

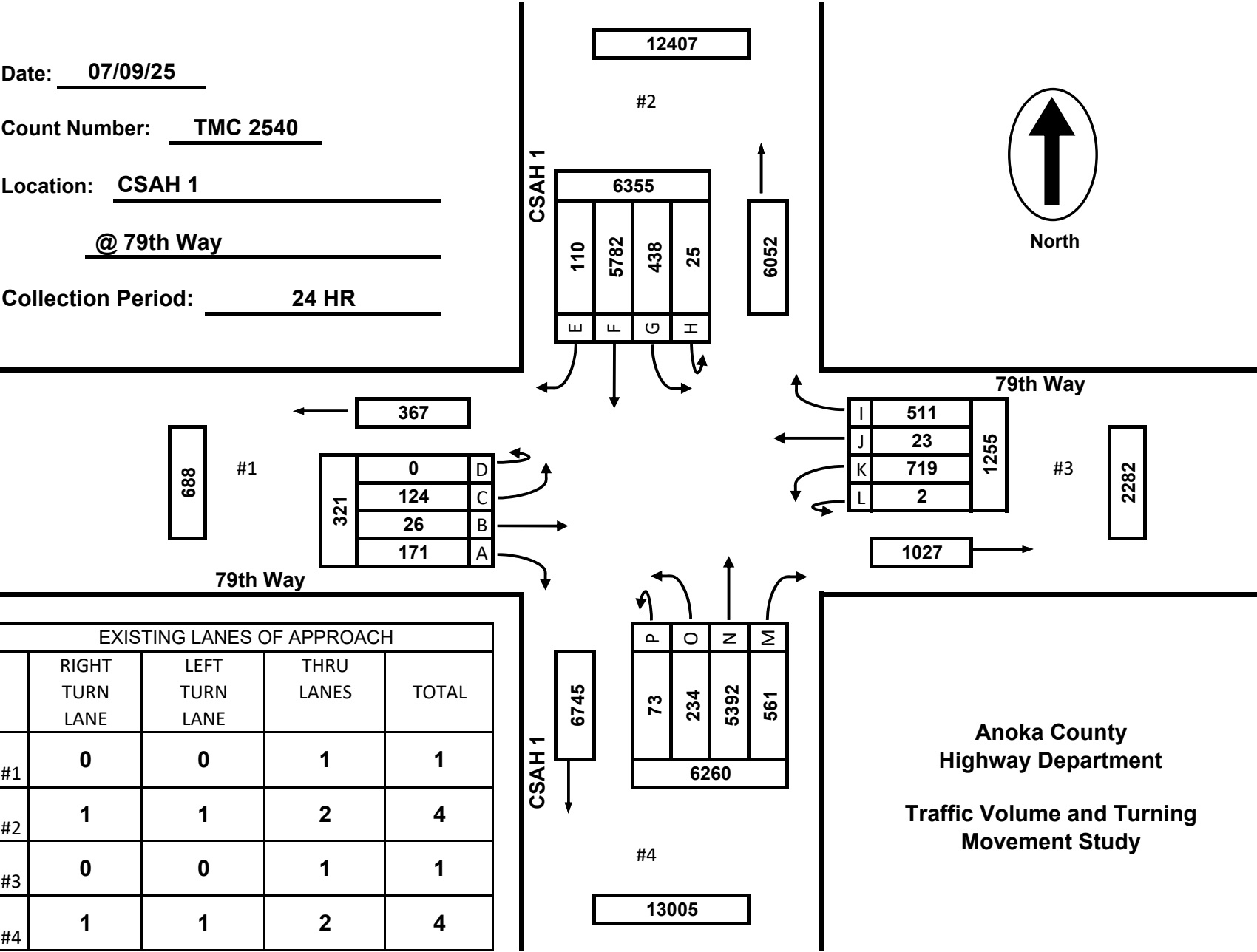
Date: 07/09/25

Count Number: TMC 2540

Location: CSAH 1

@ 79th Way

Collection Period: 24 HR



Anoka County
Highway Department

Traffic Volume and Turning
Movement Study

Date: 07/09/25

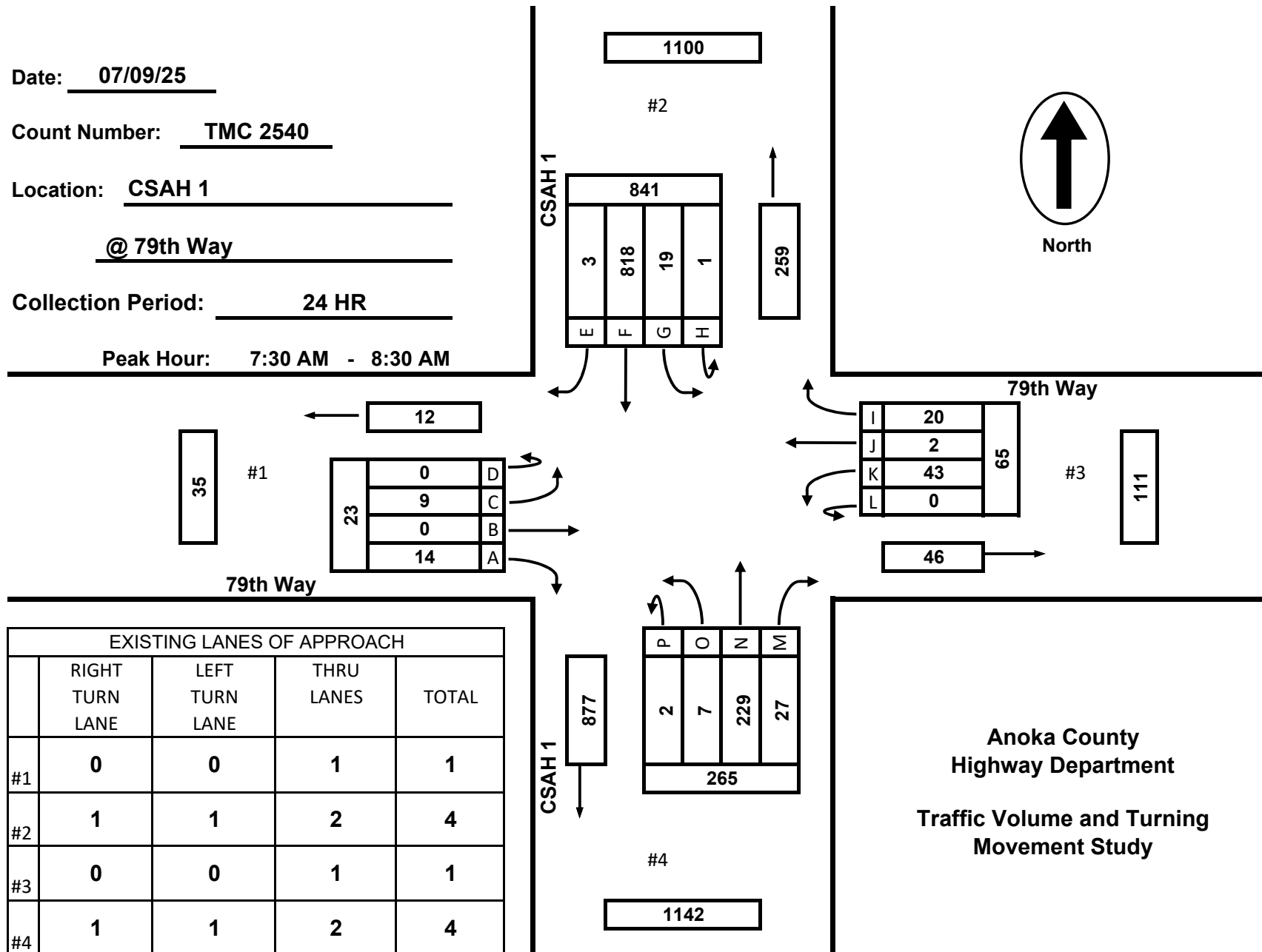
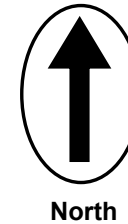
Count Number: TMC 2540

Location: CSAH 1

@ 79th Way

Collection Period: 24 HR

Peak Hour: 7:30 AM - 8:30 AM



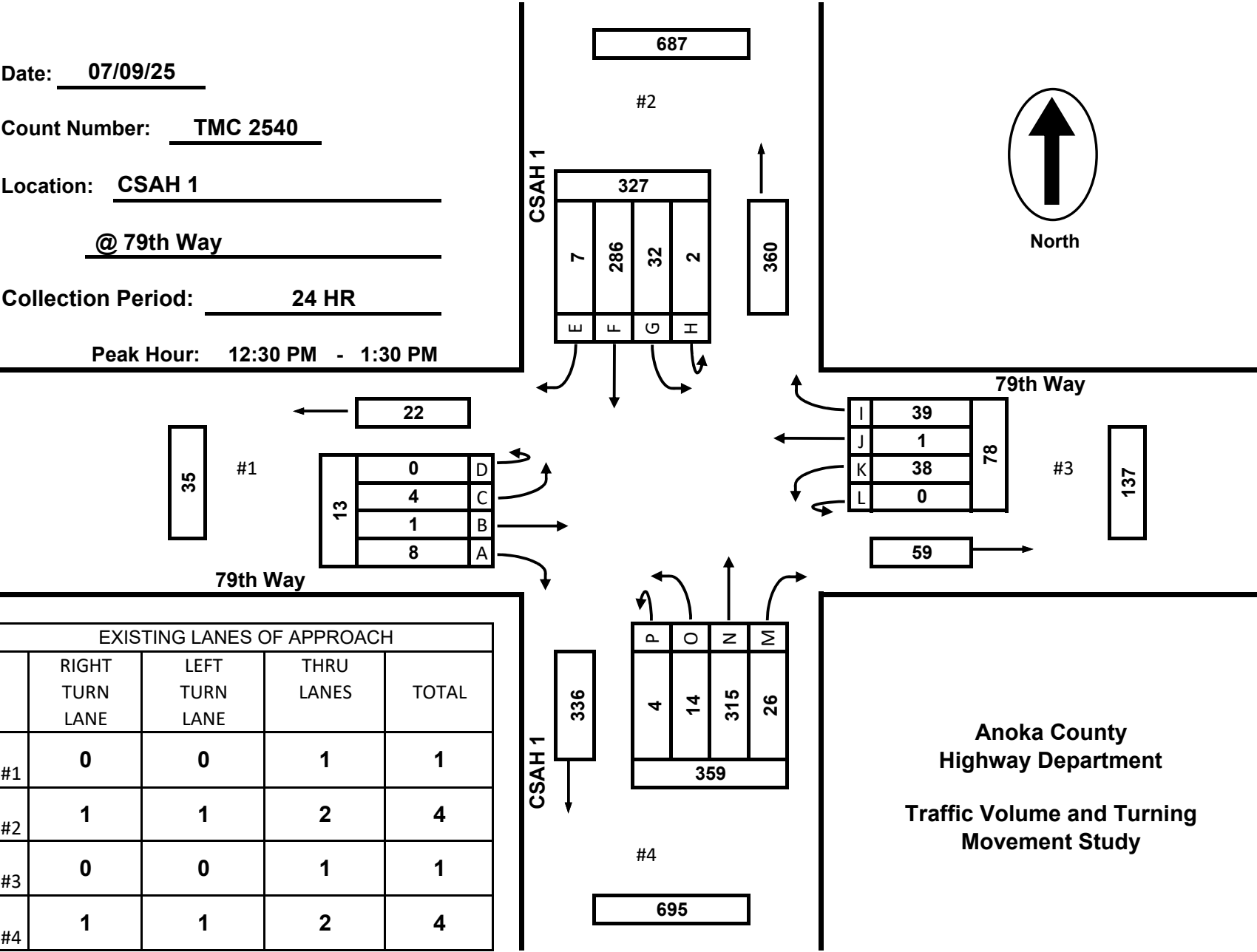
Date: 07/09/25

Count Number: TMC 2540

Location: CSAH 1
@ 79th Way

Collection Period: 24 HR

Peak Hour: 12:30 PM - 1:30 PM



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

Anoka County
Highway Department
Traffic Volume and Turning
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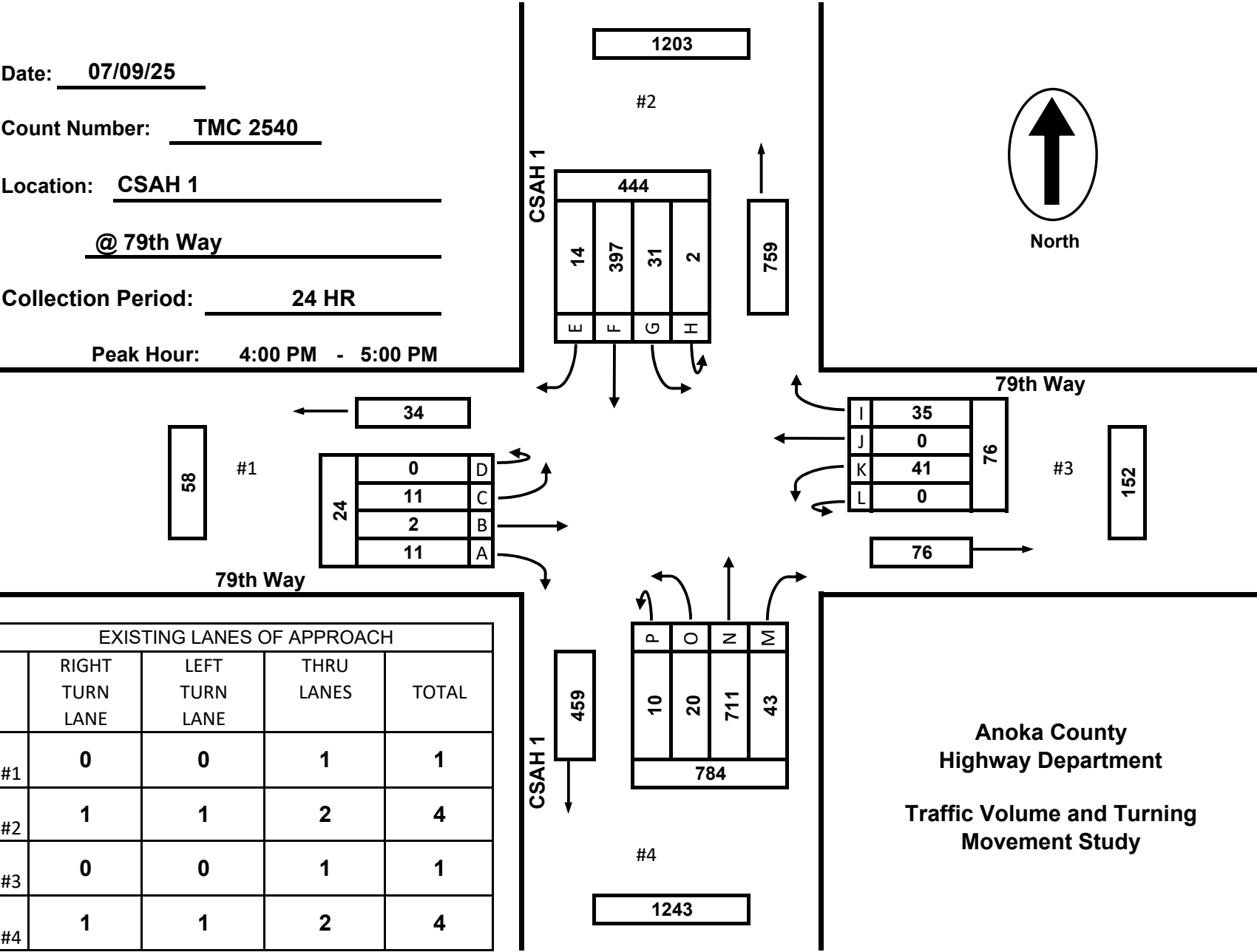
Date: 07/09/25

Count Number: TMC 2540

Location: CSAH 1
@ 79th Way

Collection Period: 24 HR

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



**TMC 2540 - CSAH 1 @ 79th Way
Fridley MN
Wednesday, July 9, 2025**

Time	Southbound CSAH 1						Westbound 79th Way						Northbound CSAH 1						Eastbound 79th Way						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	8	1	0	10	0	2	0	0	0	2	0	0	11	0	0	11	0	0	0	0	0	0	23
12:15 AM	0	2	7	1	0	10	0	0	0	2	0	2	0	0	17	3	0	20	0	0	0	0	0	0	32
12:30 AM	0	0	3	1	0	4	0	0	0	0	0	0	0	4	12	5	0	21	0	0	0	1	0	1	26
12:45 AM	0	1	6	1	0	8	0	3	0	0	0	3	0	2	10	2	0	14	0	0	0	1	0	1	26
Hourly Total	0	4	24	4	0	32	0	5	0	2	0	7	0	6	50	10	0	66	0	0	0	2	0	2	107
1:00 AM	0	0	4	0	0	4	0	2	0	1	0	3	0	0	6	0	0	6	0	0	0	1	0	1	14
1:15 AM	0	2	5	0	0	7	0	1	0	0	0	1	0	0	5	4	0	9	0	0	0	0	0	0	17
1:30 AM	0	1	4	0	0	5	0	0	0	1	0	1	0	2	5	2	0	9	0	0	0	0	0	0	15
1:45 AM	0	1	4	0	0	5	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	10
Hourly Total	0	4	17	0	0	21	0	3	0	2	0	5	0	2	20	7	0	29	0	0	0	1	0	1	56
2:00 AM	0	0	11	0	0	11	0	0	0	1	0	1	0	0	8	3	0	11	0	0	0	0	0	0	23
2:15 AM	0	0	2	0	0	2	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	4
2:30 AM	0	2	5	0	0	7	0	1	0	0	0	1	0	0	4	1	0	5	0	0	0	0	0	0	13
2:45 AM	0	1	5	0	0	6	0	1	0	0	0	1	0	0	7	0	0	7	0	0	0	0	0	0	14
Hourly Total	0	3	23	0	0	26	0	2	0	2	0	4	0	0	20	4	0	24	0	0	0	0	0	0	54
3:00 AM	0	1	6	0	0	7	0	0	0	0	0	0	0	0	8	3	0	11	0	0	0	0	0	0	18
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	12	0	0	13	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	15
3:45 AM	0	2	5	0	0	7	0	4	0	1	0	5	0	0	2	1	0	3	0	0	1	0	0	1	16
Hourly Total	0	4	28	0	0	32	0	6	0	1	0	7	0	0	14	4	0	18	0	0	1	0	0	1	58
4:00 AM	0	0	9	0	0	9	0	3	0	0	0	3	0	0	3	1	0	4	0	0	0	0	0	0	16
4:15 AM	0	0	17	0	0	17	0	2	0	1	0	3	0	1	4	0	0	5	0	0	0	1	0	1	26
4:30 AM	0	3	22	1	0	26	0	0	0	2	0	2	0	0	17	1	0	18	0	0	0	0	0	0	46
4:45 AM	0	0	24	0	0	24	0	4	0	2	0	6	0	0	14	2	0	16	0	1	0	0	0	1	47
Hourly Total	0	3	72	1	0	76	0	9	0	5	0	14	0	1	38	4	0	43	0	1	0	1	0	2	135
5:00 AM	0	0	40	0	0	40	0	5	0	3	0	8	0	0	11	0	0	11	0	0	0	1	0	1	60
5:15 AM	0	0	39	0	0	39	0	4	0	4	0	8	0	1	17	2	0	20	0	2	0	2	0	4	71
5:30 AM	0	0	72	0	0	72	0	9	0	6	0	15	0	1	21	0	0	22	0	0	0	1	0	1	110
5:45 AM	0	0	91	1	0	92	0	11	0	5	0	16	0	1	27	5	0	33	0	4	0	2	0	6	147
Hourly Total	0	0	242	1	0	243	0	29	0	18	0	47	0	3	76	7	0	86	0	6	0	6	0	12	388
6:00 AM	0	5	65	1	0	71	0	10	0	6	0	16	0	0	13	0	0	13	0	2	0	2	0	4	104
6:15 AM	0	2	97	0	0	99	0	13	0	4	0	17	0	0	18	3	1	21	0	2	0	1	0	3	140
6:30 AM	0	2	114	1	0	117	0	19	0	6	0	25	0	3	41	1	0	45	0	2	0	2	2	4	191
6:45 AM	1	5	108	0	0	114	0	15	0	7	0	22	1	1	49	6	0	57	0	2	1	6	0	9	202
Hourly Total	1	14	384	2	0	401	0	57	0	23	0	80	1	4	121	10	1	136	0	8	1	11	2	20	637
7:00 AM	0	4	121	0	0	125	0	12	1	6	1	19	0	2	45	6	0	53	0	1	0	4	1	5	202
7:15 AM	0	7	153	0	0	160	0	20	3	10	0	33	0	1	33	2	0	36	0	1	0	4	0	5	234
7:30 AM	1	5	190	2	0	198	0	15	0	5	0	20	1	3	62	7	0	73	0	3	0	5	0	8	299
7:45 AM	0	4	243	0	0	247	0	13	0	8	0	21	1	2	56	6	0	65	0	1	0	2	0	3	336
Hourly Total	1	20	707	2	0	730	0	60	4	29	1	93	2	8	196	21	0	227	0	6	0	15	1	21	1071

**TMC 2540 - CSAH 1 @ 79th Way
Fridley MN
Wednesday, July 9, 2025**

Time	Southbound CSAH 1						Westbound 79th Way						Northbound CSAH 1						Eastbound 79th Way						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	226	0	0	231	0	10	0	2	0	12	0	0	51	10	0	61	0	3	0	3	0	6	310
8:15 AM	0	5	159	1	0	165	0	5	2	5	0	12	0	2	60	4	0	66	0	2	0	4	0	6	249
8:30 AM	0	6	121	2	0	129	0	10	0	9	0	19	0	0	53	4	0	57	0	1	2	5	0	8	213
8:45 AM	0	4	94	2	1	100	0	13	0	8	0	21	0	2	50	5	0	57	0	4	0	2	0	6	184
Hourly Total	0	20	600	5	1	625	0	38	2	24	0	64	0	4	214	23	0	241	0	10	2	14	0	26	956
9:00 AM	0	4	96	1	0	101	0	9	0	7	0	16	0	2	26	7	0	35	0	1	1	3	0	5	157
9:15 AM	1	4	63	0	0	68	0	13	0	6	0	19	2	3	46	5	0	56	0	1	0	7	0	8	151
9:30 AM	1	4	63	1	0	69	0	11	0	4	0	15	1	2	43	3	2	49	0	2	0	1	0	3	136
9:45 AM	1	3	72	4	2	80	0	10	0	6	2	16	1	4	50	8	0	63	0	1	0	1	0	2	161
Hourly Total	3	15	294	6	2	318	0	43	0	23	2	66	4	11	165	23	2	203	0	5	1	12	0	18	605
10:00 AM	0	6	60	1	0	67	0	14	0	4	0	18	0	3	48	5	0	56	0	4	0	3	0	7	148
10:15 AM	0	6	54	0	0	60	0	13	1	1	0	15	1	5	70	6	0	82	0	2	0	6	0	8	165
10:30 AM	0	4	72	2	1	78	0	8	0	7	0	15	2	0	49	7	0	58	0	2	0	2	0	4	155
10:45 AM	0	3	69	1	2	73	0	6	0	9	0	15	0	4	57	4	0	65	0	1	0	5	0	6	159
Hourly Total	0	19	255	4	3	278	0	41	1	21	0	63	3	12	224	22	0	261	0	9	0	16	0	25	627
11:00 AM	0	4	64	0	0	68	0	3	1	6	0	10	0	2	54	7	0	63	0	4	0	3	0	7	148
11:15 AM	0	2	57	1	0	60	0	10	0	7	0	17	0	4	65	5	0	74	0	1	1	1	0	3	154
11:30 AM	1	11	75	4	0	91	0	6	1	8	0	15	1	2	62	5	0	70	0	3	0	2	0	5	181
11:45 AM	2	7	68	2	0	79	0	16	0	9	0	25	1	4	55	13	0	73	0	1	0	3	0	4	181
Hourly Total	3	24	264	7	0	298	0	35	2	30	0	67	2	12	236	30	0	280	0	9	1	9	0	19	664
12:00 PM	0	5	66	4	0	75	0	8	0	5	0	13	2	6	86	7	0	101	0	1	1	4	0	6	195
12:15 PM	0	8	72	0	0	80	0	16	0	6	0	22	0	1	77	3	0	81	0	0	0	2	0	2	185
12:30 PM	0	8	75	3	0	86	0	8	1	9	0	18	1	4	93	3	0	101	0	0	0	1	0	1	206
12:45 PM	0	8	70	0	0	78	0	8	0	12	0	20	0	5	77	6	0	88	0	0	0	3	0	3	189
Hourly Total	0	29	283	7	0	319	0	40	1	32	0	73	3	16	333	19	0	371	0	1	1	10	0	12	775
1:00 PM	1	11	77	1	0	90	0	11	0	8	0	19	1	5	68	8	0	82	0	3	0	1	0	4	195
1:15 PM	1	5	64	3	0	73	0	11	0	10	0	21	2	0	77	9	0	88	0	1	1	3	0	5	187
1:30 PM	1	4	65	1	0	71	0	10	0	4	0	14	1	2	74	6	0	83	0	2	1	2	0	5	173
1:45 PM	1	8	66	2	0	77	1	9	0	3	0	13	0	4	85	7	0	96	0	1	0	3	0	4	190
Hourly Total	4	28	272	7	0	311	1	41	0	25	0	67	4	11	304	30	0	349	0	7	2	9	0	18	745
2:00 PM	0	9	75	1	2	85	0	8	0	5	0	13	9	6	75	11	2	101	0	2	0	3	0	5	204
2:15 PM	0	4	78	1	0	83	0	15	2	13	0	30	1	3	103	8	1	115	0	1	2	2	1	5	233
2:30 PM	0	11	90	3	0	104	0	25	1	12	0	38	1	5	122	15	0	143	0	3	0	2	0	5	290
2:45 PM	0	5	80	1	0	86	0	9	0	7	0	16	1	3	124	6	3	134	0	2	0	2	0	4	240
Hourly Total	0	29	323	6	2	358	0	57	3	37	0	97	12	17	424	40	6	493	0	8	2	9	1	19	967
3:00 PM	0	9	86	2	0	97	0	7	0	10	0	17	2	3	147	10	0	162	0	1	2	4	0	7	283
3:15 PM	0	8	80	1	0	89	0	15	1	13	0	29	1	4	149	12	0	166	0	1	1	0	0	2	286
3:30 PM	0	10	98	3	0	111	0	4	0	14	2	18	1	2	180	16	0	199	0	2	0	2	0	4	332
3:45 PM	1	14	80	2	0	97	0	15	0	11	0	26	0	4	158	12	0	174	0	4	0	2	0	6	303
Hourly Total	1	41	344	8	0	394	0	41	1	48	2	90	4	13	634	50	0	701	0	8	3	8	0	19	1204

TMC 2540 - CSAH 1 @ 79th Way
Fridley MN
Wednesday, July 9, 2025

Time	Southbound CSAH 1						Westbound 79th Way						Northbound CSAH 1						Eastbound 79th Way						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	1	5	93	2	1	101	0	8	0	9	0	17	0	4	185	9	0	198	0	2	0	5	0	7	323
4:15 PM	1	12	72	5	1	90	0	14	0	9	0	23	3	5	175	13	2	196	0	1	0	1	0	2	311
4:30 PM	0	8	117	4	0	129	0	11	0	9	0	20	1	3	192	10	1	206	0	4	1	2	0	7	362
4:45 PM	0	6	115	3	0	124	0	8	0	8	0	16	6	8	159	11	0	184	0	4	1	3	0	8	332
Hourly Total	2	31	397	14	2	444	0	41	0	35	0	76	10	20	711	43	3	784	0	11	2	11	0	24	1328
5:00 PM	1	3	76	1	0	81	0	3	0	10	0	13	2	6	162	17	0	187	0	5	0	2	0	7	288
5:15 PM	0	12	107	5	1	124	0	14	1	4	2	19	1	4	138	8	0	151	0	0	1	1	0	2	296
5:30 PM	0	7	76	4	0	87	0	7	0	11	0	18	1	5	109	6	1	121	0	1	1	1	0	3	229
5:45 PM	0	11	79	3	0	93	0	16	0	8	0	24	2	12	99	6	0	119	0	3	0	1	0	4	240
Hourly Total	1	33	338	13	1	385	0	40	1	33	2	74	6	27	508	37	1	578	0	9	2	5	0	16	1053
6:00 PM	1	4	74	3	1	82	0	8	2	9	0	19	2	5	80	10	0	97	0	1	1	3	0	5	203
6:15 PM	2	5	63	2	0	72	0	8	0	5	0	13	2	3	88	8	0	101	0	1	0	2	0	3	189
6:30 PM	1	6	67	2	2	76	0	15	0	9	0	24	2	9	70	11	0	92	0	2	1	2	0	5	197
6:45 PM	0	9	70	0	0	79	0	9	1	7	0	17	0	2	71	11	2	84	0	9	0	3	2	12	192
Hourly Total	4	24	274	7	3	309	0	40	3	30	0	73	6	19	309	40	2	374	0	13	2	10	2	25	781
7:00 PM	0	5	42	1	1	48	0	5	0	12	0	17	2	4	62	7	0	75	0	0	0	0	0	0	140
7:15 PM	1	10	56	2	0	69	0	7	0	5	1	12	0	2	58	6	0	66	0	1	0	1	0	2	149
7:30 PM	0	5	37	1	0	43	0	7	0	4	0	11	1	6	55	7	1	69	0	0	0	1	1	1	124
7:45 PM	1	5	42	2	0	50	0	5	0	3	0	8	2	4	57	5	0	68	0	2	0	1	0	3	129
Hourly Total	2	25	177	6	1	210	0	24	0	24	1	48	5	16	232	25	1	278	0	3	0	3	1	6	542
8:00 PM	1	5	31	0	0	37	0	6	0	5	0	11	3	1	54	10	3	68	0	1	0	2	0	3	119
8:15 PM	0	9	54	0	0	63	0	11	2	4	0	17	0	2	56	7	0	65	0	1	1	2	0	4	149
8:30 PM	0	7	39	0	0	46	0	9	0	4	0	13	1	1	58	5	0	65	0	0	1	1	0	2	126
8:45 PM	0	7	38	0	0	45	0	7	1	6	0	14	0	4	42	7	4	53	0	1	0	3	0	4	116
Hourly Total	1	28	162	0	0	191	0	33	3	19	0	55	4	8	210	29	7	251	0	3	2	8	0	13	510
9:00 PM	0	4	41	1	1	46	0	9	1	7	0	17	1	1	43	10	0	55	0	2	1	3	0	6	124
9:15 PM	0	5	51	0	0	56	0	2	0	7	0	9	0	5	47	8	0	60	0	1	0	2	0	3	128
9:30 PM	0	6	36	0	0	42	0	2	0	7	0	9	1	3	44	8	0	56	0	2	0	0	0	2	109
9:45 PM	0	4	27	1	0	32	1	2	1	6	1	10	2	1	33	8	0	44	0	0	2	1	0	3	89
Hourly Total	0	19	155	2	1	176	1	15	2	27	1	45	4	10	167	34	0	215	0	5	3	6	0	14	450
10:00 PM	0	2	35	1	0	38	0	1	0	6	0	7	1	2	22	6	0	31	0	0	1	1	0	2	78
10:15 PM	0	5	24	2	0	31	0	2	0	1	0	3	0	0	34	5	0	39	0	0	0	0	0	0	73
10:30 PM	0	4	16	1	0	21	0	4	0	2	0	6	1	2	25	6	0	34	0	0	0	1	0	1	62
10:45 PM	1	3	26	1	0	31	0	1	0	4	0	5	0	2	24	8	0	34	0	1	0	1	0	2	72
Hourly Total	1	14	101	5	0	121	0	8	0	13	0	21	2	6	105	25	0	138	0	1	1	3	0	5	285
11:00 PM	0	3	13	1	0	17	0	1	0	1	0	2	0	2	29	7	0	38	0	0	0	0	0	0	57
11:15 PM	1	1	10	1	0	13	0	4	0	5	0	9	0	2	21	6	0	29	0	1	0	1	0	2	53
11:30 PM	0	2	13	1	0	16	0	6	0	1	0	7	0	2	17	9	0	28	0	0	0	1	0	1	52
11:45 PM	0	1	10	0	0	11	0	0	0	1	0	1	1	2	14	2	0	19	0	0	0	0	0	0	31
Hourly Total	1	7	46	3	0	57	0	11	0	8	0	19	1	8	81	24	0	114	0	1	0	2	0	3	193
DAILY TOTAL	25	438	5782	110	16	6355	2	719	23	511	9	1255	73	234	5392	561	23	6260	0	124	26	171	7	321	14191
Cars	25	430	5572	107	15	6134	2	702	20	506	6	1230	73	232	5214	550	17	6069	0	121	23	168	6	312	13745
Heavy Vehicles	0	8	210	3	1	221	0	17	3	5	3	25	0	2	178	11	6	191	0	3	3	3	1	9	446
Heavy Vehicle %	0.00%	1.83%	3.63%	2.73%	6.25%	3.48%	0.00%	2.36%	13.04%	0.98%	33.33%	1.99%	0.00%	0.85%	3.30%	1.96%	26.09%	3.05%	0.00%	2.42%	11.54%	1.75%	14.29%	2.80%	3.14%

TMC 2540 - CSAH 1 @ 79th Way
Fridley 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	5	190	2	0	198	0	15	0	5	0	20	1	3	62	7	0	73	0	3	0	5	0	8	299
7:45 AM	0	4	243	0	0	247	0	13	0	8	0	21	1	2	56	6	0	65	0	1	0	2	0	3	336
8:00 AM	0	5	226	0	0	231	0	10	0	2	0	12	0	0	51	10	0	61	0	3	0	3	0	6	310
8:15 AM	0	5	159	1	0	165	0	5	2	5	0	12	0	2	60	4	0	66	0	2	0	4	0	6	249
Peak Hour Total	1	19	818	3	0	841	0	43	2	20	0	65	2	7	229	27	0	265	0	9	0	14	0	23	1194
Peak Hour Heavy Vehicles	0	0	25	1	0	26	0	0	1	0	0	1	0	1	24	0	0	25	0	1	0	2	0	3	55
Peak Hour Heavy Vehicles %	0.00%	0.00%	3.06%	33.33%	0.00%	3.09%	0.00%	0.00%	50.00%	0.00%	0.00%	1.54%	0.00%	14.29%	10.48%	0.00%	0.00%	9.43%	0.00%	11.11%	0.00%	14.29%	0.00%	13.04%	4.61%
PHF	0.250	0.950	0.842	0.375	0.000	0.851	0.000	0.717	0.250	0.625	0.000	0.774	0.500	0.583	0.923	0.675	0.000	0.908	0.000	0.750	0.000	0.700	0.000	0.719	0.888

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	
12:30 PM	0	8	75	3	0	86	0	8	1	9	0	18	1	4	93	3	0	101	0	0	0	1	0	1	206
12:45 PM	0	8	70	0	0	78	0	8	0	12	0	20	0	5	77	6	0	88	0	0	0	3	0	3	189
1:00 PM	1	11	77	1	0	90	0	11	0	8	0	19	1	5	68	8	0	82	0	3	0	1	0	4	195
1:15 PM	1	5	64	3	0	73	0	11	0	10	0	21	2	0	77	9	0	88	0	1	1	3	0	5	187
Peak Hour Total	2	32	286	7	0	327	0	38	1	39	0	78	4	14	315	26	0	359	0	4	1	8	0	13	777
Peak Hour Heavy Vehicles	0	2	21	1	0	24	0	1	0	1	0	2	0	0	14	1	0	15	0	0	0	0	0	0	41
Peak Hour Heavy Vehicles %	0.00%	6.25%	7.34%	14.29%	0.00%	7.34%	0.00%	2.63%	0.00%	2.56%	0.00%	2.56%	0.00%	0.00%	4.44%	3.85%	0.00%	4.18%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.28%
PHF	0.500	0.727	0.929	0.583	0.000	0.908	0.000	0.864	0.250	0.813	0.000	0.929	0.500	0.700	0.847	0.722	0.000	0.889	0.000	0.333	0.250	0.667	0.000	0.650	0.943

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	1	5	93	2	1	101	0	8	0	9	0	17	0	4	185	9	0	198	0	2	0	5	0	7	323
4:15 PM	1	12	72	5	1	90	0	14	0	9	0	23	3	5	175	13	2	196	0	1	0	1	0	2	311
4:30 PM	0	8	117	4	0	129	0	11	0	9	0	20	1	3	192	10	1	206	0	4	1	2	0	7	362
4:45 PM	0	6	115	3	0	124	0	8	0	8	0	16	6	8	159	11	0	184	0	4	1	3	0	8	332
Peak Hour Total	2	31	397	14	2	444	0	41	0	35	0	76	10	20	711	43	3	784	0	11	2	11	0	24	1328
Peak Hour Heavy Vehicles	0	0	8	0	0	8	0	1	0	0	0	1	0	0	7	0	0	7	0	0	0	0	0	0	16
Peak Hour Heavy Vehicles %	0.00%	0.00%	2.02%	0.00%	0.00%	1.80%	0.00%	2.44%	0.00%	0.00%	0.00%	1.32%	0.00%	0.00%	0.98%	0.00%	0.00%	0.89%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.20%
PHF	0.500	0.646	0.848	0.700	0.500	0.860	0.000	0.732	0.000	0.972	0.000	0.826	0.417	0.625	0.926	0.827	0.375	0.951	0.000	0.688	0.500	0.550	0.000	0.750	0.917

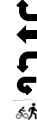
Total Vehicles On Leg			12407		
Vehicles Entering Intersection 6355			Vehicles Exiting Intersection 6052		
Southbound					
Cars	107	5572	430	25	15
Heavy	3	210	8	0	1
Total	110	5782	438	25	16



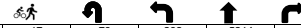
Total Vehicles on Leg 688	Vehicles Entering Intersection 321	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 367		6	1	7
			0	0	0
			121	3	124
			23	3	26
			168	3	171



Daily Volumes



Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 1255	Total Vehicles on Leg 2282
506	5	511		Vehicles Exiting Intersection 1027	
20	3	23			
702	17	719			
2	0	2			
6	3	9			



Cars	17	73	232	5214	560
Heavy	6	0	2	178	11
Total	23	73	234	5392	561
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
6260			6745		
Total Vehicles On Leg			13005		

TMC 2540 - CSAH 1 @ 79th Way
Fridley MN
Wednesday, July 9, 2025

Time	Southbound Heavy CSAH 1						Westbound Heavy 79th Way						Northbound Heavy CSAH 1						Eastbound Heavy 79th Way						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	1	0	0	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	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	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	0
Hourly 'Heavy Vehicles'	0	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
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	0
1:15 AM	0	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
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	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	0
Hourly 'Heavy Vehicles'	0	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
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	0	1
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	0
2:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:00 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	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	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	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	0
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	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	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	0
4:45 AM	0	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	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	3
5:00 AM	0	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
5:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
5:30 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
5:45 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
Hourly 'Heavy Vehicles'	0	0	6	0	0	6	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	10
6:00 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	5
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
6:30 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	5
6:45 AM	0	1	2	0	0	3	0	2	0	1	0	3	0	0	1	0	0	0	1	0	0	1	0	0	1	8
Hourly 'Heavy Vehicles'	0	1	10	0	0	11	0	2	0	1	0	3	0	0	5	0	0	0	5	0	0	1	0	0	1	20
7:00 AM	0	1	5	0	0	6	0	1	0	0	0	1	0	0	4	1	0	0	5	0	0	0	0	0	0	12
7:15 AM	0	1	2	0	0	3	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:30 AM	0	0	5	1	0	6	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	1	0	0	1	11
7:45 AM	0	0	10	0	0	10	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	16
Hourly 'Heavy Vehicles'	0	2	22	1	0	25	0	2	1	0	0	3	0	1	13	1	0	15	0	0	0	1	0	0	1	44

TMC 2540 - CSAH 1 @ 79th Way
Fridley MN
Wednesday, July 9, 2025

Time	Southbound Heavy CSAH 1						Westbound Heavy 79th Way						Northbound Heavy CSAH 1						Eastbound Heavy 79th Way						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	0	5	0	0	5	0	0	0	0	0	0	0	0	6	0	0	6	0	1	0	0	0	1	12
8:15 AM	0	0	5	0	0	5	0	0	1	0	0	1	0	0	9	0	0	9	0	0	0	1	0	1	16
8:30 AM	0	0	4	1	0	5	0	1	0	0	0	1	0	0	2	0	0	2	0	0	1	0	0	1	9
8:45 AM	0	0	6	0	0	6	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	11
Hourly 'Heavy Vehicles'	0	0	20	1	0	21	0	1	1	0	0	2	0	0	21	1	0	22	0	1	1	1	0	3	48
9:00 AM	0	0	8	0	0	8	0	0	0	0	0	0	0	0	1	3	0	4	0	0	0	0	0	0	12
9:15 AM	0	0	4	0	0	4	0	0	0	1	0	1	0	0	7	1	0	8	0	0	0	0	0	0	13
9:30 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5
9:45 AM	0	0	2	0	0	2	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	4
Hourly 'Heavy Vehicles'	0	0	17	0	0	17	0	1	0	1	0	2	0	0	11	4	0	15	0	0	0	0	0	0	34
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	1	0	0	0	1	5
10:15 AM	0	0	2	0	0	2	0	1	0	0	0	1	0	0	6	0	0	6	0	0	0	0	0	0	9
10:30 AM	0	1	4	0	0	5	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7
10:45 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	10
Hourly 'Heavy Vehicles'	0	1	9	0	0	10	0	1	0	0	0	1	0	0	18	1	0	19	0	1	0	0	0	1	31
11:00 AM	0	0	6	0	0	6	0	1	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	10
11:15 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
11:30 AM	0	0	7	0	0	7	0	1	0	0	0	1	0	0	4	0	0	4	0	0	0	0	0	0	12
11:45 AM	0	1	6	0	0	7	0	1	0	0	0	1	0	0	6	1	0	7	0	0	0	0	0	0	15
Hourly 'Heavy Vehicles'	0	1	21	0	0	22	0	3	0	0	0	3	0	0	14	1	0	15	0	0	0	0	0	0	40
12:00 PM	0	0	3	0	0	3	0	1	0	0	0	1	0	0	7	1	0	8	0	0	0	0	0	0	12
12:15 PM	0	0	5	0	0	5	0	0	0	1	0	1	0	0	3	0	0	3	0	0	0	0	0	0	9
12:30 PM	0	1	6	1	0	8	0	0	0	1	0	1	0	0	5	0	0	5	0	0	0	0	0	0	14
12:45 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
Hourly 'Heavy Vehicles'	0	1	20	1	0	22	0	1	0	2	0	3	0	0	18	1	0	19	0	0	0	0	0	0	44
1:00 PM	0	0	7	0	0	7	0	1	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	11
1:15 PM	0	1	2	0	0	3	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	7
1:30 PM	0	0	1	0	0	1	0	1	0	0	0	1	0	0	4	0	0	4	0	0	0	0	0	0	6
1:45 PM	0	1	2	0	0	3	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	8
Hourly 'Heavy Vehicles'	0	2	12	0	0	14	0	2	0	0	0	2	0	0	15	1	0	16	0	0	0	0	0	0	32
2:00 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
2:15 PM	0	0	2	0	0	2	0	1	1	0	0	2	0	0	5	0	0	5	0	0	1	0	0	1	10
2:30 PM	0	0	7	0	0	7	0	1	0	0	0	1	0	0	3	0	0	3	0	1	0	1	0	2	13
2:45 PM	0	0	5	0	0	5	0	1	0	0	0	1	0	0	7	0	3	7	0	0	0	0	0	0	13
Hourly 'Heavy Vehicles'	0	0	17	0	0	17	0	3	1	0	0	4	0	0	18	0	3	18	0	1	1	1	0	3	42
3:00 PM	0	0	5	0	0	5	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8
3:15 PM	0	0	5	0	0	5	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8
3:30 PM	0	0	4	0	0	4	0	0	0	0	2	0	0	0	5	0	0	5	0	0	0	0	0	0	9
3:45 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
Hourly 'Heavy Vehicles'	0	0	16	0	0	16	0	0	0	0	2	0	0	0	13	0	0	13	0	0	0	0	0	0	29

TMC 2540 - CSAH 1 @ 79th Way
Fridley MN
Wednesday, July 9, 2025

Time	Southbound Heavy CSAH 1						Westbound Heavy 79th Way						Northbound Heavy CSAH 1						Eastbound Heavy 79th Way						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	2	0	0	2	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	0	1
4:30 PM	0	0	5	0	0	5	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7
4:45 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5
Hourly 'Heavy Vehicles'	0	0	8	0	0	8	0	1	0	0	0	1	0	0	7	0	2	7	0	0	0	0	0	0	16
5:00 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	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
5:30 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	6
5:45 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3
Hourly 'Heavy Vehicles'	0	0	9	0	0	9	0	0	0	0	0	0	0	1	3	1	0	5	0	0	0	0	0	0	14
6:00 PM	0	0	2	0	1	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	3	0	0	3	0	0	0	0	0	0	3
6:30 PM	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
6:45 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	0	5	0	1	5	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	11
7:00 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
7:15 PM	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
7:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 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	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	1	0	5
8:00 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 PM	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
8:30 PM	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
8:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	0	6	0	0	6	0	0	0	0	0	0	0	0	3	0	1	3	0	0	0	0	0	0	9
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	1	0	0	1	0	0	0	0	0	0	2
9:30 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
9:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	2	0	0	2	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	3
10:00 PM	0	0	2	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
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
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	0	0	1	0	0	0	0	0	0	1
Hourly 'Heavy Vehicles'	0	0	2	0	0	2	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	4
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	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
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
DAILY 'Heavy Vehicles'	0	8	210	3	1	221	0	17	3	5	3	25	0	2	178	11	6	191	0	3	3	3	1	9	446

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2540

Study Date : 08/08/2025

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 1

Number of Lanes : 2+

Total Approach Volume: 6,260

Southbound: CSAH 1

Number of Lanes : 2+

Total Approach Volume: 6,355

Minor Street Approaches

Eastbound: 79th Way

Number of Lanes : 1

Total Approach Volume: 321

Westbound: 79th Way

Number of Lanes : 1

Total Approach Volume: 1,255

Warrant Summary (Rural Values Apply)

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

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

Required volumes reached for 0 hours, 8 are needed

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

Required volumes reached for 10 hours, 8 are needed

Warrant 1C - Combination of Warrants.....Not Satisfied

Required 1A volumes reached for 3 hours, 8 are needed

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

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

Number of hours (6) volumes exceed minimum >= minimum required (4).

Warrant 3 - Peak Hour.....Satisfied

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

Number of one hour periods (2) 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 2540

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 1						79th Way			
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?	
16:00 - 17:00	784	+	444	=	1228	24	76	No	
16:15 - 17:15	773	+	424	=	1197	24	72	No	
15:45 - 16:45	774	+	417	=	1191	22	86	No	
16:30 - 17:30	728	+	458	=	1186	24	68	No	
15:30 - 16:30	767	+	399	=	1166	19	84	No	
15:15 - 16:15	737	+	398	=	1135	19	90	No	
07:30 - 08:30	265	+	841	=	1106	23	65	No	
15:00 - 16:00	701	+	394	=	1095	19	90	No	
07:15 - 08:15	235	+	836	=	1071	22	86	No	
16:45 - 17:45	643	+	416	=	1059	20	66	No	
14:45 - 15:45	661	+	383	=	1044	17	80	No	
07:45 - 08:45	249	+	772	=	1021	23	64	No	
14:30 - 15:30	605	+	376	=	981	18	100	No	
17:00 - 18:00	578	+	385	=	963	16	74	No	
07:00 - 08:00	227	+	730	=	957	21	93	No	
14:15 - 15:15	554	+	370	=	924	21	101	No	
17:15 - 18:15	488	+	386	=	874	14	80	No	
08:00 - 09:00	241	+	625	=	866	26	64	No	
14:00 - 15:00	493	+	358	=	851	19	97	No	
06:45 - 07:45	219	+	597	=	816	27	94	No	
13:45 - 14:45	455	+	349	=	804	19	94	No	
17:30 - 18:30	438	+	334	=	772	15	74	No	
17:45 - 18:45	409	+	323	=	732	17	80	No	
13:30 - 14:30	395	+	316	=	711	19	70	No	
08:15 - 09:15	215		495		710	25	68	No	

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2540

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

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 79th Way		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
16:30 - 17:30	728	+	458	=	1186	24	68	Yes
15:30 - 16:30	767	+	399	=	1166	19	84	Yes
07:15 - 08:15	235	+	836	=	1071	22	86	Yes
14:30 - 15:30	605	+	376	=	981	18	100	Yes
17:30 - 18:30	438	+	334	=	772	15	74	Yes
13:30 - 14:30	395	+	316	=	711	19	70	Yes
08:15 - 09:15	215	+	495	=	710	25	68	Yes
12:30 - 13:30	359	+	327	=	686	13	78	Yes
11:30 - 12:30	325	+	325	=	650	17	75	Yes
06:15 - 07:15	176	+	455	=	631	21	83	Yes
11:15 - 12:15	318	+	305	=	623	18	70	No
18:30 - 19:30	317	+	272	=	589	19	70	No
11:00 - 12:00	280	+	298	=	578	19	67	No
10:45 - 11:45	272	+	292	=	564	21	57	No
10:15 - 11:15	268	+	279	=	547	25	55	No
09:45 - 10:45	259	+	285	=	544	21	64	No
10:00 - 11:00	261	+	278	=	539	25	63	No
10:30 - 11:30	260	+	279	=	539	20	57	No
06:00 - 07:00	136	+	401	=	537	20	80	No
18:45 - 19:45	294	+	239	=	533	15	57	No
09:30 - 10:30	250	+	276	=	526	20	64	No
09:15 - 10:15	224	+	284	=	508	20	68	No
05:45 - 06:45	112	+	379	=	491	17	74	No
19:00 - 20:00	278	+	210	=	488	6	48	No
19:15 - 20:15	271		199		470	9	42	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2540

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 3 hours meet 1A minimums.
13 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 1						Minor Road 79th Way				
Time	Major NB	+	Major SB	=	Total	Minor EB		Minor WB		Met1A?
15:00 - 16:00	701	+	394	=	1095	19		90		Yes
13:45 - 14:45	455	+	349	=	804	19		94		Yes
06:30 - 07:30	191	+	516	=	707	23		99		Yes
16:00 - 17:00	784	+	444	=	1228	24		76		No
16:15 - 17:15	773	+	424	=	1197	24		72		No
16:30 - 17:30	728	+	458	=	1186	24		68		No
07:30 - 08:30	265	+	841	=	1106	23		65		No
16:45 - 17:45	643	+	416	=	1059	20		66		No
14:45 - 15:45	661	+	383	=	1044	17		80		No
07:45 - 08:45	249	+	772	=	1021	23		64		No
17:00 - 18:00	578	+	385	=	963	16		74		No
17:15 - 18:15	488		386		874	14		80		No

Time	Major NB	+	Major SB	=	Total	Minor EB		Minor WB		Met1B?
16:00 - 17:00	784	+	444	=	1228	24		76		Yes
15:00 - 16:00	701	+	394	=	1095	19		90		Yes
17:00 - 18:00	578	+	385	=	963	16		74		Yes
07:00 - 08:00	227	+	730	=	957	21		93		Yes
08:00 - 09:00	241	+	625	=	866	26		64		Yes
14:00 - 15:00	493	+	358	=	851	19		97		Yes
12:00 - 13:00	371	+	319	=	690	12		73		Yes
18:00 - 19:00	374	+	309	=	683	25		73		Yes
13:00 - 14:00	349	+	311	=	660	18		67		Yes
11:00 - 12:00	280	+	298	=	578	19		67		Yes
10:00 - 11:00	261	+	278	=	539	25		63		Yes
06:00 - 07:00	136		401		537	20		80		Yes

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2540

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.

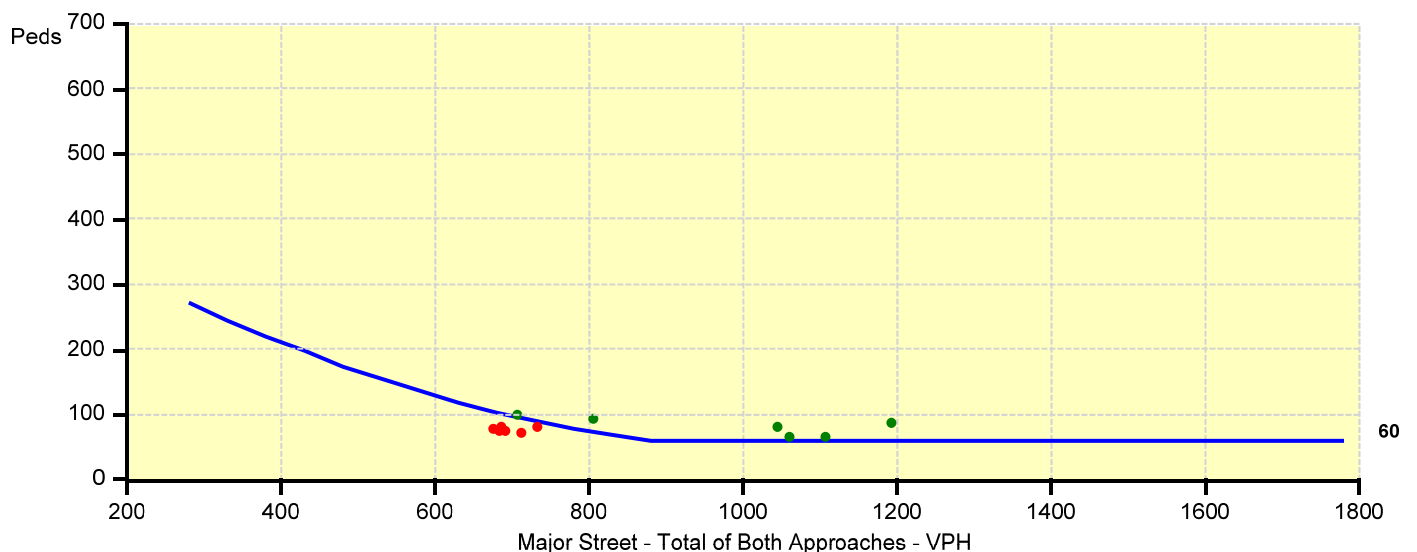
Summary

6 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 79th Way		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
15:45 - 16:45	774	+	417	=	1191	22	86	Yes
07:30 - 08:30	265	+	841	=	1106	23	65	Yes
16:45 - 17:45	643	+	416	=	1059	20	66	Yes
14:45 - 15:45	661	+	383	=	1044	17	80	Yes
13:45 - 14:45	455	+	349	=	804	19	94	Yes
06:30 - 07:30	191	+	516	=	707	23	99	Yes
17:45 - 18:45	409	+	323	=	732	17	80	No
13:30 - 14:30	395	+	316	=	711	19	70	No
12:00 - 13:00	371	+	319	=	690	12	73	No
12:30 - 13:30	359	+	327	=	686	13	78	No
12:15 - 13:15	352	+	334	=	686	10	79	No
18:00 - 19:00	374	+	309	=	683	25	73	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2540

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.

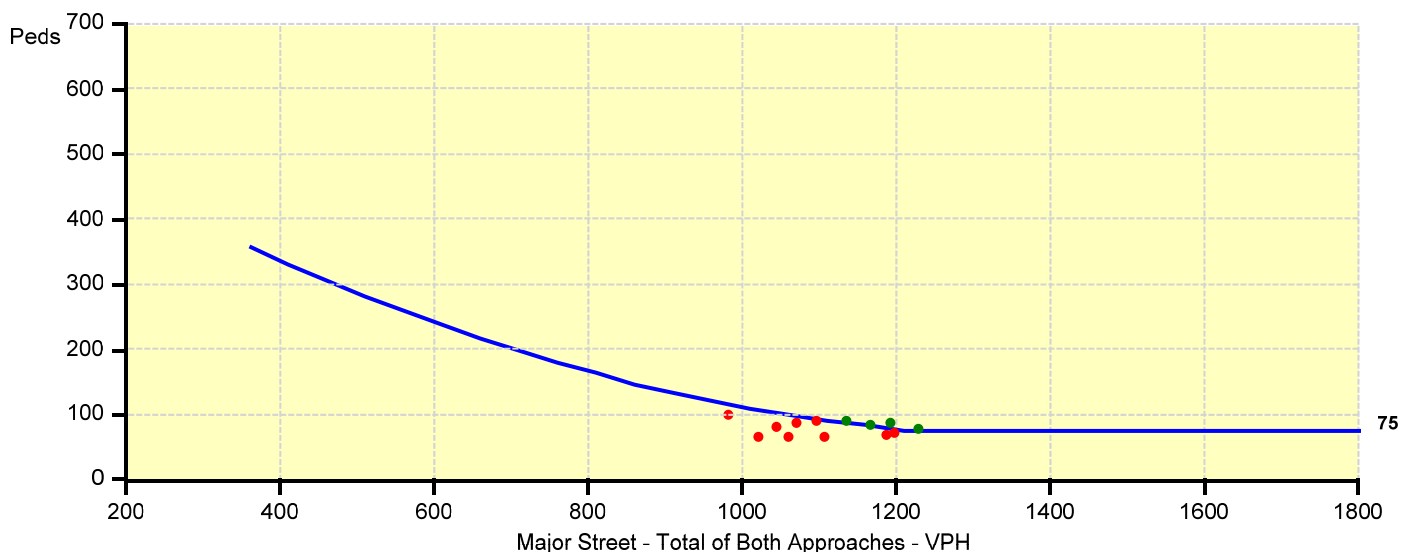
Summary

4 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 79th Way		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
16:00 - 17:00	784	+	444	=	1228	24	76	Yes
15:45 - 16:45	774	+	417	=	1191	22	86	Yes
15:30 - 16:30	767	+	399	=	1166	19	84	Yes
15:15 - 16:15	737	+	398	=	1135	19	90	Yes
16:15 - 17:15	773	+	424	=	1197	24	72	No
16:30 - 17:30	728	+	458	=	1186	24	68	No
07:30 - 08:30	265	+	841	=	1106	23	65	No
15:00 - 16:00	701	+	394	=	1095	19	90	No
07:15 - 08:15	235	+	836	=	1071	22	86	No
16:45 - 17:45	643	+	416	=	1059	20	66	No
14:45 - 15:45	661	+	383	=	1044	17	80	No
07:45 - 08:45	249	+	772	=	1021	23	64	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2540

Study Date : 08/08/2025

Multiway Stop Warrants - Summary

Major Street Approaches

Northbound: CSAH 1

Number of Lanes : 2+

Total Approach Volume: 6,260

Southbound: CSAH 1

Number of Lanes : 2+

Total Approach Volume: 6,355

Minor Street Approaches

Eastbound: 79th Way

Number of Lanes : 1

Total Approach Volume: 321

Westbound: 79th Way

Number of Lanes : 1

Total Approach Volume: 1,255

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	1228	914.9	109	107.0	210	140	No
15:00 - 16:00	1095		114				
07:30 - 08:30	1106		90				
17:00 - 18:00	963		98				
14:00 - 15:00	851		118				
06:30 - 07:30	707		125				
18:00 - 19:00	683		109				
12:30 - 13:30	686		93				
11:30 - 12:30	650		92				
08:30 - 09:30	603		112				
09:45 - 10:45	544		99				
19:00 - 20:00	488		57				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
16:00 - 17:00	1228	914.9	109	107.0	240	160	No
15:00 - 16:00	1095		114				
07:30 - 08:30	1106		90				
17:00 - 18:00	963		98				
14:00 - 15:00	851		118				
06:30 - 07:30	707		125				
18:00 - 19:00	683		109				
12:30 - 13:30	686		93				
11:30 - 12:30	650		92				
08:30 - 09:30	603		112				
09:45 - 10:45	544		99				
19:00 - 20:00	488		57				