

Date: 05/16/24

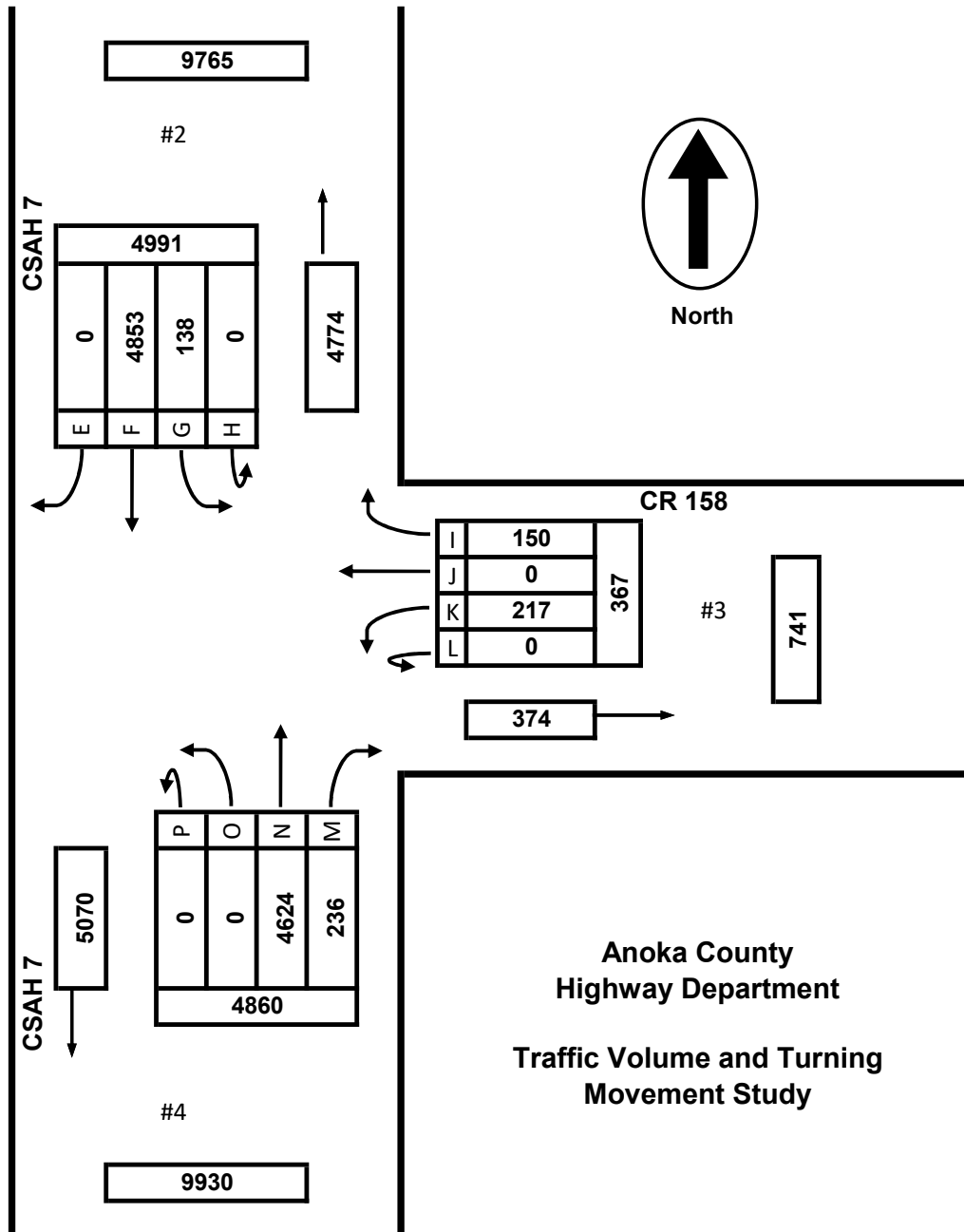
Count Number: TMC 2460

Location: CSAH 7

@ CR 158

Collection Period: 24 HR

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



Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

Date: 05/16/24

Count Number: TMC 2460

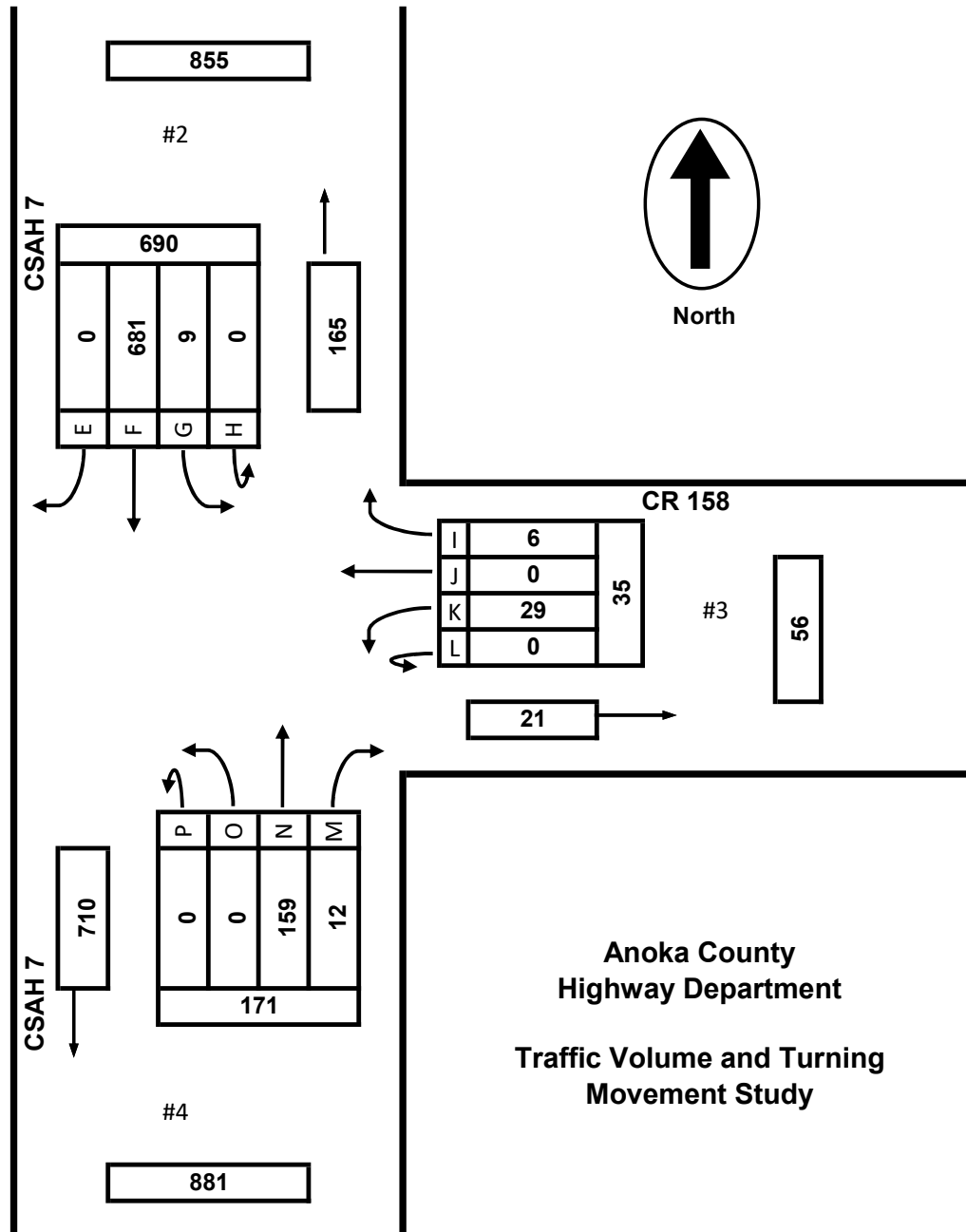
Location: CSAH 7

@ CR 158

Collection Period: 24 HR

Peak Hour: 6:45 - 7:45 AM

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



Date: 05/16/24

Count Number: TMC 2460

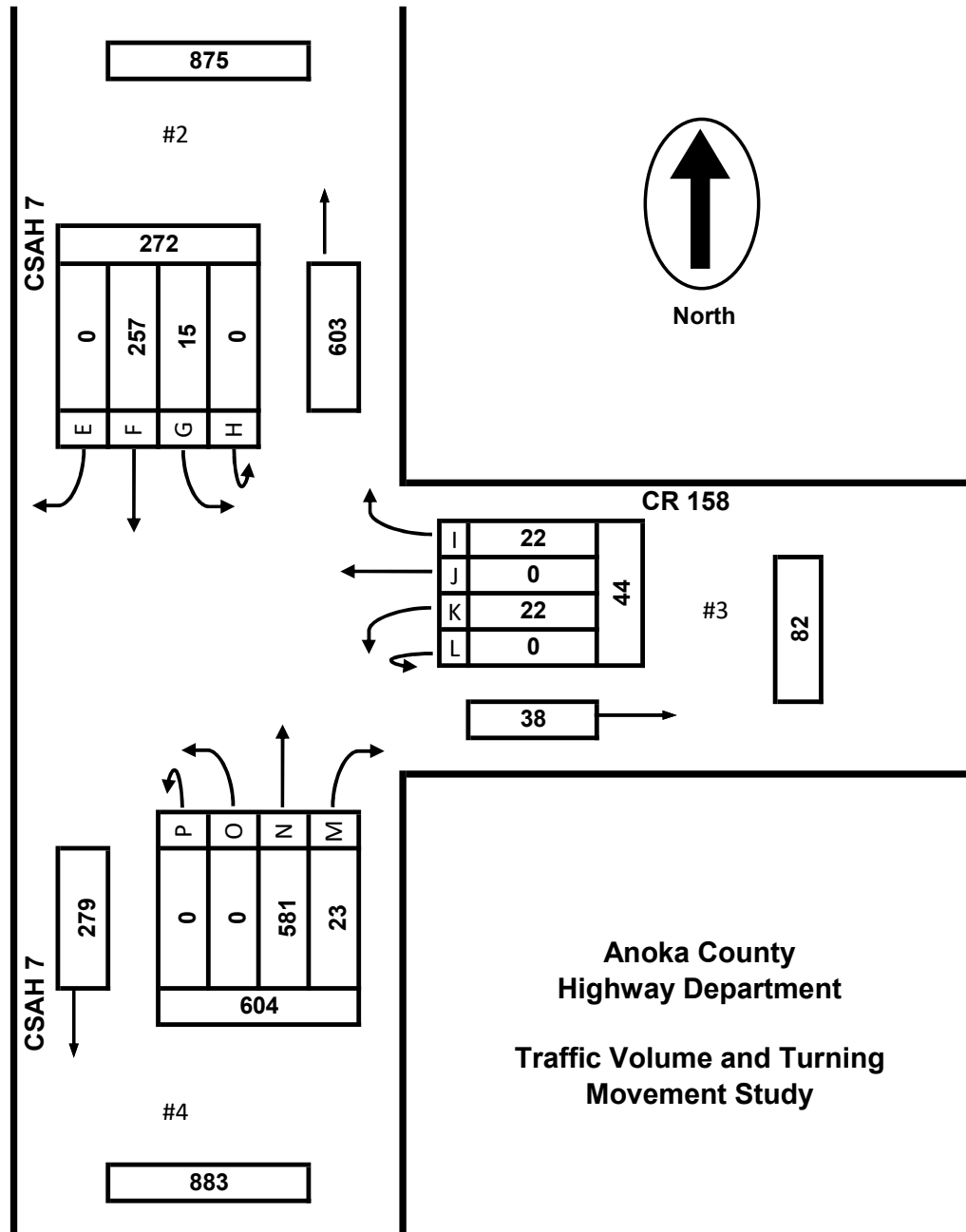
Location: CSAH 7

@ CR 158

Collection Period: 24 HR

Peak Hour: 4:00 - 5:00 PM

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



TMC 2460 - CSAH 7 @ CR 158
Andover MN
Thursday, May 16, 2024

Time	Southbound CSAH 7						Westbound CR 158						Northbound CSAH 7						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	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
12:15 AM	0	2	2	0	0	4	0	0	0	1	0	1	0	0	7	0	0	0	0	0	0	0	0	0	12
12:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	6
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	2	3	0	0	5	0	0	0	1	0	1	0	0	19	0	0	0	19	0	0	0	0	0	25
1:00 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	10
1:15 AM	0	0	1	0	0	1	0	1	0	0	0	1	0	0	2	0	0	0	2	0	0	0	0	0	4
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
1:45 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	7
Hourly Total	0	0	7	0	0	7	0	1	0	0	0	1	0	0	15	0	0	0	15	0	0	0	0	0	23
2:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
2:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
2:30 AM	0	0	7	0	0	7	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	11
2:45 AM	0	0	2	0	0	2	0	1	0	0	0	1	0	0	3	0	0	0	3	0	0	0	0	0	6
Hourly Total	0	0	12	0	0	12	0	1	0	0	0	1	0	0	8	1	0	0	9	0	0	0	0	0	22
3:00 AM	0	0	6	0	0	6	0	0	0	2	0	2	0	0	1	0	0	0	1	0	0	0	0	0	9
3:15 AM	0	0	14	0	0	14	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	16
3:30 AM	0	0	13	0	0	13	0	0	0	1	0	1	0	0	3	0	0	0	3	0	0	0	0	0	17
3:45 AM	0	1	24	0	0	25	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	28
Hourly Total	0	1	57	0	0	58	0	0	0	3	0	3	0	0	8	1	0	0	9	0	0	0	0	0	70
4:00 AM	0	0	22	0	0	22	0	1	0	0	0	1	0	0	4	0	0	0	4	0	0	0	0	0	27
4:15 AM	0	0	26	0	0	26	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	28
4:30 AM	0	0	38	0	0	38	0	2	0	0	0	2	0	0	2	0	0	0	2	0	0	0	0	0	42
4:45 AM	0	0	36	0	0	36	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	38
Hourly Total	0	0	122	0	0	122	0	3	0	0	0	3	0	0	9	1	0	0	10	0	0	0	0	0	135
5:00 AM	0	1	58	0	0	59	0	1	0	1	0	2	0	0	3	0	0	0	3	0	0	0	0	0	64
5:15 AM	0	0	94	0	0	94	0	1	0	0	0	1	0	0	6	0	0	0	6	0	0	0	0	0	101
5:30 AM	0	2	113	0	0	115	0	1	0	2	0	3	0	0	10	0	0	0	10	0	0	0	0	0	128
5:45 AM	0	2	100	0	0	102	0	2	0	1	0	3	0	0	9	0	0	0	9	0	0	0	0	0	114
Hourly Total	0	5	365	0	0	370	0	5	0	4	0	9	0	0	28	0	0	0	28	0	0	0	0	0	407
6:00 AM	0	0	140	0	0	140	0	5	0	2	0	7	0	0	15	1	0	0	16	0	0	0	0	0	163
6:15 AM	0	0	141	0	0	141	0	3	0	0	0	3	0	0	25	0	0	0	25	0	0	0	0	0	169
6:30 AM	0	0	190	0	0	190	0	4	0	0	0	4	0	0	23	0	0	0	23	0	0	0	0	0	217
6:45 AM	0	1	169	0	0	170	0	4	0	2	0	6	0	0	34	1	0	0	35	0	0	0	0	0	211
Hourly Total	0	1	640	0	0	641	0	16	0	4	0	20	0	0	97	2	0	0	99	0	0	0	0	0	760
7:00 AM	0	0	165	0	0	165	0	12	0	0	0	12	0	0	30	0	0	0	30	0	0	0	0	0	207
7:15 AM	0	5	170	0	0	175	0	8	0	2	0	10	0	0	51	6	0	0	57	0	0	0	0	0	242
7:30 AM	0	3	177	0	0	180	0	5	0	2	0	7	0	0	44	5	0	0	49	0	0	0	0	0	236
7:45 AM	0	6	117	0	0	123	0	5	0	3	0	8	0	0	40	3	0	0	43	0	0	0	0	0	174
Hourly Total	0	14	629	0	0	643	0	30	0	7	0	37	0	0	165	14	0	0	179	0	0	0	0	0	859

TMC 2460 - CSAH 7 @ CR 158
Andover MN
Thursday, May 16, 2024

Time	Southbound CSAH 7						Westbound CR 158						Northbound CSAH 7						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	
8:00 AM	0	0	86	0	0	86	0	6	0	3	0	9	0	0	37	1	0	38	0	0	0	0	0	0	133
8:15 AM	0	5	110	0	0	115	0	4	0	2	0	6	0	0	25	2	0	27	0	0	0	0	0	0	148
8:30 AM	0	2	96	0	0	98	0	3	0	3	0	6	0	0	24	5	0	29	0	0	0	0	0	0	133
8:45 AM	0	7	83	0	0	90	0	3	0	1	0	4	0	0	24	1	0	25	0	0	0	0	0	0	119
Hourly Total	0	14	375	0	0	389	0	16	0	9	0	25	0	0	110	9	0	119	0	0	0	0	0	0	533
9:00 AM	0	2	66	0	0	68	0	4	0	3	0	7	0	0	32	3	0	35	0	0	0	0	0	0	110
9:15 AM	0	2	67	0	0	69	0	2	0	1	0	3	0	0	29	0	0	29	0	0	0	0	0	0	101
9:30 AM	0	3	73	0	0	76	0	5	0	3	0	8	0	0	38	2	0	40	0	0	0	0	0	0	124
9:45 AM	0	0	56	0	0	56	0	3	0	3	0	6	0	0	37	4	0	41	0	0	0	0	0	0	103
Hourly Total	0	7	262	0	0	269	0	14	0	10	0	24	0	0	136	9	0	145	0	0	0	0	0	0	438
10:00 AM	0	1	47	0	0	48	0	1	0	1	0	2	0	0	39	2	0	41	0	0	0	0	0	0	91
10:15 AM	0	0	56	0	0	56	0	2	0	4	0	6	0	0	34	6	0	40	0	0	0	0	0	0	102
10:30 AM	0	1	55	0	0	56	0	4	0	2	0	6	0	0	25	3	0	28	0	0	0	0	0	0	90
10:45 AM	0	2	50	0	0	52	0	5	0	1	0	6	0	0	44	1	0	45	0	0	0	0	0	0	103
Hourly Total	0	4	208	0	0	212	0	12	0	8	0	20	0	0	142	12	0	154	0	0	0	0	0	0	386
11:00 AM	0	2	67	0	0	69	0	3	0	2	0	5	0	0	48	2	0	50	0	0	0	0	0	0	124
11:15 AM	0	2	55	0	0	57	0	0	0	2	0	2	0	0	43	2	0	45	0	0	0	0	0	0	104
11:30 AM	0	2	49	0	0	51	0	4	0	4	0	8	0	0	54	3	0	57	0	0	0	0	0	0	116
11:45 AM	0	2	68	0	0	70	0	1	0	1	0	2	0	0	50	0	0	50	0	0	0	0	0	0	122
Hourly Total	0	8	239	0	0	247	0	8	0	9	0	17	0	0	195	7	0	202	0	0	0	0	0	0	466
12:00 PM	0	0	46	0	0	46	0	1	0	1	0	2	0	0	56	2	0	58	0	0	0	0	0	0	106
12:15 PM	0	3	49	0	0	52	0	3	0	4	0	7	0	0	58	6	0	64	0	0	0	0	0	0	123
12:30 PM	0	1	68	0	0	69	0	3	0	2	0	5	0	0	63	4	0	67	0	0	0	0	0	0	141
12:45 PM	0	1	56	0	0	57	0	2	0	0	0	2	0	0	54	3	0	57	0	0	0	0	0	0	116
Hourly Total	0	5	219	0	0	224	0	9	0	7	0	16	0	0	231	15	0	246	0	0	0	0	0	0	486
1:00 PM	0	0	54	0	0	54	0	2	0	0	0	2	0	0	43	0	0	43	0	0	0	0	0	0	99
1:15 PM	0	4	42	0	0	46	0	1	0	2	0	3	0	0	66	3	0	69	0	0	0	0	0	0	118
1:30 PM	0	4	50	0	0	54	0	4	0	1	0	5	0	0	75	3	0	78	0	0	0	0	0	0	137
1:45 PM	0	2	67	0	0	69	0	2	0	3	0	5	0	0	80	3	0	83	0	0	0	0	0	0	157
Hourly Total	0	10	213	0	0	223	0	9	0	6	0	15	0	0	264	9	0	273	0	0	0	0	0	0	511
2:00 PM	0	2	49	0	0	51	0	3	0	2	0	5	0	0	94	6	0	100	0	0	0	0	0	0	156
2:15 PM	0	1	60	0	0	61	0	2	0	3	0	5	0	0	90	7	0	97	0	0	0	0	0	0	163
2:30 PM	0	3	52	0	0	55	0	5	0	1	0	6	0	0	107	4	0	111	0	0	0	0	0	0	172
2:45 PM	0	1	61	0	0	62	0	7	0	6	0	13	0	0	128	6	0	134	0	0	0	0	0	0	209
Hourly Total	0	7	222	0	0	229	0	17	0	12	0	29	0	0	419	23	0	442	0	0	0	0	0	0	700
3:00 PM	0	1	67	0	0	68	0	2	0	3	0	5	0	0	117	6	0	123	0	0	0	0	0	0	196
3:15 PM	0	4	61	0	0	65	0	4	0	2	0	6	0	0	144	5	0	149	0	0	0	0	0	0	220
3:30 PM	0	1	61	0	0	62	0	4	0	3	0	7	0	0	129	3	0	132	0	0	0	0	0	0	201
3:45 PM	0	2	65	0	0	67	0	4	0	3	0	7	0	0	128	5	0	133	0	0	0	0	0	0	207
Hourly Total	0	8	254	0	0	262	0	14	0	11	0	25	0	0	518	19	0	537	0	0	0	0	0	0	824

TMC 2460 - CSAH 7 @ CR 158

Andover MN

Thursday, May 16, 2024

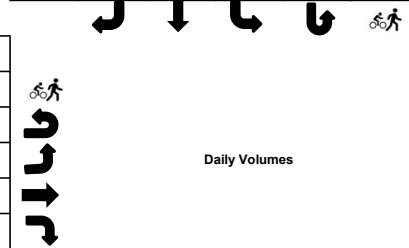
AM Peak Hour

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	
6:45 AM	0	1	169	0	0	170	0	4	0	2	0	6	0	0	34	1	0	35	0	0	0	0	0	0	211
7:00 AM	0	0	165	0	0	165	0	12	0	0	0	12	0	0	30	0	0	30	0	0	0	0	0	0	207
7:15 AM	0	5	170	0	0	175	0	8	0	2	0	10	0	0	51	6	0	57	0	0	0	0	0	0	242
7:30 AM	0	3	177	0	0	180	0	5	0	2	0	7	0	0	44	5	0	49	0	0	0	0	0	0	236
Peak Hour Total	0	9	681	0	0	690	0	29	0	6	0	35	0	0	159	12	0	171	0	0	0	0	0	0	896
PHF	0.000	0.450	0.962	0.000	0.000	0.958	0.000	0.604	0.000	0.750	0.000	0.729	0.000	0.000	0.779	0.500	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.926

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	
4:00 PM	0	1	62	0	0	63	0	4	0	6	1	10	0	0	141	8	0	149	0	0	0	0	0	0	222
4:15 PM	0	6	70	0	0	76	0	3	0	4	0	7	0	0	132	4	0	136	0	0	0	0	0	0	219
4:30 PM	0	3	57	0	0	60	0	9	0	6	0	15	0	0	148	7	0	155	0	0	0	0	0	0	230
4:45 PM	0	5	68	0	0	73	0	6	0	6	0	12	0	0	160	4	0	164	0	0	0	0	0	0	249
Peak Hour Total	0	15	257	0	0	272	0	22	0	22	1	44	0	0	581	23	0	604	0	0	0	0	0	0	920
PHF	0.000	0.625	0.918	0.000	0.000	0.895	0.000	0.611	0.000	0.917	0.250	0.733	0.000	0.000	0.908	0.719	0.000	0.921	0.000	0.000	0.000	0.000	0.000	0.000	0.924

Total Vehicles On Leg				9765			
Vehicles Entering Intersection				4991			
Vehicles Exiting Intersection				4774			
Southbound							
Cars	0	4696	134	0	0	0	0
Heavy	0	157	4	0	0	0	0
Total	0	4853	138	0	0	0	0



Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 367	Total Vehicles on Leg 741
138	12	150			
0	0	0			
213	4	217			
0	0	0			
1	0	1		Vehicles Exiting Intersection 374	

Cars	0	0	0	4499	232
Heavy	0	0	0	125	4
Total	0	0	0	4624	236
Northbound					
Vehicles Entering Intersection			4860		
Vehicles Exiting Intersection			5070		
Total Vehicles On Leg			9930		

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2460

Study Date : 05/22/2024

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 7

Number of Lanes : 1

Total Approach Volume: 4,860

Southbound: CSAH 7

Number of Lanes : 1

Total Approach Volume: 4,991

Minor Street Approaches

Westbound: CR 158

Number of Lanes : 1

Total Approach Volume: 367

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 1 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 2460

Study Date : 05/22/2024

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	
16:00 - 17:00	604	+	272	=	876	0	44	No
06:45 - 07:45	171	+	690	=	861	0	35	No
16:30 - 17:30	598	+	252	=	850	0	40	No
16:15 - 17:15	590	+	258	=	848	0	39	No
06:30 - 07:30	145	+	700	=	845	0	32	No
16:45 - 17:45	574	+	269	=	843	0	31	No
15:45 - 16:45	573	+	266	=	839	0	39	No
07:00 - 08:00	179	+	643	=	822	0	37	No
15:15 - 16:15	563	+	257	=	820	0	30	No
15:30 - 16:30	550	+	268	=	818	0	31	No
15:00 - 16:00	537	+	262	=	799	0	25	No
14:45 - 15:45	538	+	257	=	795	0	31	No
17:00 - 18:00	531	+	251	=	782	0	25	No
06:15 - 07:15	113	+	666	=	779	0	25	No
14:30 - 15:30	517	+	250	=	767	0	30	No
17:15 - 18:15	499	+	253	=	752	0	24	No
07:15 - 08:15	187	+	564	=	751	0	34	No
06:00 - 07:00	99	+	641	=	740	0	20	No
14:15 - 15:15	465	+	246	=	711	0	29	No
17:30 - 18:30	467	+	236	=	703	0	23	No
14:00 - 15:00	442	+	229	=	671	0	29	No
07:30 - 08:30	157	+	504	=	661	0	30	No
17:45 - 18:45	433	+	213	=	646	0	23	No
05:45 - 06:45	73	+	573	=	646	0	17	No
13:45 - 14:45	391		236		627	0	21	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2460

Study Date : 05/22/2024

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	
16:00 - 17:00	604	+	272	=	876	0	44	No
06:45 - 07:45	171	+	690	=	861	0	35	No
16:30 - 17:30	598	+	252	=	850	0	40	No
16:15 - 17:15	590	+	258	=	848	0	39	No
06:30 - 07:30	145	+	700	=	845	0	32	No
16:45 - 17:45	574	+	269	=	843	0	31	No
15:45 - 16:45	573	+	266	=	839	0	39	No
07:00 - 08:00	179	+	643	=	822	0	37	No
15:15 - 16:15	563	+	257	=	820	0	30	No
15:30 - 16:30	550	+	268	=	818	0	31	No
15:00 - 16:00	537	+	262	=	799	0	25	No
14:45 - 15:45	538	+	257	=	795	0	31	No
17:00 - 18:00	531	+	251	=	782	0	25	No
06:15 - 07:15	113	+	666	=	779	0	25	No
14:30 - 15:30	517	+	250	=	767	0	30	No
17:15 - 18:15	499	+	253	=	752	0	24	No
07:15 - 08:15	187	+	564	=	751	0	34	No
06:00 - 07:00	99	+	641	=	740	0	20	No
14:15 - 15:15	465	+	246	=	711	0	29	No
17:30 - 18:30	467	+	236	=	703	0	23	No
14:00 - 15:00	442	+	229	=	671	0	29	No
07:30 - 08:30	157	+	504	=	661	0	30	No
17:45 - 18:45	433	+	213	=	646	0	23	No
05:45 - 06:45	73	+	573	=	646	0	17	No
13:45 - 14:45	391		236		627	0	21	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2460

Study Date : 05/22/2024

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 1 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 7

Minor Road CR 158

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
16:00 - 17:00	604	+	272	=	876	0	44	No
06:45 - 07:45	171	+	690	=	861	0	35	No
16:30 - 17:30	598	+	252	=	850	0	40	No
16:15 - 17:15	590	+	258	=	848	0	39	No
06:30 - 07:30	145	+	700	=	845	0	32	No
16:45 - 17:45	574	+	269	=	843	0	31	No
15:45 - 16:45	573	+	266	=	839	0	39	No
07:00 - 08:00	179	+	643	=	822	0	37	No
15:15 - 16:15	563	+	257	=	820	0	30	No
15:30 - 16:30	550	+	268	=	818	0	31	No
15:00 - 16:00	537	+	262	=	799	0	25	No
14:45 - 15:45	538	+	257	=	795	0	31	No

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
16:00 - 17:00	604	+	272	=	876	0	44	Yes
06:45 - 07:45	171	+	690	=	861	0	35	No
06:30 - 07:30	145	+	700	=	845	0	32	No
15:45 - 16:45	573	+	266	=	839	0	39	No
07:00 - 08:00	179	+	643	=	822	0	37	No
15:15 - 16:15	563	+	257	=	820	0	30	No
15:30 - 16:30	550	+	268	=	818	0	31	No
15:00 - 16:00	537	+	262	=	799	0	25	No
14:45 - 15:45	538	+	257	=	795	0	31	No
17:00 - 18:00	531	+	251	=	782	0	25	No
06:15 - 07:15	113	+	666	=	779	0	25	No
14:30 - 15:30	517	+	250	=	767	0	30	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2460

Study Date : 05/22/2024

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.

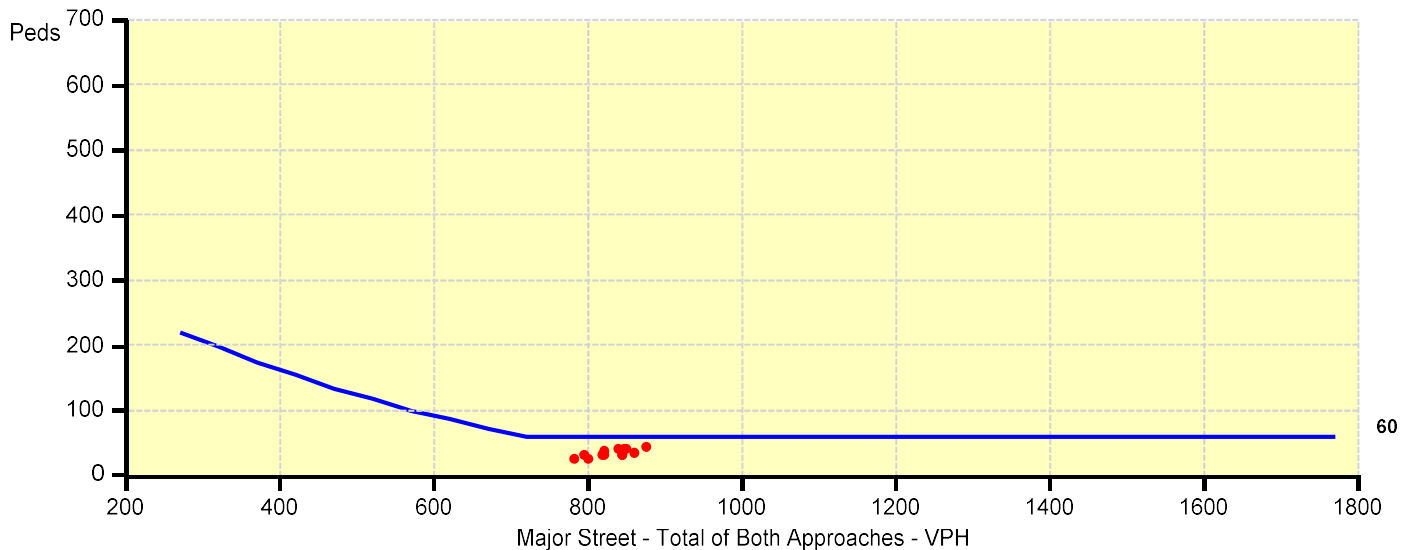
Summary

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 7				Total	Minor Road CR 158		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
16:00 - 17:00	604	+	272	=	876	0	44	No
06:45 - 07:45	171	+	690	=	861	0	35	No
16:30 - 17:30	598	+	252	=	850	0	40	No
16:15 - 17:15	590	+	258	=	848	0	39	No
06:30 - 07:30	145	+	700	=	845	0	32	No
16:45 - 17:45	574	+	269	=	843	0	31	No
15:45 - 16:45	573	+	266	=	839	0	39	No
07:00 - 08:00	179	+	643	=	822	0	37	No
15:15 - 16:15	563	+	257	=	820	0	30	No
15:30 - 16:30	550	+	268	=	818	0	31	No
15:00 - 16:00	537	+	262	=	799	0	25	No
14:45 - 15:45	538		257		795	0	31	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2460

Study Date : 05/22/2024

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 7				Total	Minor Road CR 158		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
16:00 - 17:00	604	+	272	=	876	0	44	No
06:45 - 07:45	171	+	690	=	861	0	35	No
16:30 - 17:30	598	+	252	=	850	0	40	No
16:15 - 17:15	590	+	258	=	848	0	39	No
06:30 - 07:30	145	+	700	=	845	0	32	No
16:45 - 17:45	574	+	269	=	843	0	31	No
15:45 - 16:45	573	+	266	=	839	0	39	No
07:00 - 08:00	179	+	643	=	822	0	37	No
15:15 - 16:15	563	+	257	=	820	0	30	No
15:30 - 16:30	550	+	268	=	818	0	31	No
15:00 - 16:00	537	+	262	=	799	0	25	No
14:45 - 15:45	538		257		795	0	31	No

