

Date: 07/09/25

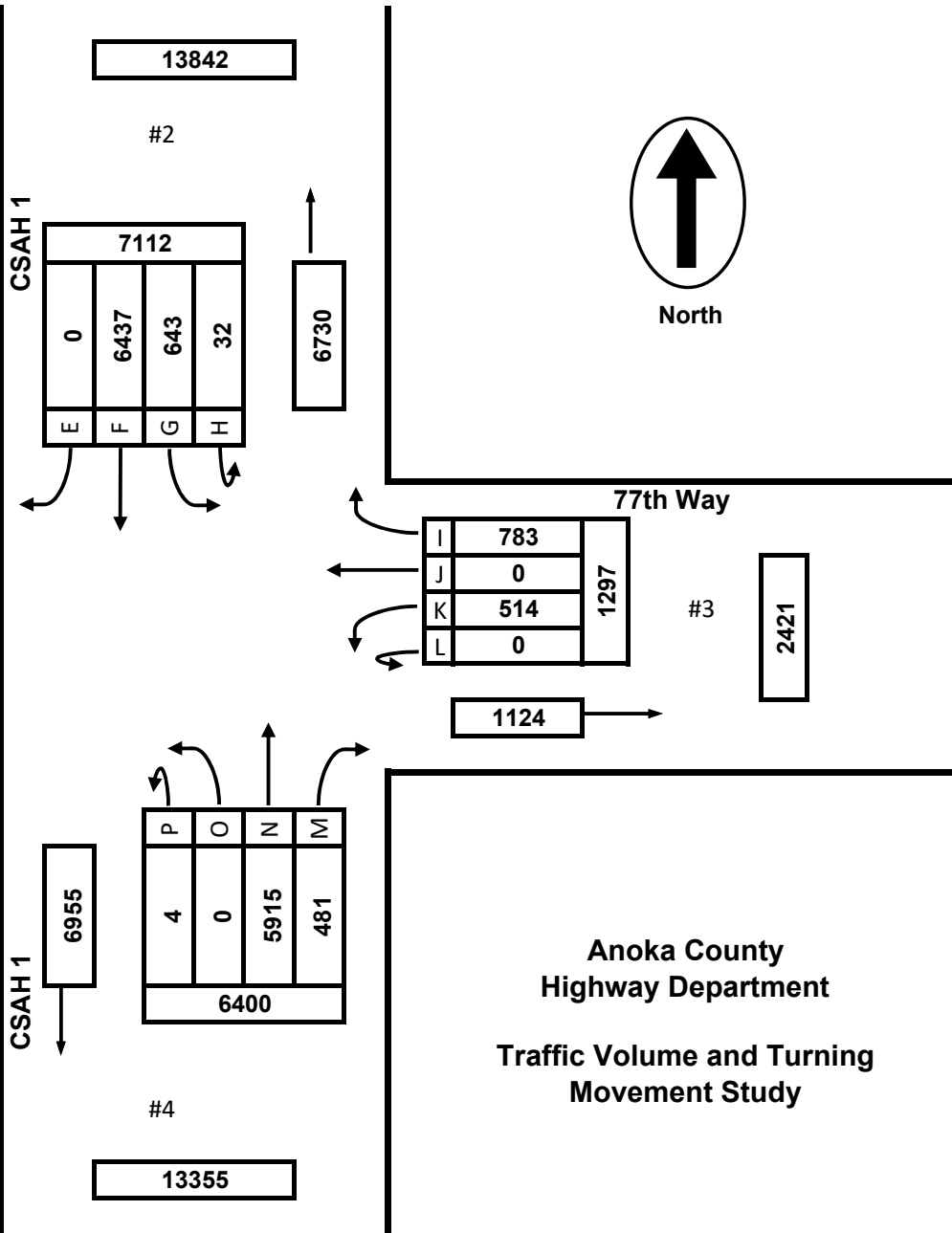
Count Number: TMC 2541

Location: CSAH 1

@ 77th Way

Collection Period: 24 HR

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



Date: 07/09/25

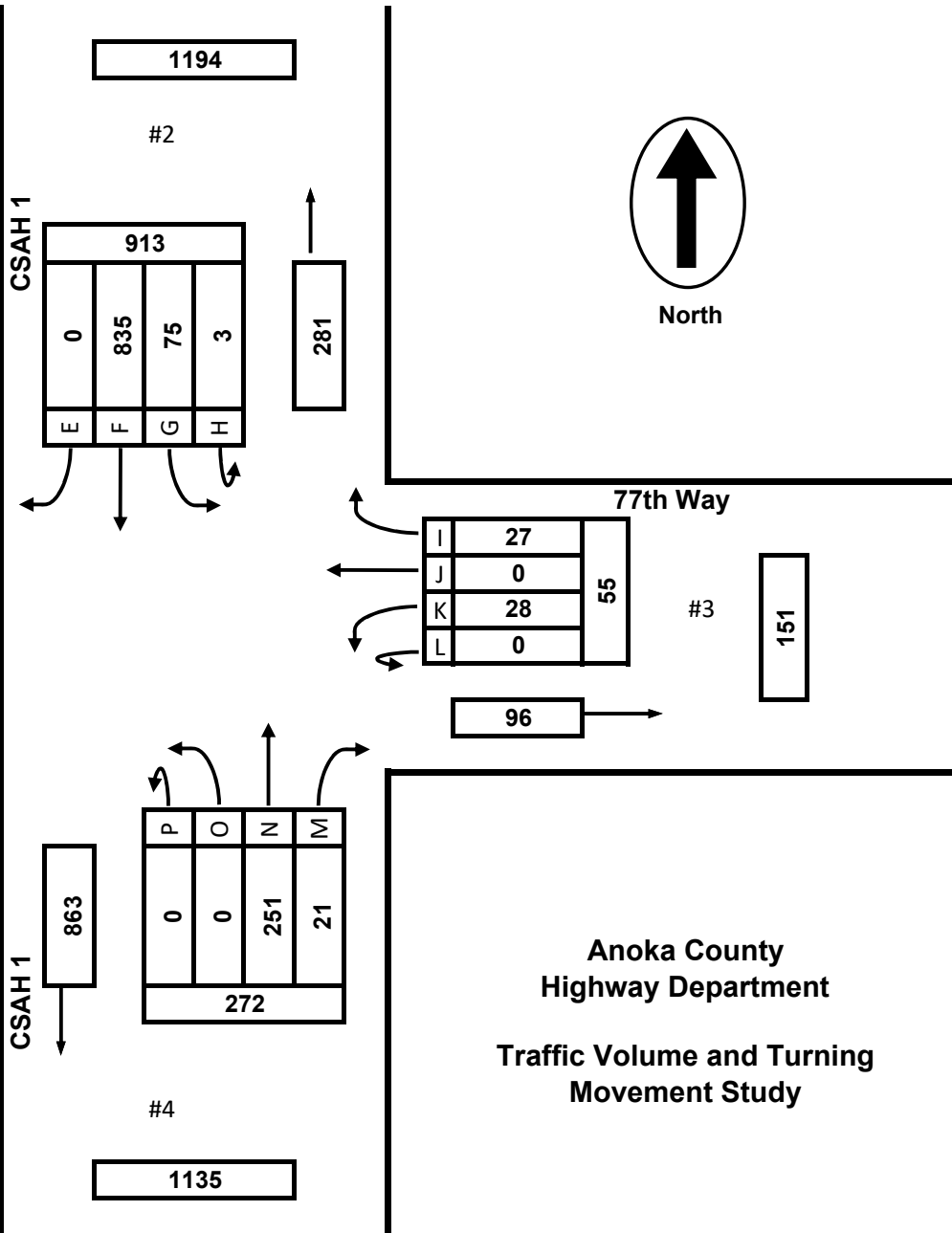
Count Number: TMC 2541

Location: CSAH 1
@ 77th Way

Collection Period: 24 HR

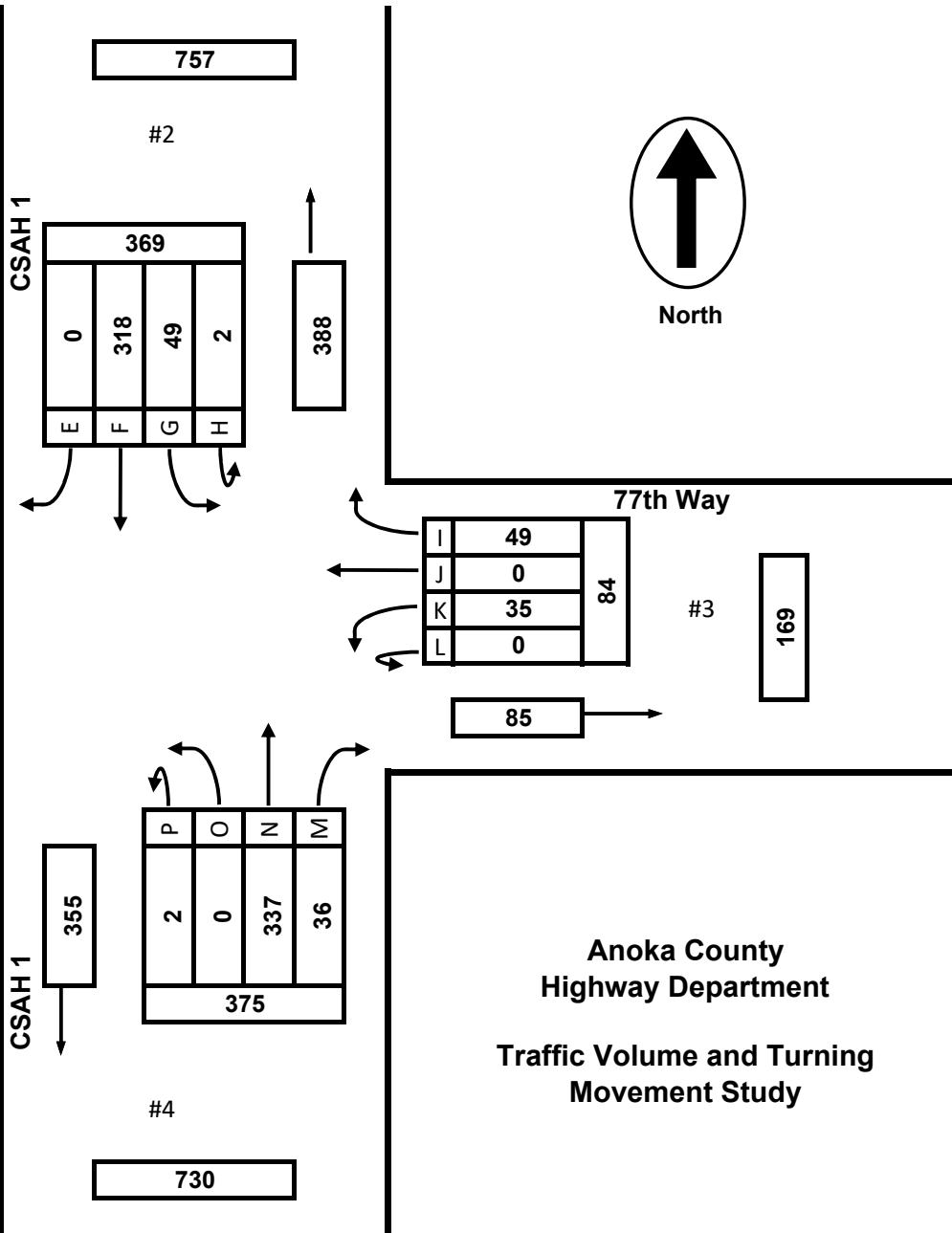
Peak Hour: 7:30 AM - 8:30 AM

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



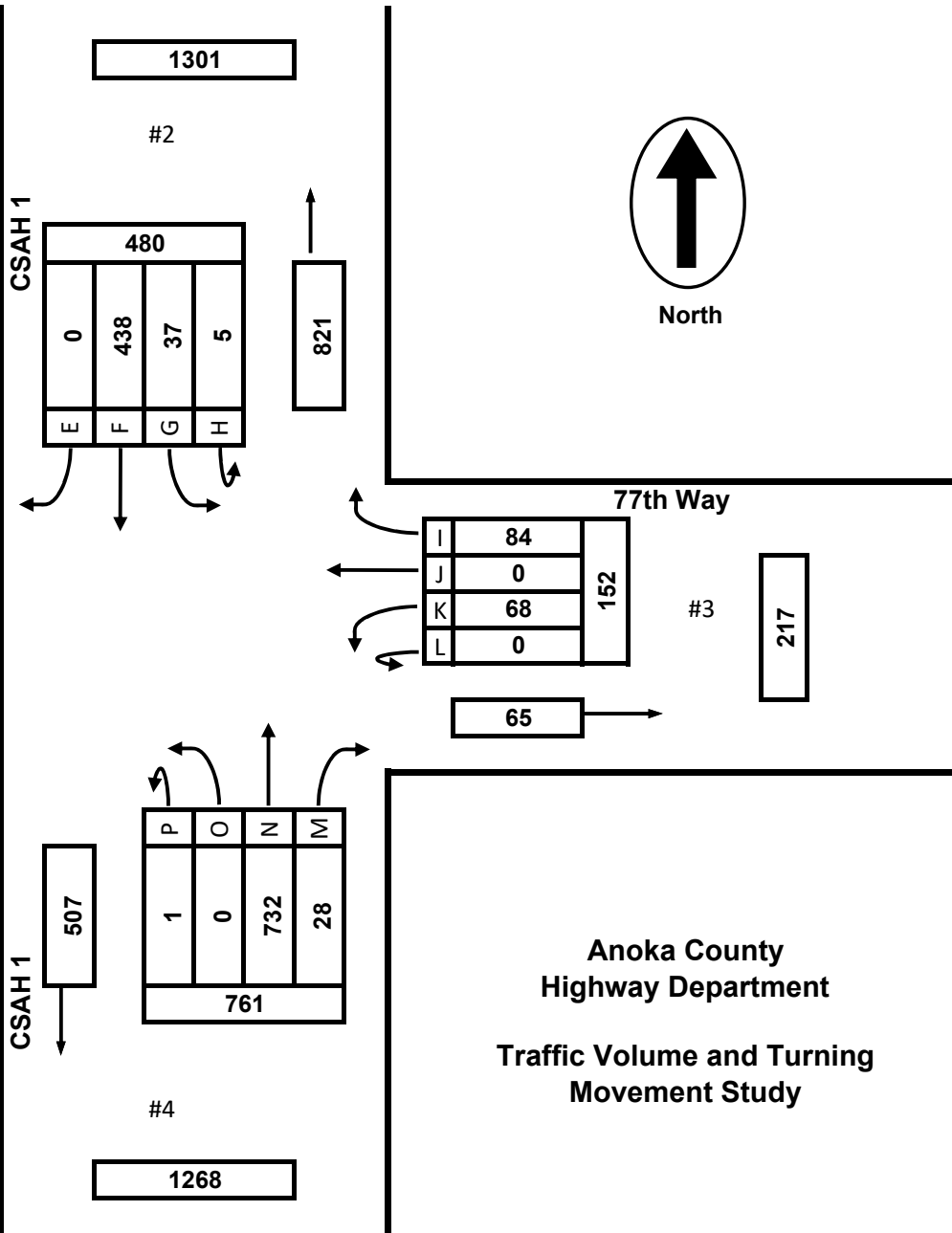
Date: 07/09/25
 Count Number: TMC 2541
 Location: CSAH 1
@ 77th Way
 Collection Period: 24 HR
 Peak Hour: 11:45 AM - 12:45 PM

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



Date: 07/09/25
 Count Number: TMC 2541
 Location: CSAH 1
@ 77th Way
 Collection Period: 24 HR
 Peak Hour: 4:00 PM - 5:00 PM

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



**TMC 2541 - CSAH 1 @ 77th Way
Fridley MN
Wednesday, July 9, 2025**

Time	Southbound CSAH 1						Westbound 77th Way						Northbound CSAH 1						Eastbound 77th 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	12	0	0	12	0	2	0	1	0	3	0	0	13	0	0	13	0	0	0	0	0	0	28
12:15 AM	0	0	9	0	0	9	0	0	0	2	0	2	0	0	18	0	0	18	0	0	0	0	0	0	29
12:30 AM	0	0	4	0	0	4	0	0	0	1	0	1	0	0	21	0	0	21	0	0	0	0	0	0	26
12:45 AM	0	1	9	0	0	10	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	23
Hourly Total	0	1	34	0	0	35	0	2	0	4	0	6	0	0	65	0	0	65	0	0	0	0	0	0	106
1:00 AM	0	0	7	0	0	7	0	1	0	2	0	3	0	0	5	0	0	5	0	0	0	0	0	0	15
1:15 AM	0	0	7	0	0	7	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	17
1:30 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	13
1:45 AM	0	0	6	0	0	6	0	0	0	1	0	1	0	0	9	0	0	9	0	0	0	0	0	0	16
Hourly Total	0	0	22	0	0	22	0	1	0	3	0	4	0	0	35	0	0	35	0	0	0	0	0	0	61
2:00 AM	0	0	10	0	0	10	0	3	0	2	0	5	0	0	10	0	0	10	0	0	0	0	0	0	25
2:15 AM	0	0	5	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6
2:30 AM	0	0	7	0	0	7	0	0	0	1	0	1	0	0	8	0	0	8	0	0	0	0	0	0	16
2:45 AM	0	0	7	0	0	7	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	12
Hourly Total	0	0	29	0	0	29	0	3	0	3	0	6	0	0	24	0	0	24	0	0	0	0	0	0	59
3:00 AM	0	0	6	0	0	6	0	1	0	4	0	5	0	0	7	0	0	7	0	0	0	0	0	0	18
3:15 AM	0	1	4	0	0	5	0	1	0	0	0	1	0	0	4	0	0	4	0	0	0	0	0	0	10
3:30 AM	0	4	10	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
3:45 AM	0	3	11	0	0	14	0	2	0	2	0	4	0	0	3	5	0	8	0	0	0	0	0	0	26
Hourly Total	0	8	31	0	0	39	0	4	0	6	0	10	0	0	14	5	0	19	0	0	0	0	0	0	68
4:00 AM	0	0	11	0	0	11	0	1	0	2	0	3	0	0	4	0	0	4	0	0	0	0	0	0	18
4:15 AM	0	1	18	0	0	19	0	0	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	0	25
4:30 AM	0	4	23	0	0	27	0	0	0	1	0	1	0	0	18	3	0	21	0	0	0	0	0	0	49
4:45 AM	0	9	23	0	0	32	0	0	0	3	0	3	0	0	14	5	0	19	0	0	0	0	0	0	54
Hourly Total	0	14	75	0	0	89	0	1	0	6	0	7	0	0	40	10	0	50	0	0	0	0	0	0	146
5:00 AM	0	4	42	0	0	46	0	1	0	0	0	1	0	0	9	4	0	13	0	0	0	0	0	0	60
5:15 AM	0	2	48	0	0	50	0	1	0	4	0	5	0	0	20	5	0	25	0	0	0	0	0	0	80
5:30 AM	0	6	83	0	0	89	0	2	0	0	0	2	0	0	23	5	0	28	0	0	0	0	0	0	119
5:45 AM	0	20	92	0	0	112	0	2	0	2	0	4	0	0	29	12	0	41	0	0	0	0	0	0	157
Hourly Total	0	32	265	0	0	297	0	6	0	6	0	12	0	0	81	26	0	107	0	0	0	0	0	0	416
6:00 AM	2	7	72	0	0	81	0	3	0	1	0	4	0	0	13	12	0	25	0	0	0	0	0	0	110
6:15 AM	0	16	106	0	0	122	0	6	0	3	0	9	0	0	24	9	0	33	0	0	0	0	0	0	164
6:30 AM	0	17	124	0	0	141	0	7	0	1	0	8	1	0	42	9	0	52	0	0	0	0	0	0	201
6:45 AM	1	18	121	0	0	140	0	7	0	4	0	11	0	0	55	12	0	67	0	0	0	0	0	0	218
Hourly Total	3	58	423	0	0	484	0	23	0	9	0	32	1	0	134	42	0	177	0	0	0	0	0	0	693
7:00 AM	2	3	135	0	0	140	0	12	0	3	0	15	0	0	53	8	0	61	0	0	0	0	0	0	216
7:15 AM	0	12	173	0	0	185	0	11	0	3	0	14	0	0	36	11	0	47	0	0	0	0	0	0	246
7:30 AM	1	14	199	0	0	214	0	6	0	4	0	10	0	0	76	3	0	79	0	0	0	0	0	0	303
7:45 AM	2	24	248	0	0	274	0	12	0	9	0	21	0	0	54	8	0	62	0	0	0	0	0	0	357
Hourly Total	5	53	755	0	0	813	0	41	0	19	0	60	0	0	219	30	0	249	0	0	0	0	0	0	1122

TMC 2541 - CSAH 1 @ 77th Way
Fridley MN
Wednesday, July 9, 2025

Time	Southbound CSAH 1						Westbound 77th Way						Northbound CSAH 1						Eastbound 77th 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	19	237	0	0	256	0	7	0	6	0	13	0	0	56	4	0	60	0	0	0	0	0	0	329
8:15 AM	0	18	151	0	0	169	0	3	0	8	0	11	0	0	65	6	0	71	0	0	0	0	0	0	251
8:30 AM	2	11	136	0	0	149	0	2	0	9	0	11	0	0	51	12	0	63	0	0	0	0	0	0	223
8:45 AM	1	11	111	0	0	123	0	7	0	7	0	14	0	0	54	11	0	65	0	0	0	0	0	0	202
Hourly Total	3	59	635	0	0	697	0	19	0	30	0	49	0	0	226	33	0	259	0	0	0	0	0	0	1005
9:00 AM	0	6	110	0	0	116	0	9	0	5	0	14	0	0	30	15	0	45	0	0	0	0	0	0	175
9:15 AM	2	12	73	0	0	87	0	9	0	8	0	17	0	0	49	6	0	55	0	0	0	0	0	0	159
9:30 AM	1	5	80	0	0	86	0	8	0	5	0	13	0	0	57	3	0	60	0	0	0	0	0	0	159
9:45 AM	0	9	81	0	0	90	0	5	0	6	1	11	0	0	60	5	0	65	0	0	0	0	0	0	166
Hourly Total	3	32	344	0	0	379	0	31	0	24	1	55	0	0	196	29	0	225	0	0	0	0	0	0	659
10:00 AM	0	7	73	0	0	80	0	8	0	7	2	15	0	0	58	8	0	66	0	0	0	0	0	0	161
10:15 AM	0	13	64	0	0	77	0	9	0	14	1	23	0	0	71	5	0	76	0	0	0	0	0	0	176
10:30 AM	2	11	75	0	0	88	0	5	0	5	0	10	0	0	53	6	0	59	0	0	0	0	0	0	157
10:45 AM	0	9	81	0	0	90	0	6	0	12	1	18	0	0	54	17	0	71	0	0	0	0	0	0	179
Hourly Total	2	40	293	0	0	335	0	28	0	38	4	66	0	0	236	36	0	272	0	0	0	0	0	0	673
11:00 AM	0	8	61	0	0	69	0	6	0	11	0	17	0	0	61	6	0	67	0	0	0	0	0	0	153
11:15 AM	1	5	68	0	0	74	0	15	0	16	0	31	0	0	59	7	0	66	0	0	0	0	0	0	171
11:30 AM	0	16	61	0	0	77	0	2	0	11	1	13	0	0	62	7	0	69	0	0	0	0	0	0	159
11:45 AM	1	12	88	0	0	101	0	6	0	13	0	19	0	0	66	10	0	76	0	0	0	0	0	0	196
Hourly Total	2	41	278	0	0	321	0	29	0	51	1	80	0	0	248	30	0	278	0	0	0	0	0	0	679
12:00 PM	0	9	70	0	1	79	0	10	0	16	0	26	0	0	93	5	1	98	0	0	0	0	0	0	203
12:15 PM	0	16	78	0	0	94	0	10	0	3	0	13	0	0	85	10	0	95	0	0	0	0	0	0	202
12:30 PM	1	12	82	0	0	95	0	9	0	17	0	26	2	0	93	11	0	106	0	0	0	0	0	0	227
12:45 PM	0	13	66	0	0	79	0	5	0	8	0	13	0	0	86	11	0	97	0	0	0	0	0	0	189
Hourly Total	1	50	296	0	1	347	0	34	0	44	0	78	2	0	357	37	1	396	0	0	0	0	0	0	821
1:00 PM	0	8	84	0	0	92	0	6	0	12	0	18	0	0	72	9	0	81	0	0	0	0	0	0	191
1:15 PM	0	8	76	0	0	84	0	4	0	10	0	14	0	0	79	5	0	84	0	0	0	0	0	0	182
1:30 PM	0	10	74	0	0	84	0	10	0	12	0	22	0	0	83	16	0	99	0	0	0	0	0	0	205
1:45 PM	0	7	74	0	0	81	0	9	0	18	0	27	0	0	83	5	0	88	0	0	0	0	0	0	196
Hourly Total	0	33	308	0	0	341	0	29	0	52	0	81	0	0	317	35	0	352	0	0	0	0	0	0	774
2:00 PM	0	10	87	0	0	97	0	7	0	22	0	29	0	0	91	4	0	95	0	0	0	0	0	0	221
2:15 PM	0	7	99	0	0	106	0	9	0	20	0	29	0	0	103	8	0	111	0	0	0	0	0	0	246
2:30 PM	0	16	109	0	0	125	0	17	0	22	0	39	0	0	136	8	0	144	0	0	0	0	0	0	308
2:45 PM	0	11	81	0	0	92	0	8	0	16	1	24	0	0	138	9	0	147	0	0	0	0	0	0	263
Hourly Total	0	44	376	0	0	420	0	41	0	80	1	121	0	0	468	29	0	497	0	0	0	0	0	0	1038
3:00 PM	1	9	97	0	0	107	0	17	0	30	0	47	0	0	135	7	0	142	0	0	0	0	0	0	296
3:15 PM	0	7	96	0	0	103	0	8	0	25	0	33	0	0	144	8	0	152	0	0	0	0	0	0	288
3:30 PM	0	9	98	0	0	107	0	20	0	32	0	52	0	0	179	5	0	184	0	0	0	0	0	0	343
3:45 PM	0	7	92	0	0	99	0	10	0	21	0	31	0	0	164	10	0	174	0	0	0	0	0	0	304
Hourly Total	1	32	383	0	0	416	0	55	0	108	0	163	0	0	622	30	0	652	0	0	0	0	0	0	1231

Wednesday, July 9, 2025

Wednesday, July 9, 2023																									
Time	Southbound CSAH 1						Westbound 77th Way						Northbound CSAH 1						Eastbound 77th 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	11	99	0	0	111	0	17	0	24	0	41	0	0	180	6	0	186	0	0	0	0	0	0	338
4:15 PM	1	8	83	0	0	92	0	13	0	26	0	39	1	0	182	8	0	191	0	0	0	0	0	0	322
4:30 PM	1	9	132	0	0	142	0	11	0	27	0	38	0	0	214	8	0	222	0	0	0	0	0	0	402
4:45 PM	2	9	124	0	0	135	0	27	0	7	0	34	0	0	156	6	0	162	0	0	0	0	0	0	331
Hourly Total	5	37	438	0	0	480	0	68	0	84	0	152	1	0	732	28	0	761	0	0	0	0	0	0	1393
5:00 PM	0	4	84	0	0	88	0	13	0	16	0	29	0	0	184	8	0	192	0	0	0	0	0	0	309
5:15 PM	0	11	117	0	0	128	0	9	0	17	0	26	0	0	143	5	0	148	0	0	0	0	0	0	302
5:30 PM	2	4	86	0	0	92	0	14	0	7	0	21	0	0	125	13	0	138	0	0	0	0	0	0	251
5:45 PM	1	8	93	0	0	102	0	6	0	14	0	20	0	0	114	9	0	123	0	0	0	0	0	0	245
Hourly Total	3	27	380	0	0	410	0	42	0	54	0	96	0	0	566	35	0	601	0	0	0	0	0	0	1107
6:00 PM	1	6	85	0	0	92	0	11	0	7	0	18	0	0	100	12	0	112	0	0	0	0	0	0	222
6:15 PM	0	4	78	0	0	82	0	4	0	8	0	12	0	0	101	4	0	105	0	0	0	0	0	0	199
6:30 PM	0	6	87	0	0	93	0	4	0	17	0	21	0	0	83	2	0	85	0	0	0	0	0	0	199
6:45 PM	0	14	69	0	0	83	0	2	0	8	0	10	0	0	77	2	0	79	0	0	0	0	0	0	172
Hourly Total	1	30	319	0	0	350	0	21	0	40	0	61	0	0	361	20	0	381	0	0	0	0	0	0	792
7:00 PM	0	4	50	0	0	54	0	1	0	11	0	12	0	0	69	3	0	72	0	0	0	0	0	0	138
7:15 PM	0	6	60	0	1	66	0	2	0	9	1	11	0	0	62	3	1	65	0	0	0	0	0	0	142
7:30 PM	1	4	46	0	0	51	0	5	0	9	1	14	0	0	63	1	0	64	0	0	0	0	0	0	129
7:45 PM	0	3	47	0	0	50	0	3	0	12	0	15	0	0	70	0	0	70	0	0	0	0	0	0	135
Hourly Total	1	17	203	0	1	221	0	11	0	41	2	52	0	0	264	7	1	271	0	0	0	0	0	0	544
8:00 PM	1	4	44	0	0	49	0	4	0	11	0	15	0	0	66	0	0	66	0	0	0	0	0	0	130
8:15 PM	0	7	56	0	1	63	0	3	0	10	0	13	0	0	63	3	0	66	0	0	0	0	0	0	142
8:30 PM	0	7	49	0	0	56	0	4	0	9	0	13	0	0	63	1	0	64	0	0	0	0	0	0	133
8:45 PM	1	1	44	0	0	46	0	1	0	8	0	9	0	0	52	0	0	52	0	0	0	0	0	0	107
Hourly Total	2	19	193	0	1	214	0	12	0	38	0	50	0	0	244	4	0	248	0	0	0	0	0	0	512
9:00 PM	0	1	53	0	0	54	0	2	0	6	0	8	0	0	54	1	0	55	0	0	0	0	0	0	117
9:15 PM	0	2	53	0	0	55	0	2	0	6	1	8	0	0	64	2	0	66	0	0	0	0	0	0	129
9:30 PM	0	2	46	0	0	48	0	1	0	2	0	3	0	0	53	1	0	54	0	0	0	0	0	0	105
9:45 PM	0	2	31	0	0	33	0	1	0	3	0	4	0	0	42	1	0	43	0	0	0	0	0	0	80
Hourly Total	0	7	183	0	0	190	0	6	0	17	1	23	0	0	213	5	0	218	0	0	0	0	0	0	431
10:00 PM	0	2	35	0	0	37	0	0	0	1	1	1	0	0	36	0	0	36	0	0	0	0	0	0	74
10:15 PM	0	1	22	0	0	23	0	1	0	2	1	3	0	0	36	2	0	38	0	0	0	0	0	0	64
10:30 PM	0	2	21	0	0	23	0	0	0	6	0	6	0	0	34	2	0	36	0	0	0	0	0	0	65
10:45 PM	0	0	31	0	0	31	0	0	0	5	0	5	0	0	34	1	0	35	0	0	0	0	0	0	71
Hourly Total	0	5	109	0	0	114	0	1	0	14	2	15	0	0	140	5	0	145	0	0	0	0	0	0	274
11:00 PM	0	0	15	0	0	15	0	2	0	5	0	7	0	0	37	1	0	38	0	0	0	0	0	0	60
11:15 PM	0	3	16	0	0	19	0	3	0	4	0	7	0	0	27	2	0	29	0	0	0	0	0	0	55
11:30 PM	0	0	24	0	0	24	0	0	0	1	0	1	0	0	31	1	0	32	0	0	0	0	0	0	57
11:45 PM	0	1	10	0	0	11	0	1	0	2	0	3	0	0	18	1	0	19	0	0	0	0	0	0	33
Hourly Total	0	4	65	0	0	69	0	6	0	12	0	18	0	0	113	5	0	118	0	0	0	0	0	0	205
DAILY TOTAL	32	643	6437	0	3	7112	0	514	0	783	12	1297	4	0	5915	481	2	6400	0	0	0	0	0	0	14809
Cars	32	597	6249	0	2	6878	0	447	0	729	4	1176	4	0	5756	417	0	6177	0	0	0	0	0	0	14231
Heavy Vehicles	0	46	188	0	1	234	0	67	0	54	8	121	0	0	159	64	2	223	0	0	0	0	0	0	578
Heavy Vehicle %	0.00%	7.15%	2.92%	0.00%	33.33%	3.29%	0.00%	13.04%	0.00%	6.90%	66.67%	9.33%	0.00%	0.00%	2.69%	13.31%	100.00%	3.48%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.90%

TMC 2541 - CSAH 1 @ 77th 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	14	199	0	0	214	0	6	0	4	0	10	0	0	76	3	0	79	0	0	0	0	0	0	303
7:45 AM	2	24	248	0	0	274	0	12	0	9	0	21	0	0	54	8	0	62	0	0	0	0	0	0	357
8:00 AM	0	19	237	0	0	256	0	7	0	6	0	13	0	0	56	4	0	60	0	0	0	0	0	0	329
8:15 AM	0	18	151	0	0	169	0	3	0	8	0	11	0	0	65	6	0	71	0	0	0	0	0	0	251
Peak Hour Total	3	75	835	0	0	913	0	28	0	27	0	55	0	0	251	21	0	272	0	0	0	0	0	0	1240
Peak Hour Heavy Vehicles	0	4	22	0	0	26	0	4	0	12	0	16	0	0	19	2	0	21	0	0	0	0	0	0	63
Peak Hour Heavy Vehicles %	0.00%	5.33%	2.63%	0.00%	0.00%	2.85%	0.00%	14.29%	0.00%	44.44%	0.00%	29.09%	0.00%	0.00%	7.57%	9.52%	0.00%	7.72%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.08%
PHF	0.375	0.781	0.842	0.000	0.000	0.833	0.000	0.583	0.000	0.750	0.000	0.655	0.000	0.000	0.826	0.656	0.000	0.861	0.000	0.000	0.000	0.000	0.000	0.000	0.868

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	
11:45 AM	1	12	88	0	0	101	0	6	0	13	0	19	0	0	66	10	0	76	0	0	0	0	0	0	196
12:00 PM	0	9	70	0	1	79	0	10	0	16	0	26	0	0	93	5	1	98	0	0	0	0	0	0	203
12:15 PM	0	16	78	0	0	94	0	10	0	3	0	13	0	0	85	10	0	95	0	0	0	0	0	0	202
12:30 PM	1	12	82	0	0	95	0	9	0	17	0	26	2	0	93	11	0	106	0	0	0	0	0	0	227
Peak Hour Total	2	49	318	0	1	369	0	35	0	49	0	84	2	0	337	36	1	375	0	0	0	0	0	0	828
Peak Hour Heavy Vehicles	0	5	18	0	1	23	0	4	0	8	0	12	0	0	14	4	1	18	0	0	0	0	0	0	53
Peak Hour Heavy Vehicles %	0.00%	10.20%	5.66%	0.00%	100.00%	6.23%	0.00%	11.43%	0.00%	16.33%	0.00%	14.29%	0.00%	0.00%	4.15%	11.11%	100.00%	4.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.40%
PHF	0.500	0.766	0.903	0.000	0.250	0.913	0.000	0.875	0.000	0.721	0.000	0.808	0.250	0.000	0.906	0.818	0.250	0.884	0.000	0.000	0.000	0.000	0.000	0.000	0.912

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	11	99	0	0	111	0	17	0	24	0	41	0	0	180	6	0	186	0	0	0	0	0	0	338
4:15 PM	1	8	83	0	0	92	0	13	0	26	0	39	1	0	182	8	0	191	0	0	0	0	0	0	322
4:30 PM	1	9	132	0	0	142	0	11	0	27	0	38	0	0	214	8	0	222	0	0	0	0	0	0	402
4:45 PM	2	9	124	0	0	135	0	27	0	7	0	34	0	0	156	6	0	162	0	0	0	0	0	0	331
Peak Hour Total	5	37	438	0	0	480	0	68	0	84	0	152	1	0	732	28	0	761	0	0	0	0	0	0	1393
Peak Hour Heavy Vehicles	0	3	7	0	0	10	0	2	0	0	0	2	0	0	11	4	0	15	0	0	0	0	0	0	27
Peak Hour Heavy Vehicles %	0.00%	8.11%	1.60%	0.00%	0.00%	2.08%	0.00%	2.94%	0.00%	0.00%	0.00%	1.32%	0.00%	0.00%	1.50%	14.29%	0.00%	1.97%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.94%
PHF	0.625	0.841	0.830	0.000	0.000	0.845	0.000	0.630	0.000	0.778	0.000	0.927	0.250	0.000	0.855	0.875	0.000	0.857	0.000	0.000	0.000	0.000	0.000	0.000	0.866

Total Vehicles On Leg		13842	
Vehicles Entering Intersection	7112	Vehicles Exiting Intersection	6730
Southbound			
Cars	0	6249	597
Heavy	0	188	46
Total	0	6437	643



Total Vehicles on Leg 0	Vehicles Entering Intersection 0	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 0		0	0	0



Daily Volumes



Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 1297	Total Vehicles on Leg 2421
729	54	783		Vehicles Exiting Intersection 1124	

Cars	0	4	0	5756	417
Heavy	2	0	0	150	84
Total	2	4	0	5915	481
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection 6955		
Total Vehicles On Leg			13355		

**TMC 2541 - CSAH 1 @ 77th Way
Fridley MN
Wednesday, July 9, 2025**

Time	Southbound Heavy CSAH 1						Westbound Heavy 77th Way						Northbound Heavy CSAH 1						Eastbound Heavy 77th 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	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	1	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	1	0	0	1	0	0	0	0	0	0	1
1:15 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
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	2	0	0	2	0	0	0	0	0	0	2
2:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
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	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
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	2
Hourly 'Heavy Vehicles'	0	0	4	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6
3:00 AM	0	0	2	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
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	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	0	2	0	0	2	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	1	0	0	1	0	0	0	0	0	0	3
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	1	0	1	0	0	0	0	0	0	1
4:45 AM	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
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	1	0	2	0	3	0	0	1	1	0	2	0	0	0	0	0	0	5
5:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
5:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
5:30 AM	0	1	1	0	0	2	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	4
5:45 AM	0	0	3	0	0	3	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly 'Heavy Vehicles'	0	2	5	0	0	7	0	2	0	1	0	3	0	0	3	0	0	3	0	0	0	0	0	0	13
6:00 AM	0	0	4	0	0	4	0	1	0	0	0	1	0	0	1	1	0	2	0	0	0	0	0	0	7
6:15 AM	0	0	0	0	0	0	0	2	0	1	0	3	0	0	2	3	0	5	0	0	0	0	0	0	8
6:30 AM	0	0	4	0	0	4	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	6
6:45 AM	0	0	4	0	0	4	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	6
Hourly 'Heavy Vehicles'	0	0	12	0	0	12	0	5	0	1	0	6	0	0	5	4	0	9	0	0	0	0	0	0	27
7:00 AM	0	0	4	0	0	4	0	5	0	1	0	6	0	0	4	0	0	4	0	0	0	0	0	0	14
7:15 AM	0	1	3	0	0	4	0	2	0	0	0	2	0	0	2	1	0	3	0	0	0	0	0	0	9
7:30 AM	0	0	4	0	0	4	0	1	0	1	0	2	0	0	5	0	0	5	0	0	0	0	0	0	11
7:45 AM	0	1	11	0	0	12	0	2	0	5	0	7	0	0	2	1	0	3	0	0	0	0	0	0	22
Hourly 'Heavy Vehicles'	0	2	22	0	0	24	0	10	0	7	0	17	0	0	13	2	0	15	0	0	0	0	0	0	56

TMC 2541 - CSAH 1 @ 77th Way
Fridley MN
Wednesday, July 9, 2025

Time	Southbound Heavy CSAH 1						Westbound Heavy 77th Way						Northbound Heavy CSAH 1						Eastbound Heavy 77th 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'	
8:00 AM	0	2	3	0	0	5	0	1	0	2	0	3	0	0	4	0	0	4	0	0	0	0	0	0	12
8:15 AM	0	1	4	0	0	5	0	0	0	4	0	4	0	0	8	1	0	9	0	0	0	0	0	0	18
8:30 AM	0	0	5	0	0	5	0	0	0	2	0	2	0	0	2	1	0	3	0	0	0	0	0	0	10
8:45 AM	0	2	4	0	0	6	0	1	0	1	0	2	0	0	2	1	0	3	0	0	0	0	0	0	11
Hourly 'Heavy Vehicles'	0	5	16	0	0	21	0	2	0	9	0	11	0	0	16	3	0	19	0	0	0	0	0	0	51
9:00 AM	0	2	7	0	0	9	0	0	0	0	0	0	0	0	4	4	0	8	0	0	0	0	0	0	17
9:15 AM	0	0	4	0	0	4	0	5	0	3	0	8	0	0	5	1	0	6	0	0	0	0	0	0	18
9:30 AM	0	2	1	0	0	3	0	1	0	1	0	2	0	0	2	0	0	2	0	0	0	0	0	0	7
9:45 AM	0	0	1	0	0	1	0	2	0	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	4
Hourly 'Heavy Vehicles'	0	4	13	0	0	17	0	8	0	4	0	12	0	0	11	6	0	17	0	0	0	0	0	0	46
10:00 AM	0	0	1	0	0	1	0	3	0	1	0	4	0	0	2	1	0	3	0	0	0	0	0	0	8
10:15 AM	0	1	2	0	0	3	0	2	0	4	0	6	0	0	3	1	0	4	0	0	0	0	0	0	13
10:30 AM	0	2	2	0	0	4	0	1	0	0	0	1	0	0	1	1	0	2	0	0	0	0	0	0	7
10:45 AM	0	1	2	0	0	3	0	0	0	1	1	1	0	0	5	2	0	7	0	0	0	0	0	0	11
Hourly 'Heavy Vehicles'	0	4	7	0	0	11	0	6	0	6	1	12	0	0	11	5	0	16	0	0	0	0	0	0	39
11:00 AM	0	0	7	0	0	7	0	0	0	1	0	1	0	0	2	1	0	3	0	0	0	0	0	0	11
11:15 AM	0	0	2	0	0	2	0	1	0	1	0	2	0	0	1	3	0	4	0	0	0	0	0	0	8
11:30 AM	0	2	5	0	0	7	0	0	0	0	1	0	0	0	3	2	0	5	0	0	0	0	0	0	12
11:45 AM	0	1	6	0	0	7	0	1	0	4	0	5	0	0	5	3	0	8	0	0	0	0	0	0	20
Hourly 'Heavy Vehicles'	0	3	20	0	0	23	0	2	0	6	1	8	0	0	11	9	0	20	0	0	0	0	0	0	51
12:00 PM	0	1	3	0	1	4	0	2	0	3	0	5	0	0	1	0	1	1	0	0	0	0	0	0	10
12:15 PM	0	2	2	0	0	4	0	1	0	0	0	1	0	0	3	1	0	4	0	0	0	0	0	0	9
12:30 PM	0	1	7	0	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	2	4	0	0	6	0	1	0	1	0	2	0	0	1	2	0	3	0	0	0	0	0	0	11
Hourly 'Heavy Vehicles'	0	6	16	0	1	22	0	4	0	5	0	9	0	0	10	3	1	13	0	0	0	0	0	0	44
1:00 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
1:15 PM	0	1	2	0	0	3	0	1	0	1	0	2	0	0	2	0	0	2	0	0	0	0	0	0	7
1:30 PM	0	1	2	0	0	3	0	1	0	0	0	1	0	0	4	5	0	9	0	0	0	0	0	0	13
1:45 PM	0	0	2	0	0	2	0	2	0	0	0	2	0	0	6	0	0	6	0	0	0	0	0	0	10
Hourly 'Heavy Vehicles'	0	3	12	0	0	15	0	5	0	3	0	8	0	0	14	7	0	21	0	0	0	0	0	0	44
2:00 PM	0	2	1	0	0	3	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	7
2:15 PM	0	0	3	0	0	3	0	3	0	1	0	4	0	0	6	0	0	6	0	0	0	0	0	0	13
2:30 PM	0	2	6	0	0	8	0	1	0	0	0	1	0	0	2	1	0	3	0	0	0	0	0	0	12
2:45 PM	0	1	4	0	0	5	0	1	0	2	1	3	0	0	5	3	0	8	0	0	0	0	0	0	16
Hourly 'Heavy Vehicles'	0	5	14	0	0	19	0	5	0	3	1	8	0	0	16	5	0	21	0	0	0	0	0	0	48
3:00 PM	0	1	6	0	0	7	0	0	0	1	0	1	0	0	2	1	0	3	0	0	0	0	0	0	11
3:15 PM	0	0	3	0	0	3	0	0	0	1	0	1	0	0	3	0	0	3	0	0	0	0	0	0	7
3:30 PM	0	0	5	0	0	5	0	1	0	0	0	1	0	0	6	0	0	6	0	0	0	0	0	0	12
3:45 PM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6
Hourly 'Heavy Vehicles'	0	2	15	0	0	17	0	1	0	2	0	3	0	0	15	1	0	16	0	0	0	0	0	0	36

TMC 2541 - CSAH 1 @ 77th Way
Fridley MN
Wednesday, July 9, 2025

	Southbound Heavy CSAH 1						Westbound Heavy 77th Way						Northbound Heavy CSAH 1						Eastbound Heavy 77th Way						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	1	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	4	
4:15 PM	0	0	2	0	0	2	0	2	0	0	0	2	0	0	3	3	0	6	0	0	0	0	0	0	10	
4:30 PM	0	1	4	0	0	5	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	8	
4:45 PM	0	1	1	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	3	7	0	0	10	0	2	0	0	0	2	0	0	11	4	0	15	0	0	0	0	0	0	27	
5:00 PM	0	1	2	0	0	3	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	5	
5:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	4	
5:30 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	4	0	7	0	0	0	0	0	0	10	
5:45 PM	0	1	1	0	0	2	0	1	0	0	0	1	0	0	0	2	0	2	0	0	0	0	0	0	5	
Hourly 'Heavy Vehicles'	0	2	7	0	0	9	0	2	0	0	0	2	0	0	5	8	0	13	0	0	0	0	0	0	24	
6:00 PM	0	1	2	0	0	3	0	1	0	0	0	1	0	0	2	3	0	5	0	0	0	0	0	0	9	
6:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	1	0	3	0	0	0	0	0	0	4	
6:30 PM	0	0	1	0	0	1	0	1	0	0	0	1	0	0	1	1	0	2	0	0	0	0	0	0	4	
6:45 PM	0	1	1	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	2	4	0	0	6	0	2	0	1	0	3	0	0	5	5	0	10	0	0	0	0	0	0	19	
7:00 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	
7:15 PM	0	1	0	0	0	1	0	0	0	0	1	0	0	0	2	0	1	2	0	0	0	0	0	0	3	
7:30 PM	0	0	1	0	0	1	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	
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	
Hourly 'Heavy Vehicles'	0	1	1	0	0	2	0	3	0	0	2	3	0	0	3	0	1	3	0	0	0	0	0	0	0	8
8:00 PM	0	1	2	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	
8:15 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	
8:30 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	1	0	1	0	2	0	0	1	0	0	1	0	0	0	0	0	0	4	
Hourly 'Heavy Vehicles'	0	1	6	0	0	7	0	3	0	2	0	5	0	0	2	0	0	2	0	0	0	0	0	0	14	
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	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	
9:45 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	1	1	0	0	2	0	0	0	0	1	0	0	0	1	1	0	2	0	0	0	0	0	0	4	
10:00 PM	0	0	2	0	0	2	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	
10:15 PM	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	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	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	2	
Hourly 'Heavy Vehicles'	0	0	2	0	0	2	0	1	0	2	2	3	0	0	1	0	0	1	0	0	0	0	0	0	6	
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
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	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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
DAILY 'Heavy Vehicles'	0	46	188	0	1	234	0	67	0	54	8	121	0	0	159	64	2	223	0	0	0	0	0	0	578	

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2541

Study Date : 08/08/2025

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 1

Number of Lanes : 2+

Total Approach Volume: 6,400

Southbound: CSAH 1

Number of Lanes : 2+

Total Approach Volume: 7,112

Minor Street Approaches

Westbound: 77th Way

Number of Lanes : 1

Total Approach Volume: 1,297

Warrant Summary (Rural Values Apply)

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

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

Required volumes reached for 4 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 6 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 (14) 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 2541

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 4 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						None		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
16:30 - 17:30	724	+	493	=	1217	0	127	Yes
15:30 - 16:30	735	+	409	=	1144	0	163	Yes
14:30 - 15:30	585	+	427	=	1012	0	143	Yes
13:30 - 14:30	393	+	368	=	761	0	107	Yes
07:30 - 08:30	272	+	913	=	1185	0	55	No
07:15 - 08:15	248	+	929	=	1177	0	58	No
07:45 - 08:45	256	+	848	=	1104	0	56	No
07:00 - 08:00	249	+	813	=	1062	0	60	No
08:00 - 09:00	259	+	697	=	956	0	49	No
06:45 - 07:45	254	+	679	=	933	0	50	No
17:30 - 18:30	478	+	368	=	846	0	71	No
06:30 - 07:30	227	+	606	=	833	0	48	No
08:15 - 09:15	244	+	557	=	801	0	50	No
17:45 - 18:45	425	+	369	=	794	0	71	No
06:15 - 07:15	213	+	543	=	756	0	43	No
11:45 - 12:45	375	+	369	=	744	0	84	No
12:00 - 13:00	396	+	347	=	743	0	78	No
12:15 - 13:15	379	+	360	=	739	0	70	No
18:00 - 19:00	381	+	350	=	731	0	61	No
12:30 - 13:30	368	+	350	=	718	0	71	No
13:15 - 14:15	366	+	346	=	712	0	92	No
08:30 - 09:30	228	+	475	=	703	0	56	No
12:45 - 13:45	361	+	339	=	700	0	67	No
13:00 - 14:00	352	+	341	=	693	0	81	No
11:30 - 12:30	338		351		689	0	71	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2541

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						Minor Road		
CSAH 1						None		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
16:15 - 17:15	767	+	457	=	1224	0	140	Yes
15:15 - 16:15	696	+	420	=	1116	0	157	Yes
07:00 - 08:00	249	+	813	=	1062	0	60	Yes
14:15 - 15:15	544	+	430	=	974	0	139	Yes
17:15 - 18:15	521	+	414	=	935	0	85	Yes
12:15 - 13:15	379	+	360	=	739	0	70	Yes
13:15 - 14:15	366	+	346	=	712	0	92	Yes
08:30 - 09:30	228	+	475	=	703	0	56	Yes
18:15 - 19:15	341	+	312	=	653	0	55	Yes
11:15 - 12:15	309	+	331	=	640	0	89	Yes
08:00 - 09:00	259	+	697	=	956	0	49	No
06:45 - 07:45	254	+	679	=	933	0	50	No
06:30 - 07:30	227	+	606	=	833	0	48	No
08:15 - 09:15	244	+	557	=	801	0	50	No
06:15 - 07:15	213	+	543	=	756	0	43	No
06:00 - 07:00	177	+	484	=	661	0	32	No
10:00 - 11:00	272	+	335	=	607	0	66	No
05:45 - 06:45	151	+	456	=	607	0	25	No
09:45 - 10:45	266	+	335	=	601	0	59	No
09:30 - 10:30	267	+	333	=	600	0	62	No
11:00 - 12:00	278	+	321	=	599	0	80	No
10:15 - 11:15	273	+	324	=	597	0	68	No
10:30 - 11:30	263	+	321	=	584	0	76	No
10:45 - 11:45	273	+	310	=	583	0	79	No
05:30 - 06:30	127		404		531	0	19	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2541

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 6 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						Minor Road				
CSAH 1						None				
Time	Major NB	+	Major SB	=	Total	Minor EB		Minor WB		Met1A?
16:15 - 17:15	767	+	457	=	1224	0		140		Yes
15:15 - 16:15	696	+	420	=	1116	0		157		Yes
14:15 - 15:15	544	+	430	=	974	0		139		Yes
17:15 - 18:15	521	+	414	=	935	0		85		Yes
13:15 - 14:15	366	+	346	=	712	0		92		Yes
11:15 - 12:15	309	+	331	=	640	0		89		Yes
07:30 - 08:30	272	+	913	=	1185	0		55		No
07:15 - 08:15	248	+	929	=	1177	0		58		No
07:45 - 08:45	256	+	848	=	1104	0		56		No
07:00 - 08:00	249	+	813	=	1062	0		60		No
08:00 - 09:00	259	+	697	=	956	0		49		No
06:45 - 07:45	254		679		933	0		50		No

Time	Major NB	+	Major SB	=	Total	Minor EB		Minor WB		Met1B?
16:15 - 17:15	767	+	457	=	1224	0		140		Yes
07:15 - 08:15	248	+	929	=	1177	0		58		Yes
15:15 - 16:15	696	+	420	=	1116	0		157		Yes
14:15 - 15:15	544	+	430	=	974	0		139		Yes
17:15 - 18:15	521	+	414	=	935	0		85		Yes
08:15 - 09:15	244	+	557	=	801	0		50		Yes
06:15 - 07:15	213	+	543	=	756	0		43		Yes
12:15 - 13:15	379	+	360	=	739	0		70		Yes
13:15 - 14:15	366	+	346	=	712	0		92		Yes
18:15 - 19:15	341	+	312	=	653	0		55		Yes
11:15 - 12:15	309	+	331	=	640	0		89		Yes
10:15 - 11:15	273		324		597	0		68		Yes

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2541

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.

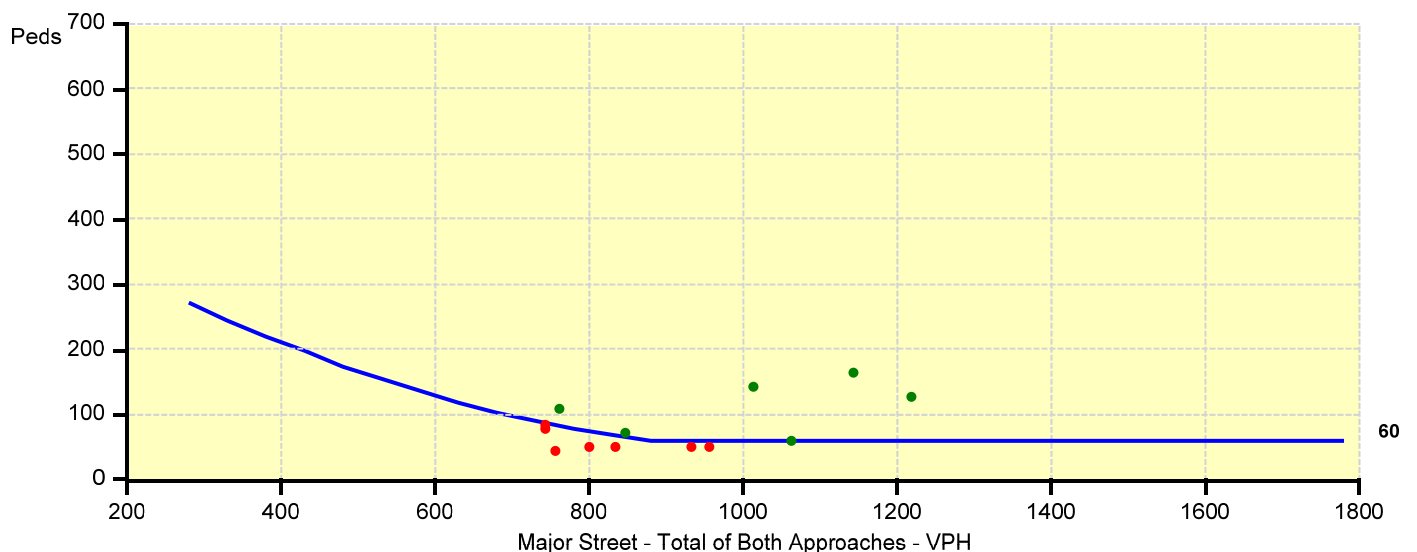
Summary

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						Minor Road		
CSAH 1						None		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
16:30 - 17:30	724	+	493	=	1217	0	127	Yes
15:30 - 16:30	735	+	409	=	1144	0	163	Yes
07:00 - 08:00	249	+	813	=	1062	0	60	Yes
14:30 - 15:30	585	+	427	=	1012	0	143	Yes
17:30 - 18:30	478	+	368	=	846	0	71	Yes
13:30 - 14:30	393	+	368	=	761	0	107	Yes
08:00 - 09:00	259	+	697	=	956	0	49	No
06:45 - 07:45	254	+	679	=	933	0	50	No
06:30 - 07:30	227	+	606	=	833	0	48	No
08:15 - 09:15	244	+	557	=	801	0	50	No
06:15 - 07:15	213	+	543	=	756	0	43	No
11:45 - 12:45	375	+	369	=	744	0	84	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2541

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.

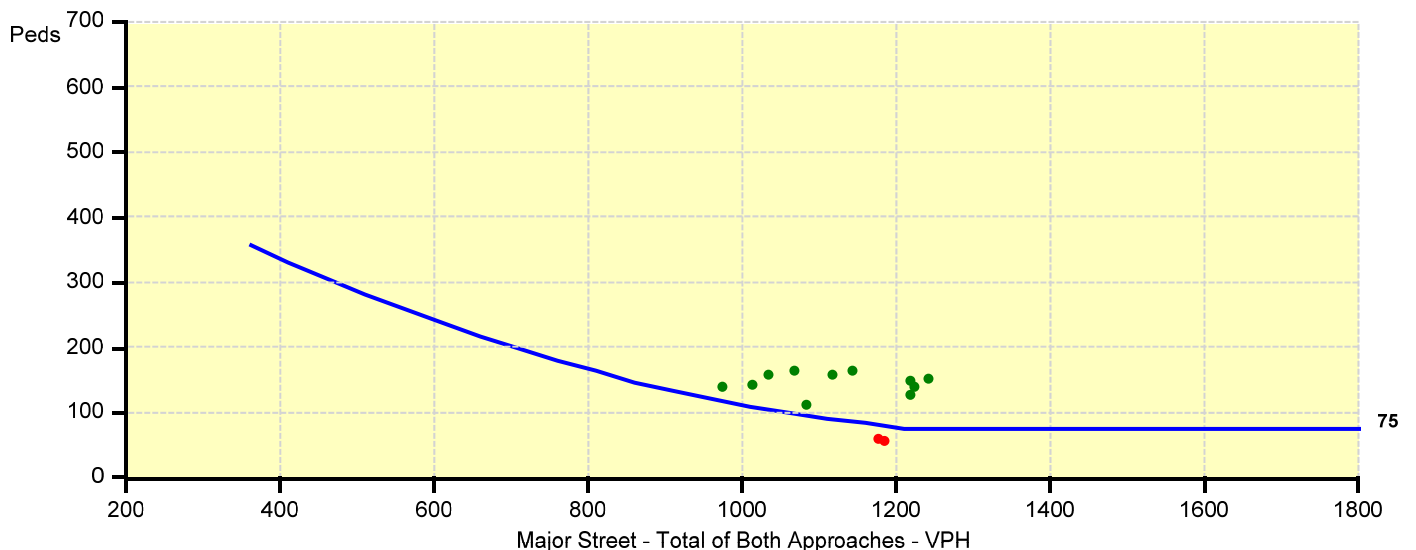
Summary

11 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						Minor Road		
CSAH 1						None		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
16:00 - 17:00	761	+	480	=	1241	0	152	Yes
16:15 - 17:15	767	+	457	=	1224	0	140	Yes
15:45 - 16:45	773	+	444	=	1217	0	149	Yes
16:30 - 17:30	724	+	493	=	1217	0	127	Yes
15:30 - 16:30	735	+	409	=	1144	0	163	Yes
15:15 - 16:15	696	+	420	=	1116	0	157	Yes
16:45 - 17:45	640	+	443	=	1083	0	110	Yes
15:00 - 16:00	652	+	416	=	1068	0	163	Yes
14:45 - 15:45	625	+	409	=	1034	0	156	Yes
14:30 - 15:30	585	+	427	=	1012	0	143	Yes
14:15 - 15:15	544	+	430	=	974	0	139	Yes
07:30 - 08:30	272		913		1185	0	55	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2541

Study Date : 08/08/2025

Multiway Stop Warrants - Summary

Major Street Approaches

Northbound: CSAH 1

Number of Lanes : 2+

Total Approach Volume: 6,400

Southbound: CSAH 1

Number of Lanes :2+

Total Approach Volume: 7,112

Minor Street Approaches

Eastbound: None

Number of Lanes :2+

Total Approach Volume: 0

Westbound: 77th Way

Number of Lanes :1

Total Approach Volume: 1,297

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	1241	966.3	152	97.8	210	140	No
07:30 - 08:30	1185		55				
15:00 - 16:00	1068		163				
17:00 - 18:00	1011		96				
14:00 - 15:00	917		121				
06:30 - 07:30	833		48				
11:45 - 12:45	744		84				
18:00 - 19:00	731		63				
13:00 - 14:00	693		81				
08:30 - 09:30	703		60				
10:00 - 11:00	607		70				
05:30 - 06:30	531		19				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
16:00 - 17:00	1241	966.3	152	97.8	240	160	No
07:30 - 08:30	1185		55				
15:00 - 16:00	1068		163				
17:00 - 18:00	1011		96				
14:00 - 15:00	917		121				
06:30 - 07:30	833		48				
11:45 - 12:45	744		84				
18:00 - 19:00	731		63				
13:00 - 14:00	693		81				
08:30 - 09:30	703		60				
10:00 - 11:00	607		70				
05:30 - 06:30	531		19				