

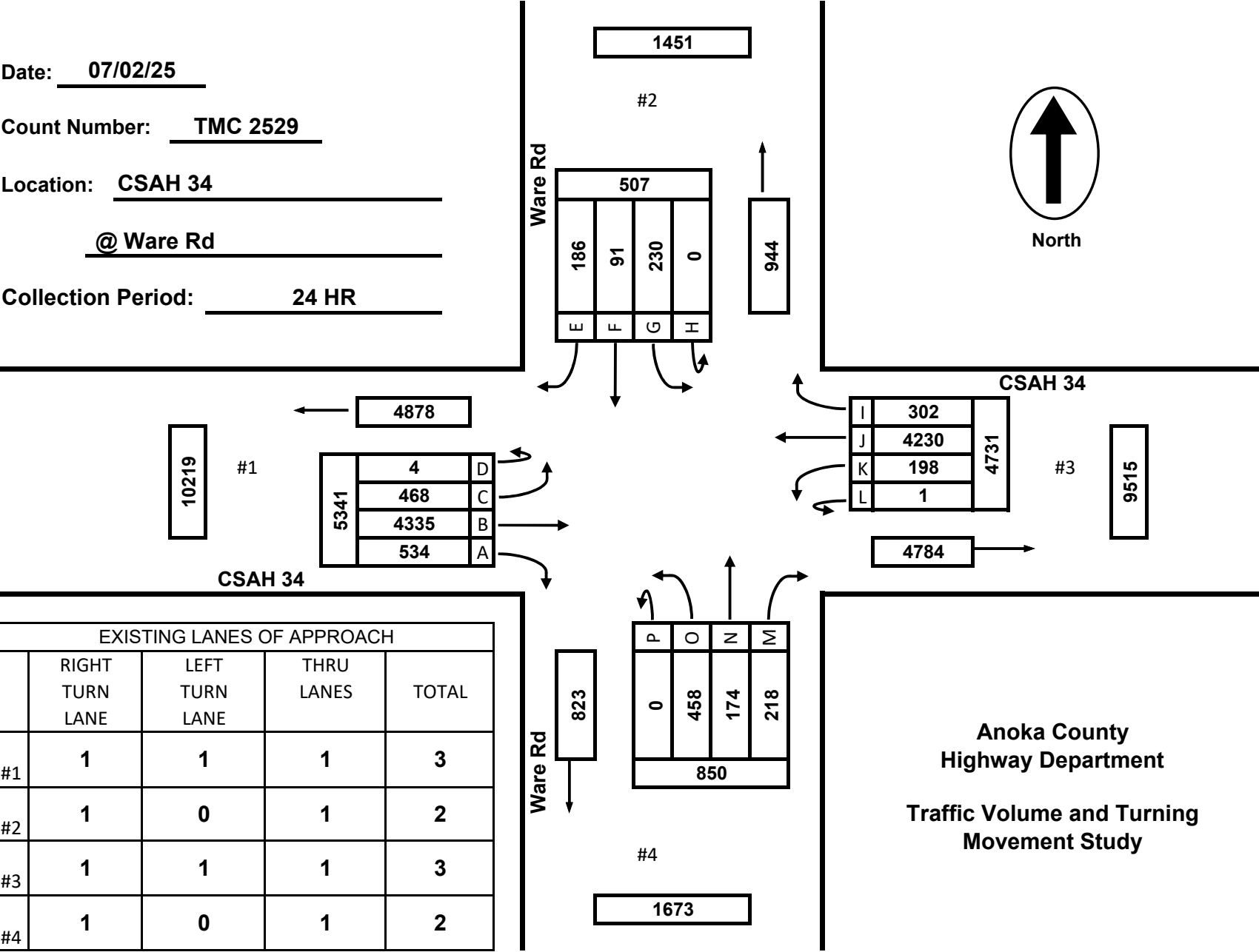
Date: 07/02/25

Count Number: TMC 2529

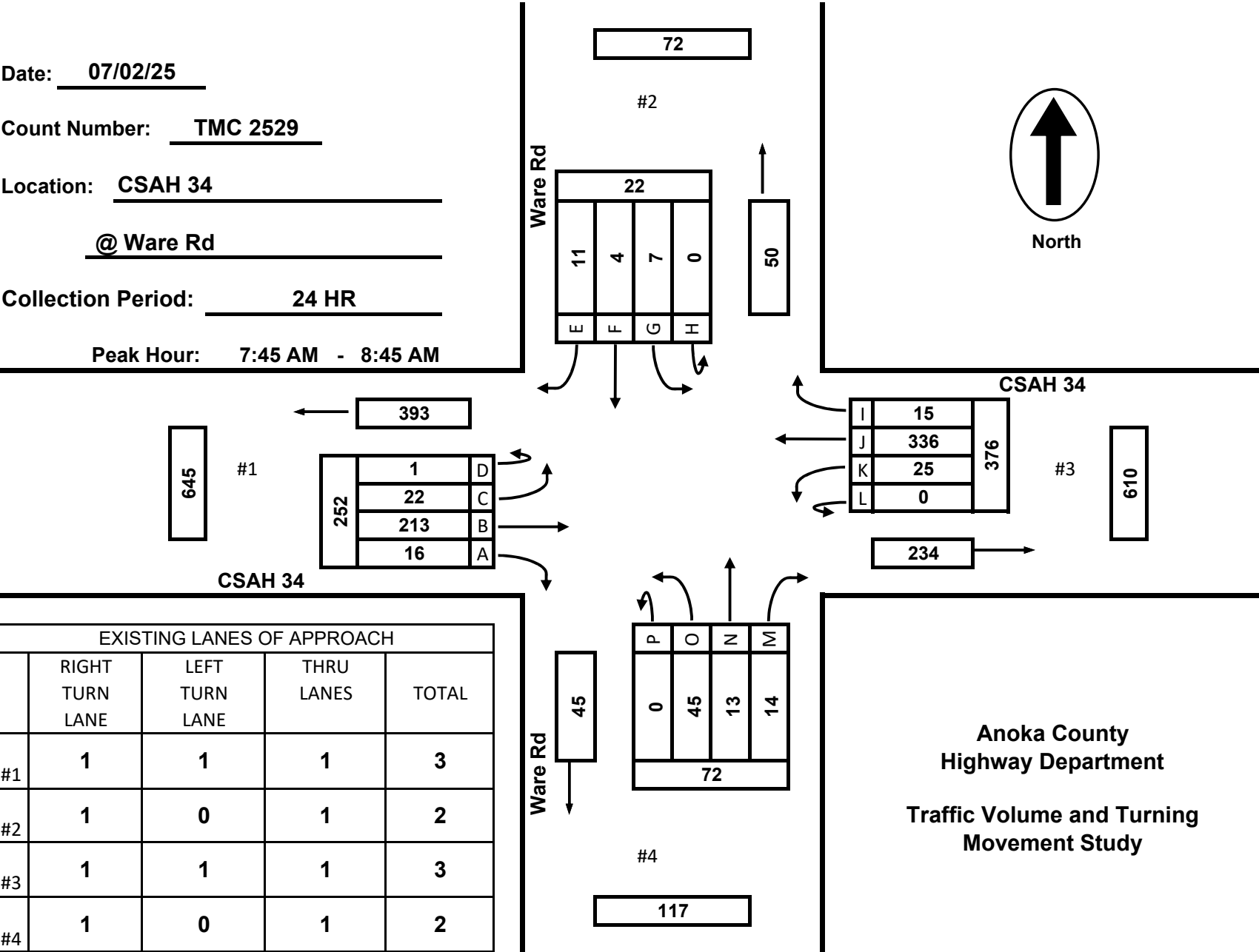
Location: CSAH 34

@ Ware Rd

Collection Period: 24 HR



Date: 07/02/25
Count Number: TMC 2529
Location: CSAH 34
@ Ware Rd
Collection Period: 24 HR
Peak Hour: 7:45 AM - 8:45 AM



Peak Hour: 12:00 PM - 1:00 PM

Date: 07/02/25

Count Number: TMC 2529

Location: CSAH 34
@ Ware Rd

Collection Period: 24 HR

Peak Hour: 12:00 PM - 1:00 PM

North

CSAH 34

Ware Rd

#1

#2

#3

#4

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

Traffic Volume and Turning Movement Data:

- Approach #1 (Ware Rd):** 690 (Total), 383 (Total), 0 (D), 46 (C), 286 (B), 51 (A).
- Approach #2 (Ware Rd):** 122 (Total), 36 (Total), 10 (E), 9 (F), 17 (G), 0 (H).
- Approach #3 (CSAH 34):** 617 (Total), 298 (Total), 25 (I), 261 (J), 12 (K), 0 (L).
- Approach #4 (Ware Rd):** 139 (Total), 67 (Total), 0 (P), 36 (O), 15 (N), 16 (M).

Anoka County Highway Department

Traffic Volume and Turning Movement Study

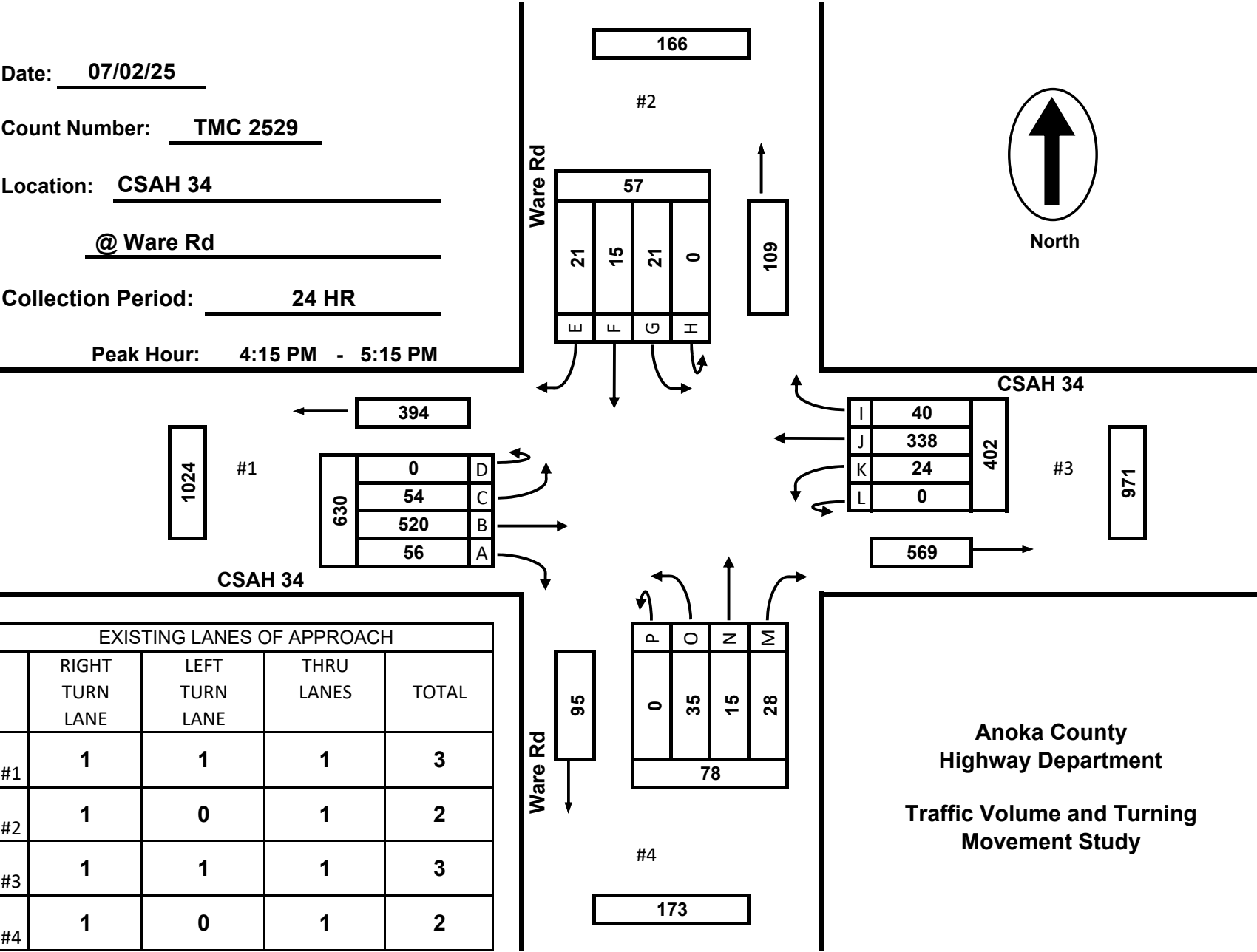
Date: 07/02/25

Count Number: TMC 2529

Location: CSAH 34
@ Ware Rd

Collection Period: 24 HR

Peak Hour: 4:15 PM - 5:15 PM



TMC 2529 - CSAH 34 @ Ware Rd
Lino Lakes MN
Wednesday, July 2, 2025

Time	Southbound Ware Rd						Westbound CSAH 34						Northbound Ware Rd						Eastbound CSAH 34						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	2	0	2	0	0	8	1	0	9	0	0	1	0	0	1	0	0	6	1	0	7	19
12:15 AM	0	1	0	0	0	1	0	0	4	0	0	4	0	0	0	1	0	1	0	0	6	0	0	6	12
12:30 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	0	1	0	1	5	0	0	6	11
12:45 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	1	6	0	0	7	12
Hourly Total	0	1	0	2	0	3	0	0	21	1	0	22	0	0	2	1	0	3	0	2	23	1	0	26	54
1:00 AM	0	0	0	0	0	0	0	0	2	1	0	3	0	1	0	0	0	1	0	0	1	0	0	1	5
1:15 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	3	6
1:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
1:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	0	1	0	0	1	1	0	2	5
Hourly Total	0	0	0	0	0	0	0	0	10	1	0	11	0	1	1	0	0	2	0	0	5	1	0	6	19
2:00 AM	0	0	0	1	0	1	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	6
2:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	2
2:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	3
2:45 AM	0	0	0	1	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	0	0	2	0	2	0	0	8	0	0	8	0	0	0	0	0	0	0	1	3	0	0	4	14
3:00 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
3:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
3:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	2	0	0	2	4
3:45 AM	0	0	0	1	0	1	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	1	0	3	7
Hourly Total	0	0	0	1	0	1	0	0	11	0	0	11	0	0	1	0	0	1	0	0	5	1	0	6	19
4:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
4:15 AM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	5	0	0	5	9
4:30 AM	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	2	0	0	2	12
4:45 AM	0	0	0	0	0	0	0	0	9	1	0	10	0	1	0	0	0	1	0	2	11	1	0	14	25
Hourly Total	0	0	0	0	0	0	0	0	24	1	0	25	0	1	0	0	0	1	0	2	19	1	0	22	48
5:00 AM	0	1	0	0	0	1	0	1	15	0	0	16	0	2	0	0	0	2	0	1	8	0	0	9	28
5:15 AM	0	1	0	0	0	1	0	0	23	0	0	23	0	2	1	0	1	3	0	2	6	0	0	8	35
5:30 AM	0	0	0	0	1	0	0	1	32	0	0	33	0	2	0	0	0	2	0	0	19	0	0	19	54
5:45 AM	0	0	1	1	0	2	0	1	28	1	0	30	0	6	1	0	0	7	0	1	14	2	0	17	56
Hourly Total	0	2	1	1	1	4	0	3	98	1	0	102	0	12	2	0	1	14	0	4	47	2	0	53	173
6:00 AM	0	1	0	1	0	2	0	3	32	0	0	35	0	2	0	0	0	2	0	2	25	1	0	28	67
6:15 AM	0	2	0	2	0	4	0	2	47	1	0	50	0	3	1	3	0	7	0	0	23	3	0	26	87
6:30 AM	0	1	0	2	0	3	0	4	53	1	0	58	0	5	0	3	2	8	0	1	36	3	0	40	109
6:45 AM	0	0	0	1	1	1	0	3	67	2	0	72	0	4	4	2	0	10	0	2	30	2	0	34	117
Hourly Total	0	4	0	6	1	10	0	12	199	4	0	215	0	14	5	8	2	27	0	5	114	9	0	128	380
7:00 AM	0	3	0	1	0	4	0	4	63	0	0	67	0	4	2	2	0	8	0	2	22	1	0	25	104
7:15 AM	0	0	1	1	0	2	0	11	52	2	0	65	0	7	1	1	0	9	0	3	48	3	0	54	130
7:30 AM	0	0	1	4	2	5	0	8	87	5	0	100	0	3	2	5	0	10	0	9	50	6	0	65	180
7:45 AM	0	1	1	1	3	3	0	7	78	5	0	90	0	15	2	1	2	18	0	4	50	4	0	58	169
Hourly Total	0	4	3	7	5	14	0	30	280	12	0	322	0	29	7	9	2	45	0	18	170	14	0	202	583

TMC 2529 - CSAH 34 @ Ware Rd
Lino Lakes MN
Wednesday, July 2, 2025

Time	Southbound Ware Rd						Westbound CSAH 34						Northbound Ware Rd						Eastbound CSAH 34						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	1	1	4	0	6	0	4	92	2	0	98	0	6	4	2	0	12	1	4	40	4	0	49	165
8:15 AM	0	3	0	3	3	6	0	9	71	3	0	83	0	12	4	4	0	20	0	8	53	4	0	65	174
8:30 AM	0	2	2	3	2	7	0	5	95	5	0	105	0	12	3	7	0	22	0	6	70	4	0	80	214
8:45 AM	0	4	0	0	0	4	0	4	67	4	2	75	0	13	2	5	0	20	0	3	48	7	0	58	157
Hourly Total	0	10	3	10	5	23	0	22	325	14	2	361	0	43	13	18	0	74	1	21	211	19	0	252	710
9:00 AM	0	2	1	1	0	4	0	2	63	6	0	71	0	10	3	4	1	17	0	2	52	4	0	58	150
9:15 AM	0	1	0	2	1	3	0	1	54	3	1	58	0	4	3	1	0	8	0	6	49	6	0	61	130
9:30 AM	0	1	0	3	2	4	0	1	65	2	1	68	0	7	1	3	0	11	0	5	37	8	0	50	133
9:45 AM	0	3	1	0	2	4	0	3	60	2	0	65	0	13	2	2	2	17	0	6	38	9	0	53	139
Hourly Total	0	7	2	6	5	15	0	7	242	13	2	262	0	34	9	10	3	53	0	19	176	27	0	222	552
10:00 AM	0	1	0	4	1	5	0	2	64	3	0	69	0	10	1	1	0	12	0	7	45	1	0	53	139
10:15 AM	0	0	0	5	0	5	1	1	63	3	0	68	0	5	5	0	0	10	0	7	67	6	2	80	163
10:30 AM	0	3	2	5	0	10	0	1	74	1	0	76	0	5	2	1	0	8	1	5	60	8	0	74	168
10:45 AM	0	4	1	1	3	6	0	1	66	4	2	71	0	12	1	2	1	15	0	4	45	9	0	58	150
Hourly Total	0	8	3	15	4	26	1	5	267	11	2	284	0	32	9	4	1	45	1	23	217	24	2	265	620
11:00 AM	0	3	3	4	0	10	0	0	77	4	0	81	0	9	4	3	1	16	0	6	50	6	0	62	169
11:15 AM	0	4	1	2	0	7	0	2	73	5	0	80	0	7	6	2	0	15	0	9	81	5	0	95	197
11:30 AM	0	1	0	0	7	1	0	2	42	5	0	49	0	8	2	6	1	16	0	6	55	11	0	72	138
11:45 AM	0	3	0	3	1	6	0	5	66	8	0	79	0	7	3	1	0	11	0	9	54	9	0	72	168
Hourly Total	0	11	4	9	8	24	0	9	258	22	0	289	0	31	15	12	2	58	0	30	240	31	0	301	672
12:00 PM	0	4	3	2	0	9	0	4	71	6	0	81	0	5	5	6	0	16	0	14	94	21	0	129	235
12:15 PM	0	4	3	3	0	10	0	3	59	7	0	69	0	9	2	3	0	14	0	11	70	15	0	96	189
12:30 PM	0	3	2	1	0	6	0	2	68	5	0	75	0	9	5	3	0	17	0	12	59	6	0	77	175
12:45 PM	0	6	1	4	2	11	0	3	63	7	4	73	0	13	3	4	1	20	0	9	63	9	0	81	185
Hourly Total	0	17	9	10	2	36	0	12	261	25	4	298	0	36	15	16	1	67	0	46	286	51	0	383	784
1:00 PM	0	9	3	2	1	14	0	1	69	11	1	81	0	10	4	7	1	21	0	7	83	8	1	98	214
1:15 PM	0	5	4	2	2	11	0	2	59	6	2	67	0	6	2	2	0	10	0	6	59	12	0	77	165
1:30 PM	0	0	1	4	2	5	0	2	74	4	2	80	0	5	3	1	2	9	0	8	69	6	2	83	177
1:45 PM	0	3	2	2	3	7	0	4	70	4	1	78	0	6	2	5	0	13	0	6	62	9	0	77	175
Hourly Total	0	17	10	10	8	37	0	9	272	25	6	306	0	27	11	15	3	53	0	27	273	35	3	335	731
2:00 PM	0	5	1	4	3	10	0	1	69	6	2	76	0	5	6	8	0	19	0	8	88	8	0	104	209
2:15 PM	0	2	3	3	0	8	0	1	71	6	0	78	0	6	2	6	0	14	0	10	77	13	0	100	200
2:30 PM	0	4	2	3	0	9	0	4	61	7	0	72	0	5	1	3	0	9	0	14	64	12	0	90	180
2:45 PM	0	8	1	3	3	12	0	4	71	6	2	81	0	8	1	4	0	13	0	8	68	16	0	92	198
Hourly Total	0	19	7	13	6	39	0	10	272	25	4	307	0	24	10	21	0	55	0	40	297	49	0	386	787
3:00 PM	0	4	4	4	0	12	0	6	61	6	1	73	0	8	2	3	0	13	0	10	69	8	0	87	185
3:15 PM	0	8	1	4	0	13	0	2	98	4	0	104	0	8	4	0	0	12	0	12	84	9	0	105	234
3:30 PM	0	4	0	1	2	5	0	5	73	9	0	87	0	4	5	6	0	15	0	4	85	13	0	102	209
3:45 PM	0	6	2	1	1	9	0	3	77	5	1	85	0	9	2	5	0	16	0	8	86	10	0	104	214
Hourly Total	0	22	7	10	3	39	0	16	309	24	2	349	0	29	13	14	0	56	0	34	324	40	0	398	842

TMC 2529 - CSAH 34 @ Ware Rd
Lino Lakes MN
Wednesday, July 2, 2025

Time	Southbound Ware Rd						Westbound CSAH 34						Northbound Ware Rd						Eastbound CSAH 34						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	1	2	6	8	0	5	78	3	2	86	0	8	3	6	0	17	0	8	100	10	0	118	229
4:15 PM	0	6	4	4	0	14	0	6	91	12	0	109	0	13	2	3	0	18	0	10	130	12	0	152	293
4:30 PM	0	3	1	5	2	9	0	10	85	10	2	105	0	4	7	10	0	21	0	10	120	13	0	143	278
4:45 PM	0	7	9	5	1	21	0	4	85	9	1	98	0	7	4	4	0	15	0	20	149	17	0	186	320
Hourly Total	0	21	15	16	9	52	0	25	339	34	5	398	0	32	16	23	0	71	0	48	499	52	0	599	1120
5:00 PM	0	5	1	7	2	13	0	4	77	9	0	90	0	11	2	11	1	24	0	14	121	14	0	149	276
5:15 PM	0	6	3	3	2	12	0	5	94	7	0	106	0	9	5	5	0	19	0	11	117	11	2	139	276
5:30 PM	0	6	4	10	0	20	0	3	78	8	0	89	0	12	3	5	0	20	0	19	111	12	0	142	271
5:45 PM	0	9	1	5	0	15	0	4	73	6	0	83	0	7	3	0	1	10	0	11	88	13	0	112	220
Hourly Total	0	26	9	25	4	60	0	16	322	30	0	368	0	39	13	21	2	73	0	55	437	50	2	542	1043
6:00 PM	0	9	2	7	2	18	0	1	67	10	0	78	0	10	1	4	0	15	0	15	78	10	0	103	214
6:15 PM	0	9	1	4	0	14	0	0	63	7	0	70	0	7	4	2	0	13	0	7	54	12	0	73	170
6:30 PM	0	4	2	3	0	9	0	0	35	1	0	36	0	4	2	6	1	12	0	5	76	6	0	87	144
6:45 PM	0	2	1	4	1	7	0	0	66	5	0	71	0	8	4	1	0	13	0	10	59	6	0	75	166
Hourly Total	0	24	6	18	3	48	0	1	231	23	0	255	0	29	11	13	1	53	0	37	267	34	0	338	694
7:00 PM	0	4	1	4	1	9	0	0	43	5	0	48	0	4	2	2	0	8	0	6	71	13	0	90	155
7:15 PM	0	6	2	1	1	9	0	4	40	2	0	46	0	5	3	3	0	11	0	5	55	4	0	64	130
7:30 PM	0	4	1	0	0	5	0	1	56	5	0	62	0	5	2	4	0	11	1	3	70	10	0	84	162
7:45 PM	0	5	0	2	0	7	0	2	44	3	0	49	0	4	2	5	0	11	0	2	58	6	0	66	133
Hourly Total	0	19	4	7	2	30	0	7	183	15	0	205	0	18	9	14	0	41	1	16	254	33	0	304	580
8:00 PM	0	2	2	1	6	5	0	1	36	3	0	40	0	5	1	3	0	9	0	7	68	14	2	89	143
8:15 PM	0	3	0	2	2	5	0	1	37	3	0	41	0	1	1	2	3	4	0	5	55	7	0	67	117
8:30 PM	0	5	1	2	0	8	0	2	35	4	0	41	0	0	2	4	0	6	0	5	42	5	0	52	107
8:45 PM	0	0	2	1	0	3	0	1	25	4	2	30	0	3	1	0	1	4	0	8	44	3	0	55	92
Hourly Total	0	10	5	6	8	21	0	5	133	14	2	152	0	9	5	9	4	23	0	25	209	29	2	263	459
9:00 PM	0	2	0	4	0	6	0	4	26	1	0	31	0	4	0	0	0	4	0	3	49	5	0	57	98
9:15 PM	0	2	2	2	0	6	0	3	16	3	0	22	0	3	1	2	0	6	0	2	46	3	0	51	85
9:30 PM	0	0	0	0	0	0	0	0	19	1	0	20	0	1	3	2	0	6	0	0	29	7	0	36	62
9:45 PM	0	1	0	1	0	2	0	1	15	0	0	16	0	2	0	1	0	3	1	3	25	3	0	32	53
Hourly Total	0	5	2	7	0	14	0	8	76	5	0	89	0	10	4	5	0	19	1	8	149	18	0	176	298
10:00 PM	0	1	0	2	0	3	0	1	14	1	0	16	0	0	1	1	0	2	0	3	21	4	0	28	49
10:15 PM	0	0	0	2	0	2	0	0	25	0	0	25	0	1	0	0	0	1	0	0	23	1	0	24	52
10:30 PM	0	0	1	0	0	1	0	0	12	0	0	12	0	2	0	1	0	3	0	1	24	3	0	28	44
10:45 PM	0	0	0	0	0	0	0	0	11	1	0	12	0	1	1	0	0	2	0	0	13	3	0	16	30
Hourly Total	0	1	1	4	0	6	0	1	62	2	0	65	0	4	2	2	0	8	0	4	81	11	0	96	175
11:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	1	0	2	0	1	11	1	0	13	18
11:15 PM	0	0	0	0	0	0	0	0	10	0	0	10	0	2	0	1	0	3	0	0	10	0	0	10	23
11:30 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	1	0	2	0	2	5	0	0	7	17
11:45 PM	0	2	0	1	0	3	0	0	6	0	0	6	0	0	1	0	0	1	0	0	3	1	0	4	14
Hourly Total	0	2	0	1	0	3	0	0	27	0	0	27	0	4	1	3	0	8	0	3	29	2	0	34	72
DAILY TOTAL	0	230	91	186	74	507	1	198	4230	302	29	4731	0	458	174	218	22	850	4	468	4335	534	9	5341	11429
Cars	0	228	91	183	12	502	1	198	4158	300	6	4657	0	428	174	218	18	820	4	464	4250	504	5	5222	11201
Heavy Vehicles	0	2	0	3	62	5	0	0	72	2	23	74	0	30	0	0	4	30	0	4	85	30	4	119	228
Heavy Vehicle %	0.00%	0.87%	0.00%	1.61%	83.78%	0.99%	0.00%	0.00%	1.70%	0.66%	79.31%	1.56%	0.00%	6.55%	0.00%	0.00%	18.18%	3.53%	0.00%	0.85%	1.96%	5.62%	44.44%	2.23%	1.99%

TMC 2529 - CSAH 34 @ Ware Rd
Lino Lakes MN
Wednesday, July 2, 2025
AM Peak Hour (00:00 to 10:00)

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	
7:45 AM	0	1	1	1	3	3	0	7	78	5	0	90	0	15	2	1	2	18	0	4	50	4	0	58	169
8:00 AM	0	1	1	4	0	6	0	4	92	2	0	98	0	6	4	2	0	12	1	4	40	4	0	49	165
8:15 AM	0	3	0	3	3	6	0	9	71	3	0	83	0	12	4	4	0	20	0	8	53	4	0	65	174
8:30 AM	0	2	2	3	2	7	0	5	95	5	0	105	0	12	3	7	0	22	0	6	70	4	0	80	214
Peak Hour Total	0	7	4	11	8	22	0	25	336	15	0	376	0	45	13	14	2	72	1	22	213	16	0	252	722
Peak Hour Heavy Vehicles	0	0	0	0	4	0	0	0	12	0	0	12	0	2	0	0	4	2	0	0	10	2	0	12	26
Peak Hour Heavy Vehicles %	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	0.00%	0.00%	3.57%	0.00%	0.00%	3.19%	0.00%	4.44%	0.00%	0.00%	200.00%	2.78%	0.00%	0.00%	4.69%	12.50%	0.00%	4.76%	3.60%
PHF	0.000	0.583	0.500	0.688	0.667	0.786	0.000	0.694	0.884	0.750	0.000	0.895	0.000	0.750	0.813	0.500	0.250	0.818	0.250	0.688	0.761	1.000	0.000	0.788	0.843

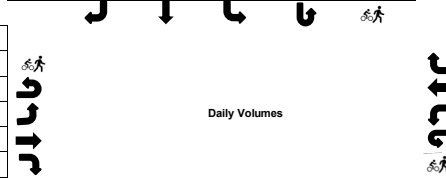
Mid Peak Hour (10:00 - 14:00)

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	
12:00 PM	0	4	3	2	0	9	0	4	71	6	0	81	0	5	5	6	0	16	0	14	94	21	0	129	235
12:15 PM	0	4	3	3	0	10	0	3	59	7	0	69	0	9	2	3	0	14	0	11	70	15	0	96	189
12:30 PM	0	3	2	1	0	6	0	2	68	5	0	75	0	9	5	3	0	17	0	12	59	6	0	77	175
12:45 PM	0	6	1	4	2	11	0	3	63	7	4	73	0	13	3	4	1	20	0	9	63	9	0	81	185
Peak Hour Total	0	17	9	10	2	36	0	12	261	25	4	298	0	36	15	16	1	67	0	46	286	51	0	383	784
Peak Hour Heavy Vehicles	0	0	0	0	2	0	0	0	9	0	4	9	0	2	0	0	2	2	0	0	13	3	0	16	27
Peak Hour Heavy Vehicles %	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	3.45%	0.00%	100.00%	3.02%	0.00%	5.56%	0.00%	0.00%	200.00%	2.99%	0.00%	0.00%	4.55%	5.88%	0.00%	4.18%	3.44%
PHF	0.000	0.708	0.750	0.625	0.250	0.818	0.000	0.750	0.919	0.893	0.250	0.920	0.000	0.692	0.750	0.667	0.250	0.838	0.000	0.821	0.761	0.607	0.000	0.742	0.834

PM Peak Hour (14:00 - 24:00)

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:15 PM	0	6	4	4	0	14	0	6	91	12	0	109	0	13	2	3	0	18	0	10	130	12	0	152	293
4:30 PM	0	3	1	5	2	9	0	10	85	10	2	105	0	4	7	10	0	21	0	10	120	13	0	143	328
4:45 PM	0	7	9	5	1	21	0	4	85	9	1	98	0	7	4	4	0	15	0	20	149	17	0	186	370
5:00 PM	0	5	1	7	2	13	0	4	77	9	0	90	0	11	2	11	1	24	0	14	121	14	0	149	276
Peak Hour Total	0	21	15	21	5	57	0	24	338	40	3	402	0	35	15	28	1	78	0	54	520	56	0	630	1167
Peak Hour Heavy Vehicles	0	0	0	0	5	0	0	0	2	0	3	2	0	3	0	0	5	3	0	0	0	4	0	4	9
Peak Hour Heavy Vehicles %	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.59%	0.00%	100.00%	0.50%	0.00%	8.57%	0.00%	0.00%	500.00%	3.85%	0.00%	0.00%	0.00%	7.14%	0.00%	0.63%	0.77%
PHF	0.000	0.750	0.417	0.750	0.625	0.679	0.000	0.600	0.929	0.833	0.375	0.922	0.000	0.673	0.536	0.636	0.250	0.813	0.000	0.675	0.872	0.824	0.000	0.847	0.912

Total Vehicles On Leg			1451		
Vehicles Entering Intersection 507			Vehicles Exiting Intersection 944		
Southbound					
Cars	183	91	228	0	12
Heavy	3	0	2	0	62
Total	186	91	230	0	74



Daily Volumes

Total Vehicles on Leg 10219	Vehicles Entering Intersection 5341	Eastbound	Cars	Heavy	Total
			5	4	9
			4	0	4
	Vehicles Exiting Intersection 4878		464	4	468
			4250	85	4335
			504	30	534

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 4731	Total Vehicles on Leg 9515
300	2	302			
4158	72	4230			
198	0	198			
1	0	1			
6	23	29			

Cars	18	0	426	174	218
Heavy	4	0	30	0	0
Total	22	0	458	174	218
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
850			823		
Total Vehicles On Leg			1673		

TMC 2529 - CSAH 34 @ Ware Rd
Lino Lakes MN
Wednesday, July 2, 2025

Time	Southbound Heavy Ware Rd						Westbound Heavy CSAH 34						Northbound Heavy Ware Rd						Eastbound Heavy CSAH 34						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	1	0	0	0	1
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 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
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 'Heavy Vehicles'	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 'Heavy Vehicles'	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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 'Heavy Vehicles'	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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 'Heavy Vehicles'	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	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 'Heavy Vehicles'	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
6:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1	2
6:45 AM	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly 'Heavy Vehicles'	0	0	0	0	1	0	0	0	2	0	0	2	0	0	0	0	1	0	0	0	3	0	0	3	5
7:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	0	0	2	0	0	2	4
7:30 AM	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	1	0	8	9
7:45 AM	0	0	0	0	2	0	0	0	2	0	0	2	0	1	0	0	2	1	0	0	3	0	0	3	6
Hourly 'Heavy Vehicles'	0	0	0	1	3	1	0	0	4	0	0	4	0	2	0	0	2	2	0	1	12	1	0	14	21

TMC 2529 - CSAH 34 @ Ware Rd
Lino Lakes MN
Wednesday, July 2, 2025

Time	Southbound Heavy Ware Rd						Westbound Heavy CSAH 34						Northbound Heavy Ware Rd						Eastbound Heavy CSAH 34						VEHICLE 'Heavy Vehicles'
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'	
8:00 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	0	1	0	0	3	1	0	4	8
8:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	4
8:30 AM	0	0	0	0	2	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	2	1	0	3	8
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Hourly 'Heavy Vehicles'	0	0	0	0	2	0	0	0	10	0	0	10	0	2	0	0	0	2	0	0	7	2	0	9	21
9:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
9:15 AM	0	0	0	0	1	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	1	1	0	2	3
9:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	0	0	2	0	0	2	4
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Hourly 'Heavy Vehicles'	0	0	0	0	1	0	0	0	4	0	1	4	0	1	0	0	0	1	0	0	5	1	0	6	11
10:00 AM	0	0	0	0	0	0	0	0	2	1	0	3	0	1	0	0	0	1	0	1	1	1	0	3	7
10:15 AM	0	0	0	1	0	1	0	0	2	0	0	2	0	1	0	0	0	1	0	1	1	1	0	3	7
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	2	3
10:45 AM	0	1	0	0	3	1	0	0	1	0	2	1	0	1	0	0	0	1	0	0	2	2	0	4	7
Hourly 'Heavy Vehicles'	0	1	0	1	3	2	0	0	5	1	2	6	0	4	0	0	0	4	0	2	6	4	0	12	24
11:00 AM	0	1	0	0	0	1	0	0	5	0	0	5	0	1	0	0	0	1	0	1	3	1	0	5	12
11:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	1	0	3	5
11:30 AM	0	0	0	0	7	0	0	0	1	0	0	1	0	1	0	0	0	1	0	0	2	0	0	2	4
11:45 AM	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	1	0	0	2	1	0	3	5
Hourly 'Heavy Vehicles'	0	1	0	0	8	1	0	0	9	0	0	9	0	3	0	0	0	3	0	1	9	3	0	13	26
12:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	6	2	0	8	9
12:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	4	1	0	5	8
12:30 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	0	1	0	0	1	0	0	1	7
12:45 PM	0	0	0	0	2	0	0	0	0	0	4	0	0	1	0	0	0	1	0	0	2	0	0	2	3
Hourly 'Heavy Vehicles'	0	0	0	0	2	0	0	0	9	0	4	9	0	2	0	0	0	2	0	0	13	3	0	16	27
1:00 PM	0	0	0	0	0	0	0	0	2	0	1	2	0	1	0	0	0	1	0	0	1	1	0	2	5
1:15 PM	0	0	0	0	2	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	2	1	0	3	4
1:30 PM	0	0	0	0	2	0	0	0	2	0	2	2	0	1	0	0	0	1	0	0	1	1	0	2	5
1:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	2
Hourly 'Heavy Vehicles'	0	0	0	0	6	0	0	0	5	0	5	5	0	3	0	0	0	3	0	0	5	3	0	8	16
2:00 PM	0	0	0	0	3	0	0	0	2	0	2	2	0	1	0	0	0	1	0	0	3	1	0	4	7
2:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	1	0	0	2	1	0	3	6
2:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	1	0	0	1	1	0	2	5
2:45 PM	0	0	0	0	3	0	0	0	1	0	2	1	0	1	0	0	0	1	0	0	4	0	0	4	6
Hourly 'Heavy Vehicles'	0	0	0	0	6	0	0	0	7	0	4	7	0	4	0	0	0	4	0	0	10	3	0	13	24
3:00 PM	0	0	0	0	0	0	0	0	3	0	1	3	0	1	0	0	0	1	0	0	1	1	0	2	6
3:15 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	3	1	0	4	8
3:30 PM	0	0	0	0	2	0	0	0	1	0	0	1	0	1	0	0	0	1	0	0	1	1	0	2	4
3:45 PM	0	0	0	0	1	0	0	0	0	1	1	1	0	1	0	0	0	1	0	0	0	1	0	1	3
Hourly 'Heavy Vehicles'	0	0	0	0	3	0	0	0	8	1	2	9	0	3	0	0	0	3	0	0	5	4	0	9	21

TMC 2529 - CSAH 34 @ Ware Rd
Lino Lakes MN
Wednesday, July 2, 2025

	Southbound Heavy Ware Rd						Westbound Heavy CSAH 34						Northbound Heavy Ware Rd						Eastbound Heavy CSAH 34						VEHICLE 'Heavy Vehicles'	
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'		
4:00 PM	0	0	0	1	6	1	0	0	1	0	2	1	0	1	0	0	0	0	1	0	0	2	0	0	2	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	1	2
4:30 PM	0	0	0	0	2	0	0	0	0	0	2	0	0	1	0	0	0	0	1	0	0	0	1	0	1	2
4:45 PM	0	0	0	0	1	0	0	0	2	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Hourly 'Heavy Vehicles'	0	0	0	1	9	1	0	0	3	0	5	3	0	3	0	0	0	0	3	0	0	2	3	0	5	12
5:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	1	2
5:15 PM	0	0	0	0	2	0	0	0	2	0	0	2	0	1	0	0	0	0	1	0	0	1	0	2	1	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
5:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3	
Hourly 'Heavy Vehicles'	0	0	0	0	4	0	0	0	4	0	0	4	0	2	0	0	0	0	2	0	0	3	2	2	5	11
6:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	1	
6:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	2	1	0	3	4
7:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 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	0
7:45 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	0
Hourly 'Heavy Vehicles'	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
8:00 PM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
8:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 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	0
8:45 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	0
Hourly 'Heavy Vehicles'	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
9:00 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	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0
9:30 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	0
9:45 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	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
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	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	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	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	0
Hourly 'Heavy Vehicles'	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	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	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	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	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	0
Hourly 'Heavy Vehicles'	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	0
DAILY 'Heavy Vehicles'	0	2	0	3	62	5	0	0	72	2	23	74	0	30	0	0	4	30	0	4	85	30	4	119	228	

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2529

Study Date : 08/08/2025

Signal Warrants - Summary

Major Street Approaches

Eastbound: CSAH 34

Number of Lanes : 2+

Total Approach Volume: 5,341

Westbound: CSAH 34

Number of Lanes : 2+

Total Approach Volume: 4,731

Minor Street Approaches

Northbound: Ware Rd

Number of Lanes : 1

Total Approach Volume: 632

Southbound: Ware Rd

Number of Lanes : 1

Total Approach Volume: 321

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 2 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 9 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 2529

Study Date : 08/08/2025

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

Volume Requirements

Rural Factor of 70 % applied
Veh/Hr Major = **420**

Veh/Hr Minor = **105**

Major Road						Minor Road		
CSAH 34						Ware Rd		
Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met?
16:15 - 17:15	630	+	402	=	1032	50	36	No
16:30 - 17:30	617	+	399	=	1016	49	35	No
16:45 - 17:45	616	+	383	=	999	53	41	No
16:00 - 17:00	599	+	398	=	997	48	36	No
17:00 - 18:00	542	+	368	=	910	52	35	No
15:45 - 16:45	517	+	385	=	902	48	28	No
17:15 - 18:15	496	+	356	=	852	50	40	No
15:30 - 16:30	476	+	367	=	843	46	28	No
15:15 - 16:15	429	+	362	=	791	43	27	No
17:30 - 18:30	430	+	320	=	750	47	41	No
15:00 - 16:00	398	+	349	=	747	42	29	No
14:45 - 15:45	386	+	345	=	731	40	30	No
14:30 - 15:30	374	+	330	=	704	37	32	No
14:00 - 15:00	386	+	307	=	693	34	26	No
12:00 - 13:00	383	+	298	=	681	51	26	No
11:45 - 12:45	374	+	304	=	678	45	22	No
13:30 - 14:30	364	+	312	=	676	35	17	No
13:45 - 14:45	371	+	304	=	675	33	22	No
14:15 - 15:15	369	+	304	=	673	33	28	No
11:15 - 12:15	368	+	289	=	657	43	16	No
12:15 - 13:15	352	+	298	=	650	55	31	No
11:30 - 12:30	369	+	278	=	647	41	18	No
17:45 - 18:45	375	+	267	=	642	38	37	No
13:15 - 14:15	341	+	301	=	642	35	21	No
13:00 - 14:00	335		306		641	38	27	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2529

Study Date : 08/08/2025

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 2 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

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

Volume Requirements

Rural Factor of 70 % applied
Veh/Hr Major = **630**

Veh/Hr Minor = **53**

Major Road						Minor Road		
CSAH 34						Ware Rd		
Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met?
16:45 - 17:45	616	+	383	=	999	53	41	Yes
12:15 - 13:15	352	+	298	=	650	55	31	Yes
16:15 - 17:15	630	+	402	=	1032	50	36	No
16:30 - 17:30	617	+	399	=	1016	49	35	No
16:00 - 17:00	599	+	398	=	997	48	36	No
15:45 - 16:45	517	+	385	=	902	48	28	No
15:30 - 16:30	476	+	367	=	843	46	28	No
15:15 - 16:15	429	+	362	=	791	43	27	No
15:00 - 16:00	398	+	349	=	747	42	29	No
14:45 - 15:45	386	+	345	=	731	40	30	No
14:30 - 15:30	374	+	330	=	704	37	32	No
14:00 - 15:00	386	+	307	=	693	34	26	No
12:00 - 13:00	383	+	298	=	681	51	26	No
11:45 - 12:45	374	+	304	=	678	45	22	No
13:30 - 14:30	364	+	312	=	676	35	17	No
13:45 - 14:45	371	+	304	=	675	33	22	No
14:15 - 15:15	369	+	304	=	673	33	28	No
11:15 - 12:15	368	+	289	=	657	43	16	No
11:30 - 12:30	369	+	278	=	647	41	18	No
17:45 - 18:45	375	+	267	=	642	38	37	No
13:15 - 14:15	341	+	301	=	642	35	21	No
07:45 - 08:45	252	+	376	=	628	58	11	No
08:00 - 09:00	252	+	361	=	613	56	13	No
07:30 - 08:30	237	+	371	=	608	48	8	No
10:30 - 11:30	289		308		597	46	21	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2529

Study Date : 08/08/2025

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.
9 hours meet 1B minimums.
Warrant is NOT met.

Site Data Required

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

Volume Requirements

Rural Factor of 70% applied
Warrant 1A 1B
Veh/Hr Major = **336 504**

Veh/Hr Minor = **84 42**

Major Road CSAH 34						Minor Road Ware Rd				
Time	Major EB	+	Major WB	=	Total	Minor NB		Minor SB		Met1A?
16:15 - 17:15	630	+	402	=	1032	50		36		No
16:30 - 17:30	617	+	399	=	1016	49		35		No
16:45 - 17:45	616	+	383	=	999	53		41		No
16:00 - 17:00	599	+	398	=	997	48		36		No
17:00 - 18:00	542	+	368	=	910	52		35		No
15:45 - 16:45	517	+	385	=	902	48		28		No
17:15 - 18:15	496	+	356	=	852	50		40		No
15:30 - 16:30	476	+	367	=	843	46		28		No
15:15 - 16:15	429	+	362	=	791	43		27		No
17:30 - 18:30	430	+	320	=	750	47		41		No
15:00 - 16:00	398	+	349	=	747	42		29		No
14:45 - 15:45	386	+	345	=	731	40		30		No

Time	Major EB	+	Major WB	=	Total	Minor NB		Minor SB		Met1B?
16:00 - 17:00	599	+	398	=	997	48		36		Yes
17:00 - 18:00	542	+	368	=	910	52		35		Yes
15:00 - 16:00	398	+	349	=	747	42		29		Yes
11:45 - 12:45	374	+	304	=	678	45		22		Yes
12:45 - 13:45	339	+	301	=	640	46		29		Yes
07:30 - 08:30	237	+	371	=	608	48		8		Yes
10:30 - 11:30	289	+	308	=	597	46		21		Yes
08:30 - 09:30	257	+	309	=	566	50		12		Yes
09:30 - 10:30	236	+	270	=	506	44		6		Yes
14:45 - 15:45	386	+	345	=	731	40		30		No
14:30 - 15:30	374	+	330	=	704	37		32		No
14:00 - 15:00	386	+	307	=	693	34		26		No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2529

Study Date : 08/08/2025

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.

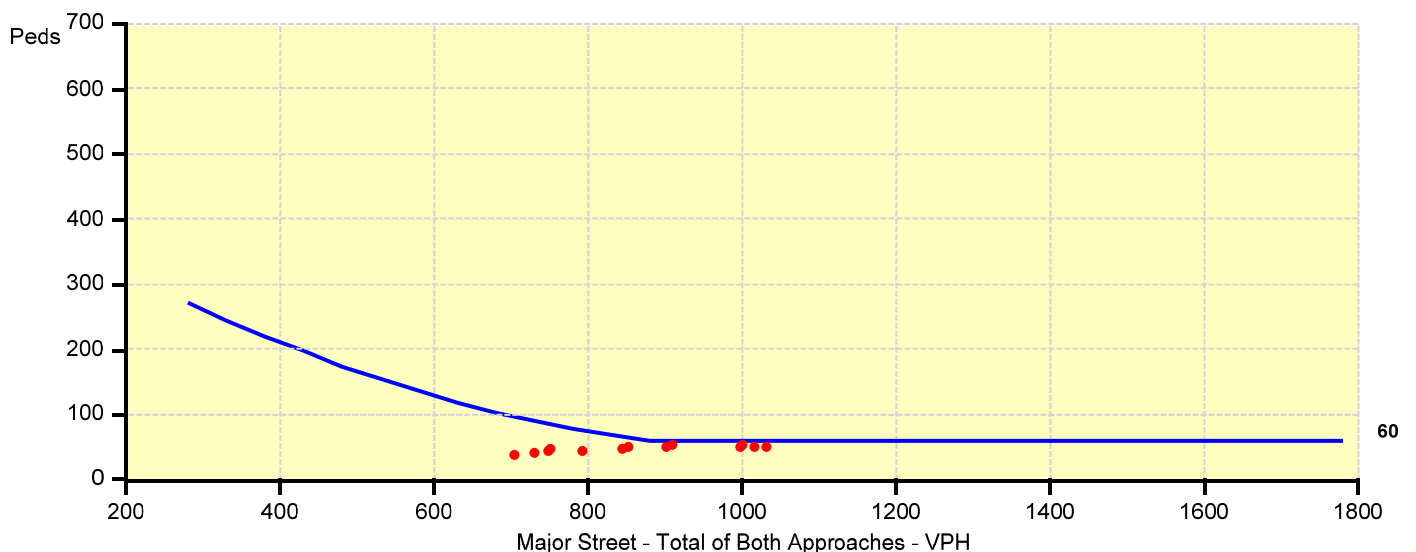
Summary

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

Site Data Required

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

Major Road CSAH 34						Minor Road Ware Rd		
Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met?
16:15 - 17:15	630	+	402	=	1032	50	36	No
16:30 - 17:30	617	+	399	=	1016	49	35	No
16:45 - 17:45	616	+	383	=	999	53	41	No
16:00 - 17:00	599	+	398	=	997	48	36	No
17:00 - 18:00	542	+	368	=	910	52	35	No
15:45 - 16:45	517	+	385	=	902	48	28	No
17:15 - 18:15	496	+	356	=	852	50	40	No
15:30 - 16:30	476	+	367	=	843	46	28	No
15:15 - 16:15	429	+	362	=	791	43	27	No
17:30 - 18:30	430	+	320	=	750	47	41	No
15:00 - 16:00	398	+	349	=	747	42	29	No
14:45 - 15:45	386	+	345	=	731	40	30	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2529

Study Date : 08/08/2025

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.

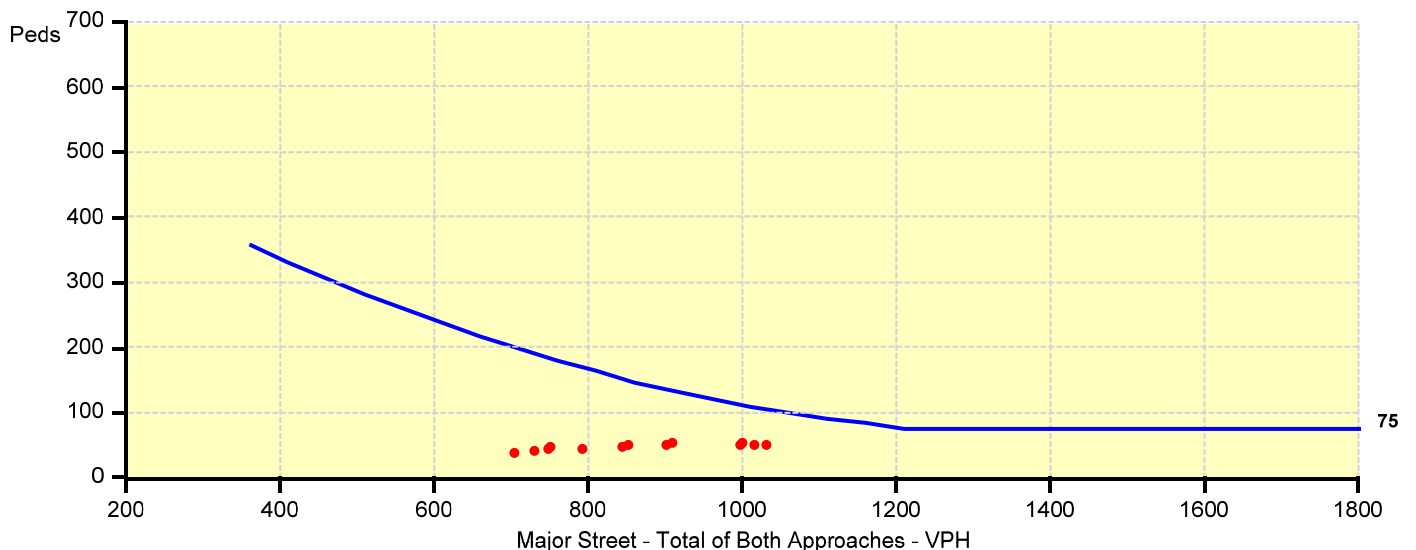
Summary

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

Site Data Required

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

Major Road CSAH 34						Minor Road Ware Rd		
Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met?
16:15 - 17:15	630	+	402	=	1032	50	36	No
16:30 - 17:30	617	+	399	=	1016	49	35	No
16:45 - 17:45	616	+	383	=	999	53	41	No
16:00 - 17:00	599	+	398	=	997	48	36	No
17:00 - 18:00	542	+	368	=	910	52	35	No
15:45 - 16:45	517	+	385	=	902	48	28	No
17:15 - 18:15	496	+	356	=	852	50	40	No
15:30 - 16:30	476	+	367	=	843	46	28	No
15:15 - 16:15	429	+	362	=	791	43	27	No
17:30 - 18:30	430	+	320	=	750	47	41	No
15:00 - 16:00	398	+	349	=	747	42	29	No
14:45 - 15:45	386		345		731	40	30	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2529

Study Date : 08/08/2025

Multiway Stop Warrants - Summary

Major Street Approaches

Eastbound: CSAH 34

Number of Lanes : 2+

Total Approach Volume: 5,341

Westbound: CSAH 34

Number of Lanes : 2+

Total Approach Volume: 4,731

Minor Street Approaches

Northbound: Ware Rd

Number of Lanes : 1

Total Approach Volume: 632

Southbound: Ware Rd

Number of Lanes : 1

Total Approach Volume: 321

Warrant Summary (Rural Values Apply)

Criteria A - Interim Measure..... **Not Evaluated**
If traffic signals are justified, stop signs can be installed as an interim measure.

Criteria B - Crash Experience..... **Not Satisfied**
Number of crashes (-1) is less than minimum required (5).

Criteria C - Minimum Volumes and Delays..... **Not Satisfied**
Average of 8 highest hours is less than volume criteria.

Criteria D - 80% of Volumes, Delays, and Crashes..... **Not Satisfied**
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?
16:15 - 17:15	1032	739.4	91	78.8	210	140	No
17:15 - 18:15	852		93				
15:15 - 16:15	791		70				
12:00 - 13:00	681		91				
14:00 - 15:00	693		60				
13:00 - 14:00	641		79				
07:45 - 08:45	628		71				
10:30 - 11:30	597		75				
18:15 - 19:15	550		59				
09:30 - 10:30	506		65				
19:15 - 20:15	500		59				
06:45 - 07:45	482		32				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
16:15 - 17:15	1032	739.4	91	78.8	240	160	No
17:15 - 18:15	852		93				
15:15 - 16:15	791		70				
12:00 - 13:00	681		91				
14:00 - 15:00	693		60				
13:00 - 14:00	641		79				
07:45 - 08:45	628		71				
10:30 - 11:30	597		75				
18:15 - 19:15	550		59				
09:30 - 10:30	506		65				
19:15 - 20:15	500		59				
06:45 - 07:45	482		32				