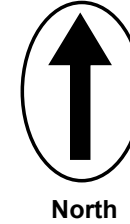


Date: 10/01/24

Count Number: TMC 2482

Location: CSAH 1  
@ South St

Collection Period: 24 HR



North

7878

#2

CSAH 1

3505			
160	3161	184	0
E	F	G	H

4373

South St

I	248	540
J	234	
K	58	
L	0	

#3

1017

477

1678

#1

862	1	D
	218	C
	200	B
	443	A

Military RD

3662

CSAH 1

P	O	N	M
0	421	3907	93
4421			

#4

8083

Anoka County  
 Highway Department  
 Traffic Volume and Turning  
 Movement Study

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

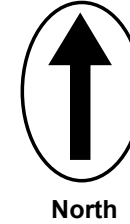
Date: 10/01/24

Count Number: TMC 2482

Location: CSAH 1  
@ South St

Collection Period: 24 HR

Peak Hour: 7:15 - 8:15 AM



North

755

#2

CSAH 1

403			
23	353	27	0
E	F	G	H

352

South St

I	29	77
J	45	
K	3	
L	0	

#3

156

79

244

#1

148	0	D
	58	C
	40	B
	50	A

Military RD

406

CSAH 1

P	O	N	M
0	28	265	12
305			

#4

711

Anoka County  
 Highway Department  
 Traffic Volume and Turning  
 Movement Study

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

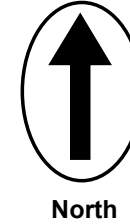
Date: 10/01/24

Count Number: TMC 2482

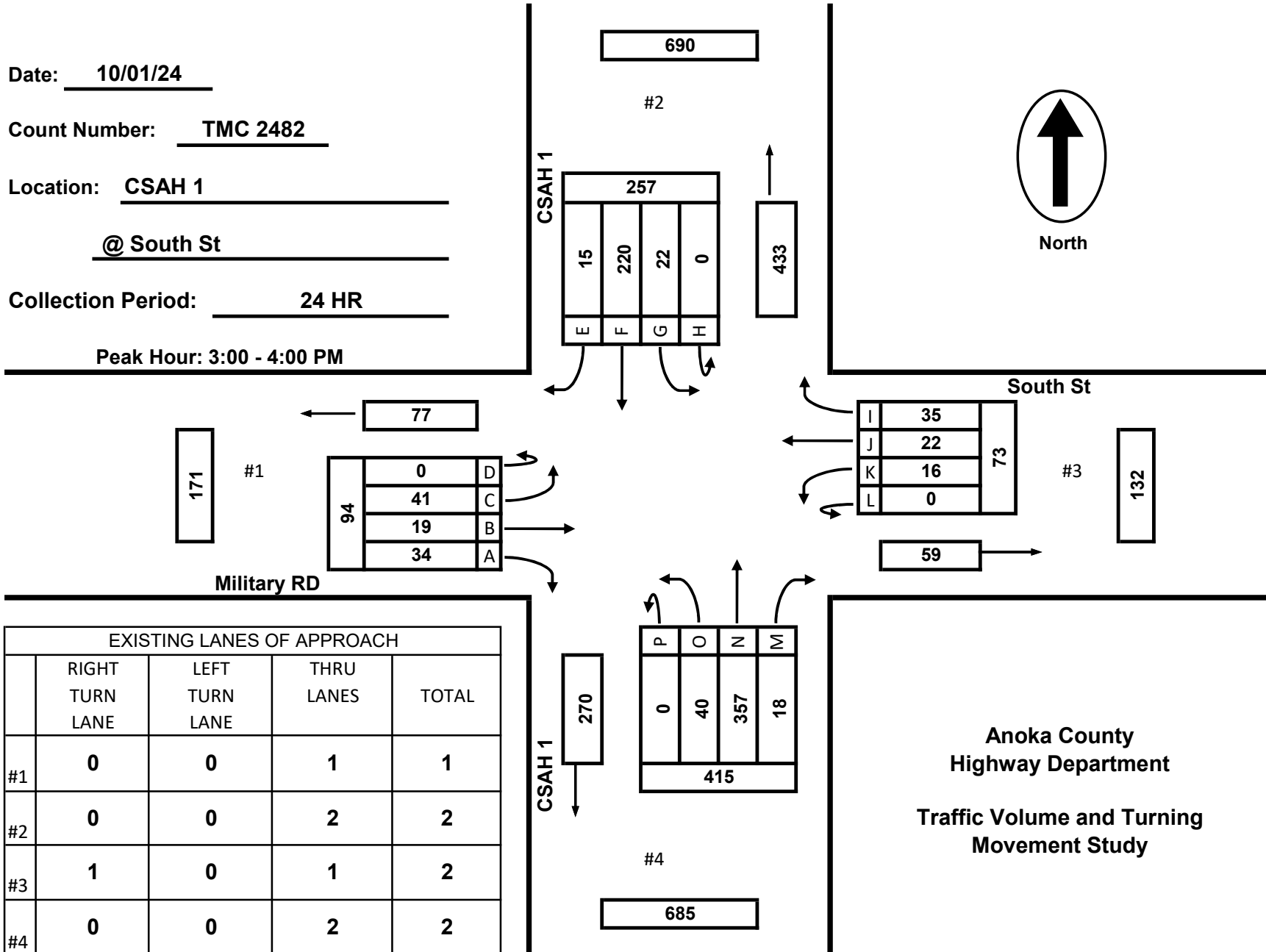
Location: CSAH 1  
@ South St

Collection Period: 24 HR

Peak Hour: 3:00 - 4:00 PM



North



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

Anoka County  
 Highway Department  
 Traffic Volume and Turning  
 Movement Study

**TMC 2482 - CSAH 1 @ South St  
Anoka MN  
Tuesday, October 1, 2024**

Time	Southbound CSAH 1						Westbound South St						Northbound CSAH 1						Eastbound Military 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	1	0	0	1	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	8
12:15 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7
12:30 AM	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	12
12:45 AM	0	0	5	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6
Hourly Total	0	0	15	0	0	15	0	0	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	33
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3
1:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
1:30 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	4
1:45 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	4
Hourly Total	0	0	5	0	0	5	0	0	0	0	0	0	0	0	7	0	0	7	0	0	1	1	0	2	14
2:00 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
2:15 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	2
2:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	2
Hourly Total	0	0	4	0	0	4	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	2	0	2	10
3:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
3:15 AM	0	0	5	0	0	5	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	9
3:30 AM	0	1	1	0	0	2	0	0	0	0	0	0	0	1	6	0	0	7	1	0	0	0	0	1	10
3:45 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	1	0	1	9
Hourly Total	0	1	11	0	0	12	0	0	0	0	0	0	0	1	16	1	0	18	1	0	0	1	0	2	32
4:00 AM	0	1	5	0	0	6	0	0	0	0	0	0	0	1	5	0	0	6	0	1	0	3	0	4	16
4:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	1	8	0	0	9	0	0	0	1	0	1	12
4:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	10
4:45 AM	0	0	8	0	0	8	0	0	1	1	0	2	0	0	13	0	0	13	0	0	0	1	0	1	24
Hourly Total	0	1	16	0	0	17	0	0	1	1	0	2	0	2	35	0	0	37	0	1	0	5	0	6	62
5:00 AM	0	0	10	0	0	10	0	0	0	0	0	0	0	1	12	1	0	14	0	2	0	0	0	2	26
5:15 AM	0	1	12	1	0	14	0	0	1	1	0	2	0	1	19	0	0	20	0	0	0	1	0	1	37
5:30 AM	0	2	11	0	0	13	0	0	0	3	0	3	0	1	27	0	0	28	0	1	1	1	0	3	47
5:45 AM	0	2	22	0	0	24	0	1	1	1	0	3	0	0	21	0	0	21	0	0	1	0	0	1	49
Hourly Total	0	5	55	1	0	61	0	1	2	5	0	8	0	3	79	1	0	83	0	3	2	2	0	7	159
6:00 AM	0	2	23	0	0	25	0	0	0	2	0	2	0	1	17	3	0	21	0	0	0	1	0	1	49
6:15 AM	0	3	45	0	0	48	0	0	3	2	0	5	0	0	35	0	0	35	0	1	1	3	0	5	93
6:30 AM	0	2	69	1	0	72	0	0	5	7	0	12	0	2	39	1	0	42	0	1	1	2	0	4	130
6:45 AM	0	3	99	1	0	103	0	0	1	6	0	7	0	1	37	0	0	38	0	2	2	7	0	11	159
Hourly Total	0	10	236	2	0	248	0	0	9	17	0	26	0	4	128	4	0	136	0	4	4	13	0	21	431
7:00 AM	0	3	59	1	0	63	0	0	3	5	1	8	0	5	42	1	0	48	0	2	5	7	0	14	133
7:15 AM	0	4	71	3	0	78	0	1	7	11	0	19	0	0	56	6	0	62	0	1	7	7	0	15	174
7:30 AM	0	10	96	8	0	114	0	1	8	5	0	14	0	9	96	3	0	108	0	5	4	8	0	17	253
7:45 AM	0	8	103	4	6	115	0	1	7	9	3	17	0	5	60	1	1	66	0	9	5	10	1	24	222
Hourly Total	0	25	329	16	6	370	0	3	25	30	4	58	0	19	254	11	1	284	0	17	21	32	1	70	782

**TMC 2482 - CSAH 1 @ South St  
Anoka MN  
Tuesday, October 1, 2024**

Time	Southbound CSAH 1						Westbound South St						Northbound CSAH 1						Eastbound Military 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	5	83	8	2	96	0	0	23	4	2	27	0	14	53	2	0	69	0	43	24	25	1	92	284
8:15 AM	0	2	69	1	1	72	0	0	9	7	0	16	0	3	41	2	3	46	0	9	14	11	1	34	168
8:30 AM	0	9	49	2	1	60	0	0	0	5	3	5	0	12	37	5	16	54	0	2	4	5	1	11	130
8:45 AM	0	2	57	3	0	62	0	1	5	7	0	13	0	8	55	2	6	65	0	2	3	3	0	8	148
Hourly Total	0	18	258	14	4	290	0	1	37	23	5	61	0	37	186	11	25	234	0	56	45	44	3	145	730
9:00 AM	0	5	48	1	0	54	0	0	1	5	0	6	0	5	52	1	0	58	0	1	3	10	0	14	132
9:15 AM	0	3	58	2	0	63	0	0	3	3	0	6	0	4	49	1	2	54	0	1	1	7	0	9	132
9:30 AM	0	6	46	0	0	52	0	1	1	3	0	5	0	3	64	0	1	67	0	1	4	5	0	10	134
9:45 AM	0	5	56	3	0	64	0	2	4	4	0	10	0	8	55	2	0	65	0	0	1	6	0	7	146
Hourly Total	0	19	208	6	0	233	0	3	9	15	0	27	0	20	220	4	3	244	0	3	9	28	0	40	544
10:00 AM	0	7	31	1	0	39	0	2	4	6	0	12	0	2	65	1	0	68	0	2	1	7	0	10	129
10:15 AM	0	3	52	1	1	56	0	0	2	2	0	4	0	9	61	2	0	72	0	1	4	11	0	16	148
10:30 AM	0	3	56	4	2	63	0	1	3	5	0	9	0	5	55	2	0	62	0	2	1	9	1	12	146
10:45 AM	0	1	45	2	0	48	0	0	3	2	0	5	0	4	51	3	0	58	0	1	2	8	2	11	122
Hourly Total	0	14	184	8	3	206	0	3	12	15	0	30	0	20	232	8	0	260	0	6	8	35	3	49	545
11:00 AM	0	0	37	3	2	40	0	0	0	1	0	1	0	3	59	0	0	62	0	3	2	9	0	14	117
11:15 AM	0	0	44	2	0	46	0	0	1	5	0	6	0	12	57	1	0	70	0	5	1	3	1	9	131
11:30 AM	0	2	52	2	2	56	0	3	2	0	1	5	0	4	48	0	0	52	0	1	0	9	0	10	123
11:45 AM	0	0	48	2	0	50	0	2	0	2	0	4	0	9	58	2	0	69	0	3	0	8	0	11	134
Hourly Total	0	2	181	9	4	192	0	5	3	8	1	16	0	28	222	3	0	253	0	12	3	29	1	44	505
12:00 PM	0	3	26	3	0	32	0	1	2	4	0	7	0	9	71	1	0	81	0	0	3	7	0	10	130
12:15 PM	0	1	46	0	0	47	0	0	0	4	0	4	0	8	58	1	1	67	0	2	3	7	0	12	130
12:30 PM	0	2	38	2	0	42	0	0	3	2	0	5	0	4	61	0	0	65	0	2	3	7	2	12	124
12:45 PM	0	0	41	5	0	46	0	0	1	2	1	3	0	5	67	0	0	72	0	3	1	2	0	6	127
Hourly Total	0	6	151	10	0	167	0	1	6	12	1	19	0	26	257	2	1	285	0	7	10	23	2	40	511
1:00 PM	0	5	48	1	0	54	0	0	2	6	0	8	0	4	49	2	1	55	0	4	2	7	0	13	130
1:15 PM	0	1	43	1	0	45	0	1	3	4	1	8	0	7	67	0	1	74	0	1	2	7	0	10	137
1:30 PM	0	4	50	2	1	56	0	1	2	10	0	13	0	11	44	1	0	56	0	1	3	6	1	10	135
1:45 PM	0	4	45	2	1	51	0	1	3	6	3	10	0	5	76	1	0	82	0	2	4	10	1	16	159
Hourly Total	0	14	186	6	2	206	0	3	10	26	4	39	0	27	236	4	2	267	0	8	11	30	2	49	561
2:00 PM	0	3	50	4	1	57	0	0	5	5	0	10	0	16	67	0	0	83	0	4	6	7	1	17	167
2:15 PM	0	1	48	3	0	52	0	2	2	1	0	5	0	12	58	1	1	71	0	4	4	3	1	11	139
2:30 PM	0	1	49	7	0	57	0	0	7	7	0	14	0	11	73	1	0	85	0	2	3	5	1	10	166
2:45 PM	0	1	45	6	1	52	0	0	12	5	0	17	0	11	76	5	0	92	0	8	1	11	0	20	181
Hourly Total	0	6	192	20	2	218	0	2	26	18	0	46	0	50	274	7	1	331	0	18	14	26	3	58	653
3:00 PM	0	11	64	5	16	80	0	5	7	2	5	14	0	14	85	4	0	103	0	28	8	8	1	44	241
3:15 PM	0	9	61	3	10	73	0	4	1	3	0	8	0	6	69	11	6	86	0	10	4	12	2	26	193
3:30 PM	0	1	51	3	0	55	0	6	9	23	0	38	0	6	107	3	21	116	0	3	3	6	0	12	221
3:45 PM	0	1	44	4	3	49	0	1	5	7	0	13	0	14	96	0	1	110	0	0	4	8	2	12	184
Hourly Total	0	22	220	15	29	257	0	16	22	35	5	73	0	40	357	18	28	415	0	41	19	34	5	94	839

**TMC 2482 - CSAH 1 @ South St  
Anoka MN  
Tuesday, October 1, 2024**

Time	Southbound CSAH 1						Westbound South St						Northbound CSAH 1						Eastbound Military 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	0	5	38	5	0	48	0	0	3	3	0	6	0	10	102	1	0	113	0	2	2	11	0	15	182
4:15 PM	0	2	55	4	0	61	0	2	10	0	0	12	0	13	95	0	1	108	0	5	6	8	0	19	200
4:30 PM	0	2	47	4	0	53	0	2	6	4	0	12	0	16	111	2	0	129	0	2	3	12	0	17	211
4:45 PM	0	6	53	3	0	62	0	2	9	5	0	16	0	13	96	2	0	111	0	2	5	7	0	14	203
Hourly Total	0	15	193	16	0	224	0	6	28	12	0	46	0	52	404	5	1	461	0	11	16	38	0	65	796
5:00 PM	0	5	44	1	2	50	0	0	6	7	0	13	0	15	102	1	1	118	0	1	6	7	1	14	195
5:15 PM	0	5	45	3	0	53	0	0	7	3	0	10	0	5	90	1	1	96	0	2	5	11	0	18	177
5:30 PM	0	1	47	2	0	50	0	5	2	1	0	8	0	10	72	2	0	84	0	4	0	12	0	16	158
5:45 PM	0	2	42	1	0	45	0	1	5	1	0	7	0	9	63	1	1	73	0	2	6	4	0	12	137
Hourly Total	0	13	178	7	2	198	0	6	20	12	0	38	0	39	327	5	3	371	0	9	17	34	1	60	667
6:00 PM	0	1	46	3	1	50	0	0	4	3	0	7	0	8	64	0	0	72	0	1	3	3	0	7	136
6:15 PM	0	1	35	2	2	38	0	2	3	0	0	5	0	4	60	0	0	64	0	5	3	7	0	15	122
6:30 PM	0	1	66	4	0	71	0	2	2	1	0	5	0	3	48	2	0	53	0	1	2	7	1	10	139
6:45 PM	0	1	58	2	1	61	0	0	1	1	1	2	0	5	46	4	2	55	0	2	4	6	2	12	130
Hourly Total	0	4	205	11	4	220	0	4	10	5	1	19	0	20	218	6	2	244	0	9	12	23	3	44	527
7:00 PM	0	2	27	4	0	33	0	0	0	1	0	1	0	3	60	0	0	63	0	1	0	5	1	6	103
7:15 PM	0	0	32	0	2	32	0	1	0	0	0	1	0	6	40	0	0	46	0	2	0	3	0	5	84
7:30 PM	0	0	21	1	1	22	0	0	1	1	0	2	0	4	54	0	0	58	0	2	2	5	0	9	91
7:45 PM	0	2	21	2	0	25	0	1	3	2	0	6	0	2	35	1	0	38	0	2	3	3	1	8	77
Hourly Total	0	4	101	7	3	112	0	2	4	4	0	10	0	15	189	1	0	205	0	7	5	16	2	28	355
8:00 PM	0	0	27	2	0	29	0	0	0	0	0	0	0	1	24	0	0	25	0	0	1	5	0	6	60
8:15 PM	0	0	30	0	0	30	0	0	1	2	0	3	0	1	23	0	0	24	0	0	0	2	0	2	59
8:30 PM	0	1	20	1	2	22	0	0	2	0	0	2	0	1	25	0	0	26	0	2	0	6	1	8	58
8:45 PM	0	0	15	3	0	18	0	0	0	0	0	0	0	0	17	0	0	17	0	1	0	3	0	4	39
Hourly Total	0	1	92	6	2	99	0	0	3	2	0	5	0	3	89	0	0	92	0	3	1	16	1	20	216
9:00 PM	0	0	17	1	0	18	0	0	3	2	0	5	0	3	20	1	0	24	0	1	1	1	0	3	50
9:15 PM	0	1	21	2	0	24	0	1	2	3	0	6	0	0	21	0	0	21	0	1	0	1	0	2	53
9:30 PM	0	0	12	0	0	12	0	1	0	0	0	1	0	1	15	1	0	17	0	1	0	6	0	7	37
9:45 PM	0	0	13	1	0	14	0	0	1	0	0	1	0	3	14	0	0	17	0	0	0	0	0	0	32
Hourly Total	0	1	63	4	0	68	0	2	6	5	0	13	0	7	70	2	0	79	0	3	1	8	0	12	172
10:00 PM	0	1	11	1	0	13	0	0	0	0	0	0	0	2	16	0	0	18	0	0	1	0	0	1	32
10:15 PM	0	0	14	0	0	14	0	0	0	0	0	0	0	3	5	0	0	8	0	0	0	1	0	1	23
10:30 PM	0	2	10	1	0	13	0	0	0	1	0	1	0	1	11	0	0	12	0	0	0	0	0	0	26
10:45 PM	0	0	20	0	0	20	0	0	0	1	0	1	0	0	6	0	0	6	0	0	0	1	1	1	28
Hourly Total	0	3	55	2	0	60	0	0	0	2	0	2	0	6	38	0	0	44	0	0	1	2	1	3	109
11:00 PM	0	0	8	0	0	8	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	1	0	1	21
11:15 PM	0	0	4	0	1	4	0	0	0	1	0	1	0	0	8	0	0	8	0	0	0	0	0	0	13
11:30 PM	0	0	7	0	0	7	0	0	1	0	0	1	0	0	20	0	0	20	0	0	0	0	0	0	28
11:45 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	0	13
Hourly Total	0	0	23	0	1	23	0	0	1	1	0	2	0	1	48	0	0	49	0	0	0	1	0	1	75
<b>DAILY TOTAL</b>	<b>0</b>	<b>184</b>	<b>3161</b>	<b>160</b>	<b>62</b>	<b>3505</b>	<b>0</b>	<b>58</b>	<b>234</b>	<b>248</b>	<b>21</b>	<b>540</b>	<b>0</b>	<b>421</b>	<b>3907</b>	<b>93</b>	<b>67</b>	<b>4421</b>	<b>1</b>	<b>218</b>	<b>200</b>	<b>443</b>	<b>28</b>	<b>862</b>	<b>9328</b>
<b>Cars</b>	<b>0</b>	<b>140</b>	<b>3101</b>	<b>159</b>	<b>51</b>	<b>3400</b>	<b>0</b>	<b>57</b>	<b>196</b>	<b>200</b>	<b>20</b>	<b>453</b>	<b>0</b>	<b>411</b>	<b>3856</b>	<b>86</b>	<b>52</b>	<b>4353</b>	<b>1</b>	<b>216</b>	<b>193</b>	<b>438</b>	<b>21</b>	<b>848</b>	<b>9054</b>
<b>Heavy Vehicles</b>	<b>0</b>	<b>44</b>	<b>60</b>	<b>1</b>	<b>11</b>	<b>105</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>48</b>	<b>1</b>	<b>87</b>	<b>0</b>	<b>10</b>	<b>51</b>	<b>7</b>	<b>15</b>	<b>68</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>5</b>	<b>7</b>	<b>14</b>	<b>274</b>
<b>Heavy Vehicle %</b>	<b>0.00%</b>	<b>23.91%</b>	<b>1.90%</b>	<b>0.63%</b>	<b>17.74%</b>	<b>3.00%</b>	<b>0.00%</b>	<b>1.72%</b>	<b>16.24%</b>	<b>19.35%</b>	<b>4.76%</b>	<b>16.11%</b>	<b>0.00%</b>	<b>2.38%</b>	<b>1.31%</b>	<b>7.53%</b>	<b>22.39%</b>	<b>1.54%</b>	<b>0.00%</b>	<b>0.92%</b>	<b>3.50%</b>	<b>1.13%</b>	<b>25.00%</b>	<b>1.62%</b>	<b>2.94%</b>

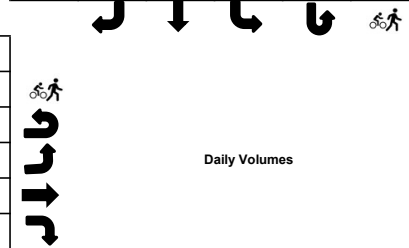
**TMC 2482 - CSAH 1 @ South St  
Anoka MN  
Tuesday, October 1, 2024  
AM Peak Hour**

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	4	71	3	0	78	0	1	7	11	0	19	0	0	56	6	0	62	0	1	7	7	0	15	174
7:30 AM	0	10	96	8	0	114	0	1	8	5	0	14	0	9	96	3	0	108	0	5	4	8	0	17	253
7:45 AM	0	8	103	4	6	115	0	1	7	9	3	17	0	5	60	1	1	66	0	9	5	10	1	24	222
8:00 AM	0	5	83	8	2	96	0	0	23	4	2	27	0	14	53	2	0	69	0	43	24	25	1	92	284
Peak Hour Total PHF	0.000	0.675	0.857	0.719	0.333	0.876	0.000	0.750	0.489	0.659	0.417	0.713	0.000	0.500	0.690	0.500	0.250	0.706	0.000	0.337	0.417	0.500	0.500	0.402	0.821

**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	
3:00 PM	0	11	64	5	16	80	0	5	7	2	5	14	0	14	85	4	0	103	0	28	8	8	1	44	241
3:15 PM	0	9	61	3	10	73	0	4	1	3	0	8	0	6	69	11	6	86	0	10	4	12	2	26	193
3:30 PM	0	1	51	3	0	55	0	6	9	23	0	38	0	6	107	3	21	116	0	3	3	6	0	12	221
3:45 PM	0	1	44	4	3	49	0	1	5	7	0	13	0	14	96	0	1	110	0	0	4	8	2	12	184
Peak Hour Total PHF	0.000	0.500	0.859	0.750	0.453	0.803	0.000	0.667	0.611	0.380	0.250	0.480	0.000	0.714	0.834	0.409	0.333	0.894	0.000	0.366	0.594	0.708	0.625	0.534	0.870

Total Vehicles On Leg				7878	
Vehicles Entering Intersection			3505		
Vehicles Exiting Intersection			4373		
<b>Southbound</b>					
Cars	159	3101	140	0	51
Heavy	1	60	44	0	11
<b>Total</b>	<b>160</b>	<b>3161</b>	<b>184</b>	<b>0</b>	<b>62</b>



Total Vehicles on Leg 1678	Eastbound	Vehicles Entering Intersection	862
		Vehicles Exiting Intersection	816
		Cars	218
		Heavy	2
		<b>Total</b>	<b>220</b>

Total Vehicles on Leg 1017	Westbound	Cars	234
		Heavy	1
		<b>Total</b>	<b>235</b>
		Vehicles Entering Intersection	540
		Vehicles Exiting Intersection	477

Total Vehicles On Leg				8083	
Vehicles Entering Intersection			4421		
Vehicles Exiting Intersection			3662		
<b>Northbound</b>					
Cars	52	0	411	3856	86
Heavy	15	0	10	51	7
<b>Total</b>	<b>67</b>	<b>0</b>	<b>421</b>	<b>3907</b>	<b>93</b>





# ANOKA COUNTY HIGHWAY

## PC - WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 10/03/2024

## Signal Warrants - Summary

### Major Street Approaches

Northbound: CSAH 1

Number of Lanes : 2+

Total Approach Volume: 4,421

Southbound: CSAH 1

Number of Lanes :2+

Total Approach Volume: 3,505

### Minor Street Approaches

Eastbound: Military Rd

Number of Lanes :1

Total Approach Volume: 862

Westbound: South St

Number of Lanes :1

Total Approach Volume: 292

### Warrant Summary (Urban Values Apply)

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

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

Required volumes reached for 1 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 1 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.....Satisfied

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

Number of one hour periods (3) 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:

Study Date : 10/03/2024

## 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 1 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	
07:30 - 08:30	289	+	397	=	686	167	49	Yes
07:15 - 08:15	305	+	403	=	708	148	48	No
16:15 - 17:15	466	+	226	=	692	64	37	No
16:00 - 17:00	461	+	224	=	685	65	34	No
16:30 - 17:30	454	+	218	=	672	63	32	No
15:00 - 16:00	415	+	257	=	672	94	38	No
15:45 - 16:45	460	+	211	=	671	63	29	No
15:30 - 16:30	447	+	213	=	660	58	36	No
14:45 - 15:45	397	+	260	=	657	102	44	No
07:00 - 08:00	284	+	370	=	654	70	28	No
15:15 - 16:15	425	+	225	=	650	65	29	No
14:30 - 15:30	366	+	262	=	628	100	36	No
16:45 - 17:45	409	+	215	=	624	62	31	No
06:45 - 07:45	256	+	358	=	614	57	21	No
14:15 - 15:15	351	+	241	=	592	85	35	No
17:00 - 18:00	371	+	198	=	569	60	26	No
14:00 - 15:00	331	+	218	=	549	58	28	No
13:45 - 14:45	321	+	217	=	538	54	20	No
17:15 - 18:15	325	+	198	=	523	53	24	No
13:30 - 14:30	292	+	216	=	508	54	16	No
06:30 - 07:30	190	+	316	=	506	44	17	No
13:15 - 14:15	295	+	209	=	504	53	16	No
09:45 - 10:45	267	+	222	=	489	45	18	No
09:30 - 10:30	272	+	211	=	483	43	16	No
09:00 - 10:00	244		233		477	40	12	No

# ANOKA COUNTY HIGHWAY

## PC - WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 10/03/2024

## 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 1</b>					<b>Military Rd</b>		
07:15 - 08:15	305	+	403	=	708	148	48	No
16:15 - 17:15	466	+	226	=	692	64	37	No
07:30 - 08:30	289	+	397	=	686	167	49	No
16:00 - 17:00	461	+	224	=	685	65	34	No
16:30 - 17:30	454	+	218	=	672	63	32	No
15:00 - 16:00	415	+	257	=	672	94	38	No
15:45 - 16:45	460	+	211	=	671	63	29	No
15:30 - 16:30	447	+	213	=	660	58	36	No
14:45 - 15:45	397	+	260	=	657	102	44	No
07:00 - 08:00	284	+	370	=	654	70	28	No
15:15 - 16:15	425	+	225	=	650	65	29	No
14:30 - 15:30	366	+	262	=	628	100	36	No
16:45 - 17:45	409	+	215	=	624	62	31	No
06:45 - 07:45	256	+	358	=	614	57	21	No
14:15 - 15:15	351	+	241	=	592	85	35	No
07:45 - 08:45	235	+	343	=	578	161	40	No
17:00 - 18:00	371	+	198	=	569	60	26	No
14:00 - 15:00	331	+	218	=	549	58	28	No
13:45 - 14:45	321	+	217	=	538	54	20	No
08:00 - 09:00	234	+	290	=	524	145	38	No
17:15 - 18:15	325	+	198	=	523	53	24	No
13:30 - 14:30	292	+	216	=	508	54	16	No
06:30 - 07:30	190	+	316	=	506	44	17	No
13:15 - 14:15	295	+	209	=	504	53	16	No
09:45 - 10:45	267		222		489	45	18	No

# ANOKA COUNTY HIGHWAY

## PC - WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 10/03/2024

## 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 1 hours meet 1A minimums.  
Only 0 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 1

#### Minor Road Military Rd

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
07:15 - 08:15	305	+	403	=	708	148	48	Yes
16:15 - 17:15	466	+	226	=	692	64	37	No
16:00 - 17:00	461	+	224	=	685	65	34	No
15:00 - 16:00	415	+	257	=	672	94	38	No
16:30 - 17:30	454	+	218	=	672	63	32	No
15:45 - 16:45	460	+	211	=	671	63	29	No
15:30 - 16:30	447	+	213	=	660	58	36	No
14:45 - 15:45	397	+	260	=	657	102	44	No
07:00 - 08:00	284	+	370	=	654	70	28	No
15:15 - 16:15	425	+	225	=	650	65	29	No
14:30 - 15:30	366	+	262	=	628	100	36	No
16:45 - 17:45	409	+	215	=	624	62	31	No

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
07:15 - 08:15	305	+	403	=	708	148	48	No
16:15 - 17:15	466	+	226	=	692	64	37	No
07:30 - 08:30	289	+	397	=	686	167	49	No
16:00 - 17:00	461	+	224	=	685	65	34	No
15:00 - 16:00	415	+	257	=	672	94	38	No
16:30 - 17:30	454	+	218	=	672	63	32	No
15:45 - 16:45	460	+	211	=	671	63	29	No
15:30 - 16:30	447	+	213	=	660	58	36	No
14:45 - 15:45	397	+	260	=	657	102	44	No
07:00 - 08:00	284	+	370	=	654	70	28	No
15:15 - 16:15	425	+	225	=	650	65	29	No
14:30 - 15:30	366	+	262	=	628	100	36	No

# ANOKA COUNTY HIGHWAY

## PC - WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 10/03/2024

## 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.

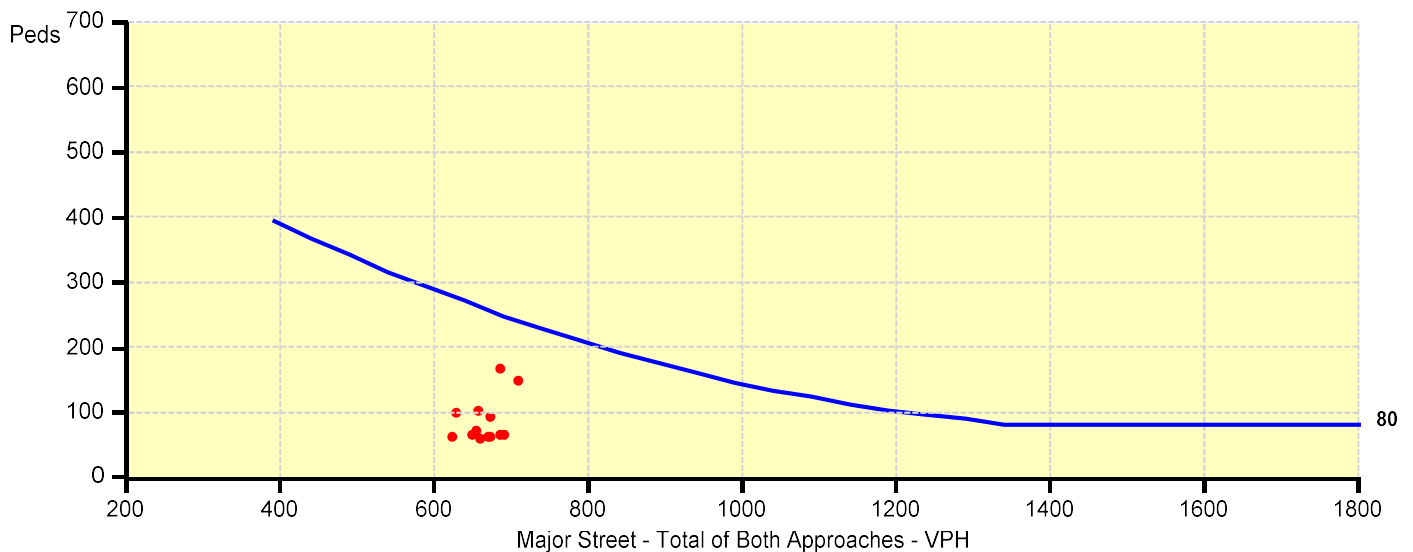
#### Summary

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 1				Total	Minor Road Military Rd		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
07:15 - 08:15	305	+	403	=	708	148	48	No
16:15 - 17:15	466	+	226	=	692	64	37	No
07:30 - 08:30	289	+	397	=	686	167	49	No
16:00 - 17:00	461	+	224	=	685	65	34	No
16:30 - 17:30	454	+	218	=	672	63	32	No
15:00 - 16:00	415	+	257	=	672	94	38	No
15:45 - 16:45	460	+	211	=	671	63	29	No
15:30 - 16:30	447	+	213	=	660	58	36	No
14:45 - 15:45	397	+	260	=	657	102	44	No
07:00 - 08:00	284	+	370	=	654	70	28	No
15:15 - 16:15	425	+	225	=	650	65	29	No
14:30 - 15:30	366	+	262	=	628	100	36	No



# ANOKA COUNTY HIGHWAY

## PC - WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 10/03/2024

## 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.

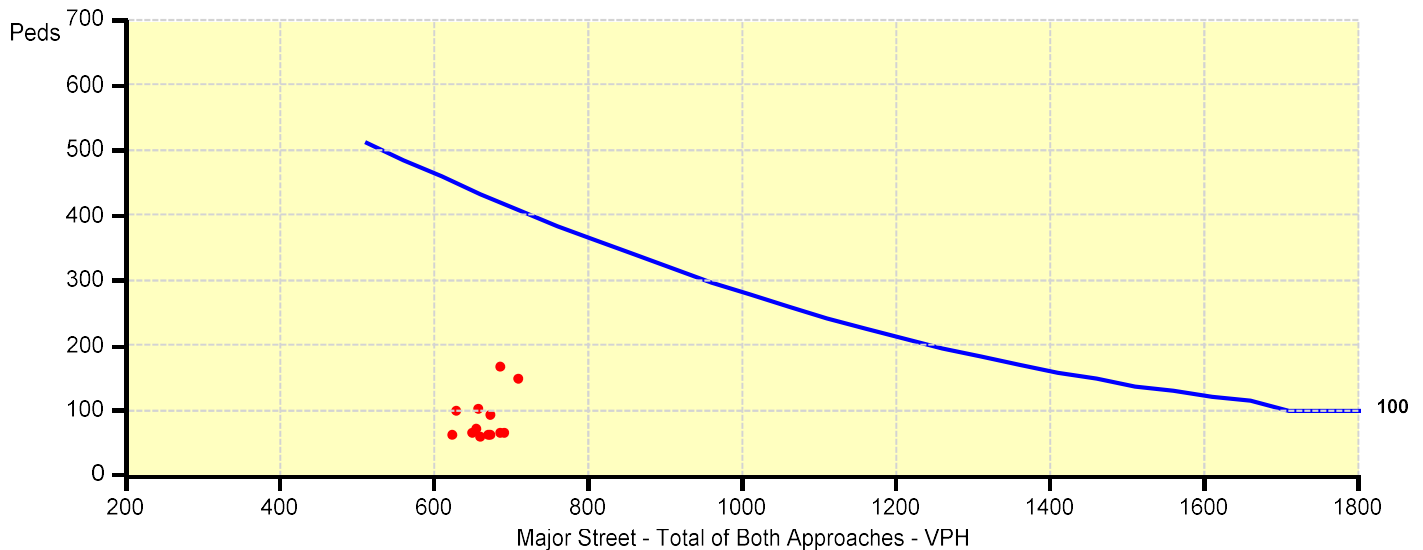
#### Summary

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 1				Total	Minor Road Military Rd		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
07:15 - 08:15	305	+	403	=	708	148	48	No
16:15 - 17:15	466	+	226	=	692	64	37	No
07:30 - 08:30	289	+	397	=	686	167	49	No
16:00 - 17:00	461	+	224	=	685	65	34	No
16:30 - 17:30	454	+	218	=	672	63	32	No
15:00 - 16:00	415	+	257	=	672	94	38	No
15:45 - 16:45	460	+	211	=	671	63	29	No
15:30 - 16:30	447	+	213	=	660	58	36	No
14:45 - 15:45	397	+	260	=	657	102	44	No
07:00 - 08:00	284	+	370	=	654	70	28	No
15:15 - 16:15	425	+	225	=	650	65	29	No
14:30 - 15:30	366	+	262	=	628	100	36	No



# ANOKA COUNTY HIGHWAY

## PC - WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2482

Study Date : 10/03/2024

## Multiway Stop Warrants - Summary

### Major Street Approaches

**Northbound: CSAH 1**  
 Number of Lanes : 2+  
 Total Approach Volume: 4,421

**Southbound: CSAH 1**  
 Number of Lanes :2+  
 Total Approach Volume: 3,505

### Minor Street Approaches

**Eastbound: Military Rd**  
 Number of Lanes :1  
 Total Approach Volume: 862

**Westbound: South St**  
 Number of Lanes :1  
 Total Approach Volume: 292

### 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?
07:15 - 08:15	708	572.1	243	128.6	300	200	No
15:00 - 16:00	672		179				
16:15 - 17:15	692		109				
14:00 - 15:00	549		160				
17:15 - 18:15	523		86				
08:15 - 09:15	471		92				
09:45 - 10:45	489		74				
13:00 - 14:00	473		86				
11:15 - 12:15	456		57				
06:15 - 07:15	449		58				
18:15 - 19:15	438		66				
19:15 - 20:15	275		40				

### Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
07:15 - 08:15	708	572.1	243	128.6	240	160	No
15:00 - 16:00	672		179				
16:15 - 17:15	692		109				
14:00 - 15:00	549		160				
17:15 - 18:15	523		86				
08:15 - 09:15	471		92				
09:45 - 10:45	489		74				
13:00 - 14:00	473		86				
11:15 - 12:15	456		57				
06:15 - 07:15	449		58				
18:15 - 19:15	438		66				
19:15 - 20:15	275		40				