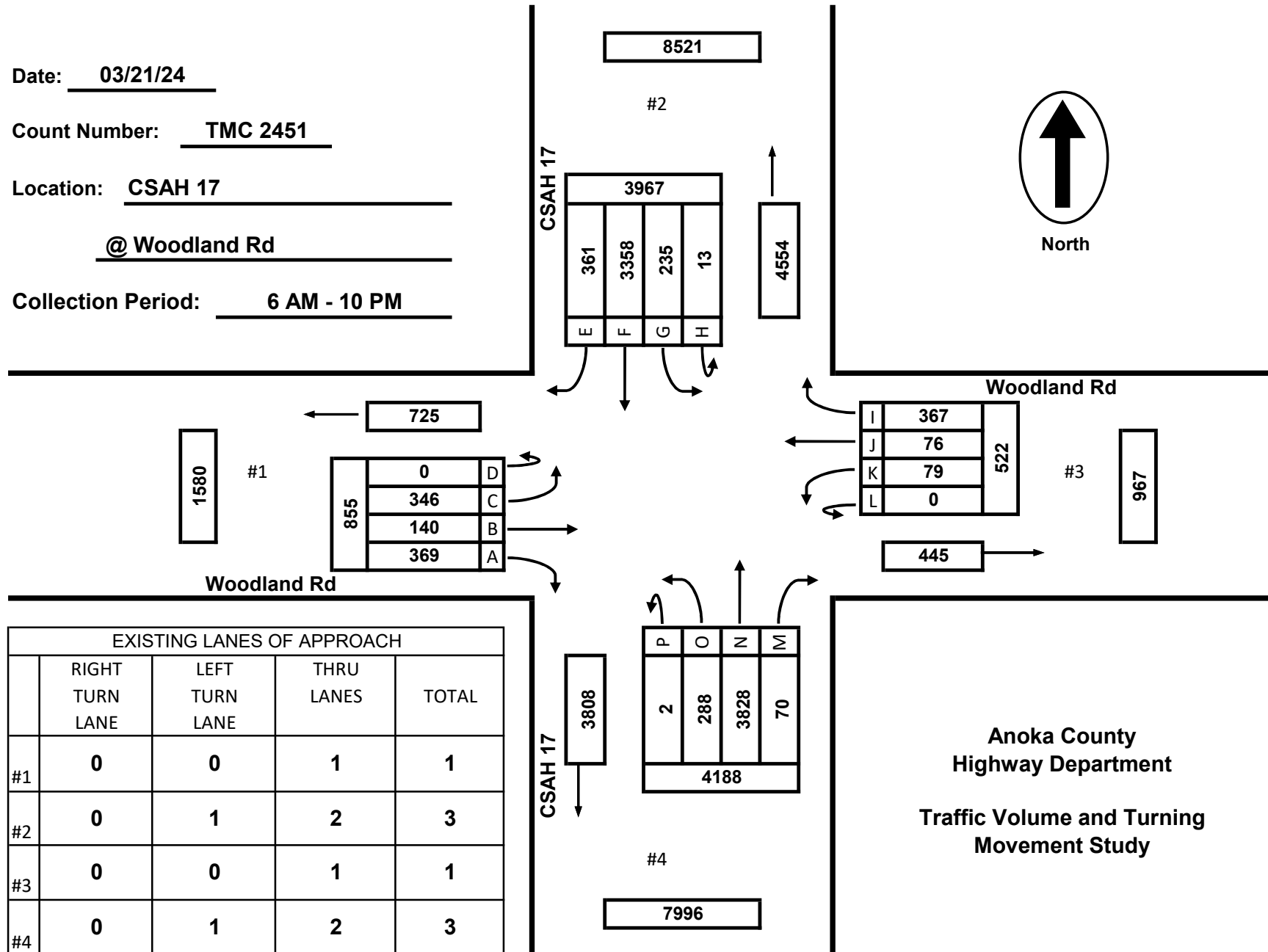
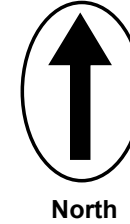


Date: 03/21/24

Count Number: TMC 2451

Location: CSAH 17  
@ Woodland Rd

Collection Period: 6 AM - 10 PM



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

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

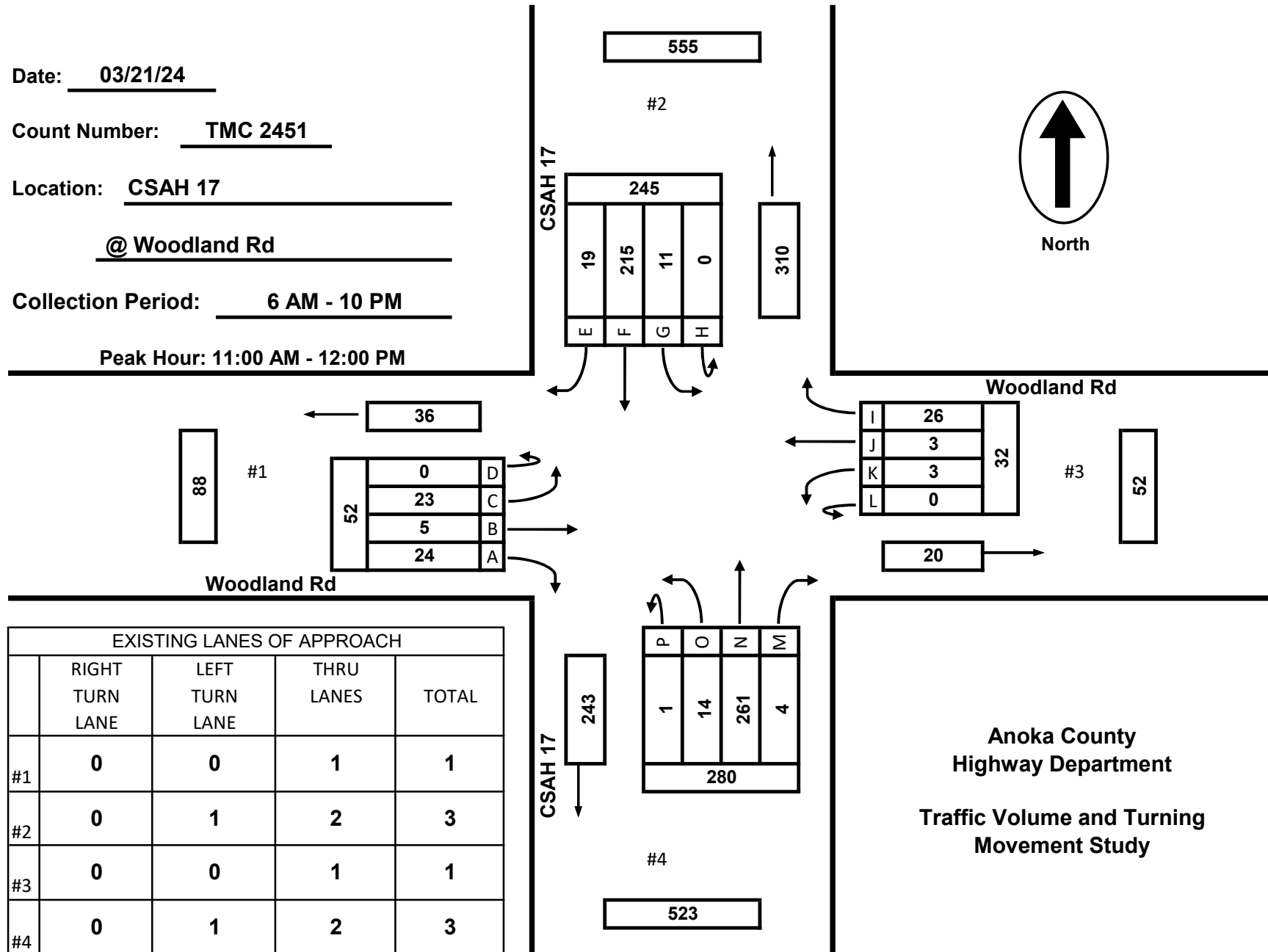
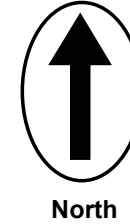
Date: 03/21/24

Count Number: TMC 2451

Location: CSAH 17  
@ Woodland Rd

Collection Period: 6 AM - 10 PM

Peak Hour: 11:00 AM - 12:00 PM



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

Anoka County  
 Highway Department  
 Traffic Volume and Turning  
 Movement Study

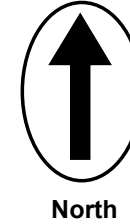
Date: 03/21/24

Count Number: TMC 2451

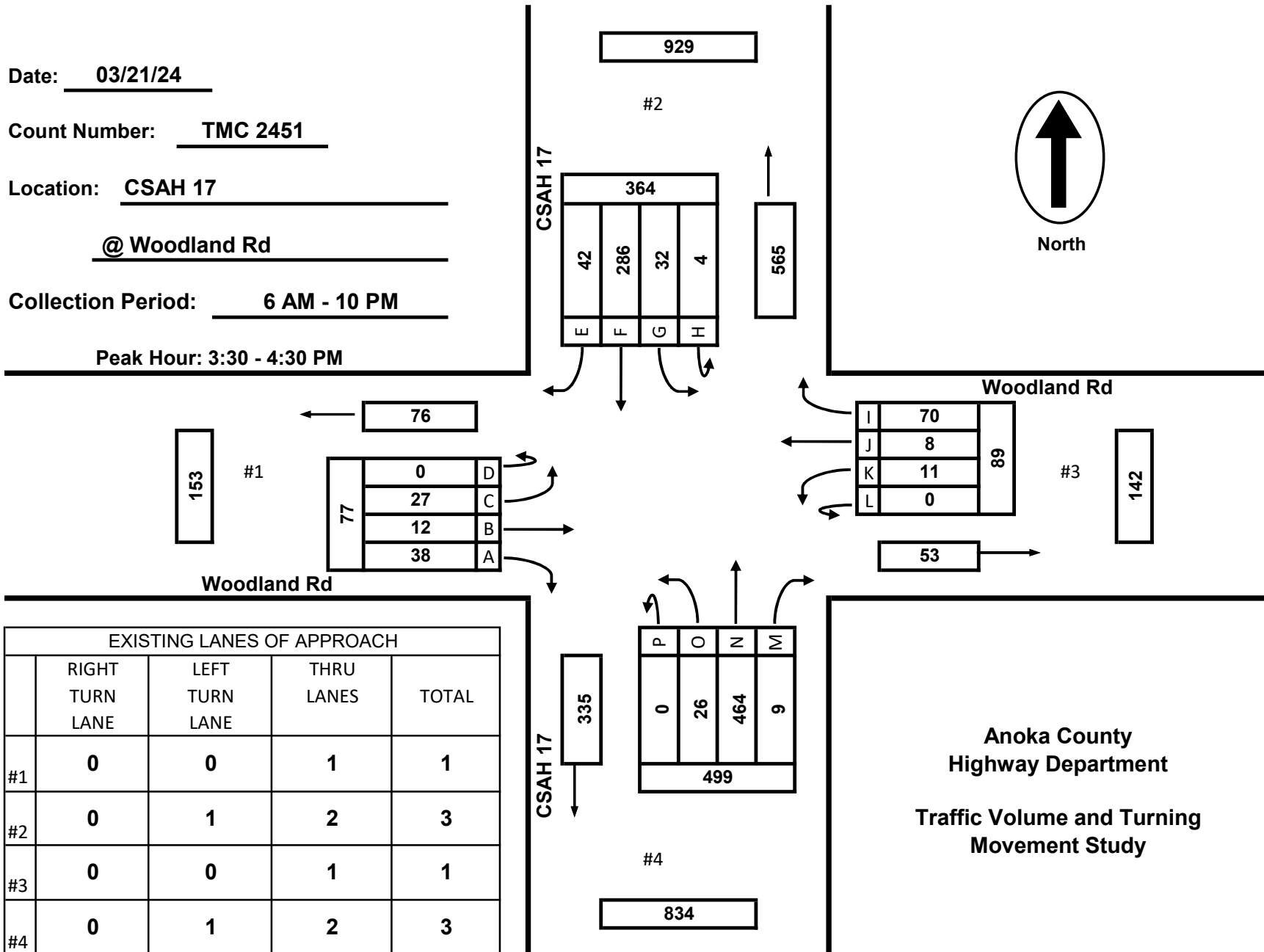
Location: CSAH 17  
@ Woodland Rd

Collection Period: 6 AM - 10 PM

Peak Hour: 3:30 - 4:30 PM



North



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

Anoka County  
 Highway Department  
 Traffic Volume and Turning  
 Movement Study

**TMC 2451 - CSAH 17 @ Woodland Rd  
Lexington MN  
Thursday, March 21, 2024**

Time	Southbound CSAH 17						Westbound Woodland Rd.						Northbound CSAH 17						Eastbound Woodland Rd.						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	3	26	0	0	29	0	1	2	1	0	4	0	0	16	0	0	16	0	3	1	2	0	6	55
6:15 AM	0	1	28	0	0	29	0	0	1	2	0	3	0	0	17	0	0	17	0	0	1	0	0	1	50
6:30 AM	0	1	43	1	0	45	0	0	1	3	0	4	0	0	22	0	0	22	0	2	1	1	0	4	75
6:45 AM	0	1	39	1	0	41	0	0	0	0	0	0	0	0	26	1	0	27	0	2	0	2	0	4	72
Hourly Total	0	6	136	2	0	144	0	1	4	6	0	11	0	0	81	1	0	82	0	7	3	5	0	15	252
7:00 AM	0	1	55	2	0	58	0	2	0	1	0	3	0	0	33	2	0	35	0	0	0	0	0	0	96
7:15 AM	1	6	55	3	0	65	0	4	0	8	0	12	0	1	35	0	0	36	0	0	4	1	0	5	118
7:30 AM	0	2	70	1	0	73	0	3	2	8	0	13	0	2	62	1	0	65	0	3	2	0	0	5	156
7:45 AM	0	6	56	5	0	67	0	1	2	4	0	7	0	1	59	1	0	61	0	4	2	2	0	8	143
Hourly Total	1	15	236	11	0	263	0	10	4	21	0	35	0	4	189	4	0	197	0	7	8	3	0	18	513

**TMC 2451 - CSAH 17 @ Woodland Rd  
Lexington MN  
Thursday, March 21, 2024**

Time	Southbound CSAH 17						Westbound Woodland Rd.						Northbound CSAH 17						Eastbound Woodland Rd.						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	9	64	5	0	78	0	7	2	7	0	16	0	1	53	1	0	55	0	0	1	0	0	1	150
8:15 AM	0	4	48	3	0	55	0	2	2	7	0	11	0	3	44	0	0	47	0	1	5	2	0	8	121
8:30 AM	0	2	41	5	0	48	0	2	0	5	0	7	0	1	45	3	0	49	0	1	3	3	0	7	111
8:45 AM	0	8	58	3	0	69	0	3	0	5	0	8	0	2	51	2	0	55	0	4	3	3	0	10	142
Hourly Total	0	23	211	16	0	250	0	14	4	24	0	42	0	7	193	6	0	206	0	6	12	8	0	26	524
9:00 AM	0	12	46	2	0	60	0	0	0	28	0	28	0	3	46	3	0	52	0	4	6	3	0	13	153
9:15 AM	0	4	43	4	0	51	0	2	2	12	0	16	0	6	66	0	0	72	0	5	5	7	0	17	156
9:30 AM	1	7	38	5	0	51	0	0	0	1	1	1	0	3	51	1	0	55	0	2	1	8	0	11	118
9:45 AM	0	2	39	4	0	45	0	0	0	5	0	5	0	5	61	1	0	67	0	8	2	3	0	13	130
Hourly Total	1	25	166	15	0	207	0	2	2	46	1	50	0	17	224	5	0	246	0	19	14	21	0	54	557
10:00 AM	0	3	52	4	0	59	0	2	1	7	1	10	0	5	48	1	0	54	0	6	0	5	0	11	134
10:15 AM	1	1	50	6	0	58	0	0	1	5	0	6	0	6	39	0	0	45	0	4	0	7	0	11	120
10:30 AM	0	1	49	1	0	51	0	0	2	4	0	6	0	7	50	1	0	58	0	6	1	4	0	11	126
10:45 AM	0	2	49	6	0	57	0	1	1	2	0	4	0	2	59	1	0	62	0	4	0	7	0	11	134
Hourly Total	1	7	200	17	0	225	0	3	5	18	1	26	0	20	196	3	0	219	0	20	1	23	0	44	514
11:00 AM	0	3	43	5	0	51	0	0	0	9	0	9	1	5	63	1	0	70	0	6	1	7	0	14	144
11:15 AM	0	3	58	4	0	65	0	1	1	5	0	7	0	1	56	1	0	58	0	5	1	8	0	14	144
11:30 AM	0	3	55	4	0	62	0	0	1	3	0	4	0	4	68	0	0	72	0	9	1	6	0	16	154
11:45 AM	0	2	59	6	0	67	0	2	1	9	0	12	0	4	74	2	0	80	0	3	2	3	0	8	167
Hourly Total	0	11	215	19	0	245	0	3	3	26	0	32	1	14	261	4	0	280	0	23	5	24	0	52	609
12:00 PM	0	7	55	4	0	66	0	2	3	6	1	11	0	2	74	2	0	78	0	7	2	6	0	15	170
12:15 PM	0	4	62	11	0	77	0	1	0	7	0	8	0	7	62	0	0	69	0	8	1	2	0	11	165
12:30 PM	0	2	59	8	0	69	0	1	2	9	0	12	0	4	68	1	0	73	0	4	1	4	0	9	163
12:45 PM	0	4	56	6	0	66	0	0	3	2	0	5	0	3	76	1	0	80	0	9	1	4	0	14	165
Hourly Total	0	17	232	29	0	278	0	4	8	24	1	36	0	16	280	4	0	300	0	28	5	16	0	49	663
1:00 PM	1	4	51	3	0	59	0	1	1	4	0	6	0	9	58	1	0	68	0	6	5	11	0	22	155
1:15 PM	0	6	55	5	0	66	0	0	1	9	3	10	0	2	62	0	1	64	0	9	2	13	0	24	164
1:30 PM	1	3	61	8	0	73	0	1	1	6	1	8	0	5	74	1	0	80	0	3	1	4	0	8	169
1:45 PM	0	3	64	8	0	75	0	1	1	6	0	8	0	3	60	0	0	63	0	10	2	9	0	21	167
Hourly Total	2	16	231	24	0	273	0	3	4	25	4	32	0	19	254	2	1	275	0	28	10	37	0	75	655
2:00 PM	0	4	56	5	0	65	0	1	3	3	0	7	0	10	74	3	0	87	0	6	6	8	0	20	179
2:15 PM	0	3	52	6	0	61	0	1	0	4	0	5	0	3	85	1	0	89	0	5	2	6	0	13	168
2:30 PM	1	4	65	6	0	76	0	0	0	5	0	5	0	4	84	2	0	90	0	6	1	10	0	17	188
2:45 PM	0	4	73	7	0	84	0	3	0	7	0	10	0	7	85	1	0	93	0	4	4	6	0	14	201
Hourly Total	1	15	246	24	0	286	0	5	3	19	0	27	0	24	328	7	0	359	0	21	13	30	0	64	736
3:00 PM	1	1	63	8	0	73	0	2	1	3	0	6	0	7	79	1	1	87	0	11	2	9	0	22	188
3:15 PM	1	11	85	7	0	104	0	2	3	4	1	9	0	10	101	0	0	111	0	5	6	11	0	22	246
3:30 PM	2	13	68	9	0	92	0	3	4	13	1	20	0	5	105	4	0	114	0	8	1	12	0	21	247
3:45 PM	1	6	63	13	0	83	0	2	1	30	1	33	0	5	97	1	0	103	0	4	5	7	0	16	235
Hourly Total	5	31	279	37	0	352	0	9	9	50	3	68	0	27	382	6	1	415	0	28	14	39	0	81	916

**TMC 2451 - CSAH 17 @ Woodland Rd  
Lexington MN  
Thursday, March 21, 2024**

Time	Southbound CSAH 17						Westbound Woodland Rd.						Northbound CSAH 17						Eastbound Woodland Rd.						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	1	4	79	10	1	94	0	4	3	15	0	22	0	5	115	3	0	123	0	8	2	11	0	21	260
4:15 PM	0	9	76	10	0	95	0	2	0	12	1	14	0	11	147	1	0	159	0	7	4	8	0	19	287
4:30 PM	0	3	83	6	2	92	0	1	2	10	0	13	0	7	92	2	0	101	0	3	3	8	1	14	220
4:45 PM	0	4	63	7	0	74	0	1	0	7	0	8	0	10	101	2	0	113	0	10	2	11	0	23	218
Hourly Total	1	20	301	33	3	355	0	8	5	44	1	57	0	33	455	8	0	496	0	28	11	38	1	77	985
5:00 PM	0	4	90	12	0	106	0	2	3	10	0	15	0	8	107	4	0	119	0	10	3	10	0	23	263
5:15 PM	0	5	63	6	0	74	0	1	5	4	1	10	0	9	104	2	0	115	0	8	2	13	0	23	222
5:30 PM	0	9	71	10	1	90	0	1	3	7	0	11	0	9	88	1	0	98	0	7	4	15	0	26	225
5:45 PM	1	4	57	16	0	78	0	2	3	3	0	8	0	13	90	1	0	104	0	10	4	15	0	29	219
Hourly Total	1	22	281	44	1	348	0	6	14	24	1	44	0	39	389	8	0	436	0	35	13	53	0	101	929
6:00 PM	0	3	68	8	0	79	0	0	1	4	0	5	0	8	71	1	0	80	0	10	2	12	0	24	188
6:15 PM	0	1	51	12	0	64	0	1	1	2	0	4	0	12	74	0	1	86	0	4	2	6	0	12	166
6:30 PM	0	1	48	7	0	56	0	1	2	8	0	11	0	8	58	2	0	68	0	13	1	9	0	23	158
6:45 PM	0	3	52	8	0	63	0	0	2	1	0	3	0	3	48	1	0	52	0	9	3	6	0	18	136
Hourly Total	0	8	219	35	0	262	0	2	6	15	0	23	0	31	251	4	1	286	0	36	8	33	0	77	648
7:00 PM	0	4	65	5	0	74	0	1	3	3	0	7	0	5	39	0	0	44	0	7	1	5	0	13	138
7:15 PM	0	2	53	5	0	60	0	1	0	3	0	4	0	9	43	0	0	52	0	6	3	6	0	15	131
7:30 PM	0	2	42	6	0	50	0	1	0	1	0	2	0	4	38	1	0	43	0	12	6	4	0	22	117
7:45 PM	0	4	36	6	0	46	0	0	1	3	0	4	0	5	40	1	0	46	0	3	0	4	0	7	103
Hourly Total	0	12	196	22	0	230	0	3	4	10	0	17	0	23	160	2	0	185	0	28	10	19	0	57	489
8:00 PM	0	1	46	4	0	51	0	1	0	2	0	3	0	2	30	0	0	32	0	5	4	5	0	14	100
8:15 PM	0	0	33	2	0	35	0	0	0	1	0	1	0	3	27	0	0	30	0	7	0	4	0	11	77
8:30 PM	0	0	26	10	0	36	0	1	0	3	0	4	0	1	32	3	0	36	0	3	2	0	0	5	81
8:45 PM	0	2	30	10	0	42	0	3	0	4	0	7	0	4	31	1	0	36	0	2	3	3	0	8	93
Hourly Total	0	3	135	26	0	164	0	5	0	10	0	15	0	10	120	4	0	134	0	17	9	12	0	38	351
9:00 PM	0	0	26	4	0	30	0	0	1	2	0	3	1	3	27	1	0	32	0	8	2	6	0	16	81
9:15 PM	0	2	18	0	0	20	0	0	0	2	0	2	0	0	14	1	0	15	0	1	2	2	0	5	42
9:30 PM	0	2	15	3	0	20	0	0	0	1	0	1	0	0	12	0	0	12	0	4	0	0	0	4	37
9:45 PM	0	0	15	0	0	15	0	1	0	0	0	1	0	1	12	0	0	13	0	2	0	0	0	2	31
Hourly Total	0	4	74	7	0	85	0	1	1	5	0	7	1	4	65	2	0	72	0	15	4	8	0	27	191
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
<b>DAILY TOTAL</b>	<b>13</b>	<b>235</b>	<b>3358</b>	<b>361</b>	<b>4</b>	<b>3967</b>	<b>0</b>	<b>79</b>	<b>76</b>	<b>367</b>	<b>12</b>	<b>522</b>	<b>2</b>	<b>288</b>	<b>3828</b>	<b>70</b>	<b>3</b>	<b>4188</b>	<b>0</b>	<b>346</b>	<b>140</b>	<b>369</b>	<b>1</b>	<b>855</b>	<b>9532</b>
<b>Cars</b>	11	227	3325	359	3	3922	0	78	76	356	7	510	2	286	3777	63	3	4128	0	345	140	364	1	849	9409
<b>Heavy Vehicles</b>	2	8	33	2	1	45	0	1	0	11	5	12	0	2	51	7	0	60	0	1	0	5	0	6	123
<b>Heavy Vehicle %</b>	15.38%	3.40%	0.98%	0.55%	25.00%	1.13%	0.00%	1.27%	0.00%	3.00%	41.67%	2.30%	0.00%	0.69%	1.33%	10.00%	0.00%	1.43%	0.00%	0.29%	0.00%	1.36%	0.00%	0.70%	1.29%

**TMC 2451 - CSAH 17 @ Woodland Rd  
Lexington MN  
Thursday, March 21, 2024**

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	
11:00 AM	0	3	43	5	0	51	0	0	0	9	0	9	1	5	63	1	0	70	0	6	1	7	0	14	
11:15 AM	0	3	58	4	0	65	0	1	1	5	0	7	0	1	56	1	0	58	0	5	1	8	0	14	
11:30 AM	0	3	55	4	0	62	0	0	1	3	0	4	0	4	68	0	0	72	0	9	1	6	0	16	
11:45 AM	0	2	59	6	0	67	0	2	1	9	0	12	0	4	74	2	0	80	0	3	2	3	0	8	
Peak Hour Total	0	11	215	19	0	245	0	3	3	26	0	32	1	14	261	4	0	280	0	23	5	24	0	52	
PHF	0.000	0.917	0.911	0.792	0.000	0.914	0.000	0.375	0.750	0.722	0.000	0.667	0.250	0.700	0.882	0.500	0.000	0.875	0.000	0.639	0.625	0.750	0.000	0.813	

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	
3:30 PM	2	13	68	9	0	92	0	3	4	13	1	20	0	5	105	4	0	114	0	8	1	12	0	21	
3:45 PM	1	6	63	13	0	83	0	2	1	30	1	33	0	5	97	1	0	103	0	4	5	7	0	16	
4:00 PM	1	4	79	10	1	94	0	4	3	15	0	22	0	5	115	3	0	123	0	8	2	11	0	21	
4:15 PM	0	9	76	10	0	95	0	2	0	12	1	14	0	11	147	1	0	159	0	7	4	8	0	19	
Peak Hour Total	4	32	286	42	1	364	0	11	8	70	3	89	0	26	464	9	0	499	0	27	12	38	0	77	
PHF	0.500	0.615	0.905	0.808	0.250	0.958	0.000	0.688	0.500	0.583	0.750	0.674	0.000	0.591	0.789	0.563	0.000	0.785	0.000	0.844	0.600	0.792	0.000	0.917	

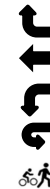
Total Vehicles On Leg				8521	
Vehicles Entering Intersection		3967		Vehicles Exiting Intersection	
				4554	
<b>Southbound</b>					
Cars	359	3325	227	11	3
Heavy	2	33	8	2	1
<b>Total</b>	<b>361</b>	<b>3358</b>	<b>235</b>	<b>13</b>	<b>4</b>



Total Vehicles on Leg 1580	Vehicles Entering Intersection 855	Eastbound	Cars	Heavy	Total	
			1	0	1	
			0	0	0	
	345		1	346		
	140		0	140		
	Vehicles Exiting Intersection 725		364	5	369	

Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 522	Total Vehicles on Leg 967
356	11	367			
76	0	76			
78	1	79			
0	0	0			
7	5	12		Vehicles Exiting Intersection 445	



Cars	3	2	286	3777	63
Heavy	0	0	2	51	7
<b>Total</b>	<b>3</b>	<b>2</b>	<b>288</b>	<b>3828</b>	<b>70</b>
<b>Northbound</b>					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
4188			3808		
Total Vehicles On Leg			7996		







# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2451

Study Date : 03/28/2024

## Signal Warrants - Summary

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### Major Street Approaches

Northbound: CSAH 17

Number of Lanes : 2+

Total Approach Volume: 4,188

Southbound: CSAH 17

Number of Lanes :2+

Total Approach Volume: 3,967

### Minor Street Approaches

Eastbound: Woodland Rd.

Number of Lanes :1

Total Approach Volume: 855

Westbound: Woodland Rd.

Number of Lanes :1

Total Approach Volume: 522

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### 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.....Satisfied**

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

Number of one hour periods (2) volumes exceed minimum >= required (1). Delay data not evaluated.

**Warrant 3B - Peak Hour Volumes.....Not Satisfied**

Volumes do not exceed minimums for any one hour period.

**Warrant 4 - Pedestrian Volumes.....Not Evaluated**

**Warrant 5 - School Crossing.....Not Evaluated**

**Warrant 6 - Coordinated Signal System.....Not Evaluated**

**Warrant 7 - Crash Experience.....Not Evaluated**

**Warrant 8 - Roadway Network.....Not Evaluated**

**Warrant 9 - Intersection Near a Grade Crossing.....Not Evaluated**

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2451

Study Date : 03/28/2024

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

#### Volume Requirements

Veh/Hr Major = **600**

Veh/Hr Minor = **150**

Time	Major Road				Total	Minor Road		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
	<b>CSAH 17</b>					<b>Woodland Rd.</b>		
15:30 - 16:30	499	+	364	=	863	77	89	No
16:15 - 17:15	492	+	367	=	859	79	50	No
16:00 - 17:00	496	+	355	=	851	77	57	No
15:45 - 16:45	486	+	364	=	850	70	82	No
15:15 - 16:15	451	+	373	=	824	80	84	No
16:30 - 17:30	448	+	346	=	794	83	46	No
16:45 - 17:45	445	+	344	=	789	95	44	No
17:00 - 18:00	436	+	348	=	784	101	44	No
15:00 - 16:00	415	+	352	=	767	81	68	No
14:45 - 15:45	405	+	353	=	758	79	45	No
17:15 - 18:15	397	+	321	=	718	102	34	No
14:30 - 15:30	381	+	337	=	718	75	30	No
17:30 - 18:30	368	+	311	=	679	91	28	No
14:15 - 15:15	359	+	294	=	653	66	26	No
14:00 - 15:00	359	+	286	=	645	64	27	No
17:45 - 18:45	338	+	277	=	615	88	28	No
13:45 - 14:45	329	+	277	=	606	71	25	No
13:30 - 14:30	319	+	274	=	593	62	28	No
11:45 - 12:45	300	+	279	=	579	43	43	No
12:00 - 13:00	300	+	278	=	578	49	36	No
13:15 - 14:15	294	+	279	=	573	73	33	No
11:30 - 12:30	299	+	272	=	571	50	35	No
12:15 - 13:15	290	+	271	=	561	56	31	No
12:45 - 13:45	292	+	264	=	556	68	29	No
11:15 - 12:15	288		260		548	53	34	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2451

Study Date : 03/28/2024

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

#### Volume Requirements

Veh/Hr Major = **900**

Veh/Hr Minor = **75**

Time	Major Road				Total	Minor Road		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
	<b>CSAH 17</b>					<b>Woodland Rd.</b>		
15:30 - 16:30	499	+	364	=	863	77	89	No
16:15 - 17:15	492	+	367	=	859	79	50	No
16:00 - 17:00	496	+	355	=	851	77	57	No
15:45 - 16:45	486	+	364	=	850	70	82	No
15:15 - 16:15	451	+	373	=	824	80	84	No
16:30 - 17:30	448	+	346	=	794	83	46	No
16:45 - 17:45	445	+	344	=	789	95	44	No
17:00 - 18:00	436	+	348	=	784	101	44	No
15:00 - 16:00	415	+	352	=	767	81	68	No
14:45 - 15:45	405	+	353	=	758	79	45	No
17:15 - 18:15	397	+	321	=	718	102	34	No
14:30 - 15:30	381	+	337	=	718	75	30	No
17:30 - 18:30	368	+	311	=	679	91	28	No
14:15 - 15:15	359	+	294	=	653	66	26	No
14:00 - 15:00	359	+	286	=	645	64	27	No
17:45 - 18:45	338	+	277	=	615	88	28	No
13:45 - 14:45	329	+	277	=	606	71	25	No
13:30 - 14:30	319	+	274	=	593	62	28	No
11:45 - 12:45	300	+	279	=	579	43	43	No
12:00 - 13:00	300	+	278	=	578	49	36	No
13:15 - 14:15	294	+	279	=	573	73	33	No
11:30 - 12:30	299	+	272	=	571	50	35	No
12:15 - 13:15	290	+	271	=	561	56	31	No
12:45 - 13:45	292	+	264	=	556	68	29	No
11:15 - 12:15	288		260		548	53	34	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2451

Study Date : 03/28/2024

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

#### Volume Requirements

Warrant 1A 1B  
Veh/Hr Major = **480 720**  
  
Veh/Hr Minor = **120 60**

#### Major Road

**CSAH 17**

#### Minor Road

**Woodland Rd.**

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
15:30 - 16:30	499	+	364	=	863	77	89	No
16:15 - 17:15	492	+	367	=	859	79	50	No
16:00 - 17:00	496	+	355	=	851	77	57	No
15:45 - 16:45	486	+	364	=	850	70	82	No
15:15 - 16:15	451	+	373	=	824	80	84	No
16:30 - 17:30	448	+	346	=	794	83	46	No
16:45 - 17:45	445	+	344	=	789	95	44	No
17:00 - 18:00	436	+	348	=	784	101	44	No
15:00 - 16:00	415	+	352	=	767	81	68	No
14:45 - 15:45	405	+	353	=	758	79	45	No
17:15 - 18:15	397	+	321	=	718	102	34	No
14:30 - 15:30	381	+	337	=	718	75	30	No

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
15:45 - 16:45	486	+	364	=	850	70	82	Yes
16:45 - 17:45	445	+	344	=	789	95	44	Yes
14:45 - 15:45	405	+	353	=	758	79	45	Yes
14:30 - 15:30	381	+	337	=	718	75	30	No
14:15 - 15:15	359	+	294	=	653	66	26	No
14:00 - 15:00	359	+	286	=	645	64	27	No
17:45 - 18:45	338	+	277	=	615	88	28	No
13:45 - 14:45	329	+	277	=	606	71	25	No
13:30 - 14:30	319	+	274	=	593	62	28	No
11:45 - 12:45	300	+	279	=	579	43	43	No
12:00 - 13:00	300	+	278	=	578	49	36	No
13:15 - 14:15	294	+	279	=	573	73	33	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2451

Study Date : 03/28/2024

## 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.

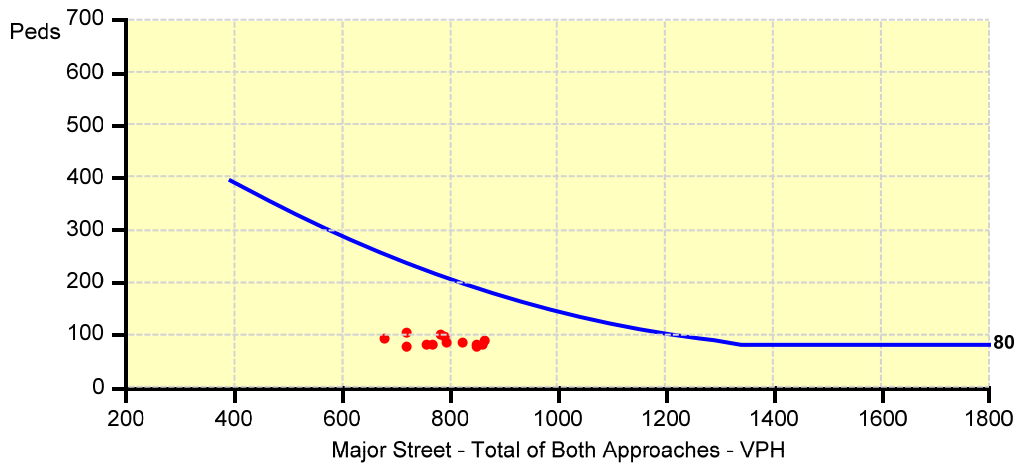
#### Summary

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

#### Site Data Required

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

Time	Major Road CSAH 17				=	Total	Minor Road Woodland Rd.		Met?
	Major NB	+	Major SB				Minor EB	Minor WB	
15:30 - 16:30	499	+	364	=	863	77	89	No	
16:15 - 17:15	492	+	367	=	859	79	50	No	
16:00 - 17:00	496	+	355	=	851	77	57	No	
15:45 - 16:45	486	+	364	=	850	70	82	No	
15:15 - 16:15	451	+	373	=	824	80	84	No	
16:30 - 17:30	448	+	346	=	794	83	46	No	
16:45 - 17:45	445	+	344	=	789	95	44	No	
17:00 - 18:00	436	+	348	=	784	101	44	No	
15:00 - 16:00	415	+	352	=	767	81	68	No	
14:45 - 15:45	405	+	353	=	758	79	45	No	
17:15 - 18:15	397	+	321	=	718	102	34	No	
							30	No	



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2451

Study Date : 03/28/2024

## 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.

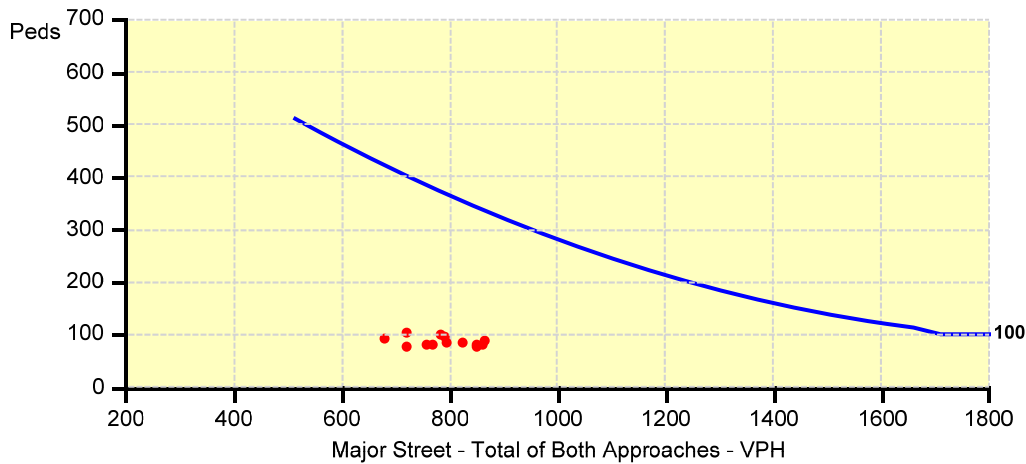
#### Summary

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

#### Site Data Required

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

Time	Major Road CSAH 17				=	Total	Minor Road Woodland Rd.		Met?
	Major NB	+	Major SB				Minor EB	Minor WB	
15:30 - 16:30	499	+	364	=	863	77	89	No	
16:15 - 17:15	492	+	367	=	859	79	50	No	
16:00 - 17:00	496	+	355	=	851	77	57	No	
15:45 - 16:45	486	+	364	=	850	70	82	No	
15:15 - 16:15	451	+	373	=	824	80	84	No	
16:30 - 17:30	448	+	346	=	794	83	46	No	
16:45 - 17:45	445	+	344	=	789	95	44	No	
17:00 - 18:00	436	+	348	=	784	101	44	No	
15:00 - 16:00	415	+	352	=	767	81	68	No	
14:45 - 15:45	405	+	353	=	758	79	45	No	
17:15 - 18:15	397	+	321	=	718	102	34	No	
							30	No	



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2451

Study Date : 03/28/2024

## Multiway Stop Warrants - Summary

### Major Street Approaches

**Northbound: CSAH 17**  
 Number of Lanes : 2+  
 Total Approach Volume: 4,188

**Southbound: CSAH 17**  
 Number of Lanes :2+  
 Total Approach Volume: 3,967

### Minor Street Approaches

**Eastbound: Woodland Rd.**  
 Number of Lanes :1  
 Total Approach Volume: 855

**Westbound: Woodland Rd.**  
 Number of Lanes :1  
 Total Approach Volume: 522

### Warrant Summary (Urban Values Apply)

<b>Criteria A - Interim Measure</b> .....	<b>Not Evaluated</b>
If traffic signals are justified, stop signs can be installed as an interim measure.	
<b>Criteria B - Crash Experience</b> .....	<b>Not Satisfied</b>
Number of crashes (-1) is less than minimum required (5).	
<b>Criteria C - Minimum Volumes and Delays</b> .....	<b>Not Satisfied</b>
Average of 8 highest hours is less than volume criteria.	
<b>Criteria D - 80% of Volumes, Delays, and Crashes</b> .....	<b>Not Satisfied</b>
Number of crashes (-1) is less than minimum required (4). Average of 8 highest hours is less than volume criteria.	

### Criteria C Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
15:30 - 16:30	863	635.4	175	107.0	300	200	No
17:00 - 18:00	784		147				
14:30 - 15:30	718		106				
13:30 - 14:30	593		91				
11:45 - 12:45	579		89				
18:00 - 19:00	548		100				
10:45 - 11:45	497		79				
07:30 - 08:30	501		69				
08:45 - 09:45	465		110				
09:45 - 10:45	437		75				
19:00 - 20:00	415		74				
06:30 - 07:30	329		32				

### Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
15:30 - 16:30	863	635.4	175	107.0	240	160	No
17:00 - 18:00	784		147				
14:30 - 15:30	718		106				
13:30 - 14:30	593		91				
11:45 - 12:45	579		89				
18:00 - 19:00	548		100				
10:45 - 11:45	497		79				
07:30 - 08:30	501		69				
08:45 - 09:45	465		110				
09:45 - 10:45	437		75				
19:00 - 20:00	415		74				
06:30 - 07:30	329		32				