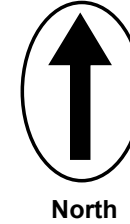


Date: 06/26/24

Count Number: TMC 2466

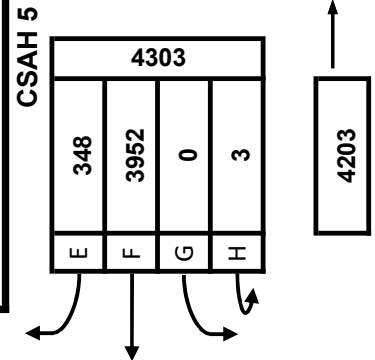
Location: CSAH 5
@ 175th Ave NE

Collection Period: 24 HR



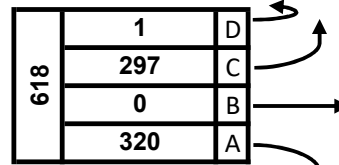
8506

#2



1225

#1

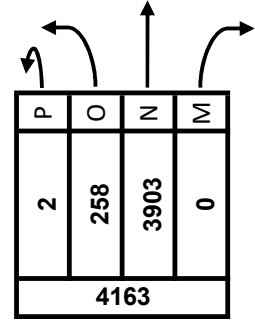


175th AVE NE

607

4274

CSAH 5



#4

8437

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

Anoka County
 Highway Department
 Traffic Volume and Turning
 Movement Study

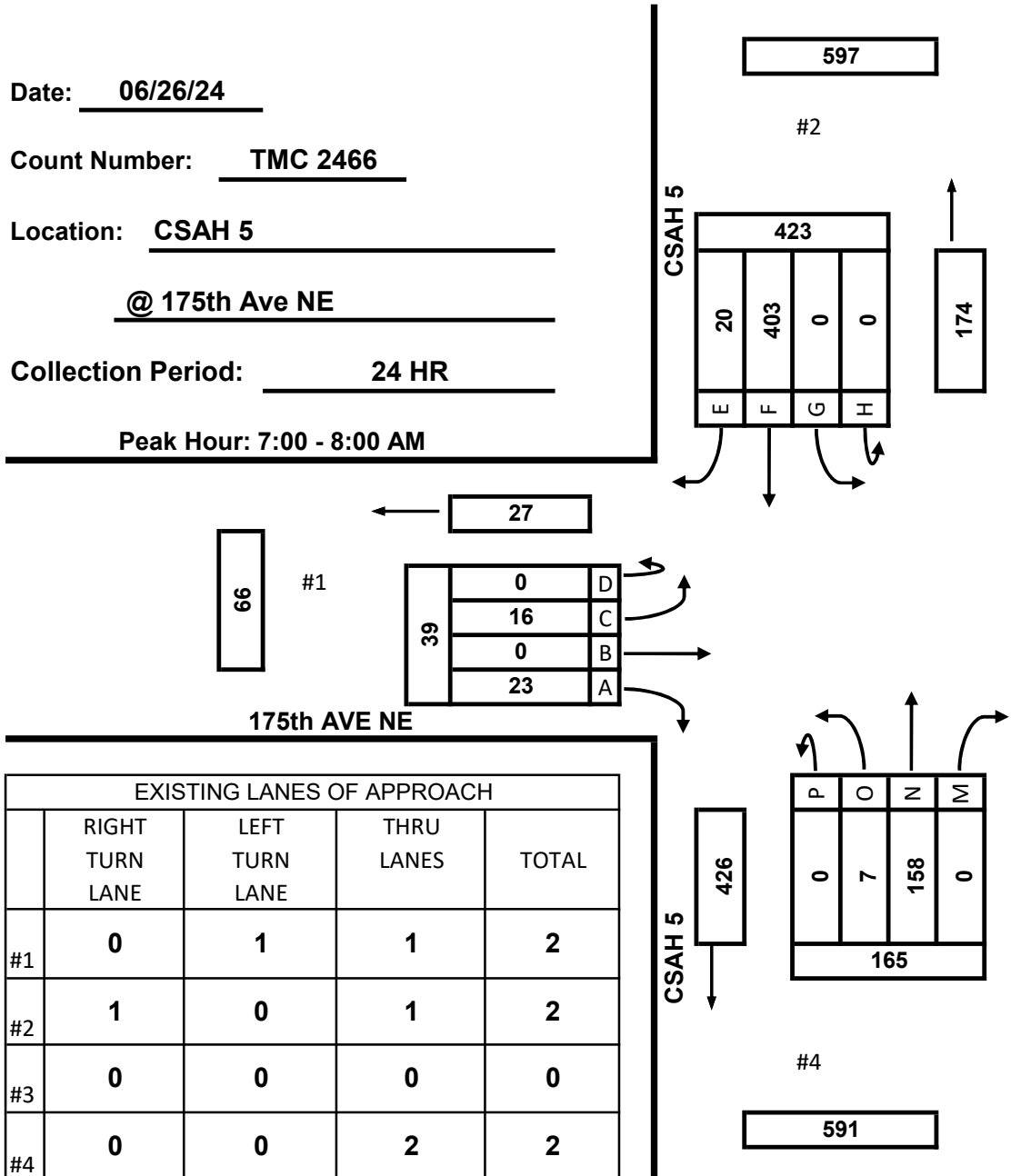
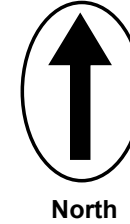
Date: 06/26/24

Count Number: TMC 2466

Location: CSAH 5
@ 175th Ave NE

Collection Period: 24 HR

Peak Hour: 7:00 - 8:00 AM



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

Anoka County
 Highway Department
 Traffic Volume and Turning
 Movement Study

Date: 06/26/24

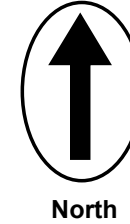
Count Number: TMC 2466

Location: CSAH 5

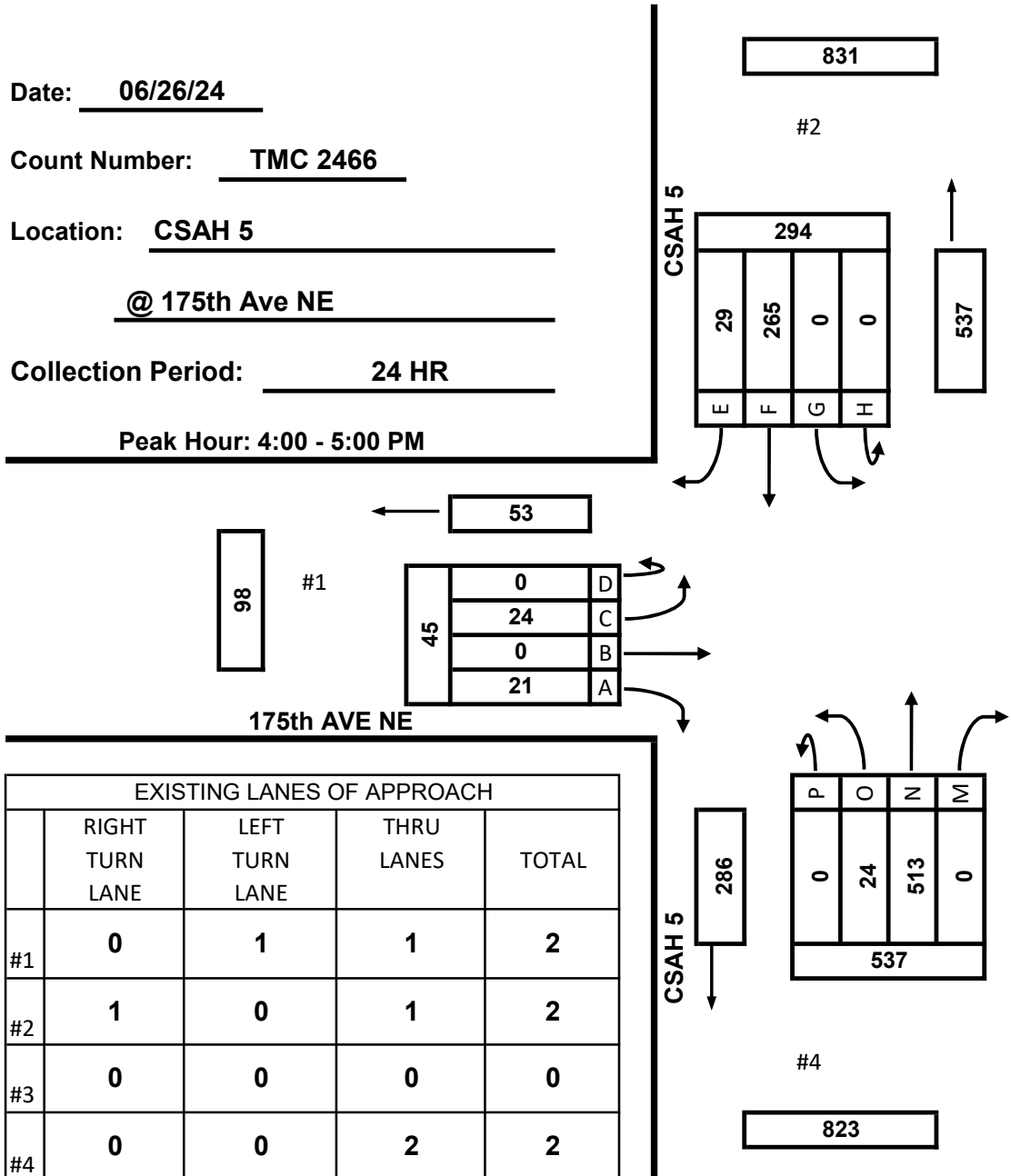
@ 175th Ave NE

Collection Period: 24 HR

Peak Hour: 4:00 - 5:00 PM



North



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

Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

TMC 2466 - CSAH 5 @ 175th Ave NE

0 MN

Wednesday, June 26, 2024

| Time | Southbound CSAH 5 | | | | | | Westbound N/A | | | | | | Northbound CSAH 5 | | | | | | Eastbound 175th Ave NE | | | | | | 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 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 12:15 AM | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:30 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 12:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | |
| Hourly Total | 0 | 0 | 7 | 1 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 17 | |
| 1:00 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 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 1:15 AM | 0 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | |
| 1:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 1:45 AM | 0 | 0 | 3 | 0 | 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 | 3 | |
| Hourly Total | 0 | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | |
| 2:00 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | |
| 2:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | |
| 2:30 AM | 1 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | |
| 2:45 AM | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | |
| Hourly Total | 1 | 0 | 7 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 20 | 20 | |
| 3:00 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 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 3:15 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 | 1 | |
| 3:30 AM | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 10 | |
| 3:45 AM | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | |
| Hourly Total | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 19 | |
| 4:00 AM | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 9 | |
| 4:15 AM | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 14 | |
| 4:30 AM | 0 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 28 | |
| 4:45 AM | 0 | 0 | 18 | 2 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 26 | |
| Hourly Total | 0 | 0 | 52 | 2 | 0 | 54 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 0 | 14 | 0 | 4 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 5 | 9 | 77 | |
| 5:00 AM | 0 | 0 | 30 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 41 | |
| 5:15 AM | 0 | 0 | 38 | 2 | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 0 | 0 | 12 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 56 | |
| 5:30 AM | 0 | 0 | 91 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 0 | 13 | 0 | 3 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 9 | 0 | 113 | |
| 5:45 AM | 0 | 0 | 72 | 1 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 0 | 0 | 16 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 6 | |
| Hourly Total | 0 | 0 | 231 | 3 | 0 | 234 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 46 | 0 | 0 | 50 | 0 | 5 | 0 | 16 | 0 | 0 | 0 | 5 | 0 | 16 | 0 | 305 | |
| 6:00 AM | 0 | 0 | 69 | 4 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 28 | 0 | 0 | 31 | 0 | 2 | 0 | 9 | 0 | 0 | 0 | 2 | 0 | 11 | 0 | 115 | |
| 6:15 AM | 0 | 0 | 79 | 3 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 28 | 0 | 0 | 29 | 0 | 3 | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 8 | 0 | 119 | |
| 6:30 AM | 0 | 0 | 99 | 3 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 29 | 0 | 0 | 31 | 0 | 6 | 0 | 12 | 0 | 0 | 0 | 6 | 0 | 18 | 0 | 151 | |
| 6:45 AM | 0 | 0 | 103 | 3 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 33 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 145 | |
| Hourly Total | 0 | 0 | 350 | 13 | 0 | 363 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 118 | 0 | 0 | 124 | 0 | 14 | 0 | 29 | 0 | 0 | 0 | 14 | 0 | 43 | 0 | 530 | |
| 7:00 AM | 0 | 0 | 98 | 0 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 40 | 0 | 0 | 44 | 0 | 3 | 0 | 9 | 0 | 0 | 0 | 3 | 0 | 12 | 0 | 154 | |
| 7:15 AM | 0 | 0 | 105 | 7 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 33 | 0 | 0 | 35 | 0 | 5 | 0 | 6 | 0 | 0 | 0 | 5 | 0 | 11 | 0 | 158 | |
| 7:30 AM | 0 | 0 | 93 | 7 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 49 | 0 | 0 | 50 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 10 | 0 | 160 | |
| 7:45 AM | 0 | 0 | 107 | 6 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 36 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 155 | |
| Hourly Total | 0 | 0 | 403 | 20 | 0 | 423 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 158 | 0 | 0 | 165 | 0 | 16 | 0 | 23 | 0 | 0 | 0 | 16 | 0 | 39 | 0 | 627 | |

TMC 2466 - CSAH 5 @ 175th Ave NE

0 MN

Wednesday, June 26, 2024

| Time | Southbound CSAH 5 | | | | | | Westbound N/A | | | | | | Northbound CSAH 5 | | | | | | Eastbound 175th Ave NE | | | | | | 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 | 78 | 3 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 39 | 0 | 0 | 41 | 0 | 1 | 0 | 9 | 0 | 10 | 132 |
| 8:15 AM | 1 | 0 | 65 | 10 | 0 | 76 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 53 | 0 | 0 | 57 | 0 | 6 | 0 | 4 | 0 | 10 | 143 |
| 8:30 AM | 0 | 0 | 66 | 5 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 35 | 0 | 0 | 37 | 0 | 4 | 0 | 7 | 0 | 11 | 119 |
| 8:45 AM | 0 | 0 | 55 | 11 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 57 | 0 | 0 | 59 | 0 | 4 | 0 | 5 | 0 | 9 | 134 |
| Hourly Total | 1 | 0 | 264 | 29 | 0 | 294 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 184 | 0 | 0 | 194 | 0 | 15 | 0 | 25 | 0 | 40 | 528 |
| 9:00 AM | 0 | 0 | 65 | 4 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 45 | 0 | 0 | 48 | 0 | 5 | 0 | 2 | 0 | 7 | 124 |
| 9:15 AM | 0 | 0 | 45 | 2 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 34 | 0 | 0 | 37 | 0 | 2 | 0 | 0 | 0 | 2 | 86 |
| 9:30 AM | 0 | 0 | 50 | 2 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 70 | 0 | 0 | 71 | 0 | 2 | 0 | 2 | 0 | 4 | 127 |
| 9:45 AM | 0 | 0 | 54 | 7 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 61 | 0 | 0 | 63 | 0 | 6 | 0 | 5 | 0 | 11 | 135 |
| Hourly Total | 0 | 0 | 214 | 15 | 0 | 229 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 210 | 0 | 0 | 219 | 0 | 15 | 0 | 9 | 0 | 24 | 472 |
| 10:00 AM | 0 | 0 | 55 | 1 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 49 | 0 | 0 | 50 | 0 | 5 | 0 | 4 | 0 | 9 | 115 |
| 10:15 AM | 0 | 0 | 60 | 8 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 52 | 0 | 0 | 56 | 0 | 8 | 0 | 6 | 0 | 14 | 138 |
| 10:30 AM | 0 | 0 | 61 | 1 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 66 | 0 | 0 | 72 | 0 | 4 | 0 | 5 | 0 | 9 | 143 |
| 10:45 AM | 0 | 0 | 56 | 11 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 72 | 0 | 0 | 75 | 0 | 3 | 0 | 2 | 0 | 5 | 147 |
| Hourly Total | 0 | 0 | 232 | 21 | 0 | 253 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 239 | 0 | 0 | 253 | 0 | 20 | 0 | 17 | 0 | 37 | 543 |
| 11:00 AM | 0 | 0 | 53 | 6 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 43 | 0 | 0 | 49 | 0 | 7 | 0 | 8 | 0 | 15 | 123 |
| 11:15 AM | 0 | 0 | 68 | 5 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 54 | 0 | 0 | 61 | 0 | 7 | 0 | 2 | 0 | 9 | 143 |
| 11:30 AM | 0 | 0 | 56 | 5 | 0 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 45 | 0 | 0 | 49 | 0 | 4 | 0 | 4 | 0 | 8 | 118 |
| 11:45 AM | 0 | 0 | 57 | 7 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 42 | 0 | 0 | 48 | 0 | 1 | 0 | 5 | 0 | 6 | 118 |
| Hourly Total | 0 | 0 | 234 | 23 | 0 | 257 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 184 | 0 | 0 | 207 | 0 | 19 | 0 | 19 | 0 | 38 | 502 |
| 12:00 PM | 0 | 0 | 44 | 8 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 38 | 0 | 0 | 41 | 0 | 5 | 0 | 9 | 0 | 14 | 107 |
| 12:15 PM | 0 | 0 | 47 | 8 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 48 | 0 | 0 | 49 | 0 | 4 | 0 | 3 | 0 | 7 | 111 |
| 12:30 PM | 0 | 0 | 38 | 6 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 46 | 0 | 9 | 0 | 4 | 0 | 13 | 103 |
| 12:45 PM | 1 | 0 | 55 | 6 | 0 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 51 | 0 | 0 | 56 | 0 | 4 | 0 | 3 | 0 | 7 | 125 |
| Hourly Total | 1 | 0 | 184 | 28 | 0 | 213 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 183 | 0 | 0 | 192 | 0 | 22 | 0 | 19 | 0 | 41 | 446 |
| 1:00 PM | 0 | 0 | 35 | 4 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 42 | 0 | 0 | 44 | 0 | 1 | 0 | 2 | 0 | 3 | 86 |
| 1:15 PM | 0 | 0 | 52 | 6 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 47 | 0 | 0 | 48 | 0 | 8 | 0 | 3 | 0 | 11 | 117 |
| 1:30 PM | 0 | 0 | 47 | 2 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 47 | 0 | 0 | 51 | 0 | 7 | 0 | 5 | 0 | 12 | 112 |
| 1:45 PM | 0 | 0 | 40 | 4 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 55 | 0 | 0 | 56 | 0 | 1 | 0 | 3 | 0 | 4 | 104 |
| Hourly Total | 0 | 0 | 174 | 16 | 0 | 190 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 191 | 0 | 0 | 199 | 0 | 17 | 0 | 13 | 0 | 30 | 419 |
| 2:00 PM | 0 | 0 | 46 | 3 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 60 | 0 | 0 | 65 | 0 | 5 | 0 | 7 | 0 | 12 | 126 |
| 2:15 PM | 0 | 0 | 53 | 5 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 74 | 0 | 0 | 82 | 0 | 3 | 0 | 6 | 0 | 9 | 149 |
| 2:30 PM | 0 | 0 | 39 | 5 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 78 | 0 | 0 | 79 | 0 | 5 | 0 | 7 | 0 | 12 | 135 |
| 2:45 PM | 0 | 0 | 35 | 3 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 72 | 0 | 0 | 79 | 0 | 3 | 0 | 5 | 0 | 8 | 125 |
| Hourly Total | 0 | 0 | 173 | 16 | 0 | 189 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 284 | 0 | 0 | 305 | 0 | 16 | 0 | 25 | 0 | 41 | 535 |
| 3:00 PM | 0 | 0 | 61 | 4 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 106 | 0 | 0 | 110 | 0 | 1 | 0 | 4 | 0 | 5 | 180 |
| 3:15 PM | 0 | 0 | 54 | 4 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 84 | 0 | 0 | 89 | 0 | 5 | 0 | 3 | 0 | 8 | 155 |
| 3:30 PM | 0 | 0 | 62 | 4 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 95 | 0 | 0 | 99 | 0 | 5 | 0 | 6 | 0 | 11 | 176 |
| 3:45 PM | 0 | 0 | 67 | 7 | 0 | 74 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 107 | 0 | 0 | 114 | 0 | 5 | 0 | 3 | 0 | 8 | 196 |
| Hourly Total | 0 | 0 | 244 | 19 | 0 | 263 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 19 | 392 | 0 | 0 | 412 | 0 | 16 | 0 | 16 | 0 | 32 | 707 |

TMC 2466 - CSAH 5 @ 175th Ave NE

0 MN

Wednesday, June 26, 2024

| Time | Southbound CSAH 5 | | | | | | Westbound N/A | | | | | | Northbound CSAH 5 | | | | | | Eastbound 175th Ave NE | | | | | | 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 | 11 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 117 | 0 | 0 | 124 | 0 | 5 | 0 | 5 | 0 | 10 | 211 |
| 4:15 PM | 0 | 0 | 64 | 4 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 124 | 0 | 0 | 129 | 0 | 5 | 0 | 5 | 0 | 10 | 207 |
| 4:30 PM | 0 | 0 | 73 | 9 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 139 | 0 | 0 | 144 | 0 | 7 | 0 | 7 | 0 | 14 | 240 |
| 4:45 PM | 0 | 0 | 62 | 5 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 133 | 0 | 0 | 140 | 0 | 7 | 0 | 4 | 0 | 11 | 218 |
| Hourly Total | 0 | 0 | 265 | 29 | 0 | 294 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 513 | 0 | 0 | 537 | 0 | 24 | 0 | 21 | 0 | 45 | 876 |
| 5:00 PM | 0 | 0 | 45 | 11 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 111 | 0 | 0 | 120 | 0 | 4 | 0 | 7 | 0 | 11 | 187 |
| 5:15 PM | 0 | 0 | 64 | 7 | 0 | 71 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 101 | 0 | 0 | 106 | 0 | 8 | 0 | 7 | 0 | 15 | 192 |
| 5:30 PM | 0 | 0 | 62 | 8 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 100 | 0 | 0 | 112 | 0 | 5 | 0 | 9 | 0 | 14 | 196 |
| 5:45 PM | 0 | 0 | 48 | 5 | 0 | 53 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 95 | 0 | 0 | 100 | 0 | 9 | 0 | 6 | 0 | 15 | 168 |
| Hourly Total | 0 | 0 | 219 | 31 | 0 | 250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 407 | 0 | 0 | 438 | 0 | 26 | 0 | 29 | 0 | 55 | 743 |
| 6:00 PM | 0 | 0 | 48 | 9 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 88 | 0 | 0 | 91 | 0 | 5 | 0 | 7 | 0 | 12 | 160 |
| 6:15 PM | 0 | 0 | 49 | 10 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 89 | 0 | 0 | 95 | 0 | 7 | 0 | 3 | 0 | 10 | 164 |
| 6:30 PM | 0 | 0 | 58 | 11 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 47 | 0 | 0 | 51 | 0 | 7 | 0 | 3 | 0 | 10 | 130 |
| 6:45 PM | 0 | 0 | 67 | 2 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 48 | 0 | 0 | 55 | 0 | 6 | 0 | 3 | 0 | 9 | 133 |
| Hourly Total | 0 | 0 | 222 | 32 | 0 | 254 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 272 | 0 | 0 | 292 | 0 | 25 | 0 | 16 | 0 | 41 | 587 |
| 7:00 PM | 0 | 0 | 53 | 3 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 47 | 0 | 0 | 48 | 0 | 1 | 0 | 2 | 0 | 3 | 107 |
| 7:15 PM | 0 | 0 | 40 | 3 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 43 | 0 | 0 | 47 | 0 | 5 | 0 | 3 | 0 | 8 | 98 |
| 7:30 PM | 0 | 0 | 42 | 2 | 0 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 39 | 0 | 0 | 42 | 0 | 2 | 0 | 1 | 0 | 3 | 89 |
| 7:45 PM | 0 | 0 | 23 | 6 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 37 | 0 | 0 | 44 | 0 | 3 | 0 | 1 | 0 | 4 | 77 |
| Hourly Total | 0 | 0 | 158 | 14 | 0 | 172 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 166 | 0 | 0 | 181 | 0 | 11 | 0 | 7 | 0 | 18 | 371 |
| 8:00 PM | 0 | 0 | 60 | 7 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 30 | 0 | 0 | 38 | 0 | 7 | 0 | 8 | 0 | 15 | 120 |
| 8:15 PM | 0 | 0 | 35 | 11 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 42 | 0 | 0 | 45 | 0 | 3 | 0 | 2 | 0 | 5 | 96 |
| 8:30 PM | 0 | 0 | 37 | 2 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 35 | 0 | 0 | 38 | 0 | 6 | 0 | 2 | 0 | 8 | 85 |
| 8:45 PM | 0 | 0 | 33 | 3 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 35 | 0 | 0 | 39 | 0 | 3 | 0 | 2 | 0 | 5 | 80 |
| Hourly Total | 0 | 0 | 165 | 23 | 0 | 188 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 142 | 0 | 0 | 160 | 0 | 19 | 0 | 14 | 0 | 33 | 381 |
| 9:00 PM | 0 | 0 | 21 | 1 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40 | 0 | 0 | 40 | 0 | 4 | 0 | 1 | 0 | 5 | 67 |
| 9:15 PM | 0 | 0 | 26 | 1 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 26 | 0 | 0 | 31 | 0 | 1 | 0 | 3 | 0 | 4 | 62 |
| 9:30 PM | 0 | 0 | 10 | 2 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 24 | 0 | 0 | 25 | 0 | 2 | 0 | 0 | 0 | 2 | 39 |
| 9:45 PM | 0 | 0 | 16 | 3 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 24 | 0 | 2 | 0 | 2 | 0 | 4 | 47 |
| Hourly Total | 0 | 0 | 73 | 7 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 114 | 0 | 0 | 120 | 0 | 9 | 0 | 6 | 0 | 15 | 215 |
| 10:00 PM | 0 | 0 | 13 | 3 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 | 0 | 0 | 1 | 0 | 1 | 31 |
| 10:15 PM | 0 | 0 | 13 | 1 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 1 | 24 |
| 10:30 PM | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 1 | 0 | 2 | 0 | 3 | 23 |
| 10:45 PM | 0 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 1 | 11 |
| Hourly Total | 0 | 0 | 40 | 5 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 36 | 0 | 0 | 38 | 0 | 2 | 0 | 4 | 0 | 6 | 89 |
| 11:00 PM | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 0 | 0 | 12 | 0 | 1 | 0 | 0 | 0 | 1 | 20 |
| 11:15 PM | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 0 | 1 | 17 |
| 11:30 PM | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11:45 PM | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 0 | 4 | 11 |
| Hourly Total | 0 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 24 | 0 | 0 | 31 | 0 | 1 | 0 | 5 | 0 | 6 | 59 |
| DAILY TOTAL | 3 | 0 | 3952 | 348 | 0 | 4303 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 258 | 3903 | 0 | 0 | 4163 | 1 | 297 | 0 | 320 | 0 | 618 | 9084 |
| Cars | 3 | 0 | 3769 | 332 | 0 | 4104 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 255 | 3744 | 0 | 0 | 4001 | 1 | 286 | 0 | 313 | 0 | 600 | 8705 |
| Heavy Vehicles | 0 | 0 | 183 | 16 | 0 | 199 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 159 | 0 | 0 | 162 | 0 | 11 | 0 | 7 | 0 | 18 | 379 |
| Heavy Vehicle % | 0.00% | 0.00% | 4.63% | 4.60% | 0.00% | 4.62% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 1.16% | 4.07% | 0.00% | 0.00% | 3.89% | 0.00% | 3.70% | 0.00% | 2.19% | 0.00% | 2.91% | 4.17% |

TMC 2466 - CSAH 5 @ 175th Ave NE

0 MN

Wednesday, June 26, 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 | |
| 7:00 AM | 0 | 0 | 98 | 0 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 40 | 0 | 0 | 44 | 0 | 3 | 0 | 9 | 0 | 12 | 154 |
| 7:15 AM | 0 | 0 | 105 | 7 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 33 | 0 | 0 | 35 | 0 | 5 | 0 | 6 | 0 | 11 | 158 |
| 7:30 AM | 0 | 0 | 93 | 7 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 49 | 0 | 0 | 50 | 0 | 5 | 0 | 5 | 0 | 10 | 160 |
| 7:45 AM | 0 | 0 | 107 | 6 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 0 | 0 | 36 | 0 | 3 | 0 | 3 | 0 | 6 | 155 |
| Peak Hour Total | 0 | 0 | 403 | 20 | 0 | 423 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 158 | 0 | 0 | 165 | 0 | 16 | 0 | 23 | 0 | 39 | 627 |
| PHF | 0.000 | 0.000 | 0.942 | 0.714 | 0.000 | 0.936 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.438 | 0.806 | 0.000 | 0.000 | 0.825 | 0.000 | 0.800 | 0.000 | 0.639 | 0.000 | 0.813 | 0.980 |

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 | 0 | 66 | 11 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 117 | 0 | 0 | 124 | 0 | 5 | 0 | 5 | 0 | 10 | 211 |
| 4:15 PM | 0 | 0 | 64 | 4 | 0 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 124 | 0 | 0 | 129 | 0 | 5 | 0 | 5 | 0 | 10 | 207 |
| 4:30 PM | 0 | 0 | 73 | 9 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 139 | 0 | 0 | 144 | 0 | 7 | 0 | 7 | 0 | 14 | 240 |
| 4:45 PM | 0 | 0 | 62 | 5 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 133 | 0 | 0 | 140 | 0 | 7 | 0 | 4 | 0 | 11 | 218 |
| Peak Hour Total | 0 | 0 | 265 | 29 | 0 | 294 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 513 | 0 | 0 | 537 | 0 | 24 | 0 | 21 | 0 | 45 | 876 |
| PHF | 0.000 | 0.000 | 0.908 | 0.659 | 0.000 | 0.896 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.857 | 0.923 | 0.000 | 0.000 | 0.932 | 0.000 | 0.857 | 0.000 | 0.750 | 0.000 | 0.804 | 0.913 |

| | | | | | | | |
|--------------------------------|------------|-------------|----------|----------|----------|--|--|
| Total Vehicles On Leg | | | | 8506 | | | |
| Vehicles Entering Intersection | | | | 4303 | | | |
| Vehicles Exiting Intersection | | | | 4203 | | | |
| Southbound | | | | | | | |
| Cars | 332 | 3769 | 0 | 3 | 0 | | |
| Heavy | 16 | 183 | 0 | 0 | 0 | | |
| Total | 348 | 3952 | 0 | 3 | 0 | | |

| | | | | | | |
|----------------------------|------------------------------------|-----------|-------------------------------|------------|-----------|------------|
| Total Vehicles on Leg 1225 | Vehicles Entering Intersection 618 | Eastbound | Cars | 0 | 0 | 0 |
| | | | Heavy | 1 | 0 | 1 |
| | | | Total | 286 | 11 | 297 |
| | | | Vehicles Exiting Intersection | 0 | 0 | 0 |
| | | | Total | 313 | 7 | 320 |



Daily Volumes

| | | | | | | |
|-------------------------|----------------------------------|-----------|-------------------------------|----------|----------|----------|
| Total Vehicles on Leg 0 | Vehicles Entering Intersection 0 | Westbound | Cars | 0 | 0 | 0 |
| | | | Heavy | 0 | 0 | 0 |
| | | | Total | 0 | 0 | 0 |
| | | | Vehicles Exiting Intersection | 0 | 0 | 0 |
| | | | Total | 0 | 0 | 0 |



| | | | | | | | |
|--------------------------------|----------|----------|------------|-------------|----------|--|--|
| Total Vehicles On Leg | | | | 8437 | | | |
| Vehicles Entering Intersection | | | | 4163 | | | |
| Vehicles Exiting Intersection | | | | 4274 | | | |
| Northbound | | | | | | | |
| Cars | 0 | 2 | 255 | 3744 | 0 | | |
| Heavy | 0 | 0 | 3 | 159 | 0 | | |
| Total | 0 | 2 | 258 | 3903 | 0 | | |



ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2466

Study Date : 07/01/2024

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 5

Number of Lanes : 1

Total Approach Volume: 8,326

Southbound: CSAH 5

Number of Lanes : 1

Total Approach Volume: 8,242

Minor Street Approaches

Eastbound: 175th AVE NE

Number of Lanes : 1

Total Approach Volume: 923

Warrant Summary (Rural Values Apply)

| | |
|---|---------------|
| Warrant 1 - Eight Hour Vehicular Volumes..... | Satisfied |
| Warrant 1A - Minimum Vehicular Volume..... | Not Satisfied |
| Required volumes reached for 0 hours, 8 are needed | |
| Warrant 1B - Interruption of Continuous Traffic..... | Satisfied |
| Required volumes reached for 13 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 15 hours, 8 are needed | |
| Warrant 2 - Four Hour Volumes..... | Satisfied |
| Number of hours (7) volumes exceed minimum \geq minimum required (4). | |
| Warrant 3 - Peak Hour..... | 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..... | Satisfied |
| Volumes exceed minimums for at least 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 2466

Study Date : 07/01/2024

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 | | | | Minor Road | | | Met? |
|---------------|------------|---|----------|---|------------|----------|----------|------|
| | Major NB | + | Major SB | = | Total | Minor EB | Minor WB | |
| 16:00 - 17:00 | 1074 | + | 559 | = | 1633 | 70 | 0 | No |
| 15:45 - 16:45 | 1022 | + | 571 | = | 1593 | 65 | 0 | No |
| 16:15 - 17:15 | 1066 | + | 517 | = | 1583 | 70 | 0 | No |
| 16:30 - 17:30 | 1020 | + | 520 | = | 1540 | 78 | 0 | No |
| 15:30 - 16:30 | 932 | + | 544 | = | 1476 | 59 | 0 | No |
| 16:45 - 17:45 | 956 | + | 497 | = | 1453 | 75 | 0 | No |
| 15:15 - 16:15 | 852 | + | 523 | = | 1375 | 57 | 0 | No |
| 17:00 - 18:00 | 876 | + | 469 | = | 1345 | 81 | 0 | No |
| 15:00 - 16:00 | 824 | + | 506 | = | 1330 | 49 | 0 | No |
| 17:15 - 18:15 | 818 | + | 473 | = | 1291 | 83 | 0 | No |
| 17:30 - 18:30 | 796 | + | 446 | = | 1242 | 77 | 0 | No |
| 14:45 - 15:45 | 754 | + | 438 | = | 1192 | 47 | 0 | No |
| 07:00 - 08:00 | 330 | + | 826 | = | 1156 | 55 | 0 | No |
| 06:45 - 07:45 | 324 | + | 815 | = | 1139 | 55 | 0 | No |
| 17:45 - 18:45 | 674 | + | 441 | = | 1115 | 75 | 0 | No |
| 07:15 - 08:15 | 324 | + | 788 | = | 1112 | 51 | 0 | No |
| 06:30 - 07:30 | 286 | + | 823 | = | 1109 | 64 | 0 | No |
| 14:30 - 15:30 | 714 | + | 393 | = | 1107 | 49 | 0 | No |
| 14:15 - 15:15 | 700 | + | 392 | = | 1092 | 48 | 0 | No |
| 07:30 - 08:30 | 368 | + | 710 | = | 1078 | 51 | 0 | No |
| 18:00 - 19:00 | 584 | + | 476 | = | 1060 | 66 | 0 | No |
| 06:15 - 07:15 | 274 | + | 767 | = | 1041 | 59 | 0 | No |
| 10:30 - 11:30 | 514 | + | 498 | = | 1012 | 59 | 0 | No |
| 07:45 - 08:45 | 342 | + | 654 | = | 996 | 52 | 0 | No |
| 10:00 - 11:00 | 506 | | 484 | | 990 | 57 | 0 | No |

ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2466

Study Date : 07/01/2024

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.
15 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 5

Minor Road 175th AVE NE

| Time | Major NB | + | Major SB | = | Total | Minor EB | Minor WB | Met1A? |
|---------------|----------|---|----------|---|-------|----------|----------|--------|
| 16:00 - 17:00 | 1074 | + | 559 | = | 1633 | 70 | 0 | No |
| 15:45 - 16:45 | 1022 | + | 571 | = | 1593 | 65 | 0 | No |
| 16:15 - 17:15 | 1066 | + | 517 | = | 1583 | 70 | 0 | No |
| 16:30 - 17:30 | 1020 | + | 520 | = | 1540 | 78 | 0 | No |
| 15:30 - 16:30 | 932 | + | 544 | = | 1476 | 59 | 0 | No |
| 16:45 - 17:45 | 956 | + | 497 | = | 1453 | 75 | 0 | No |
| 15:15 - 16:15 | 852 | + | 523 | = | 1375 | 57 | 0 | No |
| 17:00 - 18:00 | 876 | + | 469 | = | 1345 | 81 | 0 | No |
| 15:00 - 16:00 | 824 | + | 506 | = | 1330 | 49 | 0 | No |
| 17:15 - 18:15 | 818 | + | 473 | = | 1291 | 83 | 0 | No |
| 17:30 - 18:30 | 796 | + | 446 | = | 1242 | 77 | 0 | No |
| 14:45 - 15:45 | 754 | + | 438 | = | 1192 | 47 | 0 | No |

| Time | Major NB | + | Major SB | = | Total | Minor EB | Minor WB | Met1B? |
|---------------|----------|---|----------|---|-------|----------|----------|--------|
| 16:30 - 17:30 | 1020 | + | 520 | = | 1540 | 78 | 0 | Yes |
| 15:30 - 16:30 | 932 | + | 544 | = | 1476 | 59 | 0 | Yes |
| 17:30 - 18:30 | 796 | + | 446 | = | 1242 | 77 | 0 | Yes |
| 06:30 - 07:30 | 286 | + | 823 | = | 1109 | 64 | 0 | Yes |
| 14:30 - 15:30 | 714 | + | 393 | = | 1107 | 49 | 0 | Yes |
| 07:30 - 08:30 | 368 | + | 710 | = | 1078 | 51 | 0 | Yes |
| 10:30 - 11:30 | 514 | + | 498 | = | 1012 | 59 | 0 | Yes |
| 09:30 - 10:30 | 480 | + | 454 | = | 934 | 59 | 0 | Yes |
| 13:30 - 14:30 | 508 | + | 385 | = | 893 | 53 | 0 | Yes |
| 18:30 - 19:30 | 402 | + | 455 | = | 857 | 49 | 0 | Yes |
| 08:30 - 09:30 | 362 | + | 483 | = | 845 | 45 | 0 | Yes |
| 11:30 - 12:30 | 374 | + | 433 | = | 807 | 52 | 0 | Yes |

ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2466

Study Date : 07/01/2024

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.

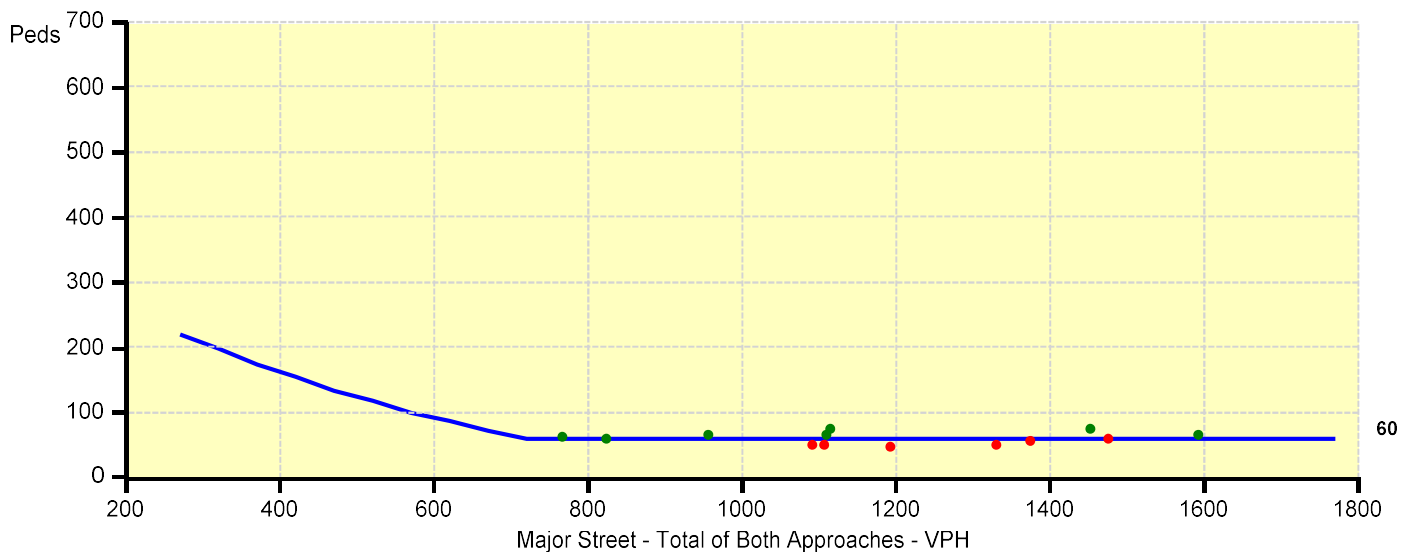
Summary

7 one hour periods meet minimums.
Warrant IS met.

Site Data Required

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

| Time | Major Road CSAH 5 | | | | Total | Minor Road 175th AVE NE | | Met? |
|---------------|----------------------|---|----------|---|-------|----------------------------|----------|------|
| | Major NB | + | Major SB | = | | Minor EB | Minor WB | |
| 15:45 - 16:45 | 1022 | + | 571 | = | 1593 | 65 | 0 | Yes |
| 16:45 - 17:45 | 956 | + | 497 | = | 1453 | 75 | 0 | Yes |
| 17:45 - 18:45 | 674 | + | 441 | = | 1115 | 75 | 0 | Yes |
| 06:30 - 07:30 | 286 | + | 823 | = | 1109 | 64 | 0 | Yes |
| 09:45 - 10:45 | 482 | + | 475 | = | 957 | 66 | 0 | Yes |
| 13:15 - 14:15 | 440 | + | 384 | = | 824 | 60 | 0 | Yes |
| 11:45 - 12:45 | 368 | + | 399 | = | 767 | 62 | 0 | Yes |
| 15:30 - 16:30 | 932 | + | 544 | = | 1476 | 59 | 0 | No |
| 15:15 - 16:15 | 852 | + | 523 | = | 1375 | 57 | 0 | No |
| 15:00 - 16:00 | 824 | + | 506 | = | 1330 | 49 | 0 | No |
| 14:45 - 15:45 | 754 | + | 438 | = | 1192 | 47 | 0 | No |
| 14:30 - 15:30 | 714 | + | 393 | = | 1107 | 49 | 0 | No |



ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2466

Study Date : 07/01/2024

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

6 one hour periods meet minimums.
Warrant IS met.

Site Data Required

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

| Time | Major Road CSAH 5 | | | | Total | Minor Road 175th AVE NE | | Met? |
|---------------|----------------------|---|----------|---|-------|----------------------------|----------|------|
| | Major NB | + | Major SB | = | | Minor EB | Minor WB | |
| 16:30 - 17:30 | 1020 | + | 520 | = | 1540 | 78 | 0 | Yes |
| 16:45 - 17:45 | 956 | + | 497 | = | 1453 | 75 | 0 | Yes |
| 17:00 - 18:00 | 876 | + | 469 | = | 1345 | 81 | 0 | Yes |
| 17:15 - 18:15 | 818 | + | 473 | = | 1291 | 83 | 0 | Yes |
| 17:30 - 18:30 | 796 | + | 446 | = | 1242 | 77 | 0 | Yes |
| 17:45 - 18:45 | 674 | + | 441 | = | 1115 | 75 | 0 | Yes |
| 16:00 - 17:00 | 1074 | + | 559 | = | 1633 | 70 | 0 | No |
| 15:45 - 16:45 | 1022 | + | 571 | = | 1593 | 65 | 0 | No |
| 16:15 - 17:15 | 1066 | + | 517 | = | 1583 | 70 | 0 | No |
| 15:30 - 16:30 | 932 | + | 544 | = | 1476 | 59 | 0 | No |
| 15:15 - 16:15 | 852 | + | 523 | = | 1375 | 57 | 0 | No |
| 15:00 - 16:00 | 824 | + | 506 | = | 1330 | 49 | 0 | No |

