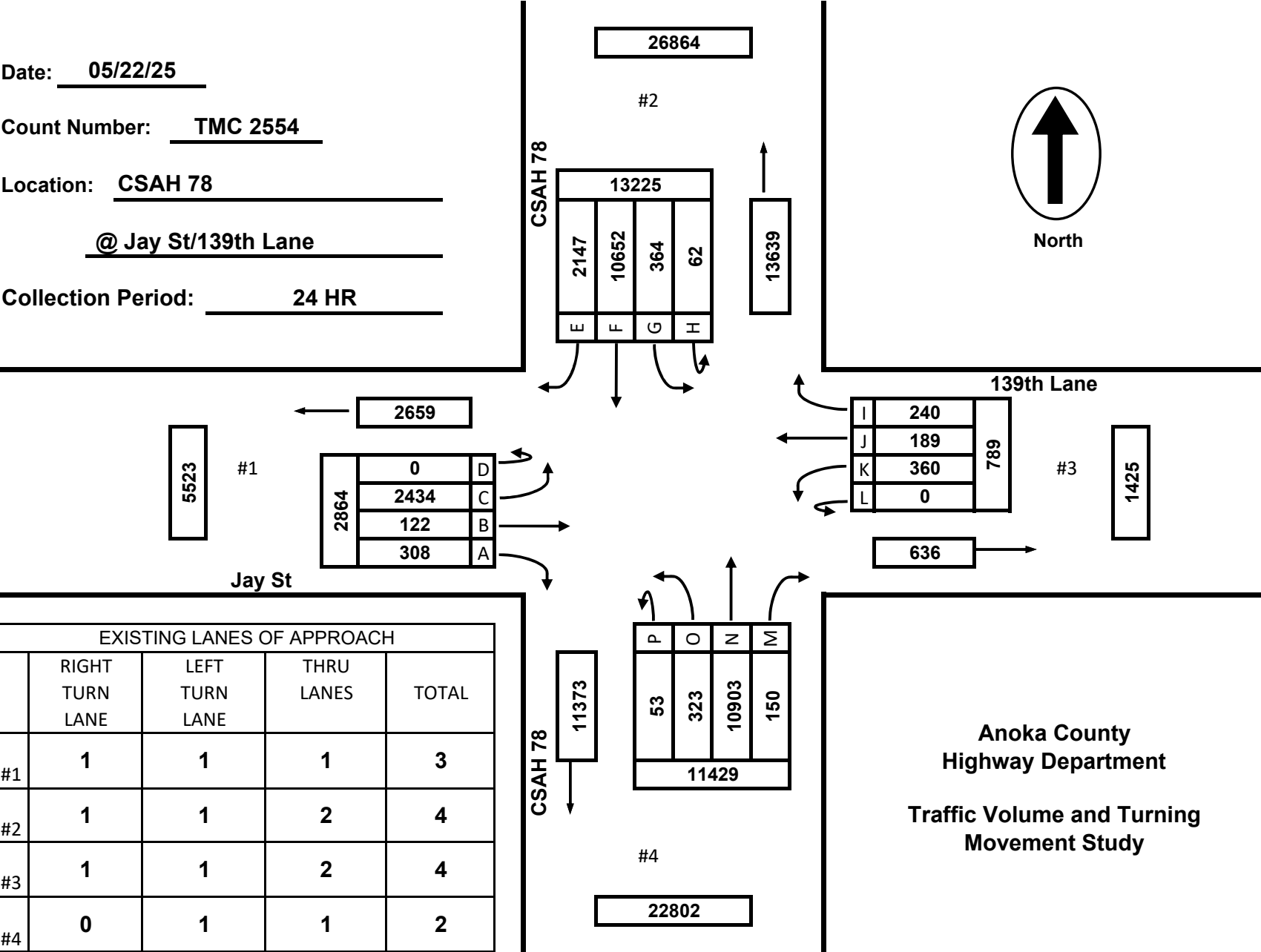


Date: 05/22/25
Count Number: TMC 2554
Location: CSAH 78
@ Jay St/139th Lane
Collection Period: 24 HR



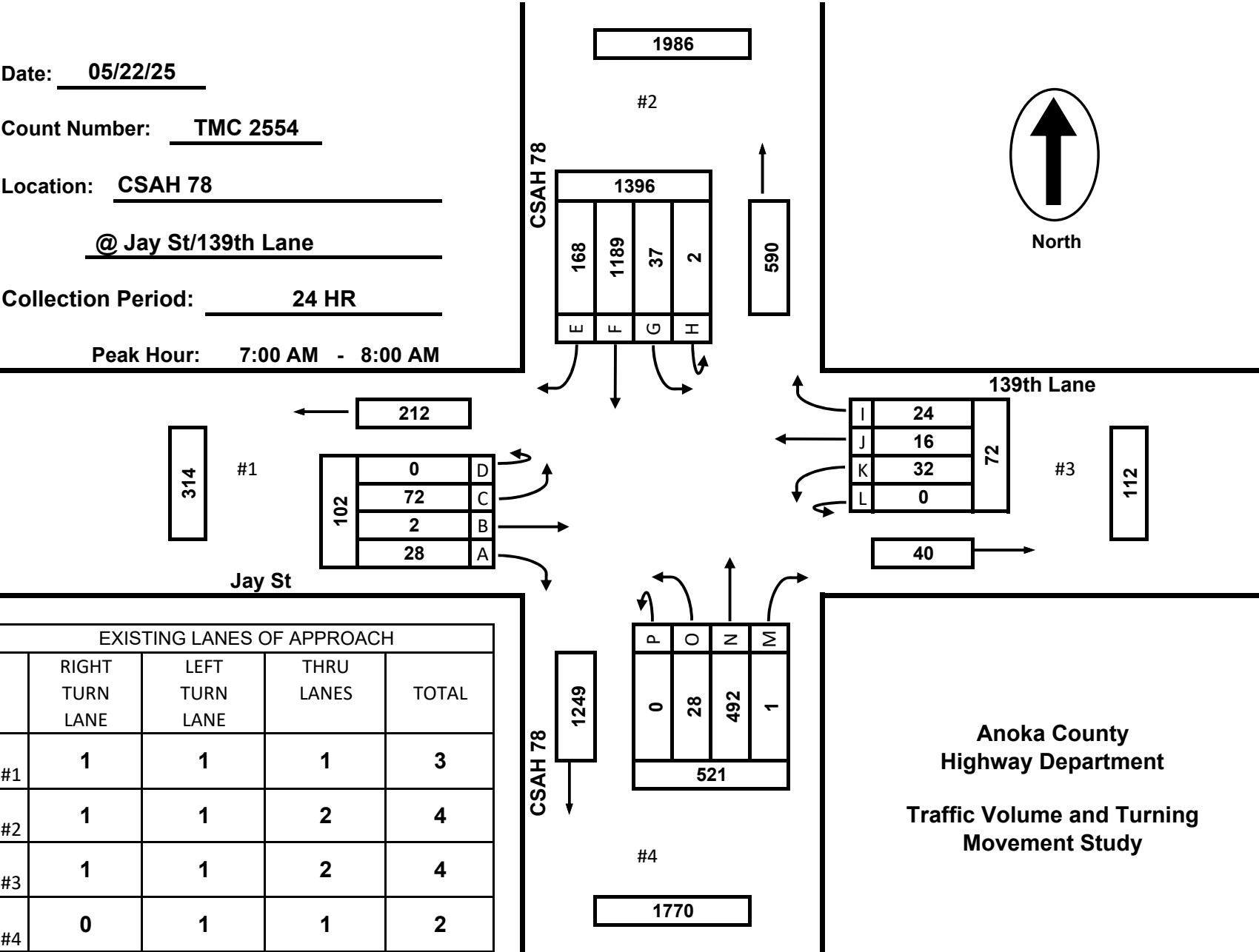
Date: 05/22/25

Count Number: TMC 2554

Location: CSAH 78
@ Jay St/139th Lane

Collection Period: 24 HR

Peak Hour: 7:00 AM - 8:00 AM



Date: 05/22/25

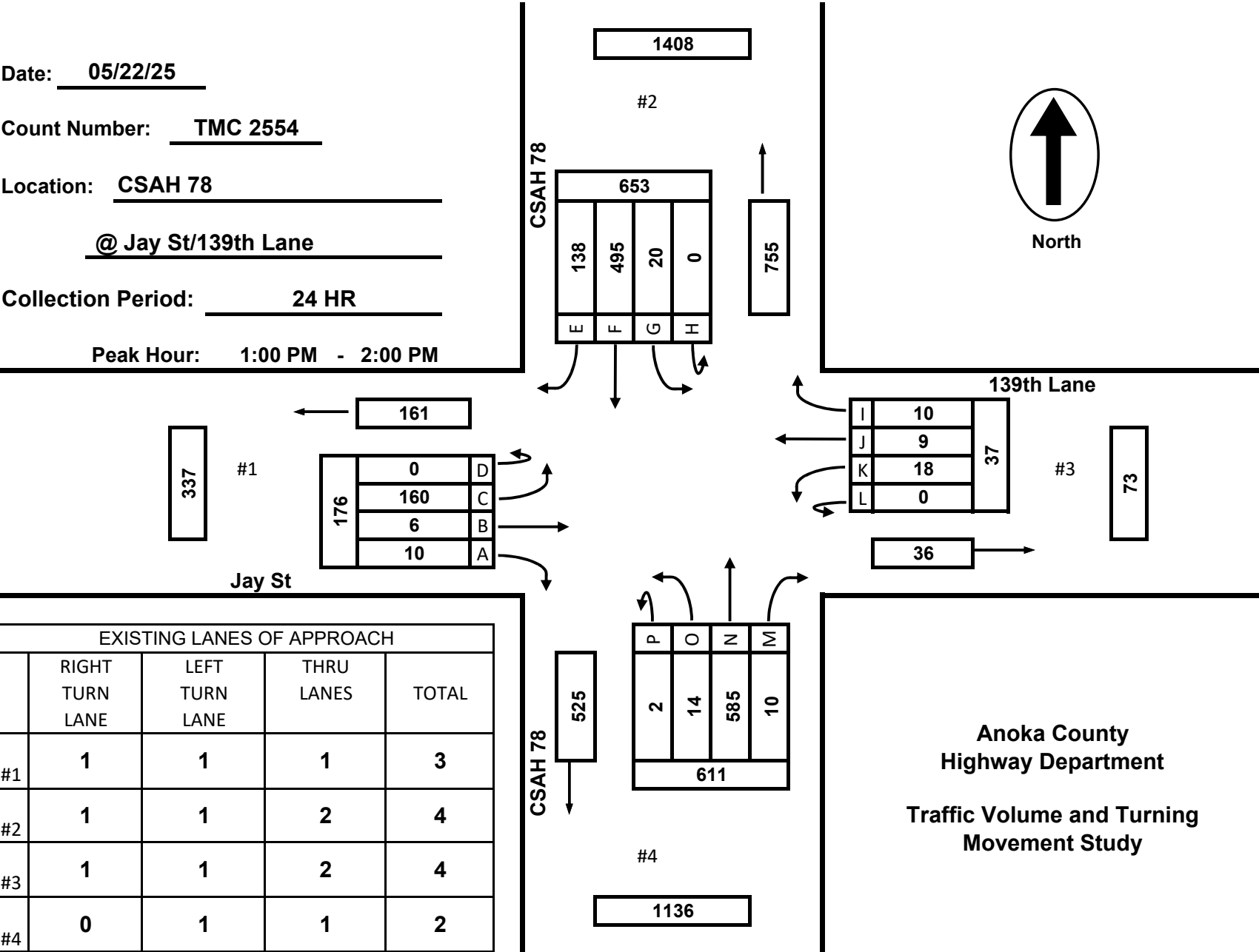
Count Number: TMC 2554

Location: CSAH 78

@ Jay St/139th Lane

Collection Period: 24 HR

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



Date: 05/22/25

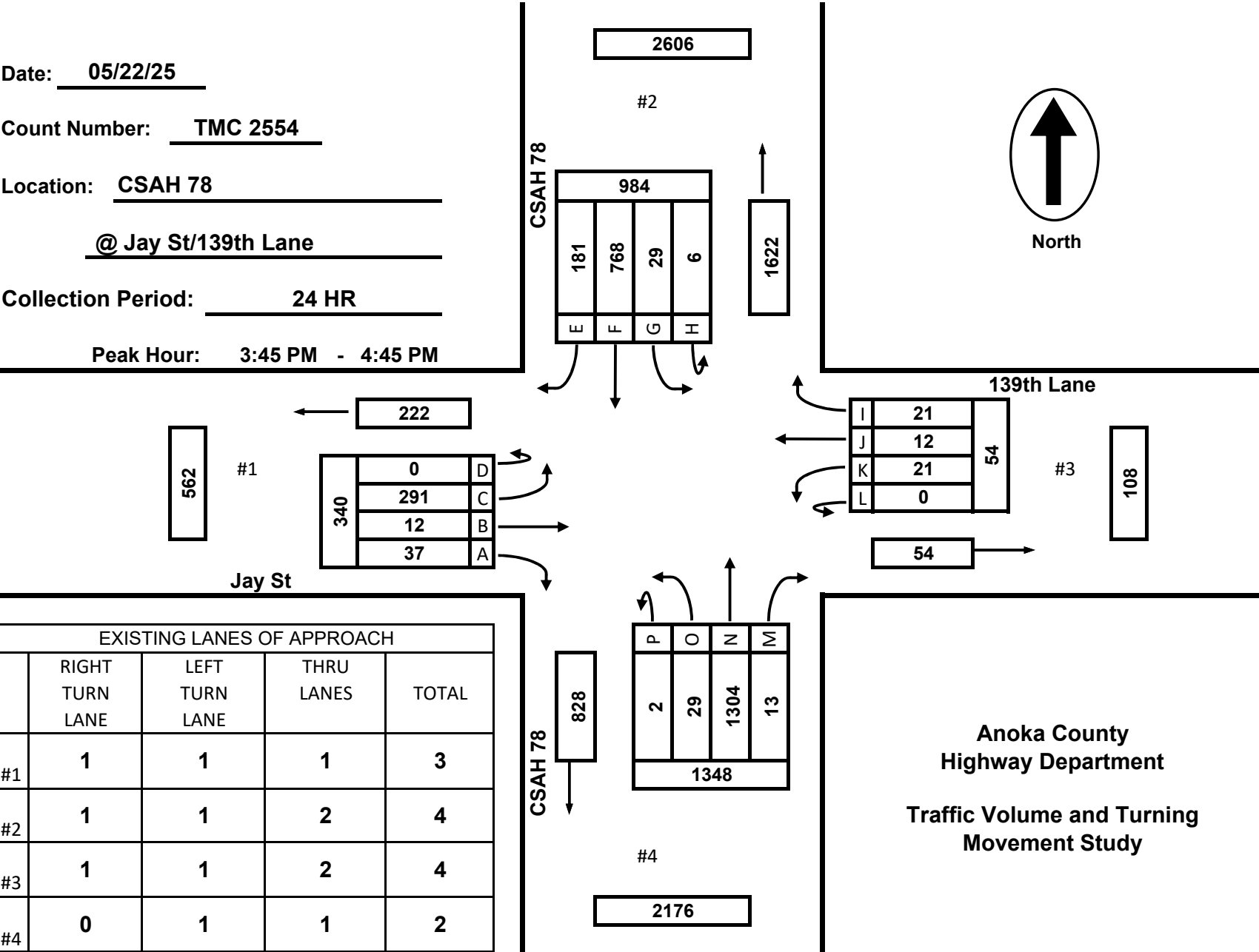
Count Number: TMC 2554

Location: CSAH 78

@ Jay St/139th Lane

Collection Period: 24 HR

Peak Hour: 3:45 PM - 4:45 PM



**TMC 2554 - CSAH 78 @ 139th Lane
Andover MN
Thursday, May 22, 2025**

Time	Northbound CSAH 78						Eastbound 139th Lane						Southbound CSAH 78						Westbound 139th Lane						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	16	0	0	17	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	26
12:15 AM	1	0	8	1	0	10	0	0	0	0	0	0	0	0	5	3	0	8	0	0	0	0	0	0	18
12:30 AM	0	0	14	0	0	14	0	2	0	1	0	3	0	0	2	1	0	3	0	0	0	0	0	0	20
12:45 AM	0	0	9	0	0	9	0	1	0	0	0	1	0	0	2	1	0	3	0	0	0	0	0	0	13
Hourly Total	1	1	47	1	0	50	0	3	0	1	0	4	0	0	18	5	0	23	0	0	0	0	0	0	77
1:00 AM	0	0	7	0	0	7	0	1	0	1	0	2	0	0	2	1	0	3	0	0	0	0	0	0	12
1:15 AM	0	0	8	0	0	8	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	12
1:30 AM	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	12
1:45 AM	0	1	8	0	0	9	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	13
Hourly Total	0	1	29	0	0	30	0	1	0	1	0	2	0	0	16	1	0	17	0	0	0	0	0	0	49
2:00 AM	1	1	4	0	0	6	0	2	0	0	0	2	0	0	3	0	0	3	0	0	0	1	0	1	12
2:15 AM	0	0	7	0	0	7	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	14
2:30 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	1	0	1	11
2:45 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	1	2	2	0	5	0	0	0	0	0	0	8
Hourly Total	1	1	18	0	0	20	0	2	0	0	0	2	0	1	18	2	0	21	0	0	0	2	0	2	45
3:00 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
3:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	17	1	0	18	0	1	0	0	0	1	21
3:30 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	13	2	0	15	0	0	0	0	0	0	17
3:45 AM	0	0	9	0	0	9	0	0	0	0	0	0	0	0	14	2	0	16	0	0	0	0	0	0	25
Hourly Total	0	1	17	0	0	18	0	0	0	0	0	0	0	0	48	6	0	54	0	1	0	0	0	1	73
4:00 AM	0	1	3	0	0	4	0	0	0	1	0	1	0	0	23	0	0	23	0	0	0	1	0	1	29
4:15 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	30	1	0	31	0	0	0	0	0	0	34
4:30 AM	0	1	7	0	0	8	0	1	0	1	0	2	0	0	46	6	0	52	0	0	0	0	0	0	62
4:45 AM	0	1	12	0	0	13	0	0	0	0	0	0	0	0	52	2	0	54	0	1	0	0	0	1	68
Hourly Total	0	3	25	0	0	28	0	1	0	2	0	3	0	0	151	9	0	160	0	1	0	1	0	2	193
5:00 AM	0	0	12	0	0	12	0	3	0	0	0	3	0	0	76	4	0	80	0	1	0	0	1	1	96
5:15 AM	0	0	13	0	0	13	0	1	0	1	0	2	0	0	127	2	0	129	0	4	0	0	0	4	148
5:30 AM	0	2	23	0	0	25	0	3	0	1	0	4	0	0	149	9	0	158	0	0	0	0	0	0	187
5:45 AM	0	3	24	0	0	27	0	1	0	2	0	3	1	1	126	14	0	142	0	4	2	2	0	8	180
Hourly Total	0	5	72	0	0	77	0	8	0	4	0	12	1	1	478	29	0	509	0	9	2	2	1	13	611
6:00 AM	0	1	45	1	0	47	0	7	0	0	0	7	0	2	179	20	0	201	0	4	2	0	2	6	261
6:15 AM	1	6	53	0	1	60	0	5	0	2	0	7	0	4	192	21	0	217	0	3	2	1	0	6	290
6:30 AM	0	4	75	0	0	79	0	10	0	7	0	17	0	4	263	19	0	286	0	4	1	4	0	9	391
6:45 AM	0	13	91	0	0	104	0	6	1	7	0	14	1	8	245	28	0	282	0	3	1	2	1	6	406
Hourly Total	1	24	264	1	1	290	0	28	1	16	0	45	1	18	879	88	0	986	0	14	6	7	3	27	1348
7:00 AM	0	4	100	0	0	104	0	10	0	7	0	17	0	6	290	33	0	329	0	4	5	6	0	15	465
7:15 AM	0	5	128	0	0	133	0	21	2	7	0	30	1	9	332	48	0	390	0	12	2	6	0	20	573
7:30 AM	0	10	116	0	0	126	0	18	0	5	0	23	1	11	328	46	0	386	0	12	3	6	0	21	556
7:45 AM	0	9	148	1	0	158	0	23	0	9	0	32	0	11	239	41	0	291	0	4	6	6	0	16	497
Hourly Total	0	28	492	1	0	521	0	72	2	28	0	102	2	37	1189	168	0	1396	0	32	16	24	0	72	2091

**TMC 2554 - CSAH 78 @ 139th Lane
Andover MN
Thursday, May 22, 2025**

Time	Northbound CSAH 78						Eastbound 139th Lane						Southbound CSAH 78						Westbound 139th Lane						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	6	91	0	0	97	0	26	2	4	0	32	1	15	213	22	0	251	0	8	3	1	0	12	392
8:15 AM	0	7	114	3	0	124	0	25	2	6	0	33	0	3	195	31	0	229	0	6	8	3	1	17	403
8:30 AM	0	2	113	1	0	116	0	19	0	2	0	21	0	8	200	34	0	242	0	9	2	4	1	15	394
8:45 AM	3	8	109	1	0	121	0	16	1	6	0	23	0	7	172	26	0	205	0	7	4	4	0	15	364
Hourly Total	3	23	427	5	0	458	0	86	5	18	0	109	1	33	780	113	0	927	0	30	17	12	2	59	1553
9:00 AM	1	3	133	0	2	137	0	18	0	5	0	23	0	7	151	31	0	189	0	4	5	5	2	14	363
9:15 AM	1	3	103	1	0	108	0	20	0	1	0	21	2	6	217	54	0	279	0	6	1	6	0	13	421
9:30 AM	1	5	106	1	0	113	0	36	2	6	0	44	1	6	144	31	1	182	0	5	2	1	0	8	347
9:45 AM	3	1	113	2	0	119	0	28	3	2	0	33	0	7	139	34	0	180	0	9	2	7	0	18	350
Hourly Total	6	12	455	4	2	477	0	102	5	14	0	121	3	26	651	150	1	830	0	24	10	19	2	53	1481
10:00 AM	1	5	122	4	0	132	0	19	0	0	0	19	0	6	130	29	0	165	0	7	5	3	2	15	331
10:15 AM	0	2	104	2	0	108	0	24	4	4	2	32	1	8	111	32	1	152	0	7	2	5	0	14	306
10:30 AM	2	3	113	3	0	121	0	35	3	2	0	40	1	7	155	30	0	193	0	7	2	1	0	10	364
10:45 AM	2	4	95	1	1	102	0	34	2	3	0	39	0	4	143	32	0	179	0	9	2	4	1	15	335
Hourly Total	5	14	434	10	1	463	0	112	9	9	2	130	2	25	539	123	1	689	0	30	11	13	3	54	1336
11:00 AM	0	2	109	3	0	114	0	27	3	3	0	33	2	5	112	35	0	154	0	9	3	3	0	15	316
11:15 AM	4	3	102	1	0	110	0	25	2	3	0	30	0	4	109	29	0	142	0	10	4	8	0	22	304
11:30 AM	2	3	83	1	0	89	0	30	2	5	0	37	1	6	127	35	0	169	0	7	2	3	0	12	307
11:45 AM	1	8	119	2	1	130	0	44	2	3	0	49	1	4	149	31	4	185	0	8	2	4	1	14	378
Hourly Total	7	16	413	7	1	443	0	126	9	14	0	149	4	19	497	130	4	650	0	34	11	18	1	63	1305
12:00 PM	1	3	117	1	0	122	0	31	3	1	0	35	1	3	110	46	1	160	0	7	4	0	0	11	328
12:15 PM	3	6	129	1	0	139	0	32	3	2	0	37	1	4	116	30	0	151	0	6	4	3	0	13	340
12:30 PM	1	8	109	6	0	124	0	35	1	4	0	40	0	7	136	35	0	178	0	2	6	5	0	13	355
12:45 PM	0	4	136	3	0	143	0	35	3	3	0	41	0	6	114	22	0	142	0	9	4	5	3	18	344
Hourly Total	5	21	491	11	0	528	0	133	10	10	0	153	2	20	476	133	1	631	0	24	18	13	3	55	1367
1:00 PM	0	1	136	3	0	140	0	42	1	4	0	47	0	7	135	35	0	177	0	5	2	2	1	9	373
1:15 PM	0	5	143	3	0	151	0	37	0	1	0	38	0	7	122	30	0	159	0	3	2	4	0	9	357
1:30 PM	0	3	143	2	0	148	0	35	3	3	0	41	0	3	129	34	0	166	0	6	2	2	0	10	365
1:45 PM	2	5	163	2	0	172	0	46	2	2	0	50	0	3	109	39	1	151	0	4	3	2	0	9	382
Hourly Total	2	14	585	10	0	611	0	160	6	10	0	176	0	20	495	138	1	653	0	18	9	10	1	37	1477
2:00 PM	0	2	149	2	0	153	0	49	2	9	0	60	1	3	132	24	0	160	0	6	4	6	0	16	389
2:15 PM	2	2	182	2	0	188	0	38	2	3	0	43	1	8	117	20	2	146	0	6	5	5	1	16	393
2:30 PM	3	6	205	4	0	218	0	54	3	1	0	58	2	12	159	40	2	213	0	6	8	6	0	20	509
2:45 PM	3	8	202	3	0	216	0	48	1	6	0	55	3	5	131	31	0	170	0	6	2	6	0	14	455
Hourly Total	8	18	738	11	0	775	0	189	8	19	0	216	7	28	539	115	4	689	0	24	19	23	1	66	1746
3:00 PM	1	12	235	3	0	251	0	53	3	11	0	67	1	10	111	29	0	151	0	3	2	1	0	6	475
3:15 PM	0	8	291	3	0	302	0	46	3	5	0	54	3	3	146	44	0	196	0	5	1	5	0	11	563
3:30 PM	0	6	347	3	0	356	0	58	3	5	0	66	0	9	130	42	0	181	0	6	4	6	0	16	619
3:45 PM	0	9	355	3	0	367	0	63	5	9	0	77	3	4	158	39	2	204	0	3	2	8	0	13	661
Hourly Total	1	35	1228	12	0	1276	0	220	14	30	0	264	7	26	545	154	2	732	0	17	9	20	0	46	2318

TMC 2554 - CSAH 78 @ 139th Lane
Andover MN
Thursday, May 22, 2025

Time	Northbound CSAH 78						Eastbound 139th Lane						Southbound CSAH 78						Westbound 139th Lane						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	2	6	326	2	0	336	0	87	3	9	0	99	1	9	227	39	2	276	0	6	3	4	3	13	724
4:15 PM	0	11	336	3	0	350	0	71	2	7	0	80	0	10	197	60	3	267	0	5	2	4	3	11	708
4:30 PM	0	3	287	5	2	295	0	70	2	12	0	84	2	6	186	43	3	237	0	7	5	5	2	17	633
4:45 PM	2	5	340	3	1	350	0	74	4	8	0	86	3	5	154	47	2	209	0	5	5	2	0	12	657
Hourly Total	4	25	1289	13	3	1331	0	302	11	36	0	349	6	30	764	189	10	989	0	23	15	15	8	53	2722
5:00 PM	0	10	346	6	2	362	0	71	1	12	0	84	1	5	176	36	0	218	0	10	3	3	2	16	680
5:15 PM	1	10	285	4	0	300	0	50	5	14	2	69	0	5	155	45	1	205	0	6	6	10	1	22	596
5:30 PM	0	9	267	6	0	282	0	64	2	13	0	79	0	8	187	46	0	241	0	5	2	7	0	14	616
5:45 PM	0	6	259	8	0	273	0	49	3	4	0	56	2	13	150	42	0	207	0	7	4	5	1	16	552
Hourly Total	1	35	1157	24	2	1217	0	234	11	43	2	288	3	31	668	169	1	871	0	28	15	25	4	68	2444
6:00 PM	1	3	234	8	0	246	0	49	2	9	0	60	0	1	139	37	0	177	0	4	2	6	1	12	495
6:15 PM	0	2	233	0	0	235	0	51	3	4	0	58	0	3	158	33	1	194	0	4	2	1	0	7	494
6:30 PM	0	2	217	3	0	222	0	50	1	4	0	55	2	5	129	21	2	157	0	4	6	0	5	10	444
6:45 PM	0	1	159	2	0	162	0	44	2	4	0	50	1	4	134	42	1	181	0	5	3	4	5	1	405
Hourly Total	1	8	843	13	0	865	0	194	8	21	0	223	3	13	560	133	4	709	0	17	13	11	11	41	1838
7:00 PM	1	4	154	0	0	159	0	35	3	2	0	40	4	3	141	30	1	178	0	10	5	7	3	22	399
7:15 PM	2	3	157	2	0	164	0	43	2	2	0	47	2	1	149	41	1	193	0	3	3	4	2	10	414
7:30 PM	1	5	159	5	1	170	0	31	0	2	0	33	1	2	107	28	3	138	0	8	3	1	0	12	353
7:45 PM	0	4	137	4	0	145	0	36	2	2	0	40	2	0	109	14	3	125	0	2	2	5	1	9	319
Hourly Total	4	16	607	11	1	638	0	145	7	8	0	160	9	6	506	113	8	634	0	23	13	17	6	53	1485
8:00 PM	0	1	152	1	0	154	0	33	3	2	0	38	1	5	133	26	2	165	0	0	1	0	1	1	358
8:15 PM	0	0	129	0	0	129	0	26	2	0	0	28	3	5	142	27	0	177	0	2	0	1	0	3	337
8:30 PM	0	4	132	2	1	138	0	32	2	1	1	35	2	3	108	22	0	135	0	0	2	0	0	2	310
8:45 PM	0	4	122	3	0	129	0	39	2	1	0	42	2	3	76	27	0	108	0	0	0	2	1	2	281
Hourly Total	0	9	535	6	1	550	0	130	9	4	1	143	8	16	459	102	2	585	0	2	3	3	2	8	1286
9:00 PM	0	3	102	2	0	107	0	55	1	14	0	70	1	2	62	15	1	80	0	3	0	0	1	3	260
9:15 PM	1	1	96	0	0	98	0	18	2	1	0	21	0	0	50	13	0	63	0	0	0	2	0	2	184
9:30 PM	0	2	80	3	0	85	0	20	0	1	0	21	1	2	40	9	0	52	0	1	0	1	0	2	160
9:45 PM	0	2	88	2	0	92	0	20	0	1	0	21	0	1	31	9	0	41	0	1	1	0	0	2	156
Hourly Total	1	8	366	7	0	382	0	113	3	17	0	133	2	5	183	46	1	236	0	5	1	3	1	9	760
10:00 PM	0	1	78	1	0	80	0	16	2	1	0	19	0	2	38	10	0	50	0	1	0	0	0	1	150
10:15 PM	0	0	61	0	0	61	0	12	1	1	0	14	0	1	32	11	0	44	0	0	0	1	0	1	120
10:30 PM	1	0	70	1	0	72	0	20	0	0	0	20	0	1	22	3	0	26	0	1	1	0	0	2	120
10:45 PM	1	2	44	0	0	47	0	8	1	1	0	10	1	4	26	3	0	34	0	0	0	0	0	0	91
Hourly Total	2	3	253	2	0	260	0	56	4	3	0	63	1	8	118	27	0	154	0	2	1	1	0	4	481
11:00 PM	0	1	30	1	0	32	0	5	0	0	0	5	0	0	28	2	0	30	0	2	0	1	0	3	70
11:15 PM	0	0	39	0	0	39	0	3	0	0	0	3	0	1	21	1	0	23	0	0	0	0	0	0	65
11:30 PM	0	1	25	0	0	26	0	7	0	0	0	7	0	0	19	1	0	20	0	0	0	0	0	0	53
11:45 PM	0	0	24	0	0	24	0	2	0	0	0	2	0	0	7	0	0	7	0	0	0	0	0	0	33
Hourly Total	0	2	118	1	0	121	0	17	0	0	0	17	0	1	75	4	0	80	0	2	0	1	0	3	221
DAILY TOTAL	53	323	10903	150	12	11429	0	2434	122	308	5	2864	62	364	10652	2147	40	13225	0	360	189	240	49	789	28307
Cars	53	314	10734	149	5	11250	0	2398	122	303	4	2823	62	359	10467	2132	14	13020	0	357	183	235	23	775	27868
Heavy Vehicles	0	9	169	1	7	179	0	36	0	5	1	41	0	5	185	15	26	205	0	3	6	5	26	14	439
Heavy Vehicle %	0.00%	2.79%	1.55%	0.67%	58.33%	1.57%	0.00%	1.48%	0.00%	1.62%	20.00%	1.43%	0.00%	1.37%	1.74%	0.70%	65.00%	1.55%	0.00%	0.83%	3.17%	2.08%	53.06%	1.77%	1.55%

TMC 2554 - CSAH 78 @ 139th Lane
Andover MN
Thursday, May 22, 2025
AM Peak Hour (00:00 to 10:00)

Time	Northbound						Eastbound						Southbound						Westbound						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	
7:00 AM	0	4	100	0	0	104	0	10	0	7	0	17	0	6	290	33	0	329	0	4	5	6	0	15	465
7:15 AM	0	5	128	0	0	133	0	21	2	7	0	30	1	9	332	48	0	390	0	12	2	6	0	20	573
7:30 AM	0	10	116	0	0	126	0	18	0	5	0	23	1	11	328	46	0	386	0	12	3	6	0	21	556
7:45 AM	0	9	148	1	0	158	0	23	0	9	0	32	0	11	239	41	0	291	0	4	6	6	0	16	497
Peak Hour Total	0	28	492	1	0	521	0	72	2	28	0	102	2	37	1189	168	0	1396	0	32	16	24	0	72	2091
Peak Hour Heavy Vehicles	0	1	24	0	0	25	0	4	0	0	0	4	0	0	12	0	0	12	0	0	1	2	0	3	44
Peak Hour Heavy Vehicles %	0.00%	3.57%	4.88%	0.00%	0.00%	4.80%	0.00%	5.56%	0.00%	0.00%	0.00%	3.92%	0.00%	0.00%	1.01%	0.00%	0.00%	0.86%	0.00%	0.00%	6.25%	8.33%	0.00%	4.17%	2.10%
PHF	0.000	0.700	0.831	0.250	0.000	0.824	0.000	0.783	0.250	0.778	0.000	0.797	0.500	0.841	0.895	0.875	0.000	0.895	0.000	0.667	0.667	1.000	0.000	0.857	0.912

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

Time	Northbound						Eastbound						Southbound						Westbound						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	1	136	3	0	140	0	42	1	4	0	47	0	7	135	35	0	177	0	5	2	2	1	9	373
1:15 PM	0	5	143	3	0	151	0	37	0	1	0	38	0	7	122	30	0	159	0	3	2	4	0	9	357
1:30 PM	0	3	143	2	0	148	0	35	3	3	0	41	0	3	129	34	0	166	0	6	2	2	0	10	365
1:45 PM	2	5	163	2	0	172	0	46	2	2	0	50	0	3	109	39	1	151	0	4	3	2	0	9	382
Peak Hour Total	2	14	585	10	0	611	0	160	6	10	0	176	0	20	495	138	1	653	0	18	9	10	1	37	1477
Peak Hour Heavy Vehicles	0	1	10	0	0	11	0	8	0	0	0	8	0	0	10	0	0	10	0	0	0	0	1	0	29
Peak Hour Heavy Vehicles %	0.00%	7.14%	1.71%	0.00%	0.00%	1.80%	0.00%	5.00%	0.00%	0.00%	0.00%	4.55%	0.00%	0.00%	2.02%	0.00%	0.00%	1.53%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	1.96%
PHF	0.250	0.700	0.897	0.833	0.000	0.888	0.000	0.870	0.500	0.625	0.000	0.880	0.000	0.714	0.917	0.885	0.250	0.922	0.000	0.750	0.750	0.625	0.250	0.925	0.967

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

Time	Northbound						Eastbound						Southbound						Westbound						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	
3:45 PM	0	9	355	3	0	367	0	63	5	9	0	77	3	4	158	39	2	204	0	3	2	8	0	13	661
4:00 PM	2	6	326	2	0	336	0	87	3	9	0	99	1	9	227	39	2	276	0	6	3	4	3	13	724
4:15 PM	0	11	336	3	0	350	0	71	2	7	0	80	0	10	197	60	3	267	0	5	2	4	3	11	708
4:30 PM	0	3	287	5	2	295	0	70	2	12	0	84	2	6	186	43	3	237	0	7	5	5	2	17	633
Peak Hour Total	2	29	1304	13	2	1348	0	291	12	37	0	340	6	29	768	181	10	984	0	21	12	21	8	54	2726
Peak Hour Heavy Vehicles	0	0	13	0	2	13	0	3	0	0	0	3	0	1	24	3	2	28	0	1	0	0	5	1	45
Peak Hour Heavy Vehicles %	0.00%	0.00%	1.00%	0.00%	100.00%	0.96%	0.00%	1.03%	0.00%	0.00%	0.00%	0.88%	0.00%	3.45%	3.13%	1.66%	20.00%	2.85%	0.00%	4.76%	0.00%	0.00%	62.50%	1.85%	1.65%
PHF	0.250	0.659	0.918	0.650	0.250	0.918	0.000	0.836	0.600	0.771	0.000	0.859	0.500	0.725	0.846	0.754	0.833	0.891	0.000	0.750	0.600	0.656	0.667	0.794	0.941

**TMC 2554 - CSAH 78 @ 139th Lane
Andover MN
Thursday, May 22, 2025**

Time	Northbound Heavy CSAH 78						Eastbound Heavy 139th Lane						Southbound Heavy CSAH 78						Westbound Heavy 139th Lane						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	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:00 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
2:15 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
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	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	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6
3:00 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
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
4:00 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
4:15 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
4:30 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
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	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 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	1	0	0	1	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	3
6:00 AM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	3
6:15 AM	0	0	2	0	0	2	0	2	0	0	0	2	0	0	3	0	0	3	0	0	0	0	0	0	7
6:30 AM	0	0	3	0	0	3	0	5	0	0	0	5	0	0	5	1	0	6	0	0	0	0	0	0	14
6:45 AM	0	0	7	0	0	7	0	0	0	0	0	0	0	0	4	0	0	4	0	0	1	0	0	1	12
Hourly 'Heavy Vehicles'	0	0	12	0	0	12	0	9	0	0	0	9	0	0	13	1	0	14	0	0	1	0	0	1	36
7:00 AM	0	0	6	0	0	6	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	1	0	1	9
7:15 AM	0	0	9	0	0	9	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	1	0	1	13
7:30 AM	0	0	4	0	0	4	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	8
7:45 AM	0	1	5	0	0	6	0	1	0	0	0	1	0	0	6	0	0	6	0	0	1	0	0	1	14
Hourly 'Heavy Vehicles'	0	1	24	0	0	25	0	4	0	0	0	4	0	0	12	0	0	12	0	0	1	2	0	3	44

TMC 2554 - CSAH 78 @ 139th Lane
Andover MN
Thursday, May 22, 2025

Time	Northbound Heavy CSAH 78						Eastbound Heavy 139th Lane						Southbound Heavy CSAH 78						Westbound Heavy 139th Lane						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	2	0	0	2	0	1	0	0	0	1	0	0	5	2	0	7	0	0	1	0	0	1	11
8:15 AM	0	0	1	0	0	1	0	2	0	0	0	2	0	0	4	0	0	4	0	0	0	0	0	0	7
8:30 AM	0	0	3	0	0	3	0	2	0	0	0	2	0	0	2	1	0	3	0	0	1	0	0	1	9
8:45 AM	0	0	3	0	0	3	0	1	0	0	0	1	0	0	4	0	0	4	0	0	0	0	0	0	8
Hourly 'Heavy Vehicles'	0	0	9	0	0	9	0	6	0	0	0	6	0	0	15	3	0	18	0	0	2	0	0	2	35
9:00 AM	0	0	10	0	1	10	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	1	2	1	13
9:15 AM	0	0	1	0	0	1	0	1	0	0	0	1	0	0	28	0	0	28	0	0	0	0	0	0	30
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1	1	9	0	0	0	0	0	0	9
9:45 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
Hourly 'Heavy Vehicles'	0	0	14	0	1	14	0	2	0	0	0	2	0	0	39	1	1	40	0	0	0	1	2	1	57
10:00 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	1	0	7
10:15 AM	0	1	7	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
10:30 AM	0	0	1	0	0	1	0	0	0	1	0	1	0	0	2	0	0	2	0	0	0	0	0	0	4
10:45 AM	0	1	2	0	0	3	0	0	0	1	0	1	0	0	5	0	0	5	0	0	0	0	1	0	9
Hourly 'Heavy Vehicles'	0	2	13	0	0	15	0	0	0	2	0	2	0	0	11	0	0	11	0	0	0	0	2	0	28
11:00 AM	0	0	3	0	0	3	0	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	1	6
11:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6
11:30 AM	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
11:45 AM	0	0	1	0	1	1	0	0	0	1	0	1	0	0	2	0	0	2	0	0	0	0	1	0	4
Hourly 'Heavy Vehicles'	0	0	10	0	1	10	0	0	0	2	0	2	0	0	10	0	0	10	0	1	0	0	1	1	23
12:00 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	1	1	4	0	0	0	0	0	0	7
12:15 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
12:30 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	8
12:45 PM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2	0	4
Hourly 'Heavy Vehicles'	0	1	8	0	0	9	0	0	0	0	0	0	0	0	13	2	1	15	0	0	0	0	2	0	24
1:00 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	1	0	6
1:15 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
1:30 PM	0	0	3	0	0	3	0	2	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	6
1:45 PM	0	0	2	0	0	2	0	6	0	0	0	6	0	0	1	0	0	1	0	0	0	0	0	0	9
Hourly 'Heavy Vehicles'	0	1	10	0	0	11	0	8	0	0	0	8	0	0	10	0	0	10	0	0	0	0	1	0	29
2:00 PM	0	0	8	0	0	8	0	2	0	0	0	2	0	0	3	0	0	3	0	0	0	0	0	0	13
2:15 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	1	6	1	1	8	0	0	1	1	0	2	12
2:30 PM	0	0	4	1	0	5	0	0	0	0	0	0	0	2	2	1	1	5	0	0	0	1	0	1	11
2:45 PM	0	0	6	0	0	6	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	8
Hourly 'Heavy Vehicles'	0	0	20	1	0	21	0	2	0	0	0	2	0	3	13	2	2	18	0	0	1	2	0	3	44
3:00 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
3:15 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	0	1	5
3:30 PM	0	0	8	0	0	8	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	9
3:45 PM	0	0	4	0	0	4	0	2	0	0	0	2	0	0	4	1	2	5	0	0	0	0	0	0	11
Hourly 'Heavy Vehicles'	0	0	17	0	0	17	0	2	0	0	0	2	0	1	6	1	2	8	0	0	1	0	0	1	28

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Andover MN
Thursday, May 22, 2025

Time	Northbound Heavy CSAH 78						Eastbound Heavy 139th Lane						Southbound Heavy CSAH 78						Westbound Heavy 139th Lane						VEHICLE 'Heavy Vehicles'
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach 'Heavy Vehicles'</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach 'Heavy Vehicles'</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach 'Heavy Vehicles'</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach 'Heavy Vehicles'</i>	
4:00 PM	0	0	4	0	0	4	0	1	0	0	0	1	0	1	6	1	1	8	0	0	0	0	1	0	13
4:15 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	6	0	3	6	0	0	0	0	2	0	8
4:30 PM	0	0	3	0	2	3	0	0	0	0	0	0	0	0	8	1	0	9	0	1	0	0	2	1	13
4:45 PM	0	0	2	0	1	2	0	0	0	0	0	0	0	0	6	0	1	6	0	1	0	0	0	1	9
Hourly 'Heavy Vehicles'	0	0	11	0	3	11	0	1	0	0	0	1	0	1	26	2	5	29	0	2	0	0	5	2	43
5:00 PM	0	0	1	0	2	1	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	2	0	5
5:15 PM	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	3
5:30 PM	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
5:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	2
Hourly 'Heavy Vehicles'	0	0	6	0	2	6	0	1	0	0	0	1	0	0	5	2	1	7	0	0	0	0	3	0	14
6:00 PM	0	0	4	0	0	4	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	5
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	2	0	0	0	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	3	0	1
Hourly 'Heavy Vehicles'	0	0	4	0	0	4	0	0	0	1	0	1	0	0	3	0	4	3	0	0	0	0	6	0	8
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	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	8	0	0	0	0	0	1	0	0
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	1	0	1
8:15 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	1
8:30 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
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	2	2	0	0	0	0	2	0	2
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	1	0	0
9:15 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
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	3
10:00 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
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	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
11:00 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	1
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	2	0	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	9	169	1	7	179	0	36	0	5	1	41	0	5	185	15	26	205	0	3	6	5	26	14	439

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2554

Study Date : 06/02/2025

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 78

Number of Lanes : 2+

Total Approach Volume: 11,429

Southbound: CSAH 78

Number of Lanes :2+

Total Approach Volume: 13,225

Minor Street Approaches

Eastbound: Jay St

Number of Lanes :2+

Total Approach Volume: 2,864

Westbound: 139th Lane

Number of Lanes :1

Total Approach Volume: 549

Warrant Summary (Rural Values Apply)

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

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

Required volumes reached for 11 hours, 8 are needed

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

Required volumes reached for 15 hours, 8 are needed

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

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

Required 1B volumes reached for 16 hours, 8 are needed

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

Number of hours (15) volumes exceed minimum >= minimum required (4).

Warrant 3 - Peak Hour.....Satisfied

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

Number of one hour periods (36) 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 2554

Study Date : 06/02/2025

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

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 = **Mixed**

Volume Requirements

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

Veh/Hr Minor = **140 105**

Major Road						Minor Road			
CSAH 78						Jay St			
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?	
16:15 - 17:15	1357	+	931	=	2288	334	42	Yes	
15:15 - 16:15	1361	+	857	=	2218	296	30	Yes	
17:15 - 18:15	1101	+	830	=	1931	264	36	Yes	
14:15 - 15:15	873	+	680	=	1553	223	38	Yes	
18:15 - 19:15	778	+	710	=	1488	203	39	Yes	
13:15 - 14:15	624	+	636	=	1260	189	30	Yes	
19:15 - 20:15	633	+	621	=	1254	158	22	Yes	
12:15 - 13:15	546	+	648	=	1194	165	38	Yes	
10:15 - 11:15	445	+	678	=	1123	144	41	Yes	
11:15 - 12:15	451	+	656	=	1107	151	44	Yes	
20:15 - 21:15	503	+	500	=	1003	175	7	Yes	
07:00 - 08:00	521	+	1396	=	1917	102	48	No	
06:45 - 07:45	467	+	1387	=	1854	84	42	No	
07:15 - 08:15	514	+	1318	=	1832	117	50	No	
06:30 - 07:30	420	+	1287	=	1707	78	32	No	
07:30 - 08:30	505	+	1157	=	1662	120	50	No	
07:45 - 08:45	495	+	1013	=	1508	118	46	No	
06:15 - 07:15	347	+	1114	=	1461	55	23	No	
08:30 - 09:30	482	+	915	=	1397	88	38	No	
08:00 - 09:00	458	+	927	=	1385	109	47	No	
08:15 - 09:15	498	+	865	=	1363	100	45	No	
08:45 - 09:45	479	+	855	=	1334	111	34	No	
09:00 - 10:00	477	+	830	=	1307	121	34	No	
09:15 - 10:15	472	+	806	=	1278	117	37	No	
06:00 - 07:00	290		986		1276	45	20	No	

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2554

Study Date : 06/02/2025

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

15 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 = **Mixed**

Volume Requirements

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

Veh/Hr Minor = **70 52**

Major Road CSAH 78						Minor Road Jay St		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
15:30 - 16:30	1409	+	928	=	2337	322	31	Yes
16:30 - 17:30	1307	+	869	=	2176	323	47	Yes
17:30 - 18:30	1036	+	819	=	1855	253	30	Yes
14:30 - 15:30	987	+	730	=	1717	234	33	Yes
06:30 - 07:30	420	+	1287	=	1707	78	32	Yes
07:30 - 08:30	505	+	1157	=	1662	120	50	Yes
18:30 - 19:30	707	+	709	=	1416	192	39	Yes
08:30 - 09:30	482	+	915	=	1397	88	38	Yes
13:30 - 14:30	661	+	623	=	1284	194	36	Yes
12:30 - 13:30	558	+	656	=	1214	166	33	Yes
19:30 - 20:30	598	+	605	=	1203	139	18	Yes
09:30 - 10:30	472	+	679	=	1151	128	39	Yes
11:30 - 12:30	480	+	665	=	1145	158	40	Yes
10:30 - 11:30	447	+	668	=	1115	142	46	Yes
20:30 - 21:30	472	+	386	=	858	168	5	Yes
06:15 - 07:15	347	+	1114	=	1461	55	23	No
06:00 - 07:00	290	+	986	=	1276	45	20	No
05:45 - 06:45	213	+	846	=	1059	34	22	No
05:30 - 06:30	159	+	718	=	877	21	17	No
05:15 - 06:15	112	+	630	=	742	16	16	No
05:00 - 06:00	77	+	509	=	586	12	11	No
21:30 - 22:30	318	+	187	=	505	75	4	No
04:45 - 05:45	63	+	421	=	484	9	6	No
21:45 - 22:45	305	+	161	=	466	74	5	No
22:00 - 23:00	260		154		414	63	3	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2554

Study Date : 06/02/2025

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

14 hours meet 1A minimums.
16 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 = **Mixed**

Volume Requirements

Rural Factor of 70% applied
Warrant 1A 1B
Veh/Hr Major = **336 504**
Veh/Hr Minor EB = **112 56**
Veh/Hr Minor WB = **84 42**

Major Road						Minor Road				
CSAH 78						Jay St				
Time	Major NB	+	Major SB	=	Total	Minor EB		Minor WB		Met1A?
16:00 - 17:00	1331	+	989	=	2320	349		38		Yes
17:00 - 18:00	1217	+	871	=	2088	288		43		Yes
15:00 - 16:00	1276	+	732	=	2008	264		26		Yes
07:15 - 08:15	514	+	1318	=	1832	117		50		Yes
18:00 - 19:00	865	+	709	=	1574	223		30		Yes
14:00 - 15:00	775	+	689	=	1464	216		43		Yes
09:00 - 10:00	477	+	830	=	1307	121		34		Yes
19:00 - 20:00	638	+	634	=	1272	160		36		Yes
13:00 - 14:00	611	+	653	=	1264	176		27		Yes
12:00 - 13:00	528	+	631	=	1159	153		42		Yes
10:00 - 11:00	463	+	689	=	1152	130		41		Yes
20:00 - 21:00	550		585		1135	143		5		Yes

Time	Major NB	+	Major SB	=	Total	Minor EB		Minor WB		Met1B?
15:30 - 16:30	1409	+	928	=	2337	322		31		Yes
16:30 - 17:30	1307	+	869	=	2176	323		47		Yes
17:30 - 18:30	1036	+	819	=	1855	253		30		Yes
14:30 - 15:30	987	+	730	=	1717	234		33		Yes
06:30 - 07:30	420	+	1287	=	1707	78		32		Yes
07:30 - 08:30	505	+	1157	=	1662	120		50		Yes
18:30 - 19:30	707	+	709	=	1416	192		39		Yes
08:30 - 09:30	482	+	915	=	1397	88		38		Yes
13:30 - 14:30	661	+	623	=	1284	194		36		Yes
12:30 - 13:30	558	+	656	=	1214	166		33		Yes
19:30 - 20:30	598	+	605	=	1203	139		18		Yes
09:30 - 10:30	472		679		1151	128		39		Yes

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2554

Study Date : 06/02/2025

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.

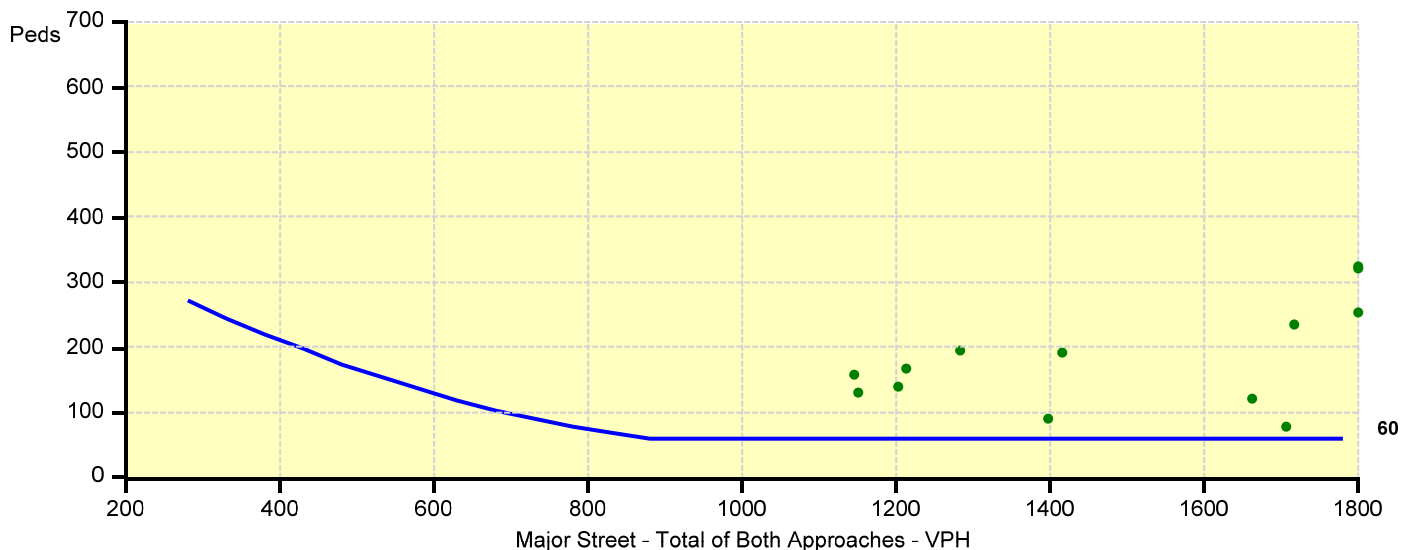
Summary

15 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 = **Mixed**

Major Road						Minor Road			
CSAH 78						Jay St			
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?	
15:30 - 16:30	1409	+	928	=	2337	322	31	Yes	
16:30 - 17:30	1307	+	869	=	2176	323	47	Yes	
17:30 - 18:30	1036	+	819	=	1855	253	30	Yes	
14:30 - 15:30	987	+	730	=	1717	234	33	Yes	
06:30 - 07:30	420	+	1287	=	1707	78	32	Yes	
07:30 - 08:30	505	+	1157	=	1662	120	50	Yes	
18:30 - 19:30	707	+	709	=	1416	192	39	Yes	
08:30 - 09:30	482	+	915	=	1397	88	38	Yes	
13:30 - 14:30	661	+	623	=	1284	194	36	Yes	
12:30 - 13:30	558	+	656	=	1214	166	33	Yes	
19:30 - 20:30	598	+	605	=	1203	139	18	Yes	
09:30 - 10:30	472	+	679	=	1151	128	39	Yes	



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2554

Study Date : 06/02/2025

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

57 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 = **Mixed**

Major Road						Minor Road		
CSAH 78						Jay St		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
15:30 - 16:30	1409	+	928	=	2337	322	31	Yes
15:45 - 16:45	1348	+	984	=	2332	340	33	Yes
16:00 - 17:00	1331	+	989	=	2320	349	38	Yes
16:15 - 17:15	1357	+	931	=	2288	334	42	Yes
15:15 - 16:15	1361	+	857	=	2218	296	30	Yes
16:30 - 17:30	1307	+	869	=	2176	323	47	Yes
16:45 - 17:45	1294	+	873	=	2167	318	42	Yes
17:00 - 18:00	1217	+	871	=	2088	288	43	Yes
15:00 - 16:00	1276	+	732	=	2008	264	26	Yes
17:15 - 18:15	1101	+	830	=	1931	264	36	Yes
07:00 - 08:00	521	+	1396	=	1917	102	48	Yes
17:30 - 18:30	1036		819		1855	253	30	Yes

