

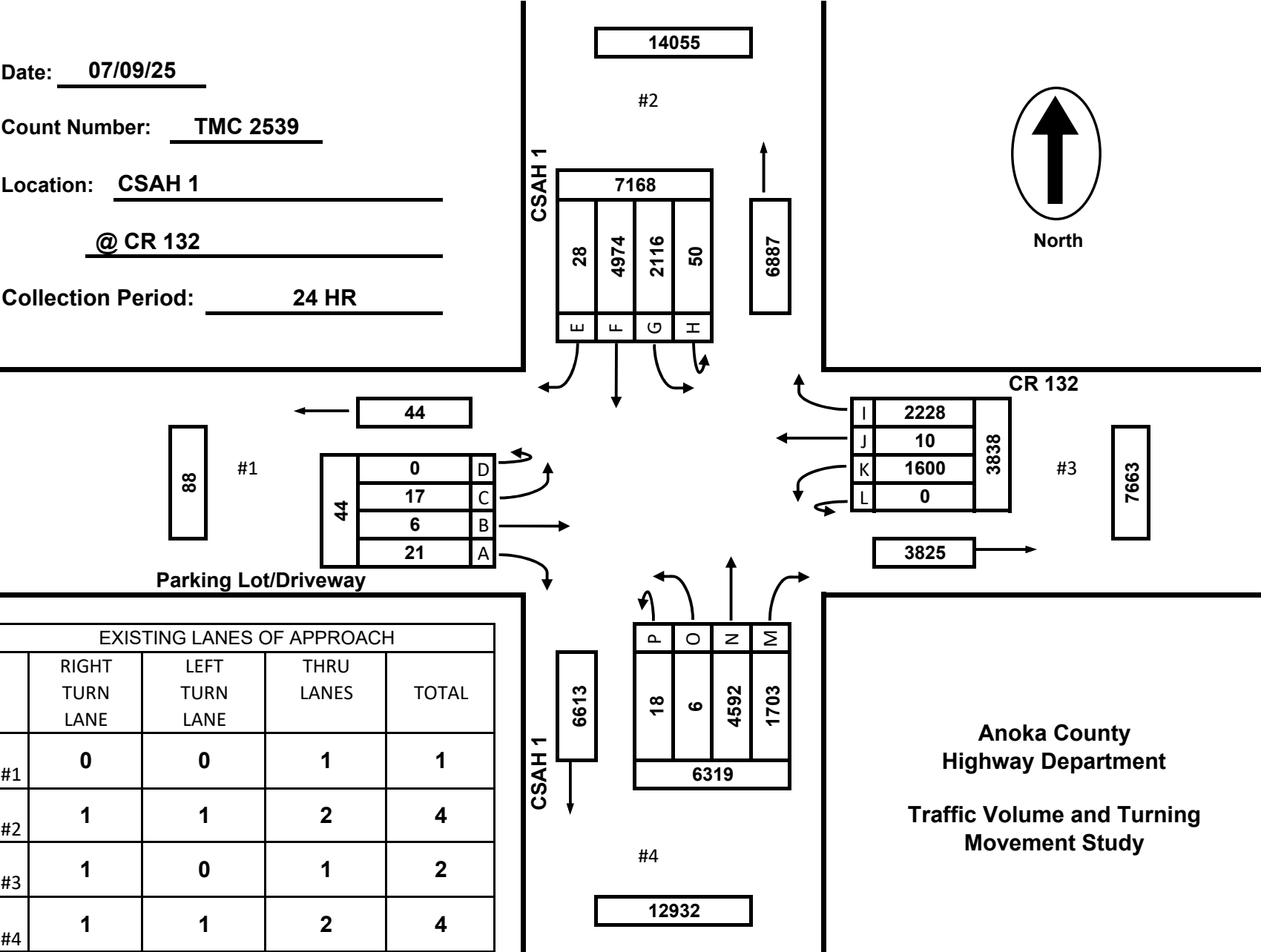
Date: 07/09/25

Count Number: TMC 2539

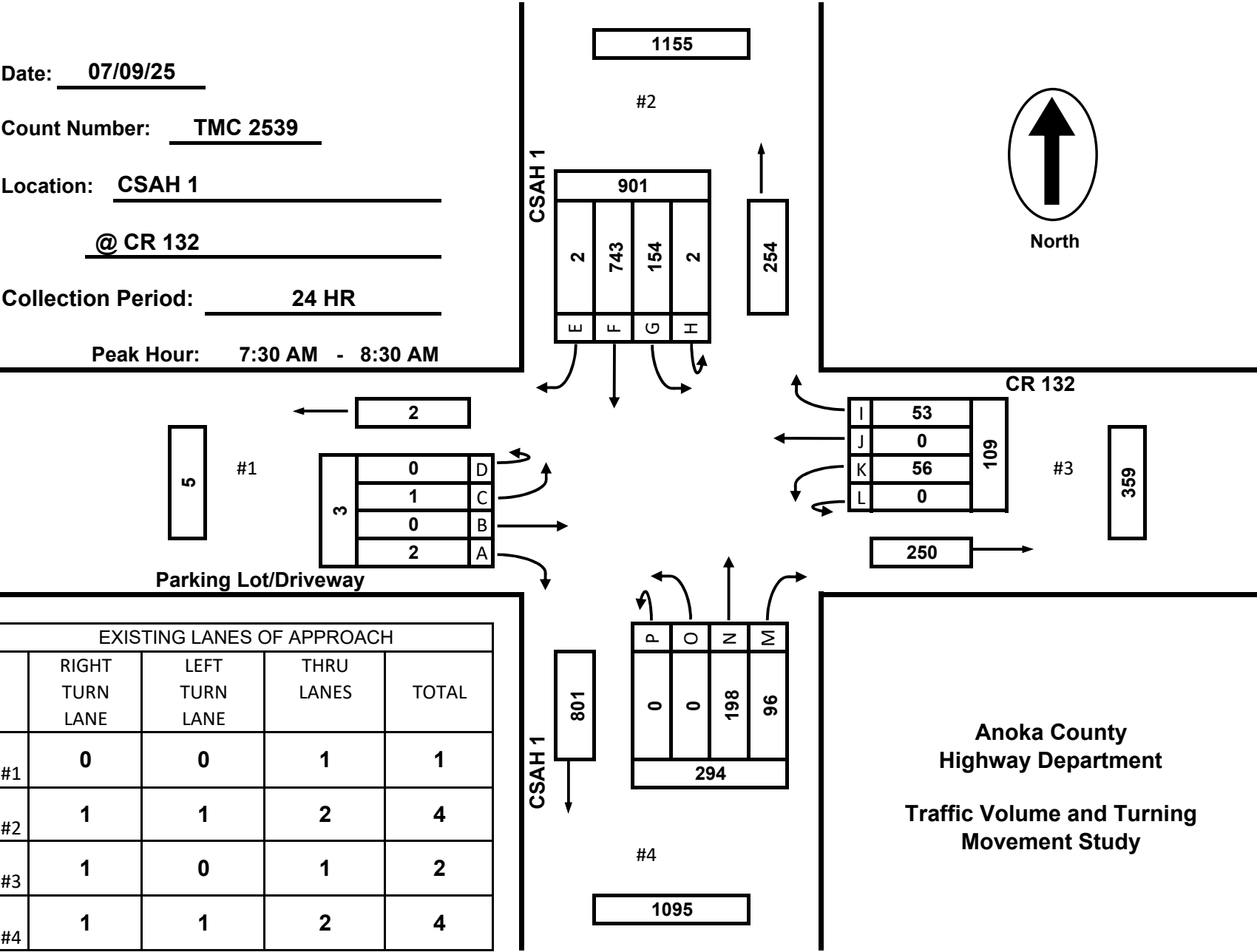
Location: CSAH 1

@ CR 132

Collection Period: 24 HR



Date: 07/09/25
 Count Number: TMC 2539
 Location: CSAH 1
@ CR 132
 Collection Period: 24 HR
 Peak Hour: 7:30 AM - 8:30 AM



Date: 07/09/25

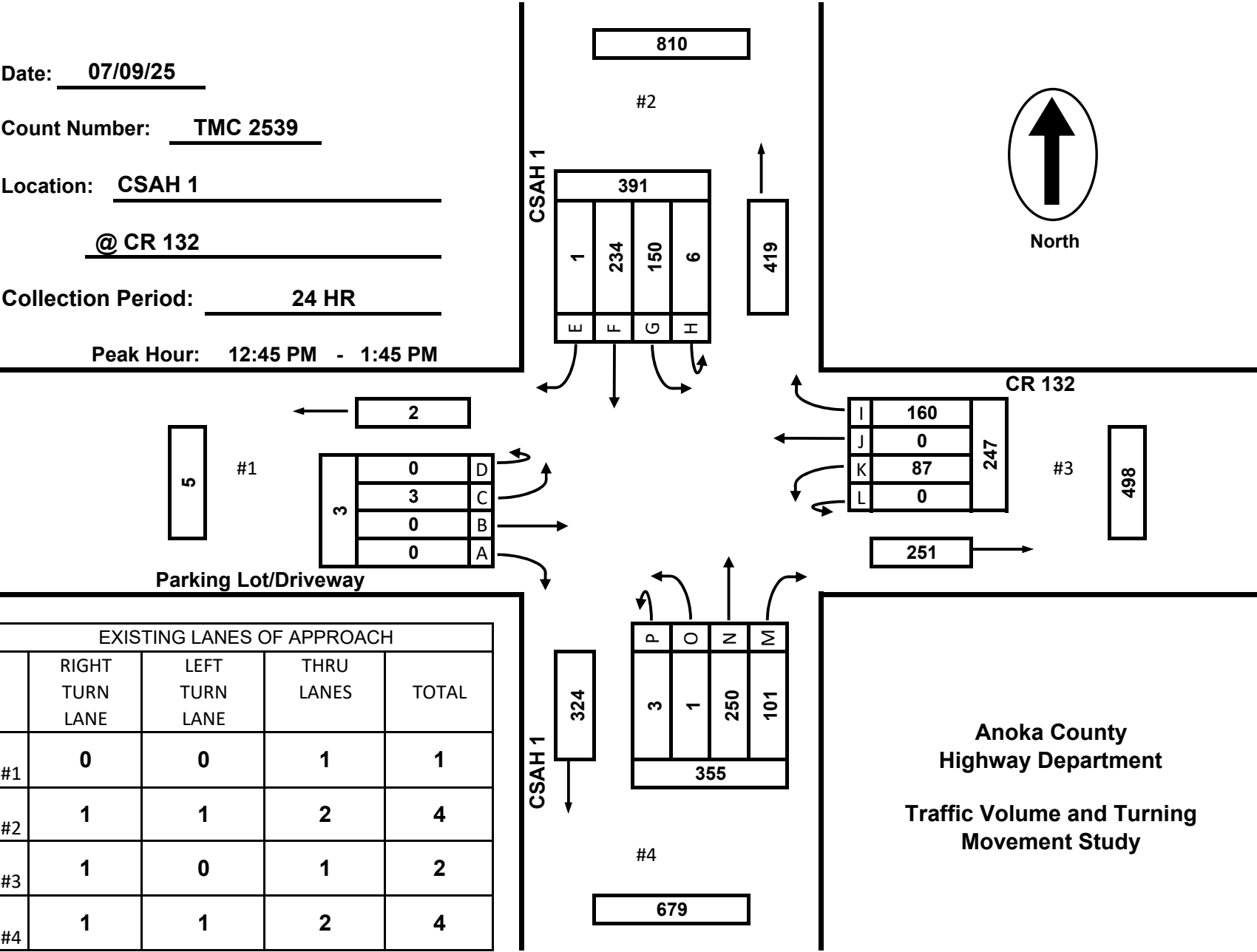
Count Number: TMC 2539

Location: CSAH 1

@ CR 132

Collection Period: 24 HR

Peak Hour: 12:45 PM - 1:45 PM



Date: 07/09/25

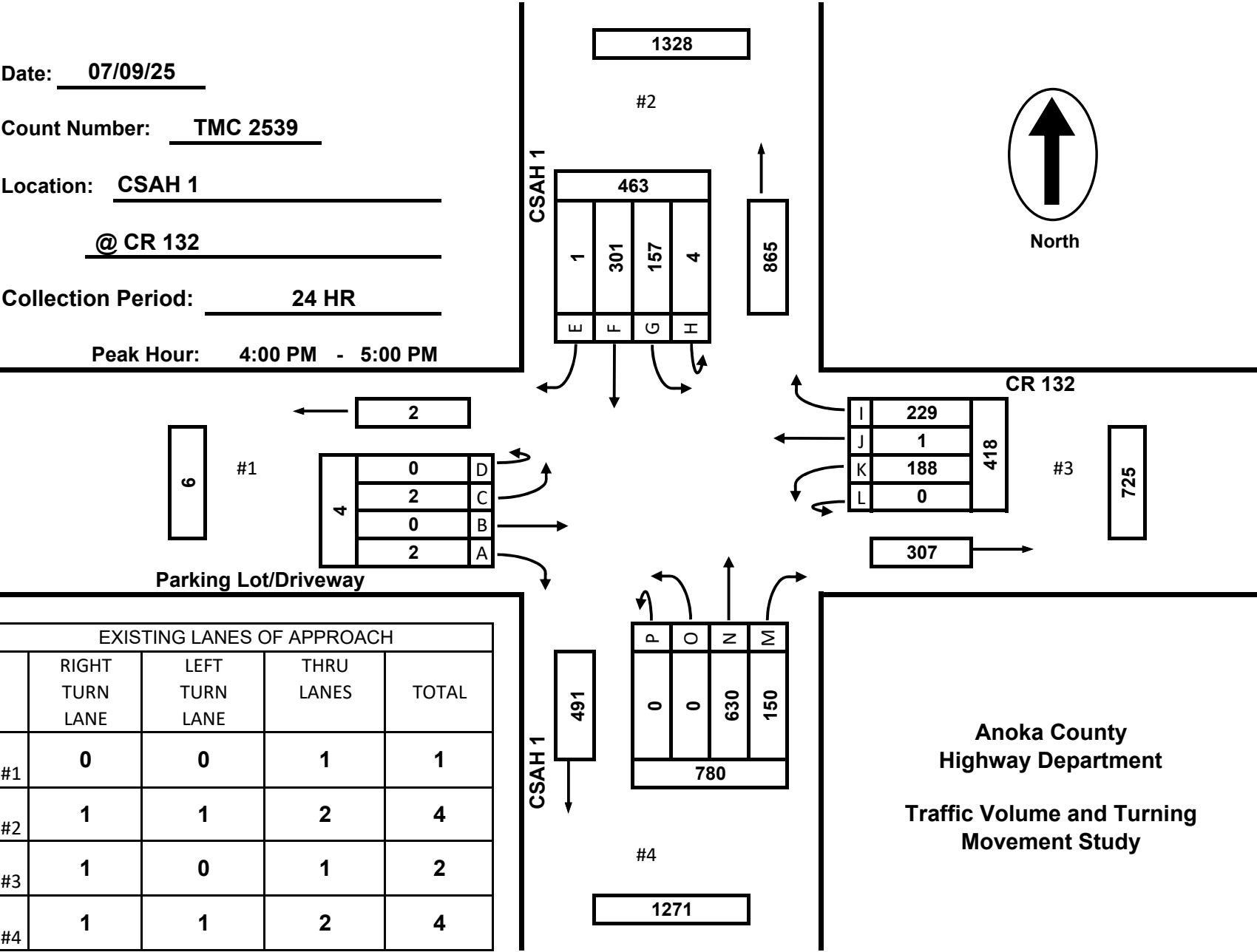
Count Number: TMC 2539

Location: CSAH 1

@ CR 132

Collection Period: 24 HR

Peak Hour: 4:00 PM - 5:00 PM



TMC 2539 - CSAH 1 @ CR 132
Coon Rapids MN
Wednesday, July 9, 2025

Time	Southbound CSAH 1						Westbound CR 132						Northbound CSAH 1						Eastbound Parking Lot/Driveway						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	1	4	0	0	5	0	3	0	2	0	5	0	0	8	2	0	10	0	0	0	0	0	0	20
12:15 AM	0	0	8	0	0	8	0	3	0	0	0	3	0	0	13	2	0	15	0	0	0	0	0	0	26
12:30 AM	0	3	3	0	0	6	0	3	0	2	0	5	0	0	5	2	0	7	0	0	0	0	0	0	18
12:45 AM	0	1	5	0	0	6	0	1	0	2	0	3	0	0	6	0	0	6	0	0	0	0	0	0	15
Hourly Total	0	5	20	0	0	25	0	10	0	6	0	16	0	0	32	6	0	38	0	0	0	0	0	0	79
1:00 AM	0	1	5	0	0	6	0	0	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	0	15
1:15 AM	0	2	7	0	0	9	0	0	0	1	0	1	0	0	2	0	0	2	0	0	0	0	0	0	12
1:30 AM	0	1	3	0	0	4	0	2	0	15	0	17	0	0	6	2	0	8	0	0	0	0	0	0	29
1:45 AM	0	1	6	0	0	7	0	1	0	2	0	3	0	0	3	0	0	3	0	0	0	0	0	0	13
Hourly Total	0	5	21	0	0	26	0	3	0	18	0	21	0	0	19	3	0	22	0	0	0	0	0	0	69
2:00 AM	0	1	5	0	0	6	0	5	0	5	0	10	0	0	6	2	0	8	0	0	0	0	0	0	24
2:15 AM	0	2	2	0	0	4	0	2	0	4	0	6	0	0	1	1	0	2	0	0	0	0	0	0	12
2:30 AM	0	2	3	0	0	5	0	3	0	1	1	4	0	0	4	1	0	5	0	0	0	0	0	0	14
2:45 AM	0	2	3	0	0	5	0	2	0	0	0	2	0	0	2	2	0	4	0	0	0	0	0	0	11
Hourly Total	0	7	13	0	0	20	0	12	0	10	1	22	0	0	13	6	0	19	0	0	0	0	0	0	61
3:00 AM	0	1	5	0	0	6	0	1	0	2	0	3	0	0	8	2	0	10	0	0	0	0	0	0	19
3:15 AM	0	5	4	0	0	9	0	1	0	1	0	2	0	0	2	4	0	6	0	0	0	0	0	0	17
3:30 AM	0	3	7	0	0	10	0	4	0	26	0	30	1	0	2	0	0	3	0	0	0	0	0	0	43
3:45 AM	1	4	4	0	0	9	0	0	0	4	0	4	0	0	3	0	0	3	0	0	0	0	0	0	16
Hourly Total	1	13	20	0	0	34	0	6	0	33	0	39	1	0	15	6	0	22	0	0	0	0	0	0	95
4:00 AM	0	4	5	0	0	9	0	0	0	3	0	3	0	0	3	3	0	6	0	0	0	0	0	0	18
4:15 AM	0	5	16	0	0	21	0	1	0	4	1	5	0	0	4	2	0	6	0	0	0	0	0	0	32
4:30 AM	0	12	15	0	0	27	0	0	0	5	0	5	0	0	15	3	0	18	0	0	0	0	0	0	50
4:45 AM	0	20	20	0	0	40	0	0	0	4	0	4	0	0	6	19	0	25	0	0	0	0	0	0	69
Hourly Total	0	41	56	0	0	97	0	1	0	16	1	17	0	0	28	27	0	55	0	0	0	0	0	0	169
5:00 AM	0	6	37	0	0	43	0	5	1	0	0	6	0	0	6	5	0	11	0	0	0	0	0	0	60
5:15 AM	1	17	27	0	0	45	0	3	0	6	0	9	0	0	16	13	0	29	0	1	0	0	0	1	84
5:30 AM	0	12	56	0	0	68	0	4	0	8	0	12	0	0	15	16	1	31	0	0	0	0	1	0	111
5:45 AM	4	23	68	0	0	95	0	9	0	3	0	12	1	0	29	13	0	43	0	0	0	0	0	0	150
Hourly Total	5	58	188	0	0	251	0	21	1	17	0	39	1	0	66	47	1	114	0	1	0	0	1	1	405
6:00 AM	1	9	48	0	0	58	0	7	0	12	0	19	0	0	20	6	1	26	0	0	0	0	1	0	103
6:15 AM	0	12	82	0	0	94	0	3	0	9	1	12	0	0	20	6	0	26	0	0	0	0	0	0	132
6:30 AM	0	15	90	0	0	105	0	9	0	7	0	16	1	0	43	9	0	53	0	0	0	0	0	0	174
6:45 AM	0	30	95	0	0	125	0	7	0	6	0	13	1	0	37	34	1	72	0	0	0	0	1	0	210
Hourly Total	1	66	315	0	0	382	0	26	0	34	1	60	2	0	120	55	2	177	0	0	0	0	2	0	619
7:00 AM	1	21	106	0	0	128	0	10	1	16	0	27	0	0	39	26	1	65	0	0	0	1	3	1	221
7:15 AM	0	27	134	0	0	161	0	14	0	14	0	28	0	0	41	28	0	69	0	0	0	0	0	0	258
7:30 AM	1	46	173	1	0	221	0	13	0	16	1	29	0	0	60	19	0	79	0	0	0	0	0	0	329
7:45 AM	1	39	219	0	0	259	0	19	0	11	0	30	0	0	50	24	0	74	0	1	0	0	0	1	364
Hourly Total	3	133	632	1	0	769	0	56	1	57	1	114	0	0	190	97	1	287	0	1	0	1	3	2	1172

TMC 2539 - CSAH 1 @ CR 132
Coon Rapids MN
Wednesday, July 9, 2025

Time	Southbound CSAH 1						Westbound CR 132						Northbound CSAH 1						Eastbound Parking Lot/Driveway						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	39	207	1	0	247	0	9	0	15	0	24	0	0	36	28	1	64	0	0	0	2	0	2	337
8:15 AM	0	30	144	0	0	174	0	15	0	11	2	26	0	0	52	25	0	77	0	0	0	0	0	0	277
8:30 AM	0	29	90	2	1	121	0	10	0	10	0	20	0	0	43	38	0	81	0	0	0	1	0	1	223
8:45 AM	2	34	83	0	0	119	0	16	0	7	0	23	0	0	35	38	0	73	0	0	0	0	0	0	215
Hourly Total	2	132	524	3	1	661	0	50	0	43	2	93	0	0	166	129	1	295	0	0	0	3	0	3	1052
9:00 AM	1	32	87	0	0	120	0	20	1	36	1	57	0	0	33	16	0	49	0	0	0	0	0	0	226
9:15 AM	1	25	49	0	0	75	0	17	0	19	0	36	1	1	41	15	1	58	0	0	0	0	1	0	169
9:30 AM	1	25	53	0	0	79	0	11	0	22	0	33	0	0	49	25	1	74	0	0	0	0	0	0	186
9:45 AM	2	40	62	0	0	104	0	16	0	31	1	47	0	0	49	22	0	71	0	0	1	0	0	1	223
Hourly Total	5	122	251	0	0	378	0	64	1	108	2	173	1	1	172	78	2	252	0	0	1	0	1	1	804
10:00 AM	2	21	47	0	0	70	0	22	0	21	0	43	0	0	48	13	0	61	0	1	1	0	1	2	176
10:15 AM	1	22	44	1	0	68	0	16	0	21	1	37	0	0	61	17	0	78	0	0	0	0	2	0	183
10:30 AM	2	25	56	0	0	83	0	16	0	28	0	44	0	0	34	16	1	50	0	0	0	0	1	0	177
10:45 AM	1	35	59	1	0	96	0	15	0	24	1	39	0	1	60	21	0	82	0	0	0	2	0	2	219
Hourly Total	6	103	206	2	0	317	0	69	0	94	2	163	0	1	203	67	1	271	0	1	1	2	4	4	755
11:00 AM	0	23	53	0	0	76	0	18	0	26	0	44	0	0	42	26	1	68	0	0	0	0	0	0	188
11:15 AM	0	28	47	1	0	76	0	18	0	35	3	53	1	0	46	30	2	77	0	0	0	1	0	1	207
11:30 AM	2	32	63	2	0	99	0	28	0	30	2	58	0	0	49	34	2	83	0	1	1	0	2	2	242
11:45 AM	0	33	60	1	0	94	0	26	0	41	2	67	0	0	54	27	0	81	0	0	1	0	0	1	243
Hourly Total	2	116	223	4	0	345	0	90	0	132	7	222	1	0	191	117	5	309	0	1	2	1	2	4	880
12:00 PM	0	31	46	0	0	77	0	33	0	39	2	72	1	0	63	32	1	96	0	2	0	0	1	2	247
12:15 PM	0	30	57	2	0	89	0	29	0	28	0	57	0	0	65	31	2	96	0	1	0	0	1	1	243
12:30 PM	0	17	70	0	0	87	0	22	1	28	1	51	0	0	82	20	0	102	0	0	0	1	2	1	241
12:45 PM	1	40	62	1	1	104	0	15	0	31	0	46	3	0	66	22	2	91	0	1	0	0	1	1	242
Hourly Total	1	118	235	3	1	357	0	99	1	126	3	226	4	0	276	105	5	385	0	4	0	1	5	5	973
1:00 PM	0	42	58	0	0	100	0	30	0	37	0	67	0	1	59	25	0	85	0	1	0	0	0	1	253
1:15 PM	2	32	60	0	0	94	0	21	0	43	1	64	0	0	60	28	0	88	0	0	0	0	1	0	246
1:30 PM	3	36	54	0	0	93	0	21	0	49	0	70	0	0	65	26	0	91	0	1	0	0	1	1	255
1:45 PM	1	40	63	0	0	104	0	21	0	27	0	48	0	0	61	27	0	88	0	0	0	0	1	0	240
Hourly Total	6	150	235	0	0	391	0	93	0	156	1	249	0	1	245	106	0	352	0	2	0	0	3	2	994
2:00 PM	0	34	72	0	0	106	0	28	1	45	0	74	0	0	58	23	0	81	0	0	0	0	2	0	261
2:15 PM	1	46	83	0	0	130	0	24	1	50	0	75	0	0	79	41	0	120	0	0	0	0	1	0	325
2:30 PM	3	42	73	1	0	119	0	26	0	63	0	89	1	0	128	18	0	147	0	0	0	1	0	1	356
2:45 PM	0	42	64	1	0	107	0	26	1	36	0	63	0	1	100	46	0	147	0	1	1	1	0	3	320
Hourly Total	4	164	292	2	0	462	0	104	3	194	0	301	1	1	365	128	0	495	0	1	1	2	3	4	1262
3:00 PM	0	57	85	0	0	142	0	31	0	57	0	88	0	0	119	34	0	153	0	0	0	1	1	1	384
3:15 PM	2	55	57	0	0	114	0	34	0	51	0	85	1	0	128	36	0	165	0	0	0	1	0	1	365
3:30 PM	1	33	62	1	0	97	0	56	0	91	0	147	0	0	134	35	1	169	0	0	0	1	3	1	414
3:45 PM	1	40	83	3	0	127	0	40	0	54	0	94	0	0	142	36	1	178	0	1	0	0	1	1	400
Hourly Total	4	185	287	4	0	480	0	161	0	253	0	414	1	0	523	141	2	665	0	1	0	3	5	4	1563

TMC 2539 - CSAH 1 @ CR 132
Coon Rapids MN
Wednesday, July 9, 2025

Time	Southbound CSAH 1						Westbound CR 132						Northbound CSAH 1						Eastbound Parking Lot/Driveway						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	2	31	59	1	0	93	0	45	1	52	0	98	0	0	176	25	1	201	0	0	0	2	2	2	394
4:15 PM	1	45	66	0	0	112	0	36	0	50	0	86	0	0	159	34	0	193	0	1	0	0	0	1	392
4:30 PM	1	36	90	0	0	127	0	59	0	67	0	126	0	0	166	49	0	215	0	1	0	0	0	1	469
4:45 PM	0	45	86	0	0	131	0	48	0	60	0	108	0	0	129	42	0	171	0	0	0	0	4	0	410
Hourly Total	4	157	301	1	0	463	0	188	1	229	0	418	0	0	630	150	1	780	0	2	0	2	6	4	1665
5:00 PM	1	41	56	0	0	98	0	42	0	51	0	93	1	0	129	34	0	164	0	0	0	0	2	0	355
5:15 PM	0	44	92	0	0	136	0	54	0	37	0	91	0	0	149	27	2	176	0	0	0	0	0	0	403
5:30 PM	0	45	70	1	0	116	0	27	0	38	0	65	1	0	80	34	0	115	0	0	0	0	0	0	296
5:45 PM	0	31	87	0	0	118	0	29	0	41	0	70	1	0	89	30	1	120	0	0	1	0	0	1	309
Hourly Total	1	161	305	1	0	468	0	152	0	167	0	319	3	0	447	125	3	575	0	0	1	0	2	1	1363
6:00 PM	1	38	62	0	0	101	0	23	0	32	2	55	0	0	72	17	0	89	0	0	0	0	0	0	245
6:15 PM	0	38	62	1	0	101	0	22	0	31	0	53	0	0	69	30	0	99	0	0	0	1	0	0	254
6:30 PM	1	34	67	1	0	103	0	26	0	47	0	73	1	0	68	27	0	96	0	1	0	0	0	1	273
6:45 PM	0	22	60	1	0	83	0	20	0	42	0	62	0	0	54	24	0	78	0	0	0	0	0	0	223
Hourly Total	2	132	251	3	0	388	0	91	0	152	2	243	1	0	263	98	0	362	0	1	0	1	0	2	995
7:00 PM	1	35	47	1	0	84	0	18	0	38	0	56	0	0	58	19	1	77	0	0	0	1	0	1	218
7:15 PM	0	17	44	0	0	61	0	32	0	28	1	60	1	0	51	21	0	73	0	0	0	0	0	0	194
7:30 PM	1	19	28	0	0	48	0	21	0	27	0	48	1	0	47	17	0	65	0	0	0	0	0	0	161
7:45 PM	0	17	36	0	0	53	0	16	1	19	4	36	0	0	32	9	0	41	0	2	0	1	3	3	133
Hourly Total	2	88	155	1	0	246	0	87	1	112	5	200	2	0	188	66	1	256	0	2	0	2	3	4	706
8:00 PM	0	21	34	0	0	55	0	24	1	36	2	61	0	2	42	23	0	67	0	0	0	2	1	2	185
8:15 PM	1	18	46	0	1	65	0	23	0	31	0	54	0	0	46	14	0	60	0	0	0	0	1	0	179
8:30 PM	0	16	42	0	0	58	0	20	0	31	0	51	0	0	37	10	1	47	0	0	0	0	1	0	156
8:45 PM	0	19	42	0	0	61	0	24	0	17	0	41	0	0	31	10	1	41	0	0	0	1	2	1	144
Hourly Total	1	74	164	0	1	239	0	91	1	115	2	207	0	2	156	57	2	215	0	0	0	3	5	3	664
9:00 PM	0	13	37	1	1	51	0	21	0	24	1	45	0	0	34	14	2	48	0	0	0	0	0	0	144
9:15 PM	0	8	54	0	0	62	0	14	0	25	0	39	0	0	37	13	1	50	0	0	0	0	1	0	151
9:30 PM	0	18	28	1	0	47	0	15	0	24	0	39	0	0	41	11	3	52	0	0	0	0	1	0	138
9:45 PM	0	10	23	1	0	34	0	17	0	18	0	35	0	0	34	10	0	44	0	0	0	0	0	0	113
Hourly Total	0	49	142	3	1	194	0	67	0	91	1	158	0	0	146	48	6	194	0	0	0	0	2	0	546
10:00 PM	0	9	28	0	0	37	0	17	0	18	0	35	0	0	16	4	0	20	0	0	0	0	0	0	92
10:15 PM	0	5	24	0	0	29	0	7	0	10	0	17	0	0	22	9	0	31	0	0	0	0	0	0	77
10:30 PM	0	7	19	0	0	26	0	7	0	16	0	23	0	0	16	10	0	26	0	0	0	0	0	0	75
10:45 PM	0	3	23	0	0	26	0	10	0	5	0	15	0	0	19	7	0	26	0	0	0	0	0	0	67
Hourly Total	0	24	94	0	0	118	0	41	0	49	0	90	0	0	73	30	0	103	0	0	0	0	0	0	311
11:00 PM	0	5	9	0	0	14	0	6	0	7	0	13	0	0	23	3	1	26	0	0	0	0	0	0	53
11:15 PM	0	3	16	0	0	19	0	2	0	2	0	4	0	0	16	5	0	21	0	0	0	0	0	0	44
11:30 PM	0	1	12	0	0	13	0	7	0	7	0	14	0	0	12	3	0	15	0	0	0	0	0	0	42
11:45 PM	0	4	7	0	0	11	0	3	0	0	0	3	0	0	14	0	0	14	0	0	0	0	0	0	28
Hourly Total	0	13	44	0	0	57	0	18	0	16	0	34	0	0	65	11	1	76	0	0	0	0	0	0	167
DAILY TOTAL	50	2116	4974	28	4	7168	0	1600	10	2228	31	3838	18	6	4592	1703	34	6319	0	17	6	21	47	44	17369
Cars	50	2087	4799	26	3	6962	0	1545	10	2188	25	3743	18	6	4457	1642	19	6123	0	16	6	20	36	42	16870
Heavy Vehicles	0	29	175	2	1	206	0	55	0	40	6	95	0	0	135	61	15	196	0	1	0	1	11	2	499
Heavy Vehicle %	0.00%	1.37%	3.52%	7.14%	25.00%	2.87%	0.00%	3.44%	0.00%	1.80%	19.35%	2.48%	0.00%	0.00%	2.94%	3.58%	44.12%	3.10%	0.00%	5.88%	0.00%	4.76%	23.40%	4.55%	2.87%

TMC 2539 - CSAH 1 @ CR 132
Coon Rapids MN
Wednesday, July 9, 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	
7:30 AM	1	46	173	1	0	221	0	13	0	16	1	29	0	0	60	19	0	79	0	0	0	0	0	0	329
7:45 AM	1	39	219	0	0	259	0	19	0	11	0	30	0	0	50	24	0	74	0	1	0	0	0	1	364
8:00 AM	0	39	207	1	0	247	0	9	0	15	0	24	0	0	36	28	1	64	0	0	0	2	0	2	337
8:15 AM	0	30	144	0	0	174	0	15	0	11	2	26	0	0	52	25	0	77	0	0	0	0	0	0	277
Peak Hour Total	2	154	743	2	0	901	0	56	0	53	3	109	0	0	198	96	1	294	0	1	0	2	0	3	1307
Peak Hour Heavy Vehicles	0	3	23	1	0	27	0	3	0	3	1	6	0	0	18	5	0	23	0	1	0	0	0	1	57
Peak Hour Heavy Vehicles %	0.00%	1.95%	3.10%	50.00%	0.00%	3.00%	0.00%	5.36%	0.00%	5.66%	33.33%	5.50%	0.00%	0.00%	9.09%	5.21%	0.00%	7.82%	0.00%	100.00%	0.00%	0.00%	0.00%	33.33%	4.36%
PHF	0.500	0.837	0.848	0.500	0.000	0.870	0.000	0.737	0.000	0.828	0.375	0.908	0.000	0.000	0.825	0.857	0.250	0.930	0.000	0.250	0.000	0.250	0.000	0.375	0.898

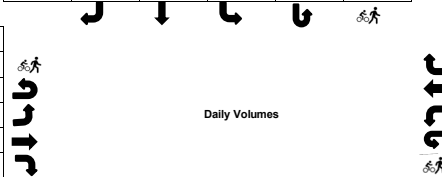
Mid Peak Hour (10:00 - 14:00)

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	
12:45 PM	1	40	62	1	1	104	0	15	0	31	0	46	3	0	66	22	2	91	0	1	0	0	1	1	242
1:00 PM	0	42	58	0	0	100	0	30	0	37	0	67	0	1	59	25	0	85	0	1	0	0	0	1	253
1:15 PM	2	32	60	0	0	94	0	21	0	43	1	64	0	0	60	28	0	88	0	0	0	0	1	0	246
1:30 PM	3	36	54	0	0	93	0	21	0	49	0	70	0	0	65	26	0	91	0	1	0	0	1	1	255
Peak Hour Total	6	150	234	1	1	391	0	87	0	160	1	247	3	1	250	101	2	355	0	3	0	0	3	3	996
Peak Hour Heavy Vehicles	0	2	13	0	0	15	0	3	0	3	0	6	0	0	11	2	0	13	0	0	0	0	1	0	34
Peak Hour Heavy Vehicles %	0.00%	1.33%	5.56%	0.00%	0.00%	3.84%	0.00%	3.45%	0.00%	1.88%	0.00%	2.43%	0.00%	0.00%	4.40%	1.98%	0.00%	3.66%	0.00%	0.00%	0.00%	0.00%	33.33%	0.00%	3.41%
PHF	0.500	0.893	0.944	0.250	0.250	0.940	0.000	0.725	0.000	0.816	0.250	0.882	0.250	0.250	0.947	0.902	0.250	0.975	0.000	0.750	0.000	0.250	0.750	0.750	0.976

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	
4:00 PM	2	31	59	1	0	93	0	45	1	52	0	98	0	0	176	25	1	201	0	0	0	2	2	2	394
4:15 PM	1	45	66	0	0	112	0	36	0	50	0	86	0	0	159	34	0	193	0	1	0	0	0	1	392
4:30 PM	1	36	90	0	0	127	0	59	0	67	0	126	0	0	166	49	0	215	0	1	0	0	0	1	469
4:45 PM	0	45	86	0	0	131	0	48	0	60	0	108	0	0	129	42	0	171	0	0	0	0	4	0	410
Peak Hour Total	4	157	301	1	0	463	0	188	1	229	0	418	0	0	630	150	1	780	0	2	0	2	6	4	1665
Peak Hour Heavy Vehicles	0	0	6	0	0	6	0	2	0	2	0	4	0	0	4	5	0	9	0	0	0	0	1	0	19
Peak Hour Heavy Vehicles %	0.00%	0.00%	1.99%	0.00%	0.00%	1.30%	0.00%	1.06%	0.00%	0.87%	0.00%	0.96%	0.00%	0.00%	0.63%	3.33%	0.00%	1.15%	0.00%	0.00%	0.00%	0.00%	16.67%	0.00%	1.14%
PHF	0.500	0.872	0.836	0.250	0.000	0.884	0.000	0.797	0.250	0.854	0.000	0.829	0.000	0.000	0.895	0.765	0.250	0.907	0.000	0.500	0.000	0.250	0.375	0.500	0.888

Total Vehicles On Leg		14055	
Vehicles Entering Intersection	7168	Vehicles Exiting Intersection	6887
Southbound			
Cars	26	4799	2087
Heavy	2	175	29
Total	28	4974	2116



Daily Volumes

Total Vehicles on Leg 88	Vehicles Entering Intersection 44	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 44		36	11	47
			0	0	0
			16	1	17
			6	0	6
			20	1	21

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 3838	Total Vehicles on Leg 7663
2188	40	2228			
10	0	10			
1545	55	1600			
0	0	0			
25	6	31		Vehicles Exiting Intersection 3825	

Cars	19	18	6	4457	1642
Heavy	15	0	0	135	61
Total	34	18	6	4592	1703
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
6319			6613		
Total Vehicles On Leg			12932		

TMC 2539 - CSAH 1 @ CR 132
Coon Rapids MN
Wednesday, July 9, 2025

Time	Southbound Heavy CSAH 1						Westbound Heavy CR 132						Northbound Heavy CSAH 1						Eastbound Heavy Parking Lot/Driveway						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	1	0	1	0	0	0	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	1	0	1	0	0	0	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	1	0	0	1	0	0	0	0	0	0	1
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	1	0	1	0	0	0	0	0	0	1
2:00 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	1
2:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:45 AM	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	2	2	0	0	4	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2
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	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Hourly 'Heavy Vehicles'	0	1	0	0	0	1	0	0	0	1	0	1	0	0	2	1	0	3	0	0	0	0	0	0	5
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
5:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
5:30 AM	0	0	0	0	0	0	0	1	0	3	0	4	0	0	0	1	1	1	0	0	0	0	1	0	5
5:45 AM	0	1	1	0	0	2	0	2	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	5
Hourly 'Heavy Vehicles'	0	1	3	0	0	4	0	3	0	3	0	6	0	0	2	2	1	4	0	0	0	0	1	0	14
6:00 AM	0	1	3	0	0	4	0	1	0	3	0	4	0	0	0	1	0	1	0	0	0	0	0	0	9
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
6:30 AM	0	0	3	0	0	3	0	2	0	1	0	3	0	0	1	0	0	1	0	0	0	0	0	0	7
6:45 AM	0	0	2	0	0	2	0	1	0	1	0	2	0	0	1	0	0	1	0	0	0	0	0	0	5
Hourly 'Heavy Vehicles'	0	1	8	0	0	9	0	4	0	5	0	9	0	0	3	1	0	4	0	0	0	0	0	0	22
7:00 AM	0	0	5	0	0	5	0	0	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	9
7:15 AM	0	0	3	0	0	3	0	1	0	1	0	2	0	0	1	0	0	1	0	0	0	0	0	0	6
7:30 AM	0	1	4	1	0	6	0	1	0	0	0	1	0	0	1	2	0	3	0	0	0	0	0	0	10
7:45 AM	0	0	9	0	0	9	0	2	0	1	0	3	0	0	6	0	0	6	0	1	0	0	0	1	19
Hourly 'Heavy Vehicles'	0	1	21	1	0	23	0	4	0	2	0	6	0	0	9	5	0	14	0	1	0	0	1	0	44

**TMC 2539 - CSAH 1 @ CR 132
Coon Rapids MN
Wednesday, July 9, 2025**

Time	Southbound Heavy CSAH 1						Westbound Heavy CR 132						Northbound Heavy CSAH 1						Eastbound Heavy Parking Lot/Driveway						VEHICLE 'Heavy Vehicles'
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach 'Heavy Vehicles'</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach 'Heavy Vehicles'</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach 'Heavy Vehicles'</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach 'Heavy Vehicles'</i>	
8:00 AM	0	1	5	0	0	6	0	0	0	2	0	2	0	0	4	1	1	5	0	0	0	0	0	0	13
8:15 AM	0	1	5	0	0	6	0	0	0	0	1	0	0	0	7	2	0	9	0	0	0	0	0	0	15
8:30 AM	0	1	2	0	0	3	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	8
8:45 AM	0	0	5	0	0	5	0	3	0	0	0	3	0	0	3	1	0	4	0	0	0	0	0	0	12
Hourly 'Heavy Vehicles'	0	3	17	0	0	20	0	3	0	2	1	5	0	0	18	5	1	23	0	0	0	0	0	0	48
9:00 AM	0	0	5	0	0	5	0	0	0	1	0	1	0	0	2	0	0	2	0	0	0	0	0	0	8
9:15 AM	0	1	3	0	0	4	0	1	0	2	0	3	0	0	7	1	1	8	0	0	0	0	1	0	15
9:30 AM	0	0	2	0	0	2	0	1	0	1	0	2	0	0	2	2	1	4	0	0	0	0	0	0	8
9:45 AM	0	2	0	0	0	2	0	2	0	1	0	3	0	0	1	0	0	1	0	0	0	0	0	0	6
Hourly 'Heavy Vehicles'	0	3	10	0	0	13	0	4	0	5	0	9	0	0	12	3	2	15	0	0	0	0	1	0	37
10:00 AM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
10:15 AM	0	0	1	0	0	1	0	3	0	0	0	3	0	0	6	1	0	7	0	0	0	0	0	0	11
10:30 AM	0	1	5	0	0	6	0	0	0	1	0	1	0	0	1	1	1	2	0	0	0	0	1	0	9
10:45 AM	0	0	3	0	0	3	0	1	0	1	1	2	0	0	5	1	0	6	0	0	0	0	0	0	11
Hourly 'Heavy Vehicles'	0	2	10	0	0	12	0	4	0	2	1	6	0	0	14	3	1	17	0	0	0	0	1	0	35
11:00 AM	0	1	5	0	0	6	0	1	0	0	0	1	0	0	1	2	1	3	0	0	0	0	0	0	10
11:15 AM	0	2	1	1	0	4	0	0	0	1	2	1	0	0	1	0	0	1	0	0	0	1	0	1	7
11:30 AM	0	1	6	0	0	7	0	1	0	0	0	1	0	0	1	4	1	5	0	0	0	0	1	0	13
11:45 AM	0	2	6	0	0	8	0	2	0	0	1	2	0	0	4	1	0	5	0	0	0	0	0	0	15
Hourly 'Heavy Vehicles'	0	6	18	1	0	25	0	4	0	1	3	5	0	0	7	7	2	14	0	0	0	1	1	1	45
12:00 PM	0	0	1	0	0	1	0	2	0	1	0	3	0	0	4	2	0	6	0	0	0	0	0	0	10
12:15 PM	0	0	2	0	0	2	0	3	0	0	0	3	0	0	3	2	1	5	0	0	0	0	0	0	10
12:30 PM	0	1	6	0	0	7	0	1	0	2	0	3	0	0	2	2	0	4	0	0	0	0	0	0	14
12:45 PM	0	0	4	0	0	4	0	2	0	2	0	4	0	0	2	1	2	3	0	0	0	0	1	0	11
Hourly 'Heavy Vehicles'	0	1	13	0	0	14	0	8	0	5	0	13	0	0	11	7	3	18	0	0	0	0	1	0	45
1:00 PM	0	1	7	0	0	8	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	11
1:15 PM	0	1	2	0	0	3	0	1	0	1	0	2	0	0	3	0	0	3	0	0	0	0	0	0	8
1:30 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	4
1:45 PM	0	0	4	0	0	4	0	0	0	2	0	2	0	0	3	0	0	3	0	0	0	0	0	0	9
Hourly 'Heavy Vehicles'	0	2	13	0	0	15	0	1	0	3	0	4	0	0	12	1	0	13	0	0	0	0	0	0	32
2:00 PM	0	0	4	0	0	4	0	0	0	2	0	2	0	0	7	2	0	9	0	0	0	0	0	0	15
2:15 PM	0	0	4	0	0	4	0	1	0	0	0	1	0	0	2	4	0	6	0	0	0	0	0	0	11
2:30 PM	0	0	6	0	0	6	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	9
2:45 PM	0	0	5	0	0	5	0	1	0	0	0	1	0	0	4	2	0	6	0	0	0	0	0	0	12
Hourly 'Heavy Vehicles'	0	0	19	0	0	19	0	2	0	2	0	4	0	0	16	8	0	24	0	0	0	0	0	0	47
3:00 PM	0	2	7	0	0	9	0	1	0	1	0	2	0	0	4	1	0	5	0	0	0	0	0	0	16
3:15 PM	0	0	3	0	0	3	0	1	0	0	0	1	0	0	4	0	0	4	0	0	0	0	0	0	8
3:30 PM	0	0	4	0	0	4	0	0	0	2	0	2	0	0	1	2	1	3	0	0	0	0	3	0	9
3:45 PM	0	0	2	0	0	2	0	1	0	0	0	1	0	0	4	0	1	4	0	0	0	0	1	0	7
Hourly 'Heavy Vehicles'	0	2	16	0	0	18	0	3	0	3	0	6	0	0	13	3	2	16	0	0	0	0	4	0	40

TMC 2539 - CSAH 1 @ CR 132
Coon Rapids MN
Wednesday, July 9, 2025

Time	Southbound Heavy CSAH 1						Westbound Heavy CR 132						Northbound Heavy CSAH 1						Eastbound Heavy Parking Lot/Driveway						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'	
4:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	1	3	0	0	0	0	1	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	3	0	0	3	0	2	0	1	0	3	0	0	0	2	0	2	0	0	0	0	0	0	8
4:45 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	6
Hourly 'Heavy Vehicles'	0	0	6	0	0	6	0	2	0	2	0	4	0	0	4	5	1	9	0	0	0	0	1	0	19
5:00 PM	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	2
5:30 PM	0	0	2	0	0	2	0	1	0	0	0	1	0	0	1	0	1	1	0	0	0	0	0	0	4
5:45 PM	0	0	1	0	0	1	0	1	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	4
Hourly 'Heavy Vehicles'	0	1	4	0	0	5	0	3	0	0	0	3	0	0	2	2	1	4	0	0	0	0	0	0	12
6:00 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	3
6:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	2
6:45 PM	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	0	3	0	0	3	0	2	0	0	0	2	0	0	5	1	0	6	0	0	0	0	0	0	11
7:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	2
7:15 PM	0	1	1	0	0	2	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	4
7:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 PM	0	1	1	0	0	2	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
Hourly 'Heavy Vehicles'	0	2	3	0	0	5	0	1	0	1	1	2	0	0	1	1	1	2	0	0	0	0	1	0	9
8:00 PM	0	0	2	0	0	2	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
8:15 PM	0	0	1	0	1	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 PM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	4
8:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	1	0	2	0	0	0	0	0	0	3
Hourly 'Heavy Vehicles'	0	1	4	0	1	5	0	3	0	1	0	4	0	0	2	2	0	4	0	0	0	0	0	0	13
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
9:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:30 PM	0	0	1	0	0	1	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
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
Hourly 'Heavy Vehicles'	0	0	2	0	0	2	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
10:00 PM	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	1	0	0	0	1	0	0	1	2	0	3	0	0	0	0	0	0	5
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
11:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
DAILY 'Heavy Vehicles'	0	29	175	2	1	206	0	55	0	40	6	95	0	0	135	61	15	196	0	1	0	1	11	2	499

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2539

Study Date : 08/07/2025

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 1

Number of Lanes : 2+

Total Approach Volume: 6,319

Southbound: CSAH 1

Number of Lanes : 2+

Total Approach Volume: 7,168

Minor Street Approaches

Eastbound: Parking Lot/Driveway

Number of Lanes : 1

Total Approach Volume: 44

Westbound: CR 132

Number of Lanes : 1

Total Approach Volume: 1,610

Warrant Summary (Rural Values Apply)

Warrant 1 - Eight Hour Vehicular Volumes.....Satisfied

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

Required volumes reached for 5 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic.....Satisfied

Required volumes reached for 10 hours, 8 are needed

Warrant 1C - Combination of Warrants.....Satisfied

Required 1A volumes reached for 10 hours, 8 are needed

Required 1B volumes reached for 13 hours, 8 are needed

Warrant 2 - Four Hour Volumes.....Satisfied

Number of hours (7) volumes exceed minimum >= minimum required (4).

Warrant 3 - Peak Hour.....Satisfied

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

Number of one hour periods (20) volumes exceed minimum >= required (1). 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 2539

Study Date : 08/07/2025

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 5 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 1						Parking Lot/Driveway		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
16:00 - 17:00	780	+	463	=	1243	4	189	Yes
15:00 - 16:00	665	+	480	=	1145	4	161	Yes
17:00 - 18:00	575	+	468	=	1043	1	152	Yes
14:00 - 15:00	495	+	462	=	957	4	107	Yes
11:15 - 12:15	337	+	346	=	683	6	105	Yes
07:30 - 08:30	294	+	901	=	1195	3	56	No
07:15 - 08:15	286	+	888	=	1174	3	55	No
07:45 - 08:45	296	+	801	=	1097	4	53	No
07:00 - 08:00	287	+	769	=	1056	2	57	No
08:00 - 09:00	295	+	661	=	956	3	50	No
06:45 - 07:45	285	+	635	=	920	1	45	No
13:45 - 14:45	436	+	459	=	895	1	101	No
08:15 - 09:15	280	+	534	=	814	1	62	No
13:30 - 14:30	380	+	433	=	813	1	96	No
06:30 - 07:30	259	+	519	=	778	1	41	No
12:15 - 13:15	374	+	380	=	754	4	97	No
12:30 - 13:30	366	+	385	=	751	3	89	No
18:00 - 19:00	362	+	388	=	750	2	91	No
12:45 - 13:45	355	+	391	=	746	3	87	No
13:15 - 14:15	348	+	397	=	745	1	92	No
13:00 - 14:00	352	+	391	=	743	2	93	No
18:15 - 19:15	350	+	371	=	721	3	86	No
08:30 - 09:30	261	+	435	=	696	1	64	No
06:15 - 07:15	216	+	452	=	668	1	30	No
10:45 - 11:45	310		347		657	5	79	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2539

Study Date : 08/07/2025

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

10 one hour periods meet minimums.
Warrant IS 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 CSAH 1						Minor Road Parking Lot/Driveway		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
15:45 - 16:45	787	+	459	=	1246	5	181	Yes
16:45 - 17:45	626	+	481	=	1107	0	171	Yes
14:45 - 15:45	634	+	460	=	1094	6	148	Yes
07:00 - 08:00	287	+	769	=	1056	2	57	Yes
13:45 - 14:45	436	+	459	=	895	1	101	Yes
17:45 - 18:45	404	+	423	=	827	3	100	Yes
08:15 - 09:15	280	+	534	=	814	1	62	Yes
12:45 - 13:45	355	+	391	=	746	3	87	Yes
11:45 - 12:45	375	+	347	=	722	5	111	Yes
10:45 - 11:45	310	+	347	=	657	5	79	Yes
08:00 - 09:00	295	+	661	=	956	3	50	No
06:45 - 07:45	285	+	635	=	920	1	45	No
06:30 - 07:30	259	+	519	=	778	1	41	No
06:15 - 07:15	216	+	452	=	668	1	30	No
10:30 - 11:30	277	+	331	=	608	3	67	No
09:30 - 10:30	284	+	321	=	605	3	65	No
10:15 - 11:15	278	+	323	=	601	2	65	No
09:15 - 10:15	264	+	328	=	592	3	66	No
10:00 - 11:00	271	+	317	=	588	4	69	No
09:45 - 10:45	260	+	325	=	585	3	70	No
18:45 - 19:45	293	+	276	=	569	1	91	No
06:00 - 07:00	177	+	382	=	559	0	26	No
19:00 - 20:00	256	+	246	=	502	4	88	No
05:45 - 06:45	148	+	352	=	500	0	28	No
19:15 - 20:15	246		217		463	5	95	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2539

Study Date : 08/07/2025

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

10 hours meet 1A minimums.
13 hours meet 1B minimums.
Warrant IS 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						Minor Road				
CSAH 1						Parking Lot/Driveway				
Time	Major NB	+	Major SB	=	Total	Minor EB		Minor WB		Met1A?
16:00 - 17:00	780	+	463	=	1243	4		189		Yes
15:00 - 16:00	665	+	480	=	1145	4		161		Yes
17:00 - 18:00	575	+	468	=	1043	1		152		Yes
14:00 - 15:00	495	+	462	=	957	4		107		Yes
18:00 - 19:00	362	+	388	=	750	2		91		Yes
13:00 - 14:00	352	+	391	=	743	2		93		Yes
12:00 - 13:00	385	+	357	=	742	5		100		Yes
11:00 - 12:00	309	+	345	=	654	4		90		Yes
19:00 - 20:00	256	+	246	=	502	4		88		Yes
20:00 - 21:00	215	+	239	=	454	3		92		Yes
07:30 - 08:30	294	+	901	=	1195	3		56		No
07:15 - 08:15	286		888		1174	3		55		No

Time	Major NB	+	Major SB	=	Total	Minor EB		Minor WB		Met1B?
15:45 - 16:45	787	+	459	=	1246	5		181		Yes
16:45 - 17:45	626	+	481	=	1107	0		171		Yes
07:45 - 08:45	296	+	801	=	1097	4		53		Yes
14:45 - 15:45	634	+	460	=	1094	6		148		Yes
06:45 - 07:45	285	+	635	=	920	1		45		Yes
13:45 - 14:45	436	+	459	=	895	1		101		Yes
17:45 - 18:45	404	+	423	=	827	3		100		Yes
12:45 - 13:45	355	+	391	=	746	3		87		Yes
11:45 - 12:45	375	+	347	=	722	5		111		Yes
10:45 - 11:45	310	+	347	=	657	5		79		Yes
08:45 - 09:45	254	+	393	=	647	0		65		Yes
09:45 - 10:45	260		325		585	3		70		Yes

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2539

Study Date : 08/07/2025

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.

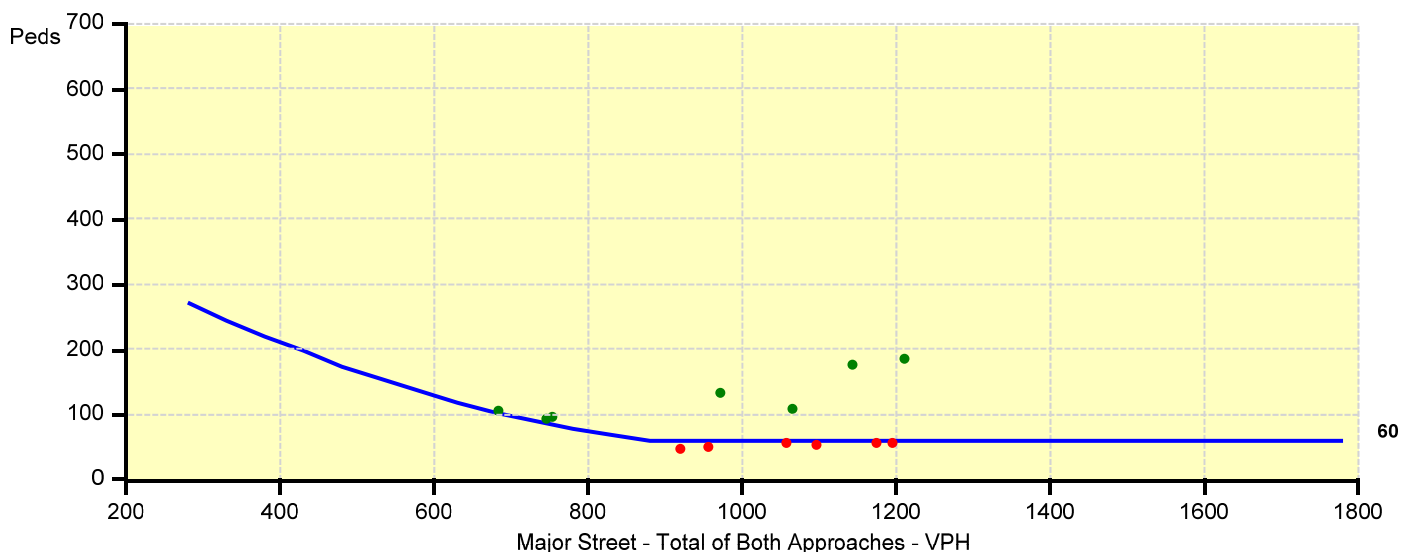
Summary

7 one hour periods meet minimums.
Warrant IS met.

Site Data Required

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

Major Road CSAH 1						Minor Road Parking Lot/Driveway		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
16:15 - 17:15	743	+	468	=	1211	2	185	Yes
15:15 - 16:15	713	+	431	=	1144	5	176	Yes
14:15 - 15:15	567	+	498	=	1065	5	109	Yes
17:15 - 18:15	500	+	471	=	971	1	133	Yes
12:15 - 13:15	374	+	380	=	754	4	97	Yes
13:15 - 14:15	348	+	397	=	745	1	92	Yes
11:15 - 12:15	337	+	346	=	683	6	105	Yes
07:30 - 08:30	294	+	901	=	1195	3	56	No
07:15 - 08:15	286	+	888	=	1174	3	55	No
07:45 - 08:45	296	+	801	=	1097	4	53	No
07:00 - 08:00	287	+	769	=	1056	2	57	No
08:00 - 09:00	295	+	661	=	956	3	50	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2539

Study Date : 08/07/2025

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.

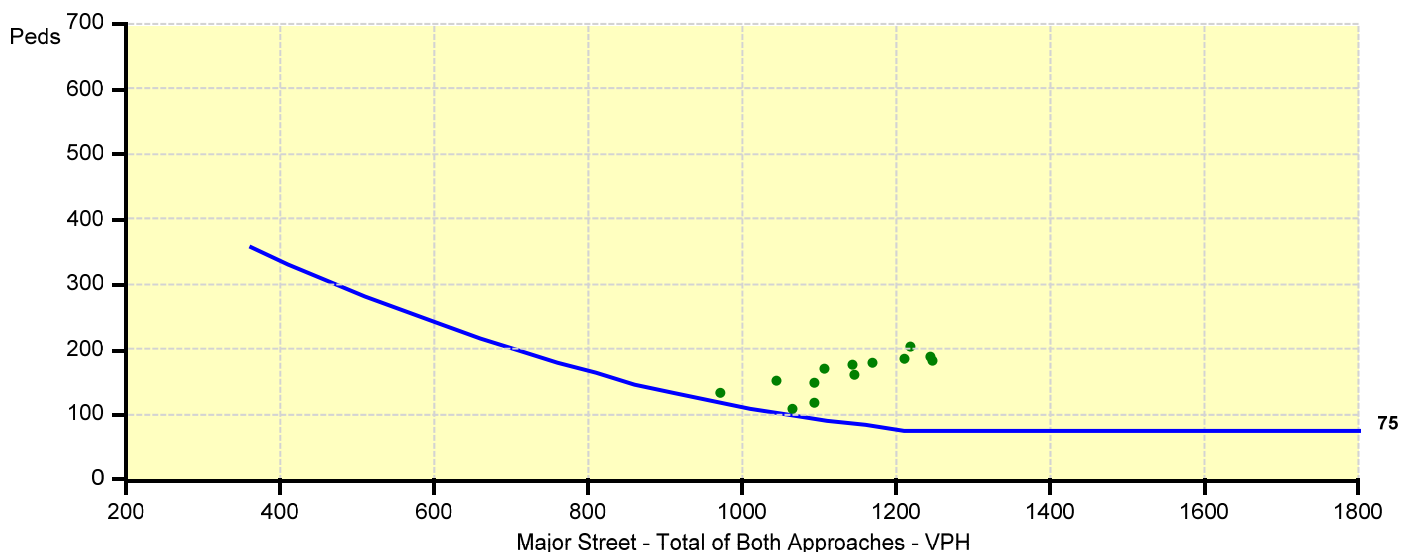
Summary

13 one hour periods meet minimums.
Warrant IS met.

Site Data Required

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

Major Road CSAH 1						Minor Road Parking Lot/Driveway		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
15:45 - 16:45	787	+	459	=	1246	5	181	Yes
16:00 - 17:00	780	+	463	=	1243	4	189	Yes
16:30 - 17:30	726	+	492	=	1218	1	203	Yes
16:15 - 17:15	743	+	468	=	1211	2	185	Yes
15:30 - 16:30	741	+	429	=	1170	5	178	Yes
15:00 - 16:00	665	+	480	=	1145	4	161	Yes
15:15 - 16:15	713	+	431	=	1144	5	176	Yes
16:45 - 17:45	626	+	481	=	1107	0	171	Yes
14:45 - 15:45	634	+	460	=	1094	6	148	Yes
14:30 - 15:30	612	+	482	=	1094	6	118	Yes
14:15 - 15:15	567	+	498	=	1065	5	109	Yes
17:00 - 18:00	575		468		1043	1	152	Yes



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2539

Study Date : 08/07/2025

Multiway Stop Warrants - Summary

Major Street Approaches

Northbound: CSAH 1

Number of Lanes : 2+

Total Approach Volume: 6,319

Southbound: CSAH 1

Number of Lanes : 2+

Total Approach Volume: 7,168

Minor Street Approaches

Eastbound: Parking Lot/Driveway

Number of Lanes : 1

Total Approach Volume: 44

Westbound: CR 132

Number of Lanes : 1

Total Approach Volume: 1,610

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?
16:00 - 17:00	1243	983.1	193	118.4	210	140	No
15:00 - 16:00	1145		165				
07:30 - 08:30	1195		68				
17:00 - 18:00	1043		159				
14:00 - 15:00	957		111				
12:15 - 13:15	754		109				
18:00 - 19:00	750		97				
06:30 - 07:30	778		45				
11:15 - 12:15	683		130				
08:30 - 09:30	696		71				
09:30 - 10:30	605		74				
19:00 - 20:00	502		112				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
16:00 - 17:00	1243	983.1	193	118.4	240	160	No
15:00 - 16:00	1145		165				
07:30 - 08:30	1195		68				
17:00 - 18:00	1043		159				
14:00 - 15:00	957		111				
12:15 - 13:15	754		109				
18:00 - 19:00	750		97				
06:30 - 07:30	778		45				
11:15 - 12:15	683		130				
08:30 - 09:30	696		71				
09:30 - 10:30	605		74				
19:00 - 20:00	502		112				