

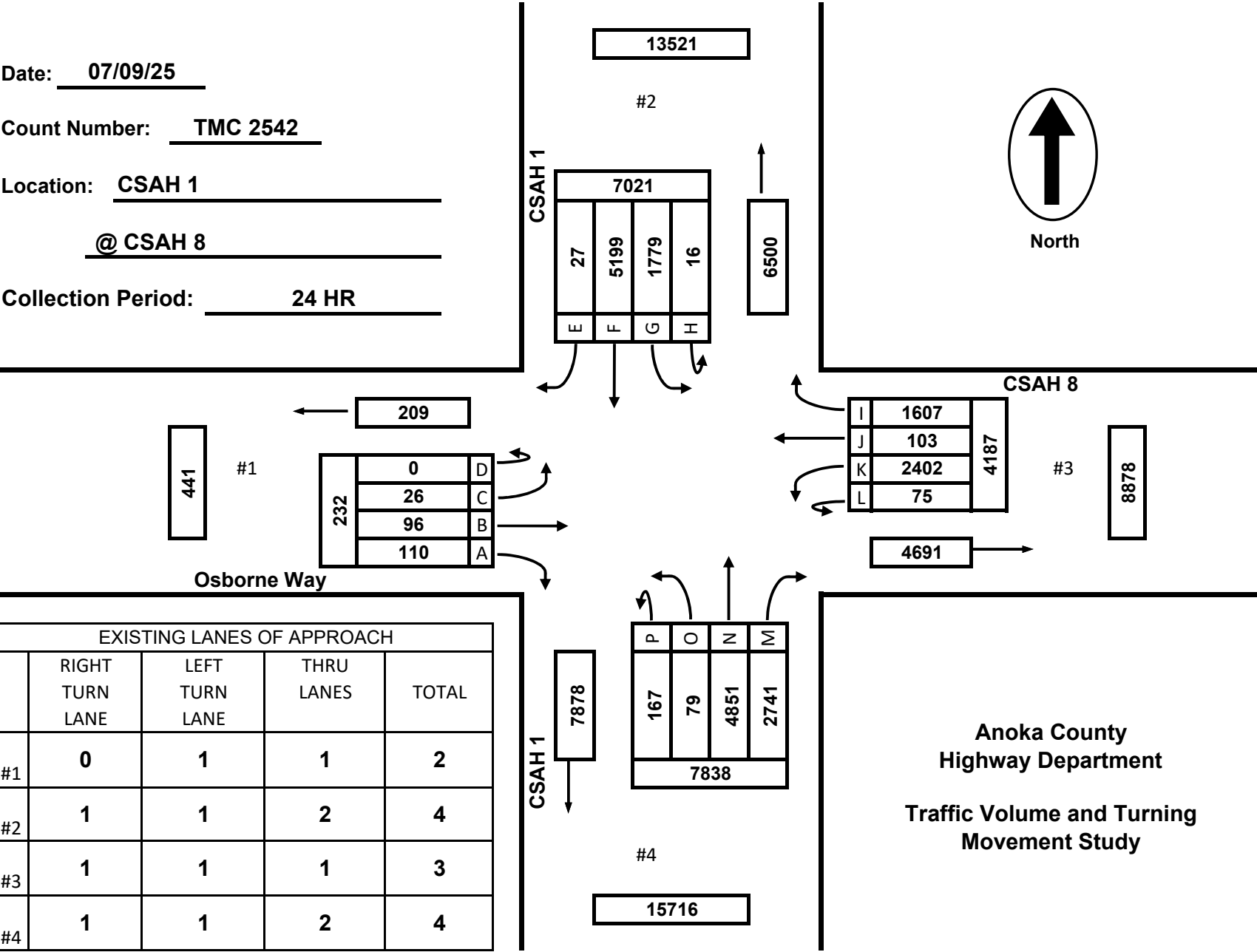
Date: 07/09/25

Count Number: TMC 2542

Location: CSAH 1

@ CSAH 8

Collection Period: 24 HR



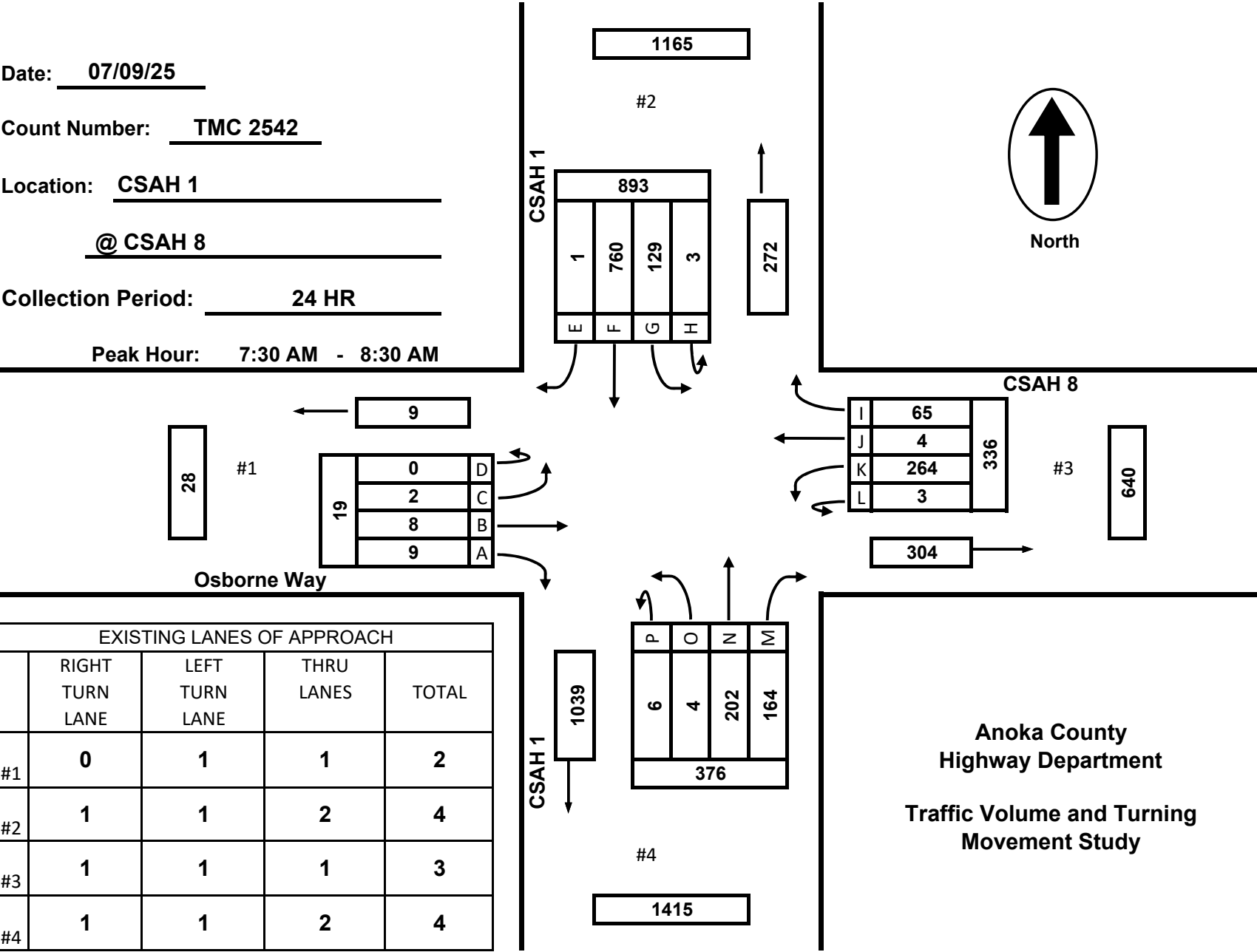
Date: 07/09/25

Count Number: TMC 2542

Location: CSAH 1
@ CSAH 8

Collection Period: 24 HR

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



Date: 07/09/25

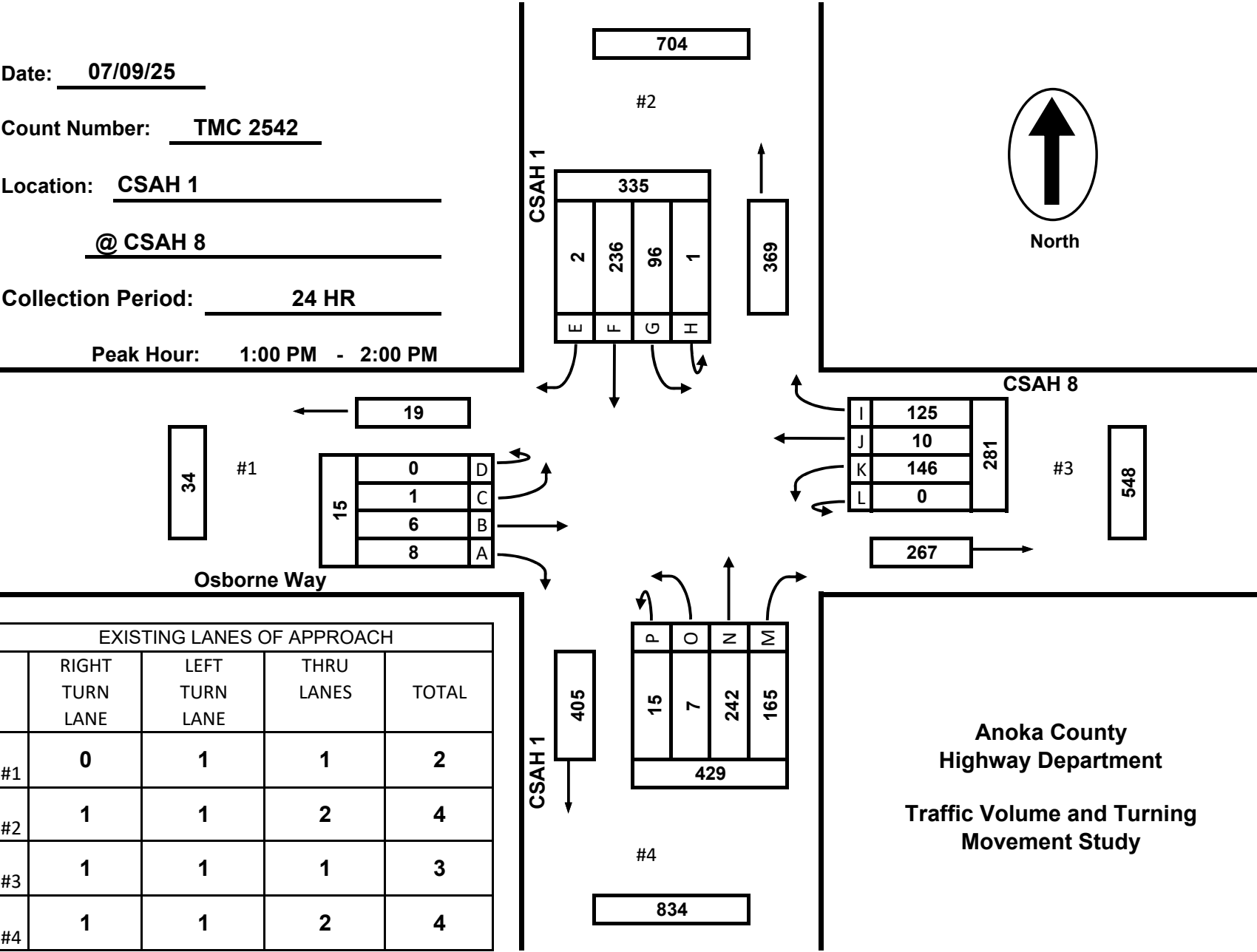
Count Number: TMC 2542

Location: CSAH 1

@ CSAH 8

Collection Period: 24 HR

Peak Hour: 1:00 PM - 2:00 PM



Date: 07/09/25

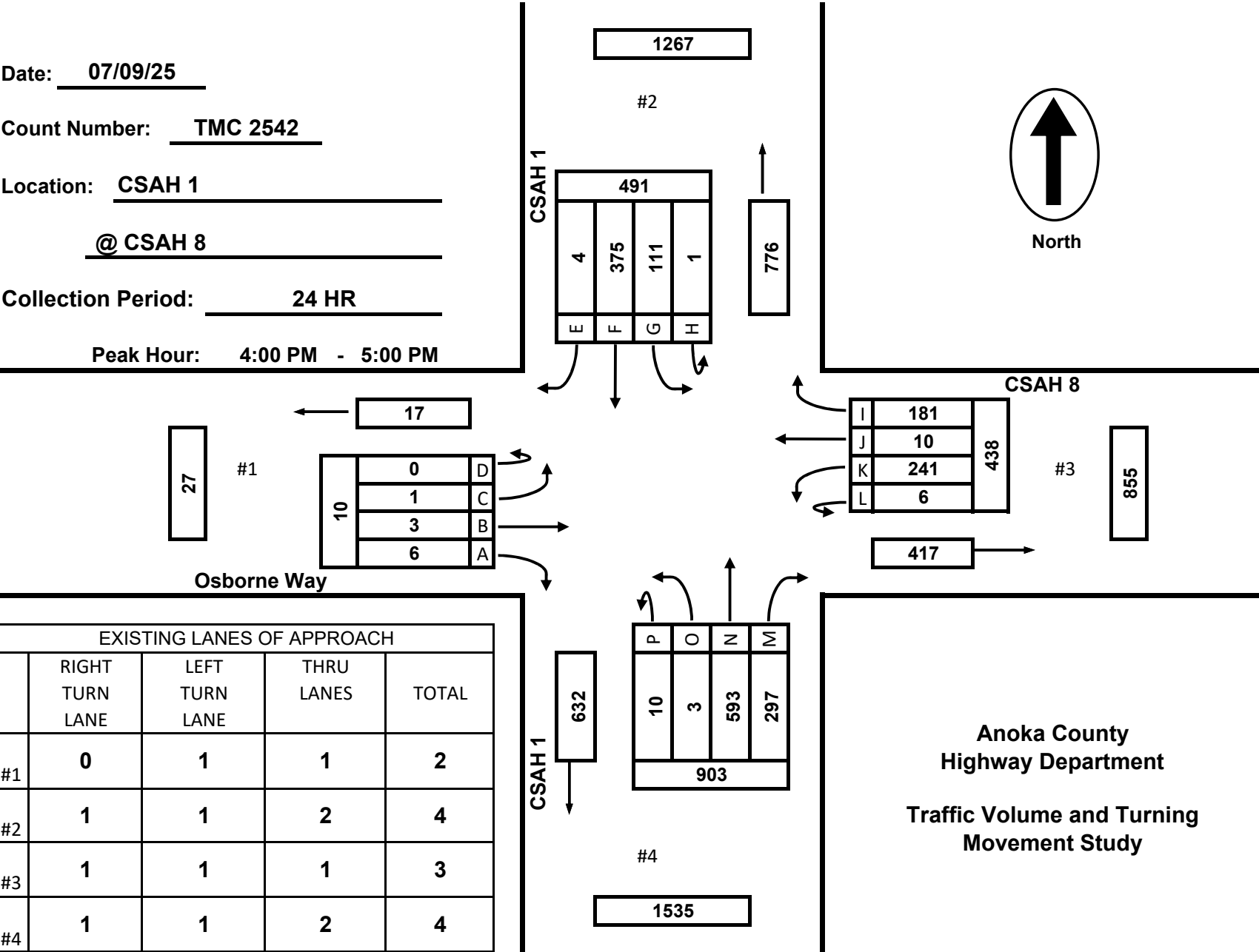
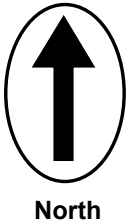
Count Number: TMC 2542

Location: CSAH 1

@ CSAH 8

Collection Period: 24 HR

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



Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

TMC 2542 - CSAH 1 @ CSAH 8
Fridley MN
Wednesday, July 9, 2025

Time	Southbound CSAH 1						Westbound CSAH 8						Northbound CSAH 1						Eastbound Osborne 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	7	7	0	0	14	0	2	0	4	0	6	2	0	11	1	0	14	0	0	0	0	0	0	34
12:15 AM	0	4	5	0	0	9	0	1	0	2	1	3	2	0	20	2	0	24	0	0	0	0	0	0	36
12:30 AM	0	1	4	0	0	5	2	5	0	5	0	12	3	0	16	2	0	21	0	0	0	0	0	0	38
12:45 AM	0	2	7	0	0	9	0	0	0	3	0	3	0	1	10	4	0	15	0	0	0	0	0	0	27
Hourly Total	0	14	23	0	0	37	2	8	0	14	1	24	7	1	57	9	0	74	0	0	0	0	0	0	135
1:00 AM	0	2	7	0	0	9	0	5	0	1	0	6	1	0	5	1	0	7	0	0	0	0	0	0	22
1:15 AM	0	0	7	0	0	7	1	1	0	0	0	2	1	0	11	2	0	14	0	0	0	0	0	0	23
1:30 AM	0	1	1	0	0	2	1	1	0	3	0	5	0	0	9	0	0	9	0	0	0	0	0	0	16
1:45 AM	0	0	6	0	0	6	0	2	0	1	0	3	1	0	8	3	0	12	0	0	0	0	0	0	21
Hourly Total	0	3	21	0	0	24	2	9	0	5	0	16	3	0	33	6	0	42	0	0	0	0	0	0	82
2:00 AM	0	1	12	0	0	13	0	1	0	4	0	5	0	0	8	3	0	11	0	0	0	0	0	0	29
2:15 AM	0	0	5	0	0	5	0	2	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	8
2:30 AM	0	1	5	0	0	6	0	2	0	2	0	4	2	0	6	1	0	9	0	0	0	0	0	0	19
2:45 AM	0	0	8	0	0	8	1	0	0	2	0	3	0	0	4	2	0	6	0	0	0	0	0	0	17
Hourly Total	0	2	30	0	0	32	1	5	0	8	0	14	2	0	19	6	0	27	0	0	0	0	0	0	73
3:00 AM	0	3	2	0	0	5	1	3	0	2	0	6	0	0	6	2	0	8	0	0	0	0	0	0	19
3:15 AM	0	2	3	0	0	5	0	1	0	1	0	2	0	0	3	3	0	6	0	0	0	0	0	0	13
3:30 AM	0	1	9	0	0	10	1	1	0	0	0	2	1	0	3	4	0	8	0	0	0	0	0	0	20
3:45 AM	0	2	10	0	0	12	1	1	0	0	0	2	2	0	5	2	0	9	0	0	0	0	0	0	23
Hourly Total	0	8	24	0	0	32	3	6	0	3	0	12	3	0	17	11	0	31	0	0	0	0	0	0	75
4:00 AM	0	3	9	0	0	12	0	2	0	0	0	2	0	0	4	2	0	6	0	0	0	1	0	1	21
4:15 AM	0	7	13	0	0	20	0	0	0	1	0	1	2	1	4	7	0	14	0	0	0	0	0	0	35
4:30 AM	0	4	20	0	0	24	0	7	0	7	0	14	0	0	17	1	0	18	0	0	0	0	0	0	56
4:45 AM	0	5	18	0	0	23	0	6	0	0	0	6	0	0	19	11	0	30	0	0	0	0	0	0	59
Hourly Total	0	19	60	0	0	79	0	15	0	8	0	23	2	1	44	21	0	68	0	0	0	1	0	1	171
5:00 AM	0	8	31	0	0	39	0	8	0	2	0	10	2	0	10	11	0	23	0	0	1	2	0	3	75
5:15 AM	0	9	39	0	0	48	0	10	0	5	0	15	0	0	20	8	0	28	0	0	0	0	0	0	91
5:30 AM	0	17	58	0	0	75	2	15	0	2	0	19	3	0	31	13	0	47	0	0	1	0	0	1	142
5:45 AM	0	30	74	0	0	104	2	12	0	3	0	17	8	0	41	23	0	72	0	0	1	0	0	1	194
Hourly Total	0	64	202	0	0	266	4	45	0	12	0	61	13	0	102	55	0	170	0	0	3	2	0	5	502
6:00 AM	0	18	57	0	0	75	0	18	0	3	0	21	1	0	18	18	0	37	0	1	0	1	0	2	135
6:15 AM	0	28	79	0	0	107	0	19	0	4	0	23	3	0	29	20	0	52	0	0	1	2	0	3	185
6:30 AM	2	39	101	0	0	142	1	25	0	5	0	31	4	0	45	14	0	63	0	1	0	2	0	3	239
6:45 AM	0	28	96	0	0	124	0	33	1	8	0	42	4	0	59	35	0	98	0	1	0	2	0	3	267
Hourly Total	2	113	333	0	0	448	1	95	1	20	0	117	12	0	151	87	0	250	0	3	1	7	0	11	826
7:00 AM	0	30	120	0	0	150	1	25	0	7	0	33	2	0	49	26	0	77	0	0	3	3	0	6	266
7:15 AM	0	62	120	0	0	182	1	48	0	12	0	61	4	0	36	24	1	64	0	0	1	3	0	4	311
7:30 AM	0	27	199	0	1	226	0	46	0	20	0	66	2	0	50	43	1	95	0	2	2	0	0	4	391
7:45 AM	0	46	217	0	0	263	2	83	2	16	0	103	0	4	49	49	0	102	0	0	3	4	0	7	475
Hourly Total	0	165	656	0	1	821	4	202	2	55	0	263	8	4	184	142	2	338	0	2	9	10	0	21	1443

TMC 2542 - CSAH 1 @ CSAH 8
Fridley MN
Wednesday, July 9, 2025

Time	Southbound CSAH 1						Westbound CSAH 8						Northbound CSAH 1						Eastbound Osborne 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	1	31	211	1	0	244	1	76	0	16	0	93	4	0	46	43	0	93	0	0	2	3	0	5	435
8:15 AM	2	25	133	0	0	160	0	59	2	13	0	74	0	0	57	29	1	86	0	0	1	2	1	3	323
8:30 AM	0	34	104	0	0	138	0	51	1	11	0	63	1	0	52	33	0	86	0	0	3	2	0	5	292
8:45 AM	0	32	91	0	0	123	0	42	1	15	0	58	3	1	48	41	0	93	0	0	1	3	0	4	278
Hourly Total	3	122	539	1	0	665	1	228	4	55	0	288	8	1	203	146	1	358	0	0	7	10	1	17	1328
9:00 AM	0	26	92	0	0	118	0	25	2	11	0	38	1	1	35	38	0	75	0	1	4	0	0	5	236
9:15 AM	0	20	67	0	0	87	3	26	0	15	0	44	1	1	39	37	0	78	0	2	4	0	0	6	215
9:30 AM	0	19	69	0	0	88	0	22	0	19	0	41	0	1	42	26	0	69	0	1	0	1	0	2	200
9:45 AM	0	30	58	0	0	88	0	22	2	19	0	43	0	0	42	30	0	72	0	1	0	4	0	5	208
Hourly Total	0	95	286	0	0	381	3	95	4	64	0	166	2	3	158	131	0	294	0	5	8	5	0	18	859
10:00 AM	0	30	58	1	0	89	1	22	1	25	0	49	0	1	42	31	0	74	0	0	1	0	0	1	213
10:15 AM	0	18	57	0	0	75	1	22	1	22	2	46	1	1	50	40	0	92	0	0	2	5	0	7	220
10:30 AM	0	29	49	0	0	78	1	32	0	19	0	52	2	1	44	40	0	87	0	0	3	0	0	3	220
10:45 AM	1	28	58	0	0	87	0	24	0	20	0	44	1	0	48	31	0	80	0	1	1	3	0	5	216
Hourly Total	1	105	222	1	0	329	3	100	2	86	2	191	4	3	184	142	0	333	0	1	7	8	0	16	869
11:00 AM	0	21	43	1	0	65	0	18	0	29	1	47	1	1	41	29	0	72	0	1	2	2	0	5	189
11:15 AM	0	14	71	0	0	85	2	34	3	22	0	61	2	0	38	34	0	74	0	0	1	1	0	2	222
11:30 AM	0	15	47	1	0	63	1	31	1	15	0	48	2	3	50	41	3	96	0	1	1	5	0	7	214
11:45 AM	0	39	57	0	0	96	2	26	0	20	0	48	3	2	64	38	0	107	0	0	6	0	0	6	257
Hourly Total	0	89	218	2	0	309	5	109	4	86	1	204	8	6	193	142	3	349	0	2	10	8	0	20	882
12:00 PM	0	21	62	0	0	83	3	34	3	29	0	69	0	0	73	24	0	97	0	0	2	0	0	2	251
12:15 PM	0	21	63	0	0	84	1	21	4	19	0	45	1	2	70	45	0	118	0	2	0	2	0	4	251
12:30 PM	0	26	72	1	0	99	0	35	4	18	0	57	2	1	72	38	0	113	0	3	0	0	0	3	272
12:45 PM	0	29	41	1	0	71	0	27	1	31	0	59	1	0	70	45	0	116	0	0	1	2	0	3	249
Hourly Total	0	97	238	2	0	337	4	117	12	97	0	230	4	3	285	152	0	444	0	5	3	4	0	12	1023
1:00 PM	0	25	61	0	0	86	0	33	4	35	0	72	3	0	51	40	0	94	0	0	2	3	0	5	257
1:15 PM	1	26	51	1	0	79	0	38	2	30	0	70	5	5	59	46	0	115	0	1	3	2	0	6	270
1:30 PM	0	21	66	1	0	88	0	34	1	31	0	66	4	1	69	45	0	119	0	0	0	2	0	2	275
1:45 PM	0	24	58	0	0	82	0	41	3	29	0	73	3	1	63	34	0	101	0	0	1	1	0	2	258
Hourly Total	1	96	236	2	0	335	0	146	10	125	0	281	15	7	242	165	0	429	0	1	6	8	0	15	1060
2:00 PM	0	21	68	0	0	89	2	44	6	33	0	85	2	2	75	55	0	134	0	0	3	2	0	5	313
2:15 PM	0	39	75	0	0	114	1	48	1	19	0	69	1	0	77	51	0	129	0	1	1	1	0	3	315
2:30 PM	0	40	87	1	0	128	2	45	2	35	0	84	4	2	108	72	0	186	0	0	2	0	0	2	400
2:45 PM	0	37	54	0	0	91	0	43	3	36	0	82	4	0	104	69	0	177	0	0	1	2	0	3	353
Hourly Total	0	137	284	1	0	422	5	180	12	123	0	320	11	4	364	247	0	626	0	1	7	5	0	13	1381
3:00 PM	0	38	80	0	0	118	0	33	3	27	0	63	0	3	112	63	0	178	0	0	3	0	0	3	362
3:15 PM	0	26	79	0	0	105	0	43	1	35	0	79	1	0	110	66	0	177	0	0	2	2	0	4	365
3:30 PM	0	24	95	0	0	119	1	52	1	38	0	92	2	3	148	58	0	211	0	1	2	0	0	3	425
3:45 PM	0	23	81	2	0	106	2	49	2	46	0	99	3	0	129	86	0	218	0	0	4	1	0	5	428
Hourly Total	0	111	335	2	0	448	3	177	7	146	0	333	6	6	499	273	0	784	0	1	11	3	0	15	1580

TMC 2542 - CSAH 1 @ CSAH 8
Fridley MN
Wednesday, July 9, 2025

Time	Southbound CSAH 1						Westbound CSAH 8						Northbound CSAH 1						Eastbound Osborne 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	0	22	86	0	0	108	2	59	3	49	0	113	2	0	136	73	0	211	0	0	0	1	0	1	433
4:15 PM	0	34	71	0	0	105	1	55	1	48	0	105	4	1	157	74	0	236	0	0	2	4	0	6	452
4:30 PM	0	26	114	2	0	142	2	60	2	49	0	113	1	0	165	72	0	238	0	1	0	0	0	1	494
4:45 PM	1	29	104	2	0	136	1	67	4	35	0	107	3	2	135	78	0	218	0	0	1	1	0	2	463
Hourly Total	1	111	375	4	0	491	6	241	10	181	0	438	10	3	593	297	0	903	0	1	3	6	0	10	1842
5:00 PM	1	17	67	1	0	86	0	52	4	48	0	104	2	0	147	76	0	225	0	0	1	1	0	2	417
5:15 PM	1	38	95	0	0	134	0	41	3	30	0	74	2	0	121	71	0	194	0	1	2	1	0	4	406
5:30 PM	2	26	76	0	0	104	2	61	2	32	0	97	6	1	111	75	0	193	0	0	2	0	0	2	396
5:45 PM	1	29	74	0	0	104	2	58	3	34	0	97	2	1	98	43	0	144	0	2	2	1	0	5	350
Hourly Total	5	110	312	1	0	428	4	212	12	144	0	372	12	2	477	285	0	756	0	3	7	3	0	13	1569
6:00 PM	0	24	70	0	0	94	1	38	3	33	0	75	2	1	81	51	0	135	0	0	4	4	0	8	312
6:15 PM	0	31	54	2	0	87	0	44	5	33	0	82	1	2	75	54	0	132	0	0	0	2	0	2	303
6:30 PM	0	26	64	1	0	91	0	27	1	19	0	47	5	1	66	30	0	102	0	0	0	1	0	1	241
6:45 PM	0	28	40	0	0	68	1	24	1	16	0	42	5	2	70	24	0	101	0	0	1	6	0	7	218
Hourly Total	0	109	228	3	0	340	2	133	10	101	0	246	13	6	292	159	0	470	0	0	5	13	0	18	1074
7:00 PM	0	21	37	1	0	59	1	27	0	23	0	51	2	3	51	25	0	81	0	0	0	3	0	3	194
7:15 PM	0	17	40	0	0	57	1	16	1	15	0	33	1	1	46	32	0	80	0	0	0	1	0	1	171
7:30 PM	0	14	40	0	0	54	1	31	1	23	0	56	2	1	44	14	0	61	0	0	0	1	0	1	172
7:45 PM	0	12	38	0	0	50	4	17	0	21	0	42	1	4	48	19	0	72	0	0	2	1	0	3	167
Hourly Total	0	64	155	1	0	220	7	91	2	82	0	182	6	9	189	90	0	294	0	0	2	6	0	8	704
8:00 PM	0	12	36	1	0	49	1	14	1	13	0	29	2	2	57	15	0	76	0	0	1	2	0	3	157
8:15 PM	1	16	43	0	0	60	1	30	0	17	0	48	3	2	51	17	0	73	0	0	0	1	0	1	182
8:30 PM	0	13	38	1	0	52	4	12	1	11	0	28	1	1	49	15	0	66	0	0	1	2	0	3	149
8:45 PM	0	10	36	1	0	47	0	20	1	11	0	32	2	1	46	23	0	72	0	0	0	1	0	1	152
Hourly Total	1	51	153	3	0	208	6	76	3	52	0	137	8	6	203	70	0	287	0	0	2	6	0	8	640
9:00 PM	0	16	41	0	0	57	2	25	1	22	0	50	2	0	34	17	0	53	0	0	0	0	0	0	160
9:15 PM	0	11	42	1	0	54	1	11	2	15	0	29	1	4	54	10	0	69	0	0	0	2	0	2	154
9:30 PM	0	7	38	1	0	46	1	14	1	14	0	30	1	3	43	16	0	63	0	0	1	1	0	2	141
9:45 PM	0	7	23	0	0	30	0	16	0	12	0	28	1	1	37	23	0	62	0	0	1	0	0	1	121
Hourly Total	0	41	144	2	0	187	4	66	4	63	0	137	5	8	168	66	0	247	0	0	2	3	0	5	576
10:00 PM	0	7	28	1	0	36	1	8	1	7	0	17	1	0	31	10	0	42	0	0	2	0	0	2	97
10:15 PM	0	8	13	0	0	21	0	5	0	5	0	10	1	3	32	13	0	49	0	1	0	0	0	1	81
10:30 PM	1	6	13	1	0	21	3	6	0	12	0	21	2	1	28	13	0	44	0	0	0	1	0	1	87
10:45 PM	1	11	19	0	0	31	0	7	1	7	0	15	0	1	29	9	0	39	0	0	0	0	0	0	85
Hourly Total	2	32	73	2	0	109	4	26	2	31	0	63	4	5	120	45	0	174	0	1	2	1	0	4	350
11:00 PM	0	3	15	0	0	18	0	9	0	10	0	19	0	0	25	4	0	29	0	0	0	0	0	0	66
11:15 PM	0	6	14	0	0	20	0	7	1	10	0	18	1	0	22	3	0	26	0	0	1	1	0	2	66
11:30 PM	0	7	17	0	0	24	0	3	0	18	0	21	0	1	13	4	0	18	0	0	0	0	0	0	63
11:45 PM	0	5	6	0	0	11	1	1	1	8	0	11	0	0	14	3	0	17	0	0	0	0	0	0	39
Hourly Total	0	21	52	0	0	73	1	20	2	46	0	69	1	1	74	14	0	90	0	0	1	1	0	2	234
DAILY TOTAL	16	1779	5199	27	1	7021	75	2402	103	1607	4	4187	167	79	4851	2741	6	7838	0	26	96	110	1	232	19278
Cars	15	1722	4999	26	0	6762	75	2328	102	1576	1	4081	166	78	4674	2646	5	7564	0	26	95	109	0	230	18637
Heavy Vehicles	1	57	200	1	1	259	0	74	1	31	3	106	1	1	177	95	1	274	0	0	1	1	1	2	641
Heavy Vehicle %	6.25%	3.20%	3.85%	3.70%	100.00%	3.69%	0.00%	3.08%	0.97%	1.93%	75.00%	2.53%	0.60%	1.27%	3.65%	3.47%	16.67%	3.50%	0.00%	0.00%	1.04%	0.91%	100.00%	0.86%	3.33%

TMC 2542 - CSAH 1 @ CSAH 8
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	0	27	199	0	1	226	0	46	0	20	0	66	2	0	50	43	1	95	0	2	2	0	0	4	391
7:45 AM	0	46	217	0	0	263	2	83	2	16	0	103	0	4	49	49	0	102	0	0	3	4	0	7	475
8:00 AM	1	31	211	1	0	244	1	76	0	16	0	93	4	0	46	43	0	93	0	0	2	3	0	5	435
8:15 AM	2	25	133	0	0	160	0	59	2	13	0	74	0	0	57	29	1	86	0	0	1	2	1	3	323
Peak Hour Total	3	129	760	1	1	893	3	264	4	65	0	336	6	4	202	164	2	376	0	2	8	9	1	19	1624
Peak Hour Heavy Vehicles	1	6	22	0	1	29	0	11	0	4	0	15	1	0	16	5	1	22	0	0	0	0	1	0	66
Peak Hour Heavy Vehicles %	33.33%	4.65%	2.89%	0.00%	100.00%	3.25%	0.00%	4.17%	0.00%	6.15%	0.00%	4.46%	16.67%	0.00%	7.92%	3.05%	50.00%	5.85%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	4.06%
PHF	0.375	0.701	0.876	0.250	0.250	0.849	0.375	0.795	0.500	0.813	0.000	0.816	0.375	0.250	0.886	0.837	0.500	0.922	0.000	0.250	0.667	0.563	0.250	0.679	0.855

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	
1:00 PM	0	25	61	0	0	86	0	33	4	35	0	72	3	0	51	40	0	94	0	0	2	3	0	5	257
1:15 PM	1	26	51	1	0	79	0	38	2	30	0	70	5	5	59	46	0	115	0	1	3	2	0	6	270
1:30 PM	0	21	66	1	0	88	0	34	1	31	0	66	4	1	69	45	0	119	0	0	0	2	0	2	275
1:45 PM	0	24	58	0	0	82	0	41	3	29	0	73	3	1	63	34	0	101	0	0	1	1	0	2	258
Peak Hour Total	1	96	236	2	0	335	0	146	10	125	0	281	15	7	242	165	0	429	0	1	6	8	0	15	1060
Peak Hour Heavy Vehicles	0	5	12	0	0	17	0	6	0	5	0	11	0	0	16	11	0	27	0	0	0	0	0	0	55
Peak Hour Heavy Vehicles %	0.00%	5.21%	5.08%	0.00%	0.00%	5.07%	0.00%	4.11%	0.00%	4.00%	0.00%	3.91%	0.00%	0.00%	6.61%	6.67%	0.00%	6.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.19%
PHF	0.250	0.923	0.894	0.500	0.000	0.952	0.000	0.890	0.625	0.893	0.000	0.962	0.750	0.350	0.877	0.897	0.000	0.901	0.000	0.250	0.500	0.667	0.000	0.625	0.964

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	0	22	86	0	0	108	2	59	3	49	0	113	2	0	136	73	0	211	0	0	0	1	0	1	433
4:15 PM	0	34	71	0	0	105	1	55	1	48	0	105	4	1	157	74	0	236	0	0	2	4	0	6	452
4:30 PM	0	26	114	2	0	142	2	60	2	49	0	113	1	0	165	72	0	238	0	1	0	0	0	1	494
4:45 PM	1	29	104	2	0	136	1	67	4	35	0	107	3	2	135	78	0	218	0	0	1	1	0	2	463
Peak Hour Total	1	111	375	4	0	491	6	241	10	181	0	438	10	3	593	297	0	903	0	1	3	6	0	10	1842
Peak Hour Heavy Vehicles	0	3	7	0	0	10	0	2	0	3	0	5	0	0	13	5	0	18	0	0	0	0	0	0	33
Peak Hour Heavy Vehicles %	0.00%	2.70%	1.87%	0.00%	0.00%	2.04%	0.00%	0.83%	0.00%	1.66%	0.00%	1.14%	0.00%	0.00%	2.19%	1.68%	0.00%	1.99%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.79%
PHF	0.250	0.816	0.822	0.500	0.000	0.864	0.750	0.899	0.625	0.923	0.000	0.969	0.625	0.375	0.898	0.952	0.000	0.949	0.000	0.250	0.375	0.375	0.000	0.417	0.932

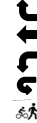
Total Vehicles On Leg				13521			
Vehicles Entering Intersection				Vehicles Exiting Intersection			
Southbound				Northbound			
Cars	26	4999	1722	Cars	15	0	
Heavy	1	200	57	Heavy	1	1	
Total	27	5199	1779	Total	16	1	



Total Vehicles on Leg 441	Vehicles Entering Intersection 232	Eastbound	Cars	Heavy	Total
			0	1	1
			0	0	0
	Vehicles Exiting Intersection 209		26	0	26
			95	1	96
			109	1	110



Daily Volumes



Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 4187	Total Vehicles on Leg 8878
1576	31	1607		Vehicles Exiting Intersection 4691	
102	1	103			
2328	74	2402			
75	0	75			
1	3	4			

Cars	5	166	78	4674	2646
Heavy	1	1	1	177	95
Total	6	167	79	4851	2741
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
7838			7878		
Total Vehicles On Leg			15716		

TMC 2542 - CSAH 1 @ CSAH 8
Fridley MN
Wednesday, July 9, 2025

Time	Southbound Heavy CSAH 1						Westbound Heavy CSAH 8						Northbound Heavy CSAH 1						Eastbound Heavy Osborne 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	1	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	1	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	1	0	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	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	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	2
Hourly 'Heavy Vehicles'	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
3:00 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
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	1	0	1	0	0	0	0	0	0	1
3:45 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
Hourly 'Heavy Vehicles'	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	4
4:00 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
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	1	0	0	1	0	0	0	0	0	0	1
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
5:00 AM	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
5:15 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
5:30 AM	0	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
5:45 AM	0	1	4	0	0	5	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	7
Hourly 'Heavy Vehicles'	0	1	5	0	0	6	0	2	0	0	0	2	0	0	3	3	0	6	0	0	0	0	0	0	14
6:00 AM	0	2	2	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6
6:15 AM	0	0	2	0	0	2	0	1	0	0	0	1	0	0	5	0	0	5	0	0	0	0	0	0	8
6:30 AM	0	1	6	0	0	7	0	2	0	1	0	3	0	0	0	1	0	1	0	0	0	0	0	0	11
6:45 AM	0	1	4	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6
Hourly 'Heavy Vehicles'	0	4	14	0	0	18	0	3	0	1	0	4	0	0	8	1	0	9	0	0	0	0	0	0	31
7:00 AM	0	3	6	0	0	9	0	1	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	13
7:15 AM	0	3	1	0	0	4	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	1	0	1	9
7:30 AM	0	1	5	0	1	6	0	2	0	0	0	2	1	0	3	2	0	6	0	0	0	0	0	0	14
7:45 AM	0	3	9	0	0	12	0	8	0	1	0	9	0	0	2	0	0	2	0	0	0	0	0	0	23
Hourly 'Heavy Vehicles'	0	10	21	0	1	31	0	13	0	1	0	14	1	0	10	2	0	13	0	0	0	1	0	1	59

TMC 2542 - CSAH 1 @ CSAH 8
Fridley MN
Wednesday, July 9, 2025

Time	Southbound Heavy CSAH 1						Westbound Heavy CSAH 8						Northbound Heavy CSAH 1						Eastbound Heavy Osborne 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	6	0	0	6	0	0	0	2	0	2	0	0	2	1	0	3	0	0	0	0	0	0	11
8:15 AM	1	2	2	0	0	5	0	1	0	1	0	2	0	0	9	2	1	11	0	0	0	0	1	0	18
8:30 AM	0	0	4	0	0	4	0	2	0	0	0	2	0	0	3	1	0	4	0	0	0	0	0	0	10
8:45 AM	0	0	6	0	0	6	0	2	1	0	0	3	0	0	2	0	0	2	0	0	1	0	0	1	12
Hourly 'Heavy Vehicles'	1	2	18	0	0	21	0	5	1	3	0	9	0	0	16	4	1	20	0	0	1	0	1	1	51
9:00 AM	0	0	7	0	0	7	0	1	0	1	0	2	0	0	7	2	0	9	0	0	0	0	0	0	18
9:15 AM	0	1	7	0	0	8	0	3	0	0	0	3	0	0	6	4	0	10	0	0	0	0	0	0	21
9:30 AM	0	0	4	0	0	4	0	1	0	1	0	2	0	1	1	0	0	2	0	0	0	0	0	0	8
9:45 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4
Hourly 'Heavy Vehicles'	0	1	21	0	0	22	0	5	0	2	0	7	0	1	15	6	0	22	0	0	0	0	0	0	51
10:00 AM	0	0	4	0	0	4	0	2	0	1	0	3	0	0	1	0	0	1	0	0	0	0	0	0	8
10:15 AM	0	0	4	0	0	4	0	1	0	1	1	2	0	0	4	0	0	4	0	0	0	0	0	0	10
10:30 AM	0	2	1	0	0	3	0	4	0	0	0	4	0	0	1	2	0	3	0	0	0	0	0	0	10
10:45 AM	0	0	2	0	0	2	0	2	0	2	0	4	0	0	4	3	0	7	0	0	0	0	0	0	13
Hourly 'Heavy Vehicles'	0	2	11	0	0	13	0	9	0	4	1	13	0	0	10	5	0	15	0	0	0	0	0	0	41
11:00 AM	0	1	7	0	0	8	0	1	0	1	1	2	0	0	3	4	0	7	0	0	0	0	0	0	17
11:15 AM	0	1	1	0	0	2	0	2	0	0	0	2	0	0	2	1	0	3	0	0	0	0	0	0	7
11:30 AM	0	2	4	0	0	6	0	1	0	0	0	1	0	0	5	4	0	9	0	0	0	0	0	0	16
11:45 AM	0	0	7	0	0	7	0	2	0	1	0	3	0	0	7	2	0	9	0	0	0	0	0	0	19
Hourly 'Heavy Vehicles'	0	4	19	0	0	23	0	6	0	2	1	8	0	0	17	11	0	28	0	0	0	0	0	0	59
12:00 PM	0	1	4	0	0	5	0	0	0	0	0	0	0	0	3	4	0	7	0	0	0	0	0	0	12
12:15 PM	0	1	2	0	0	3	0	3	0	0	0	3	0	0	4	4	0	8	0	0	0	0	0	0	14
12:30 PM	0	0	7	0	0	7	0	3	0	1	0	4	0	0	4	1	0	5	0	0	0	0	0	0	16
12:45 PM	0	2	5	1	0	8	0	2	0	1	0	3	0	0	2	6	0	8	0	0	0	0	0	0	19
Hourly 'Heavy Vehicles'	0	4	18	1	0	23	0	8	0	2	0	10	0	0	13	15	0	28	0	0	0	0	0	0	61
1:00 PM	0	4	3	0	0	7	0	2	0	0	0	2	0	0	4	1	0	5	0	0	0	0	0	0	14
1:15 PM	0	0	3	0	0	3	0	0	0	1	0	1	0	0	3	5	0	8	0	0	0	0	0	0	12
1:30 PM	0	0	3	0	0	3	0	1	0	2	0	3	0	0	5	3	0	8	0	0	0	0	0	0	14
1:45 PM	0	1	3	0	0	4	0	3	0	2	0	5	0	0	4	2	0	6	0	0	0	0	0	0	15
Hourly 'Heavy Vehicles'	0	5	12	0	0	17	0	6	0	5	0	11	0	0	16	11	0	27	0	0	0	0	0	0	55
2:00 PM	0	1	0	0	0	1	0	3	0	2	0	5	0	0	3	2	0	5	0	0	0	0	0	0	11
2:15 PM	0	1	4	0	0	5	0	3	0	0	0	3	0	0	5	3	0	8	0	0	0	0	0	0	16
2:30 PM	0	3	5	0	0	8	0	3	0	0	0	3	0	0	1	4	0	5	0	0	0	0	0	0	16
2:45 PM	0	1	4	0	0	5	0	0	0	0	0	0	0	0	8	3	0	11	0	0	0	0	0	0	16
Hourly 'Heavy Vehicles'	0	6	13	0	0	19	0	9	0	2	0	11	0	0	17	12	0	29	0	0	0	0	0	0	59
3:00 PM	0	4	3	0	0	7	0	0	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	11
3:15 PM	0	0	3	0	0	3	0	1	0	1	0	2	0	0	3	1	0	4	0	0	0	0	0	0	9
3:30 PM	0	2	4	0	0	6	0	0	0	0	0	0	0	0	3	3	0	6	0	0	0	0	0	0	12
3:45 PM	0	0	1	0	0	1	0	2	0	1	0	3	0	0	3	2	0	5	0	0	0	0	0	0	9
Hourly 'Heavy Vehicles'	0	6	11	0	0	17	0	3	0	2	0	5	0	0	11	8	0	19	0	0	0	0	0	0	41

TMC 2542 - CSAH 1 @ CSAH 8
Fridley MN
Wednesday, July 9, 2025

	Southbound Heavy CSAH 1						Westbound Heavy CSAH 8						Northbound Heavy CSAH 1						Eastbound Heavy Osborne 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	0	0	0	0	0	0	1	0	2	0	3	0	0	2	0	0	0	2	0	0	0	0	0	0	5
4:15 PM	0	2	2	0	0	4	0	0	0	1	0	1	0	0	3	3	0	6	0	0	0	0	0	0	0	11
4:30 PM	0	1	4	0	0	5	0	1	0	0	0	1	0	0	4	0	0	4	0	0	0	0	0	0	0	10
4:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	0	0	7
Hourly 'Heavy Vehicles'	0	3	7	0	0	10	0	2	0	3	0	5	0	0	13	5	0	18	0	0	0	0	0	0	0	33
5:00 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2
5:30 PM	0	2	1	0	0	3	0	1	0	0	0	1	0	0	4	2	0	6	0	0	0	0	0	0	0	10
5:45 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	6
Hourly 'Heavy Vehicles'	0	2	6	0	0	8	0	1	0	0	0	1	0	0	10	3	0	13	0	0	0	0	0	0	0	22
6:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	6
6:15 PM	0	0	1	0	0	1	0	0	0	1	0	1	0	0	2	2	0	4	0	0	0	0	0	0	0	6
6:30 PM	0	0	2	0	0	2	0	1	0	0	0	1	0	0	2	1	0	3	0	0	0	0	0	0	0	6
6:45 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	0	1
Hourly 'Heavy Vehicles'	0	1	4	0	0	5	0	1	0	1	0	2	0	0	8	4	0	12	0	0	0	0	0	0	0	19
7:00 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	0	2
7:15 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	0	1
7:30 PM	0	0	3	0	0	3	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:45 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	0	1
Hourly 'Heavy Vehicles'	0	0	4	0	0	4	0	0	0	1	0	1	0	0	2	1	0	3	0	0	0	0	0	0	0	8
8:00 PM	0	2	1	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:15 PM	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:30 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	0	1
8:45 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	0	3
Hourly 'Heavy Vehicles'	0	3	5	0	0	8	0	1	0	0	0	1	0	0	1	1	0	2	0	0	0	0	0	0	0	11
9:00 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	0	1
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	2	0	0	2	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	4
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	2	0	0	2	0	0	0	1	0	1	0	0	0	2	0	2	0	0	0	0	0	0	0	5
10:00 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	0	1
10:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	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	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	1	1	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	4
11:00 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	0	1
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	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	0
11:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly 'Heavy Vehicles'	0	1	1	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
DAILY 'Heavy Vehicles'	1	57	200	1	1	259	0	74	1	31	3	106	1	1	177	95	1	274	0	0	1	1	1	2		641

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2542

Study Date : 08/08/2025

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 1

Number of Lanes : 2+

Total Approach Volume: 7,838

Southbound: CSAH 1

Number of Lanes :2+

Total Approach Volume: 7,021

Minor Street Approaches

Eastbound: Osborne Way

Number of Lanes :2+

Total Approach Volume: 232

Westbound: CSAH 8

Number of Lanes :2+

Total Approach Volume: 2,580

Warrant Summary (Rural Values Apply)

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

Warrant 1A - Minimum Vehicular Volume.....Satisfied

Required volumes reached for 9 hours, 8 are needed

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

Required volumes reached for 13 hours, 8 are needed

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

Required 1A volumes reached for 11 hours, 8 are needed

Required 1B volumes reached for 14 hours, 8 are needed

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

Number of hours (11) volumes exceed minimum >= minimum required (4).

Warrant 3 - Peak Hour.....Satisfied

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

Number of one hour periods (28) 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 2542

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

9 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 = **2 or more**

Volume Requirements

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

Veh/Hr Minor = **140**

Major Road CSAH 1						Minor Road Osborne Way		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
16:30 - 17:30	875	+	498	=	1373	9	236	Yes
15:30 - 16:30	876	+	438	=	1314	15	228	Yes
07:45 - 08:45	367	+	805	=	1172	20	277	Yes
14:30 - 15:30	718	+	442	=	1160	12	175	Yes
06:45 - 07:45	334	+	682	=	1016	17	155	Yes
17:30 - 18:30	604	+	389	=	993	17	219	Yes
13:30 - 14:30	483	+	373	=	856	12	181	Yes
12:30 - 13:30	438	+	335	=	773	17	144	Yes
11:15 - 12:15	374	+	327	=	701	17	140	Yes
06:30 - 07:30	302	+	598	=	900	16	135	No
06:15 - 07:15	290	+	523	=	813	15	105	No
12:15 - 13:15	441	+	340	=	781	15	130	No
08:45 - 09:45	315	+	416	=	731	17	121	No
06:00 - 07:00	250	+	448	=	698	11	97	No
09:00 - 10:00	294	+	381	=	675	18	102	No
10:00 - 11:00	333	+	329	=	662	16	105	No
11:00 - 12:00	349	+	309	=	658	20	118	No
09:45 - 10:45	325	+	330	=	655	16	105	No
05:45 - 06:45	224	+	428	=	652	9	77	No
09:30 - 10:30	307	+	340	=	647	15	94	No
09:15 - 10:15	293	+	352	=	645	14	99	No
18:30 - 19:30	364	+	275	=	639	12	100	No
10:15 - 11:15	331	+	305	=	636	20	99	No
10:30 - 11:30	313	+	315	=	628	15	114	No
10:45 - 11:45	322		300		622	19	114	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2542

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

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 = **2 or more**

Volume Requirements

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

Veh/Hr Minor = **70**

Major Road CSAH 1						Minor Road Osborne Way		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
16:00 - 17:00	903	+	491	=	1394	10	257	Yes
15:00 - 16:00	784	+	448	=	1232	15	187	Yes
17:00 - 18:00	756	+	428	=	1184	13	228	Yes
07:45 - 08:45	367	+	805	=	1172	20	277	Yes
14:00 - 15:00	626	+	422	=	1048	13	197	Yes
06:45 - 07:45	334	+	682	=	1016	17	155	Yes
18:00 - 19:00	470	+	340	=	810	18	145	Yes
12:00 - 13:00	444	+	337	=	781	12	133	Yes
13:00 - 14:00	429	+	335	=	764	15	156	Yes
08:45 - 09:45	315	+	416	=	731	17	121	Yes
11:00 - 12:00	349	+	309	=	658	20	118	Yes
09:45 - 10:45	325	+	330	=	655	16	105	Yes
05:45 - 06:45	224	+	428	=	652	9	77	Yes
10:45 - 11:45	322	+	300	=	622	19	114	No
05:30 - 06:30	208	+	361	=	569	7	68	No
19:00 - 20:00	294	+	220	=	514	8	100	No
19:15 - 20:15	289	+	210	=	499	8	88	No
19:45 - 20:45	287	+	211	=	498	10	85	No
20:00 - 21:00	287	+	208	=	495	8	85	No
19:30 - 20:30	282	+	213	=	495	8	101	No
05:15 - 06:15	184	+	302	=	486	4	59	No
20:15 - 21:15	264	+	216	=	480	5	97	No
20:30 - 21:30	260	+	210	=	470	6	80	No
20:45 - 21:45	257	+	204	=	461	5	79	No
05:00 - 06:00	170		266		436	5	49	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2542

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

11 hours meet 1A minimums.
14 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 = **2 or more**

Volume Requirements

Rural Factor of 70% applied
Warrant 1A 1B
Veh/Hr Major = **336 504**
Veh/Hr Minor = **112 56**

Major Road						Minor Road				
CSAH 1						Osborne Way				
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?		
16:30 - 17:30	875	+	498	=	1373	9	236	Yes		
15:30 - 16:30	876	+	438	=	1314	15	228	Yes		
07:30 - 08:30	376	+	893	=	1269	19	271	Yes		
14:30 - 15:30	718	+	442	=	1160	12	175	Yes		
17:30 - 18:30	604	+	389	=	993	17	219	Yes		
06:30 - 07:30	302	+	598	=	900	16	135	Yes		
13:30 - 14:30	483	+	373	=	856	12	181	Yes		
08:30 - 09:30	332	+	466	=	798	20	151	Yes		
12:30 - 13:30	438	+	335	=	773	17	144	Yes		
11:30 - 12:30	418	+	326	=	744	19	127	Yes		
10:30 - 11:30	313	+	315	=	628	15	114	Yes		
06:15 - 07:15	290		523		813	15	105	No		

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?	
16:30 - 17:30	875	+	498	=	1373	9	236	Yes	
15:30 - 16:30	876	+	438	=	1314	15	228	Yes	
07:30 - 08:30	376	+	893	=	1269	19	271	Yes	
14:30 - 15:30	718	+	442	=	1160	12	175	Yes	
17:30 - 18:30	604	+	389	=	993	17	219	Yes	
06:30 - 07:30	302	+	598	=	900	16	135	Yes	
13:30 - 14:30	483	+	373	=	856	12	181	Yes	
08:30 - 09:30	332	+	466	=	798	20	151	Yes	
12:30 - 13:30	438	+	335	=	773	17	144	Yes	
11:30 - 12:30	418	+	326	=	744	19	127	Yes	
09:30 - 10:30	307	+	340	=	647	15	94	Yes	
18:30 - 19:30	364		275		639	12	100	Yes	

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2542

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.

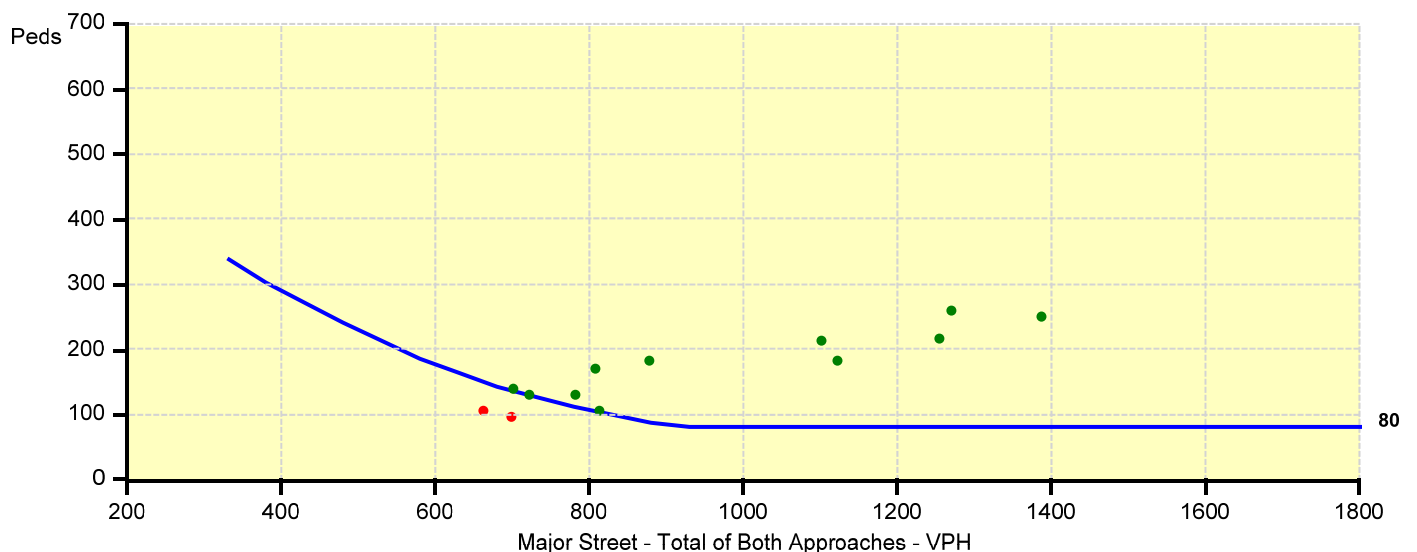
Summary

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 = **2 or more**

Major Road CSAH 1						Minor Road Osborne Way		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
16:15 - 17:15	917	+	469	=	1386	11	249	Yes
07:15 - 08:15	354	+	915	=	1269	20	259	Yes
15:15 - 16:15	817	+	438	=	1255	13	215	Yes
14:15 - 15:15	670	+	451	=	1121	11	181	Yes
17:15 - 18:15	666	+	436	=	1102	19	214	Yes
08:15 - 09:15	340	+	539	=	879	17	183	Yes
06:15 - 07:15	290	+	523	=	813	15	105	Yes
13:15 - 14:15	469	+	338	=	807	15	171	Yes
12:15 - 13:15	441	+	340	=	781	15	130	Yes
18:15 - 19:15	416	+	305	=	721	13	131	Yes
11:15 - 12:15	374	+	327	=	701	17	140	Yes
06:00 - 07:00	250		448		698	11	97	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2542

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.

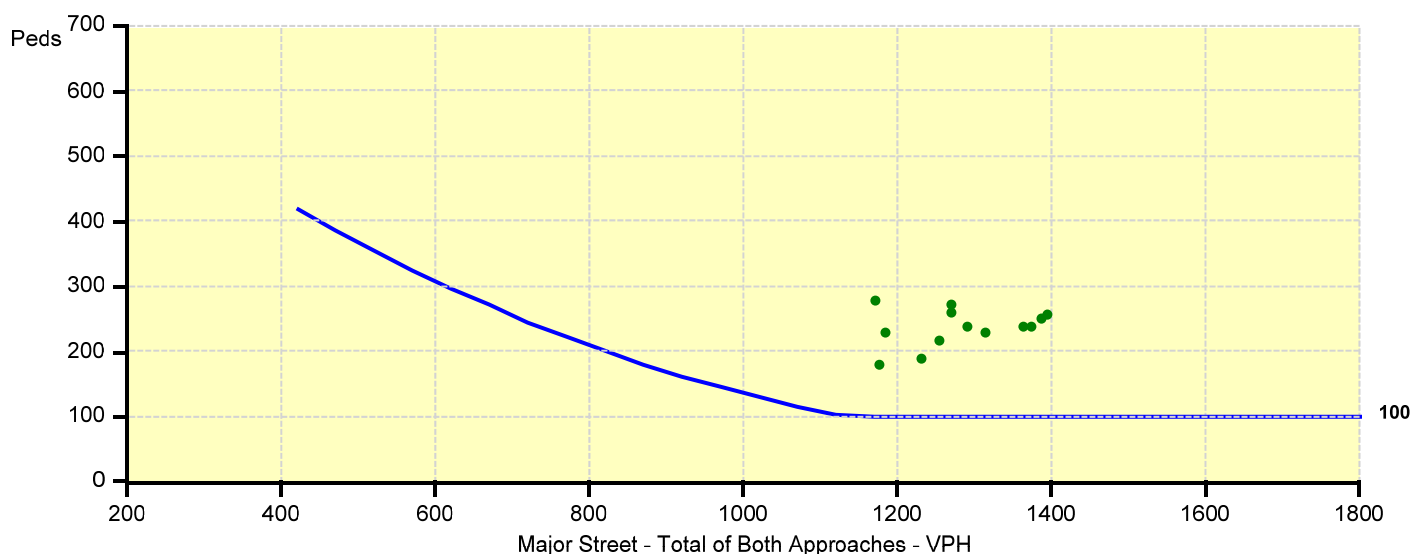
Summary

24 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 = **2 or more**

Major Road CSAH 1						Minor Road Osborne Way		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
16:00 - 17:00	903	+	491	=	1394	10	257	Yes
16:15 - 17:15	917	+	469	=	1386	11	249	Yes
16:30 - 17:30	875	+	498	=	1373	9	236	Yes
15:45 - 16:45	903	+	461	=	1364	13	238	Yes
15:30 - 16:30	876	+	438	=	1314	15	228	Yes
16:45 - 17:45	830	+	460	=	1290	10	237	Yes
07:30 - 08:30	376	+	893	=	1269	19	271	Yes
07:15 - 08:15	354	+	915	=	1269	20	259	Yes
15:15 - 16:15	817	+	438	=	1255	13	215	Yes
15:00 - 16:00	784	+	448	=	1232	15	187	Yes
17:00 - 18:00	756	+	428	=	1184	13	228	Yes
14:45 - 15:45	743	+	433	=	1176	13	180	Yes



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2542

Study Date : 08/08/2025

Multiway Stop Warrants - Summary

Major Street Approaches

Northbound: CSAH 1

Number of Lanes : 2+

Total Approach Volume: 7,838

Southbound: CSAH 1

Number of Lanes :2+

Total Approach Volume: 7,021

Minor Street Approaches

Eastbound: Osborne Way

Number of Lanes :2+

Total Approach Volume: 232

Westbound: CSAH 8

Number of Lanes :2+

Total Approach Volume: 2,580

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..... **Satisfied**
Average of 8 highest hours meets or exceeds 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 meets or exceeds volume criteria.

Criteria C Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
16:00 - 17:00	1394	1079.4	267	211.9	210	140	Yes
07:30 - 08:30	1269		290				
15:00 - 16:00	1232		202				
17:00 - 18:00	1184		241				
14:00 - 15:00	1048		210				
06:30 - 07:30	900		151				
18:00 - 19:00	810		163				
08:30 - 09:30	798		171				
11:45 - 12:45	797		148				
13:00 - 14:00	764		171				
10:00 - 11:00	662		123				
05:30 - 06:30	569		75				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
16:00 - 17:00	1394	1079.4	267	211.9	240	160	Yes
07:30 - 08:30	1269		290				
15:00 - 16:00	1232		202				
17:00 - 18:00	1184		241				
14:00 - 15:00	1048		210				
06:30 - 07:30	900		151				
18:00 - 19:00	810		163				
08:30 - 09:30	798		171				
11:45 - 12:45	797		148				
13:00 - 14:00	764		171				
10:00 - 11:00	662		123				
05:30 - 06:30	569		75				