34	No
15:15 - 16:15	307	+	212	=	519	0	19	No
16:45 - 17:45	269	+	235	=	504	0	33	No
15:00 - 16:00	294	+	182	=	476	0	28	No
17:00 - 18:00	243	+	207	=	450	0	25	No
07:15 - 08:15	229	+	217	=	446	0	7	No
07:00 - 08:00	214	+	219	=	433	0	6	No
14:45 - 15:45	272		157		429	0	25	No

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
16:15 - 17:15	328	+	250	=	578	0	34	No
16:00 - 17:00	323	+	251	=	574	0	23	No
15:45 - 16:45	325	+	240	=	565	0	19	No
15:30 - 16:30	324	+	238	=	562	0	19	No
16:30 - 17:30	298	+	252	=	550	0	34	No
15:15 - 16:15	307	+	212	=	519	0	19	No
16:45 - 17:45	269	+	235	=	504	0	33	No
15:00 - 16:00	294	+	182	=	476	0	28	No
17:00 - 18:00	243	+	207	=	450	0	25	No
07:15 - 08:15	229	+	217	=	446	0	7	No
07:00 - 08:00	214	+	219	=	433	0	6	No
14:45 - 15:45	272		157		429	0	25	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2445

Study Date : 02/06/2024

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.

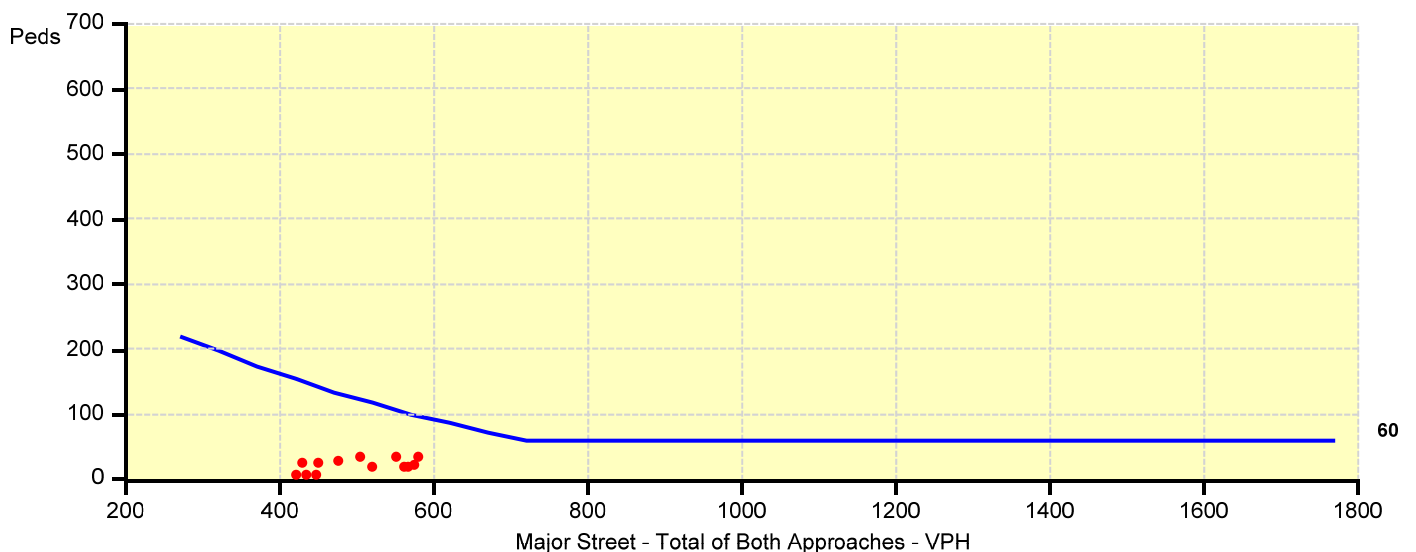
Summary

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

Site Data Required

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

Time	Major Road CSAH 54				Total	Minor Road Driveway		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
16:15 - 17:15	328	+	250	=	578	0	34	No
16:00 - 17:00	323	+	251	=	574	0	23	No
15:45 - 16:45	325	+	240	=	565	0	19	No
15:30 - 16:30	324	+	238	=	562	0	19	No
16:30 - 17:30	298	+	252	=	550	0	34	No
15:15 - 16:15	307	+	212	=	519	0	19	No
16:45 - 17:45	269	+	235	=	504	0	33	No
15:00 - 16:00	294	+	182	=	476	0	28	No
17:00 - 18:00	243	+	207	=	450	0	25	No
07:15 - 08:15	229	+	217	=	446	0	7	No
07:00 - 08:00	214	+	219	=	433	0	6	No
14:45 - 15:45	272		157		429	0	25	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2445

Study Date : 02/06/2024

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

Time	Major Road CSAH 54				Total	Minor Road Driveway		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
16:15 - 17:15	328	+	250	=	578	0	34	No
16:00 - 17:00	323	+	251	=	574	0	23	No
15:45 - 16:45	325	+	240	=	565	0	19	No
15:30 - 16:30	324	+	238	=	562	0	19	No
16:30 - 17:30	298	+	252	=	550	0	34	No
15:15 - 16:15	307	+	212	=	519	0	19	No
16:45 - 17:45	269	+	235	=	504	0	33	No
15:00 - 16:00	294	+	182	=	476	0	28	No
17:00 - 18:00	243	+	207	=	450	0	25	No
07:15 - 08:15	229	+	217	=	446	0	7	No
07:00 - 08:00	214	+	219	=	433	0	6	No
14:45 - 15:45	272		157		429	0	25	No

