

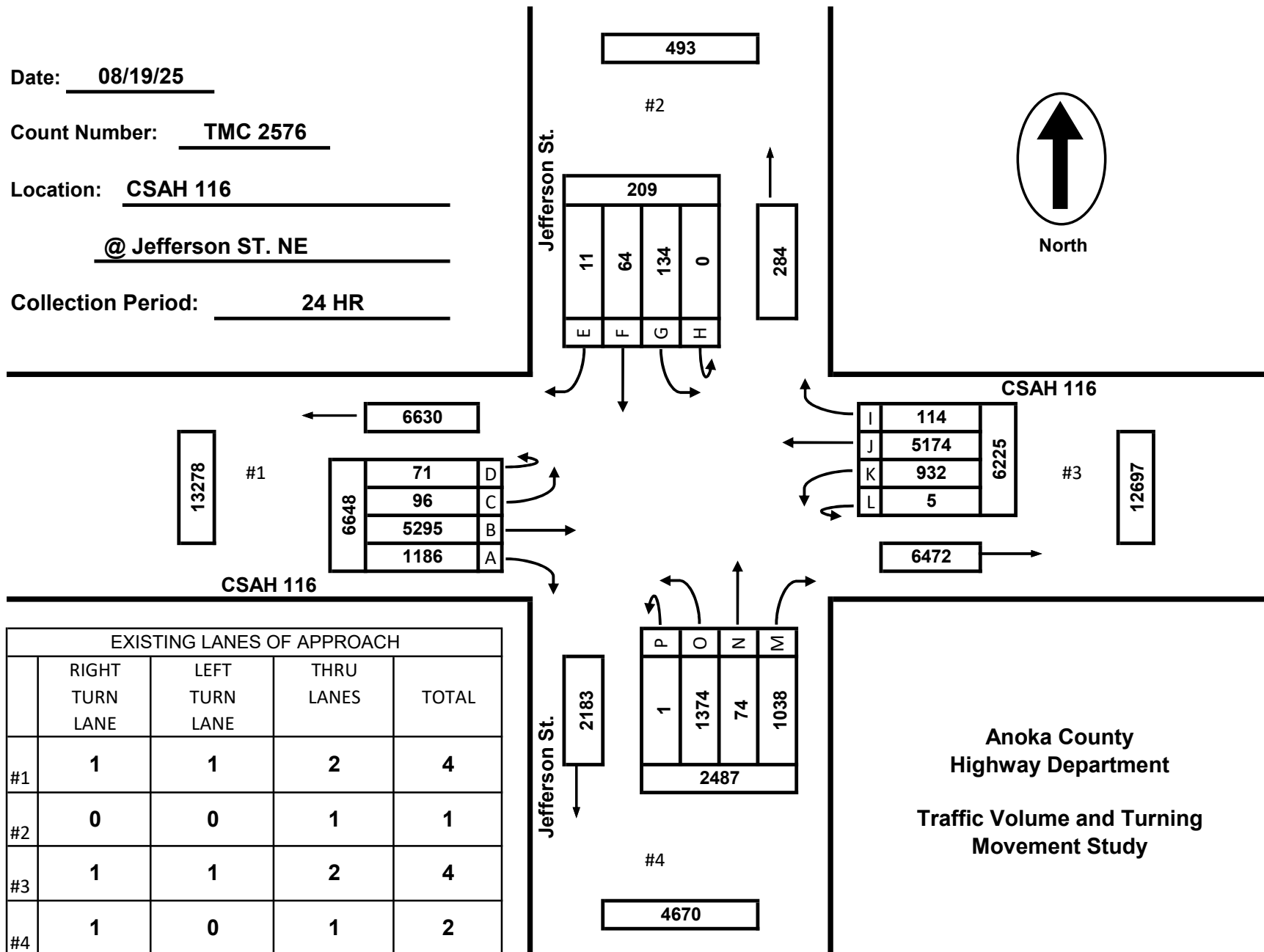
Date: 08/19/25

Count Number: TMC 2576

Location: CSAH 116

@ Jefferson ST. NE

Collection Period: 24 HR



Date: 08/19/25

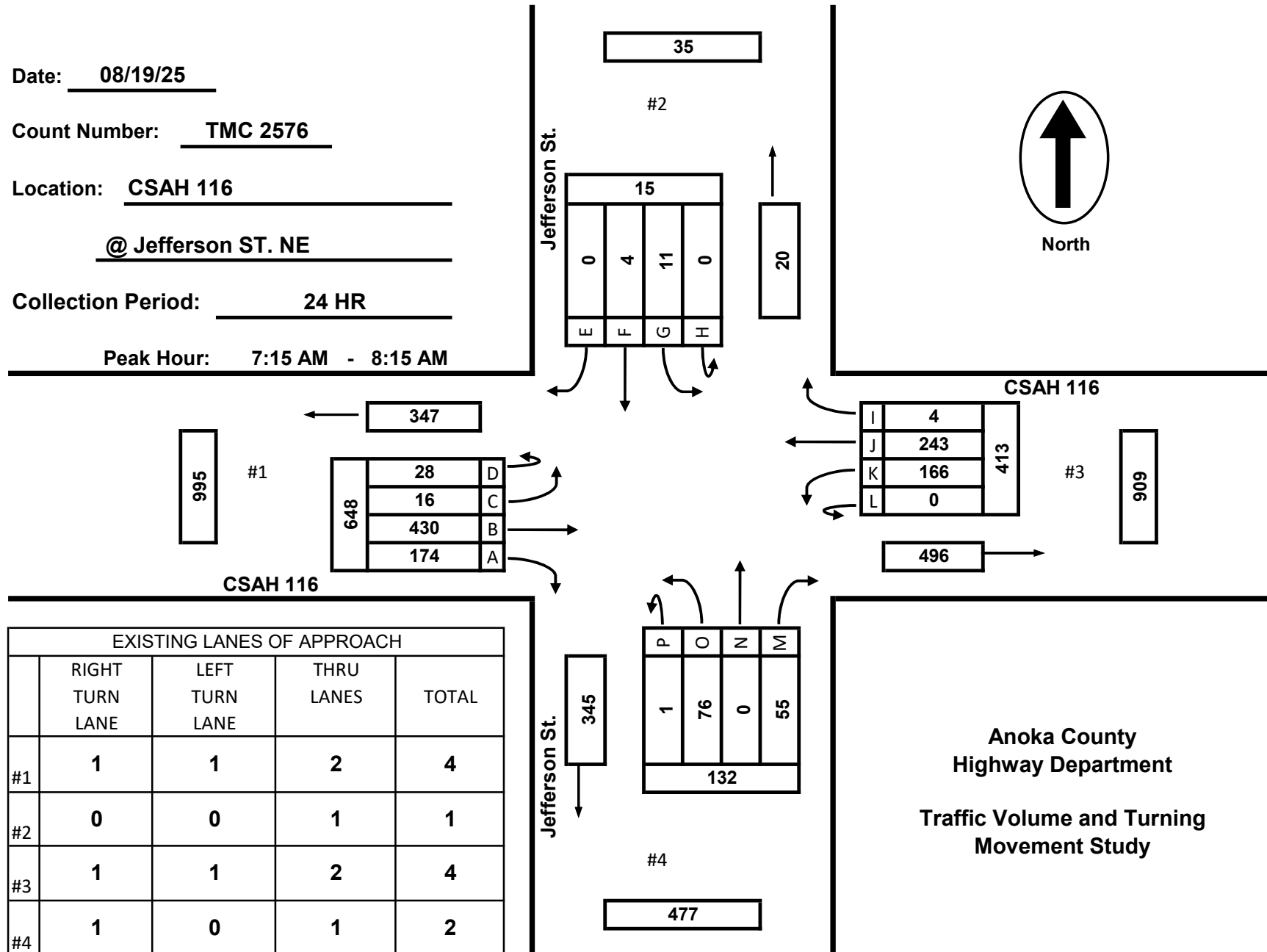
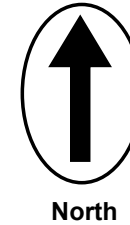
Count Number: TMC 2576

Location: CSAH 116

@ Jefferson ST. NE

Collection Period: 24 HR

Peak Hour: 7:15 AM - 8:15 AM



Peak Hour: 11:15 AM - 12:15 PM

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

Date: 08/19/25

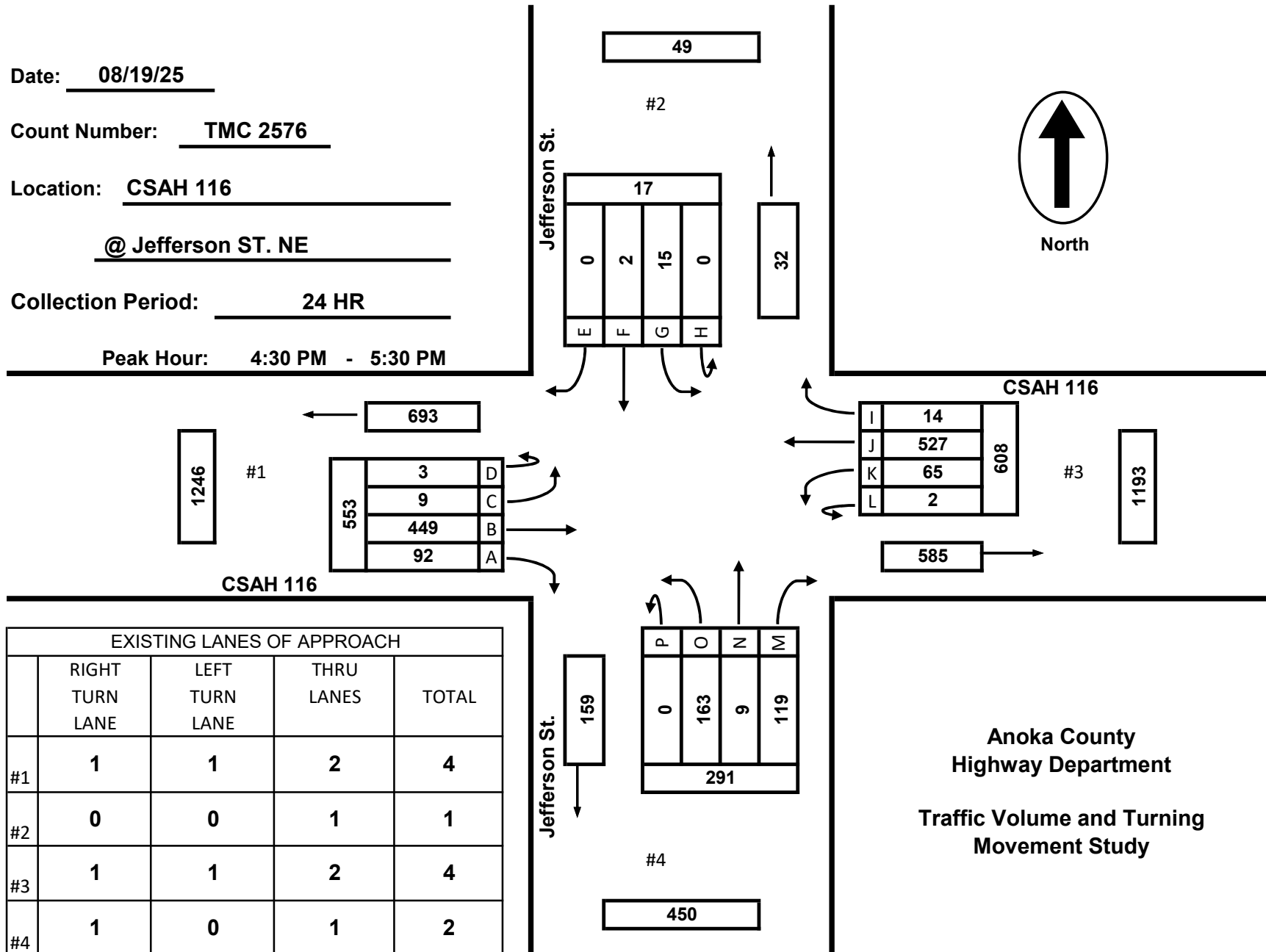
Count Number: TMC 2576

Location: CSAH 116

@ Jefferson ST. NE

Collection Period: 24 HR

Peak Hour: 4:30 PM - 5:30 PM



TMC 2576 - CSAH 116 @ Jefferson ST. NE
Ham Lake MN
Tuesday, August 19, 2025

Time	Southbound Jefferson St. NE						Westbound CSAH 116						Northbound Jefferson St. NE						Eastbound CSAH 116						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	0	0	0	1	0	0	9	1	0	10	0	1	0	1	0	2	0	0	2	0	0	2	15
12:15 AM	0	0	0	0	0	0	0	1	7	0	0	8	0	0	0	1	0	1	0	0	2	0	0	2	11
12:30 AM	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	1	0	1	0	0	1	2	0	3	7
12:45 AM	0	0	0	0	0	0	0	1	2	0	0	3	0	1	0	0	0	1	0	0	2	0	0	2	6
Hourly Total	0	1	0	0	0	1	0	3	20	1	0	24	0	2	0	3	0	5	0	0	7	2	0	9	39
1:00 AM	0	0	1	0	0	1	0	0	4	0	0	4	0	1	0	0	0	1	0	0	2	0	0	2	8
1:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	0	0	2	1	0	3	5
1:30 AM	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	5
1:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	0	2	0	0	2	1	0	3	8
Hourly Total	0	0	1	0	0	1	0	1	11	0	0	12	0	4	0	0	0	4	0	0	7	2	0	9	26
2:00 AM	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	3	1	0	4	8
2:15 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	1	1	0	2	4
2:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	0	2	0	0	3	0	0	3	7
Hourly Total	0	0	0	0	0	0	0	1	8	1	0	10	0	2	0	0	0	2	0	0	7	2	0	9	21
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	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	5	1	0	6	6
3:30 AM	0	1	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	5
3:45 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	4	0	0	4	6
Hourly Total	0	1	0	0	0	1	0	0	4	1	0	5	0	1	0	1	0	2	0	0	9	2	0	11	19
4:00 AM	0	1	0	0	0	1	0	0	2	1	0	3	0	1	0	0	0	1	0	1	4	0	0	5	10
4:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	7	0	0	7	8
4:30 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	14	0	0	14	20
4:45 AM	0	2	2	0	0	4	0	1	9	0	0	10	0	0	0	3	0	3	0	0	19	1	0	20	37
Hourly Total	0	3	2	0	0	5	0	1	18	1	0	20	0	1	0	3	0	4	0	1	44	1	0	46	75
5:00 AM	0	1	1	0	0	2	0	0	8	0	0	8	0	1	0	2	0	3	0	0	16	3	0	19	32
5:15 AM	0	0	0	0	0	0	0	1	4	0	0	5	0	1	0	4	0	5	0	0	27	7	0	34	44
5:30 AM	0	3	1	0	0	4	0	3	12	1	0	16	0	5	0	9	0	14	0	0	45	5	0	50	84
5:45 AM	0	1	0	0	0	1	0	3	30	1	0	34	0	2	0	4	0	6	0	1	44	4	0	49	90
Hourly Total	0	5	2	0	0	7	0	7	54	2	0	63	0	9	0	19	0	28	0	1	132	19	0	152	250
6:00 AM	0	1	0	0	0	1	0	0	32	0	0	32	0	2	0	3	0	5	0	0	37	7	0	44	82
6:15 AM	0	2	1	0	1	3	0	6	30	0	0	36	0	9	0	7	0	16	0	0	52	6	0	58	113
6:30 AM	0	1	2	0	0	3	0	12	38	0	0	50	0	7	0	4	0	11	0	0	70	25	0	95	159
6:45 AM	0	0	0	0	0	0	0	35	58	0	0	93	0	11	1	11	0	23	0	0	98	16	0	114	230
Hourly Total	0	4	3	0	1	7	0	53	158	0	0	211	0	29	1	25	0	55	0	0	257	54	0	311	584
7:00 AM	0	3	0	0	0	3	0	30	79	0	0	109	0	17	0	7	0	24	0	0	84	17	0	101	237
7:15 AM	0	2	0	0	2	2	0	35	47	2	0	84	0	11	0	10	0	21	1	2	117	31	1	151	258
7:30 AM	0	2	1	0	0	3	0	39	50	1	0	90	1	7	0	12	0	20	1	1	104	39	0	145	258
7:45 AM	0	2	2	0	0	4	0	53	79	1	0	133	0	18	0	7	0	25	11	8	115	57	0	191	353
Hourly Total	0	9	3	0	2	12	0	157	255	4	0	416	1	53	0	36	0	90	13	11	420	144	1	588	1106

TMC 2576 - CSAH 116 @ Jefferson ST. NE
Ham Lake MN
Tuesday, August 19, 2025

Time	Southbound Jefferson St. NE						Westbound CSAH 116						Northbound Jefferson St. NE						Eastbound CSAH 116						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
8:00 AM	0	5	1	0	1	6	0	39	67	0	0	106	0	40	0	26	0	66	15	5	94	47	0	161	339
8:15 AM	0	0	1	0	0	1	0	8	70	0	0	78	0	19	1	14	0	34	8	0	76	23	0	107	220
8:30 AM	0	4	1	0	0	5	0	9	57	0	0	66	0	15	0	10	0	25	0	1	69	13	0	83	179
8:45 AM	0	0	1	0	1	1	0	5	56	0	0	61	0	19	0	11	0	30	0	2	81	12	0	95	187
Hourly Total	0	9	4	0	2	13	0	61	250	0	0	311	0	93	1	61	0	155	23	8	320	95	0	446	925
9:00 AM	0	1	0	0	1	1	0	1	46	1	0	48	0	12	0	12	0	24	0	1	63	16	0	80	153
9:15 AM	0	2	1	0	0	3	0	10	71	1	0	82	0	13	1	9	0	23	1	0	88	15	0	104	212
9:30 AM	0	2	0	0	0	2	0	6	61	1	0	68	0	19	0	7	0	26	0	1	74	18	0	93	189
9:45 AM	0	4	0	0	2	4	1	7	74	0	0	82	0	10	0	10	0	20	0	4	67	10	0	81	187
Hourly Total	0	9	1	0	3	10	1	24	252	3	0	280	0	54	1	38	0	93	1	6	292	59	0	358	741
10:00 AM	0	1	1	0	0	2	0	8	66	1	0	75	0	19	0	12	0	31	0	2	75	22	0	99	207
10:15 AM	0	3	0	0	0	3	0	10	80	3	0	93	0	21	1	13	0	35	1	0	81	11	0	93	224
10:30 AM	0	5	1	0	0	6	0	9	70	1	0	80	0	22	0	13	0	35	1	3	79	14	0	97	218
10:45 AM	0	1	1	1	1	3	0	13	76	3	0	92	0	23	0	9	0	32	0	0	59	16	0	75	202
Hourly Total	0	10	3	1	1	14	0	40	292	8	0	340	0	85	1	47	0	133	2	5	294	63	0	364	851
11:00 AM	0	1	1	0	0	2	0	11	79	2	0	92	0	10	0	20	0	30	0	1	69	17	0	87	211
11:15 AM	0	0	4	0	0	4	0	18	87	1	0	106	0	15	0	18	0	33	0	0	78	14	2	92	235
11:30 AM	0	4	0	0	0	4	0	7	81	1	0	89	0	21	1	9	0	31	0	0	77	19	0	96	220
11:45 AM	0	0	2	0	0	2	0	12	68	3	0	83	0	23	1	14	0	38	0	0	81	13	0	94	217
Hourly Total	0	5	7	0	0	12	0	48	315	7	0	370	0	69	2	61	0	132	0	1	305	63	2	369	883
12:00 PM	0	3	0	1	0	4	0	9	91	2	0	102	0	15	0	16	0	31	0	0	76	16	0	92	229
12:15 PM	0	3	1	0	0	4	0	11	69	1	0	81	0	23	1	16	0	40	2	2	77	13	0	94	219
12:30 PM	0	1	1	0	0	2	0	8	94	2	0	104	0	13	2	10	0	25	0	0	71	12	0	83	214
12:45 PM	0	1	1	1	0	3	0	10	81	3	0	94	0	12	1	15	0	28	1	2	79	16	0	98	223
Hourly Total	0	8	3	2	0	13	0	38	335	8	0	381	0	63	4	57	0	124	3	4	303	57	0	367	885
1:00 PM	0	0	1	0	0	1	0	6	89	2	0	97	0	23	2	14	0	39	0	1	86	15	0	102	239
1:15 PM	0	1	0	0	0	1	0	4	62	0	0	66	0	10	0	17	0	27	1	2	75	15	0	93	187
1:30 PM	0	3	0	0	0	3	0	12	84	2	0	98	0	23	1	12	0	36	1	1	69	10	0	81	218
1:45 PM	0	1	3	1	1	5	0	17	88	1	1	106	0	18	2	13	0	33	0	1	62	18	0	81	225
Hourly Total	0	5	4	1	1	10	0	39	323	5	1	367	0	74	5	56	0	135	2	5	292	58	0	357	869
2:00 PM	0	2	0	0	0	2	0	16	96	1	0	113	0	17	2	18	0	37	1	0	83	12	0	96	248
2:15 PM	0	4	0	0	0	4	0	21	98	2	0	121	0	36	1	18	0	55	0	3	112	16	0	131	311
2:30 PM	0	2	3	0	0	5	0	32	125	2	0	159	0	34	4	19	0	57	1	2	78	34	0	115	336
2:45 PM	0	2	2	0	0	4	0	24	90	5	0	119	0	32	2	17	0	51	1	1	82	27	0	111	285
Hourly Total	0	10	5	0	0	15	0	93	409	10	0	512	0	119	9	72	0	200	3	6	355	89	0	453	1180
3:00 PM	0	0	1	0	0	1	0	34	100	1	0	135	0	40	0	34	0	74	5	1	114	40	0	160	370
3:15 PM	0	3	1	0	0	4	0	26	107	1	0	134	0	36	5	42	0	83	2	5	98	30	0	135	356
3:30 PM	0	4	2	0	0	6	0	18	102	2	0	122	0	47	1	35	0	83	6	3	111	24	0	144	355
3:45 PM	0	0	2	2	0	4	0	10	117	1	0	128	0	40	4	43	0	87	2	0	108	21	0	131	350
Hourly Total	0	7	6	2	0	15	0	88	426	5	0	519	0	163	10	154	0	327	15	9	431	115	0	570	1431

TMC 2576 - CSAH 116 @ Jefferson ST. NE
Ham Lake MN
Tuesday, August 19, 2025

Time	Southbound Jefferson St. NE						Westbound CSAH 116						Northbound Jefferson St. NE						Eastbound CSAH 116						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	
4:00 PM	0	0	2	0	2	2	0	20	142	3	0	165	0	37	6	29	0	72	2	3	114	18	0	137	376
4:15 PM	0	5	2	0	0	7	0	18	132	1	0	151	0	33	3	34	0	70	1	2	111	18	0	132	360
4:30 PM	0	4	0	0	0	4	1	17	133	3	0	154	0	42	0	22	0	64	2	2	108	20	0	132	354
4:45 PM	0	3	1	0	0	4	0	16	141	3	0	160	0	37	2	29	0	68	0	3	114	19	0	136	368
Hourly Total	0	12	5	0	2	17	1	71	548	10	0	630	0	149	11	114	0	274	5	10	447	75	0	537	1458
5:00 PM	0	4	0	0	0	4	1	16	127	5	0	149	0	42	3	41	0	86	1	0	107	32	0	140	379
5:15 PM	0	4	1	0	0	5	0	16	126	3	0	145	0	42	4	27	0	73	0	4	120	21	0	145	368
5:30 PM	0	3	1	2	0	6	1	17	100	2	0	120	0	40	4	29	0	73	1	2	106	23	1	132	331
5:45 PM	0	2	3	0	0	5	0	11	115	1	0	127	0	40	1	27	0	68	0	1	78	16	1	95	295
Hourly Total	0	13	5	2	0	20	2	60	468	11	0	541	0	164	12	124	0	300	2	7	411	92	2	512	1373
6:00 PM	0	2	1	0	0	3	0	19	61	2	0	82	0	23	0	20	0	43	0	3	78	18	0	99	227
6:15 PM	0	3	0	0	0	3	1	8	87	1	0	97	0	21	2	6	0	29	0	3	88	15	0	106	235
6:30 PM	0	2	2	0	0	4	0	6	81	4	0	91	0	22	1	16	0	39	0	1	67	14	0	82	216
6:45 PM	0	3	0	0	0	3	0	6	50	2	0	58	0	11	3	11	0	25	1	1	93	17	0	112	198
Hourly Total	0	10	3	0	0	13	1	39	279	9	0	328	0	77	6	53	0	136	1	8	326	64	0	399	876
7:00 PM	0	2	0	0	1	2	0	11	56	1	0	68	0	21	1	14	0	36	0	0	76	15	0	91	197
7:15 PM	0	0	0	1	0	1	0	10	58	1	0	69	0	16	1	11	0	28	1	1	70	13	0	85	183
7:30 PM	0	0	0	0	0	0	0	8	56	0	0	64	0	23	1	16	0	40	0	1	53	18	0	72	176
7:45 PM	0	1	2	0	0	3	0	7	60	1	0	68	0	6	0	14	0	20	0	3	63	11	0	77	168
Hourly Total	0	3	2	1	1	6	0	36	230	3	0	269	0	66	3	55	0	124	1	5	262	57	0	325	724
8:00 PM	0	1	0	0	1	1	0	6	61	2	0	69	0	15	0	5	0	20	0	1	42	11	0	54	144
8:15 PM	0	1	0	1	0	2	0	10	50	1	0	61	0	15	0	10	0	25	0	2	56	15	0	73	161
8:30 PM	0	0	1	0	0	1	0	10	60	7	0	77	0	13	2	8	0	23	0	1	45	10	0	56	157
8:45 PM	0	1	0	0	0	1	0	12	74	1	0	87	0	13	1	11	0	25	0	1	43	6	0	50	163
Hourly Total	0	3	1	1	1	5	0	38	245	11	0	294	0	56	3	34	0	93	0	5	186	42	0	233	625
9:00 PM	0	1	0	0	0	1	0	9	52	2	0	63	0	10	1	5	0	16	0	2	38	7	0	47	127
9:15 PM	0	0	0	0	0	0	0	6	39	0	0	45	0	12	1	1	0	14	0	1	38	6	0	45	104
9:30 PM	0	1	1	0	0	2	0	1	29	1	0	31	0	2	2	3	0	7	0	0	18	2	0	20	60
9:45 PM	0	0	0	1	0	1	0	3	35	2	0	40	0	2	0	2	0	4	0	1	22	2	0	25	70
Hourly Total	0	2	1	1	0	4	0	19	155	5	0	179	0	26	4	11	0	41	0	4	116	17	0	137	361
10:00 PM	0	3	3	0	0	6	0	2	19	2	0	23	0	8	0	1	0	9	0	0	17	3	0	20	58
10:15 PM	0	0	0	0	0	0	0	6	29	1	0	36	0	0	0	1	0	1	0	0	14	1	0	15	52
10:30 PM	0	1	0	0	0	1	0	1	19	2	0	22	0	3	0	5	0	8	0	0	9	3	0	12	43
10:45 PM	0	0	0	0	0	0	0	2	7	1	0	10	0	1	1	5	0	7	0	0	6	3	0	9	26
Hourly Total	0	4	3	0	0	7	0	11	74	6	0	91	0	12	1	12	0	25	0	0	46	10	0	56	179
11:00 PM	0	1	0	0	0	1	0	2	10	1	0	13	0	2	0	1	0	3	0	0	4	3	0	7	24
11:15 PM	0	0	0	0	0	0	0	1	10	1	0	12	0	1	0	1	0	2	0	0	9	0	0	9	23
11:30 PM	0	0	0	0	0	0	0	1	15	0	0	16	0	0	0	0	0	0	0	0	7	0	0	7	23
11:45 PM	0	0	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	0	0	6	1	0	7	18
Hourly Total	0	1	0	0	0	1	0	4	45	3	0	52	0	3	0	2	0	5	0	0	26	4	0	30	88
DAILY TOTAL	0	134	64	11	14	209	5	932	5174	114	1	6225	1	1374	74	1038	0	2487	71	96	5295	1186	5	6648	15569
Cars	0	133	64	11	0	208	5	928	4998	113	0	6044	1	1354	74	1032	0	2461	71	80	5109	1171	3	6431	15144
Heavy Vehicles	0	1	0	0	14	1	0	4	176	1	1	181	0	20	0	6	0	26	0	16	186	15	2	217	425
Heavy Vehicle %	0.00%	0.75%	0.00%	0.00%	100.00%	0.48%	0.00%	0.43%	3.40%	0.88%	100.00%	2.91%	0.00%	1.46%	0.00%	0.58%	0.00%	1.05%	0.00%	16.67%	3.51%	1.26%	40.00%	3.26%	2.73%

TMC 2576 - CSAH 116 @ Jefferson ST. NE
Ham Lake MN
Tuesday, August 19, 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	
7:15 AM	0	2	0	0	2	2	0	35	47	2	0	84	0	11	0	10	0	21	1	2	117	31	1	151	258
7:30 AM	0	2	1	0	0	3	0	39	50	1	0	90	1	7	0	12	0	20	1	1	104	39	0	145	258
7:45 AM	0	2	2	0	0	4	0	53	79	1	0	133	0	18	0	7	0	25	11	8	115	57	0	191	353
8:00 AM	0	5	1	0	1	6	0	39	67	0	0	106	0	40	0	26	0	66	15	5	94	47	0	161	339
Peak Hour Total	0	11	4	0	3	15	0	166	243	4	0	413	1	76	0	55	0	132	28	16	430	174	1	648	1208
Peak Hour Heavy Vehicle PHF	0	0	0	0	3	0	0	0	13	0	0	13	0	6	0	0	3	6	0	12	23	0	0	35	54
	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	5.35%	0.00%	0.00%	3.15%	0.00%	7.89%	0.00%	0.00%	0.00%	4.55%	0.00%	75.00%	5.35%	0.00%	0.00%	5.40%	4.47%
	0.000	0.550	0.500	0.000	0.375	0.625	0.000	0.783	0.769	0.500	0.000	0.776	0.250	0.475	0.000	0.529	0.000	0.500	0.467	0.500	0.919	0.763	0.250	0.848	0.856

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	
11:15 AM	0	0	4	0	0	4	0	18	87	1	0	106	0	15	0	18	0	33	0	0	78	14	2	92	235
11:30 AM	0	4	0	0	0	4	0	7	81	1	0	89	0	21	1	9	0	31	0	0	77	19	0	96	220
11:45 AM	0	0	2	0	0	2	0	12	68	3	0	83	0	23	1	14	0	38	0	0	81	13	0	94	217
12:00 PM	0	3	0	1	0	4	0	9	91	2	0	102	0	15	0	16	0	31	0	0	76	16	0	92	229
Peak Hour Total	0	7	6	1	0	14	0	46	327	7	0	380	0	74	2	57	0	133	0	0	312	62	2	374	901
Peak Hour Heavy Vehicle PHF	0	0	0	0	0	0	0	0	27	0	0	27	0	3	0	0	0	3	0	0	21	3	2	24	54
	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.26%	0.00%	0.00%	7.11%	0.00%	4.05%	0.00%	0.00%	0.00%	2.26%	0.00%	0.00%	6.73%	4.84%	100.00%	6.42%	5.99%
	0.000	0.438	0.375	0.250	0.000	0.875	0.000	0.639	0.898	0.583	0.000	0.896	0.000	0.804	0.500	0.792	0.000	0.875	0.000	0.000	0.963	0.816	0.250	0.974	0.959

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	
4:30 PM	0	4	0	0	0	4	1	17	133	3	0	154	0	42	0	22	0	64	2	2	108	20	0	132	354
4:45 PM	0	3	1	0	0	4	0	16	141	3	0	160	0	37	2	29	0	68	0	3	114	19	0	136	368
5:00 PM	0	4	0	0	0	4	1	16	127	5	0	149	0	42	3	41	0	86	1	0	107	32	0	140	379
5:15 PM	0	4	1	0	0	5	0	16	126	3	0	145	0	42	4	27	0	73	0	4	120	21	0	145	368
Peak Hour Total	0	15	2	0	0	17	2	65	527	14	0	608	0	163	9	119	0	291	3	9	449	92	0	553	1469
Peak Hour Heavy Vehicle PHF	0	0	0	0	0	0	0	0	3	0	0	3	0	3	0	0	0	3	0	1	5	0	0	6	12
	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.57%	0.00%	0.00%	0.49%	0.00%	1.84%	0.00%	0.00%	0.00%	1.03%	0.00%	11.11%	1.11%	0.00%	0.00%	1.08%	0.82%
	0.000	0.938	0.500	0.000	0.000	0.850	0.500	0.956	0.934	0.700	0.000	0.950	0.000	0.970	0.563	0.726	0.000	0.846	0.375	0.563	0.935	0.719	0.000	0.953	0.969

Total Vehicles On Leg				493			
Vehicles Entering 209				Vehicles Exiting 284			
Southbound							
Cars	11	64	133	0		0	
Heavy	0	0	1	0		14	
Total	11	64	134	0		14	

Total Vehicles on Leg 13278	Vehicles Entering Intersection 6648	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 6630		3	2	5
			71	0	71
			80	16	96
			5109	186	5295
			1171	15	1186

Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 6225	Total Vehicles on Leg 12697
113	1	114			
4998	176	5174			
928	4	932		Vehicles Exiting Intersection 6472	
5	0	5			
0	1	1			

Cars	0	1	1354	74	1032
Heavy	0	0	20	0	6
Total	0	1	1374	74	1038
Northbound					
Vehicles Entering			2487		
Vehicles Exiting			2183		
Total Vehicles On Leg			4670		

TMC 2576 - CSAH 116 @ Jefferson ST. NE
Ham Lake MN
Tuesday, August 19, 2025

Tuesday, August 19, 2025																										
Time	Southbound Heavy Jefferson St. NE						Westbound Heavy CSAH 116						Northbound Heavy Jefferson St. NE						Eastbound Heavy CSAH 116						VEHICLE TOTAL	
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total		
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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	1	0	0	1	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	0	0	0	0	0	0	1	0	0	1	1	
2:00 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	
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 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	
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	0	0	0	0	0	0	0	0	0	0	0	
4:00 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	
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	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 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	
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	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	4	
5:45 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	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	4	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2	
6:15 AM	0	0	0	0	1	0	0	1	4	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	6	
6:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2	
6:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2	
Hourly 'Heavy Vehicles'	0	0	0	0	1	0	0	1	6	0	0	7	0	0	0	1	0	0	1	0	4	0	0	4	12	
7:00 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	3	0	0	3	8	
7:15 AM	0	0	0	0	2	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	7	0	0	7	11	
7:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	0	0	2	0	6	0	0	6	10	
7:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	0	0	2	0	7	9	0	16	20	
Hourly 'Heavy Vehicles'	0	0	0	0	2	0	0	0	13	0	0	13	0	4	0	0	0	0	4	0	7	25	0	0	32	49

TMC 2576 - CSAH 116 @ Jefferson ST. NE

Ham Lake MN

Tuesday, August 19, 2025

	Southbound Heavy Jefferson St. NE						Westbound Heavy CSAH 116						Northbound Heavy Jefferson St. NE						Eastbound Heavy CSAH 116						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'		
8:00 AM	0	0	0	0	1	0	0	0	5	0	0	5	0	2	0	0	0	2	0	5	1	0	0	6	13	
8:15 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	2	0	2	10	
8:30 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	0	1	0	0	6	0	0	6	10	
8:45 AM	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3	
Hourly 'Heavy Vehicles'	0	0	0	0	2	0	0	0	17	0	0	17	0	3	0	0	0	3	0	5	11	0	0	16	36	
9:00 AM	0	0	0	0	1	0	0	0	2	0	0	2	0	2	0	0	0	2	0	0	5	2	0	7	11	
9:15 AM	0	0	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	0	0	6	0	0	6	12	
9:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	7	0	0	7	9	
9:45 AM	0	1	0	0	2	1	0	1	2	0	0	3	0	1	0	0	0	1	0	0	3	0	0	3	8	
Hourly 'Heavy Vehicles'	0	1	0	0	3	1	0	1	11	1	0	13	0	3	0	0	0	3	0	0	21	2	0	23	40	
10:00 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	1	6	1	0	8	14	
10:15 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	8	0	0	8	17	
10:30 AM	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	7	0	0	7	10	
10:45 AM	0	0	0	0	1	0	0	0	3	0	0	3	0	1	0	0	0	1	0	0	4	0	0	4	8	
Hourly 'Heavy Vehicles'	0	0	0	0	1	0	0	1	20	0	0	21	0	1	0	0	0	1	0	1	25	1	0	27	49	
11:00 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	4	0	0	4	9	
11:15 AM	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	0	1	0	0	5	1	2	6	15	
11:30 AM	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	6	1	0	7	16	
11:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	0	1	0	0	6	1	0	7	11	
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	25	0	0	25	0	2	0	0	0	2	0	0	21	3	2	24	51	
12:00 PM	0	0	0	0	0	0	0	0	7	0	0	7	0	1	0	0	0	1	0	0	4	0	0	4	12	
12:15 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	1	0	1	0	0	7	1	0	8	13	
12:30 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	
12:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	8	0	0	8	10	
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	18	0	0	18	0	1	0	1	0	2	0	0	19	1	0	20	40	
1:00 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	5	0	0	5	11	
1:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	6	0	0	6	8	
1:30 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	6	
1:45 PM	0	0	0	0	1	0	0	0	3	0	1	3	0	0	0	0	0	0	0	0	5	1	0	6	9	
Hourly 'Heavy Vehicles'	0	0	0	0	1	0	0	0	16	0	1	16	0	0	0	0	0	0	0	0	0	17	1	0	18	34
2:00 PM	0	0	0	0	0	0	0	0	8	0	0	8	0	1	0	0	0	1	0	0	5	0	0	5	14	
2:15 PM	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	0	4	0	0	4	9	
2:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	5	
2:45 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	7	
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	1	19	0	0	20	0	1	0	0	0	1	0	0	14	0	0	14	35	
3:00 PM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	1	0	1	0	0	4	0	0	4	11	
3:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	1	0	1	0	1	4	4	0	9	13	
3:30 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	0	1	0	1	1	3	0	5	11	
3:45 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	6	
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	18	0	0	18	0	1	0	2	0	3	0	2	11	7	0	20	41	

Tuesday, August 19, 2025

	Southbound Heavy Jefferson St. NE						Westbound Heavy CSAH 116						Northbound Heavy Jefferson St. NE						Eastbound Heavy CSAH 116						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	2	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	0	2	0	0	2	4
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	2	0	1	0	0	0	0	1	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2	
Hourly 'Heavy Vehicles'	0	0	0	0	2	0	0	0	2	0	0	2	0	3	0	2	0	0	5	0	1	4	0	0	5	12
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	
5:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	0	1	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	0	0	1	0	0	6	0	0	6	10
6:00 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	0
6:15 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
6:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3	
7:00 PM	0	0	0	0	1	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
7:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2	
7:30 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	
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	0
Hourly 'Heavy Vehicles'	0	0	0	0	1	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4	
8:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
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	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	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	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2	
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	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	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2	
10:00 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	0
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	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY 'Heavy Vehicles'	0	1	0	0	14	1	0	4	176	1	1	181	0	20	0	6	0	26	0	16	186	15	2	217	425	

ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2576

Study Date : 09/02/2025

Signal Warrants - Summary

Major Street Approaches

Eastbound: CSAH 116

Number of Lanes : 2+

Total Approach Volume: 6,648

Westbound: CSAH 116

Number of Lanes : 2+

Total Approach Volume: 6,225

Minor Street Approaches

Northbound: Jefferson St. NE

Number of Lanes : 1

Total Approach Volume: 1,449

Southbound: Jefferson St. NE

Number of Lanes : 1

Total Approach Volume: 198

Warrant Summary (Rural Values Apply)

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

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

Required volumes reached for 5 hours, 8 are needed

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

Required volumes reached for 12 hours, 8 are needed

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

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

Required 1B volumes reached for 15 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 (18) 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 2576

Study Date : 09/02/2025

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

Only 5 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

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

Volume Requirements

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

Veh/Hr Minor = **105**

Major Road						Minor Road		
CSAH 116						Jefferson St. NE		
Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met?
15:45 - 16:45	532	+	598	=	1130	165	15	Yes
16:45 - 17:45	553	+	574	=	1127	174	17	Yes
14:45 - 15:45	550	+	510	=	1060	163	15	Yes
13:45 - 14:45	423	+	499	=	922	114	15	Yes
17:45 - 18:45	382	+	397	=	779	110	15	Yes
07:15 - 08:15	648	+	413	=	1061	77	15	No
07:30 - 08:30	604	+	407	=	1011	86	14	No
07:00 - 08:00	588	+	416	=	1004	54	12	No
07:45 - 08:45	542	+	383	=	925	93	16	No
06:45 - 07:45	511	+	376	=	887	48	8	No
13:30 - 14:30	389	+	438	=	827	100	13	No
06:30 - 07:30	461	+	336	=	797	47	8	No
08:00 - 09:00	446	+	311	=	757	94	13	No
11:15 - 12:15	374	+	380	=	754	76	13	No
12:15 - 13:15	377	+	376	=	753	77	9	No
12:00 - 13:00	367	+	381	=	748	67	11	No
11:00 - 12:00	369	+	370	=	739	71	12	No
12:30 - 13:30	376	+	361	=	737	63	6	No
13:15 - 14:15	351	+	383	=	734	73	10	No
11:45 - 12:45	363	+	370	=	733	78	11	No
11:30 - 12:30	376	+	355	=	731	85	13	No
12:45 - 13:45	374	+	355	=	729	72	7	No
10:45 - 11:45	350	+	379	=	729	70	12	No
13:00 - 14:00	357	+	367	=	724	79	9	No
10:30 - 11:30	351		370		721	70	14	No

ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2576

Study Date : 09/02/2025

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

12 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 116						Jefferson St. NE		
Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met?
16:00 - 17:00	537	+	630	=	1167	160	17	Yes
15:00 - 16:00	570	+	519	=	1089	173	13	Yes
17:00 - 18:00	512	+	541	=	1053	176	18	Yes
07:00 - 08:00	588	+	416	=	1004	54	12	Yes
14:00 - 15:00	453	+	512	=	965	128	15	Yes
08:00 - 09:00	446	+	311	=	757	94	13	Yes
12:00 - 13:00	367	+	381	=	748	67	11	Yes
11:00 - 12:00	369	+	370	=	739	71	12	Yes
18:00 - 19:00	399	+	328	=	727	83	13	Yes
13:00 - 14:00	357	+	367	=	724	79	9	Yes
10:00 - 11:00	364	+	340	=	704	86	13	Yes
09:00 - 10:00	358	+	280	=	638	55	10	Yes
06:45 - 07:45	511	+	376	=	887	48	8	No
06:30 - 07:30	461	+	336	=	797	47	8	No
06:15 - 07:15	368	+	288	=	656	45	9	No
19:00 - 20:00	325	+	269	=	594	69	5	No
19:15 - 20:15	288	+	270	=	558	62	4	No
19:30 - 20:30	276	+	262	=	538	60	5	No
19:45 - 20:45	260	+	275	=	535	51	6	No
20:00 - 21:00	233	+	294	=	527	59	4	No
06:00 - 07:00	311	+	211	=	522	30	7	No
20:15 - 21:15	226	+	288	=	514	55	4	No
20:30 - 21:30	198	+	272	=	470	53	3	No
05:45 - 06:45	246	+	152	=	398	20	8	No
20:45 - 21:45	162		226		388	42	4	No

ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2576

Study Date : 09/02/2025

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

8 hours meet 1A minimums.
15 hours meet 1B minimums.
Warrant IS met.

Site Data Required

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

Volume Requirements

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

Veh/Hr Minor = **84 42**

Major Road						Minor Road				
CSAH 116						Jefferson St. NE				
Time	Major EB	+	Major WB	=	Total	Minor NB		Minor SB		Met1A?
16:30 - 17:30	553	+	608	=	1161	172		17		Yes
15:30 - 16:30	544	+	566	=	1110	171		17		Yes
14:30 - 15:30	521	+	547	=	1068	153		14		Yes
07:30 - 08:30	604	+	407	=	1011	86		14		Yes
17:30 - 18:30	432	+	426	=	858	131		15		Yes
13:30 - 14:30	389	+	438	=	827	100		13		Yes
11:30 - 12:30	376	+	355	=	731	85		13		Yes
10:00 - 11:00	364	+	340	=	704	86		13		Yes
07:15 - 08:15	648	+	413	=	1061	77		15		No
07:00 - 08:00	588	+	416	=	1004	54		12		No
06:45 - 07:45	511	+	376	=	887	48		8		No
06:30 - 07:30	461		336		797	47		8		No

Time	Major EB	+	Major WB	=	Total	Minor NB		Minor SB		Met1B?
16:15 - 17:15	540	+	614	=	1154	162		19		Yes
15:15 - 16:15	547	+	549	=	1096	176		14		Yes
07:15 - 08:15	648	+	413	=	1061	77		15		Yes
14:15 - 15:15	517	+	534	=	1051	149		14		Yes
17:15 - 18:15	471	+	474	=	945	154		17		Yes
11:15 - 12:15	374	+	380	=	754	76		13		Yes
12:15 - 13:15	377	+	376	=	753	77		9		Yes
13:15 - 14:15	351	+	383	=	734	73		10		Yes
10:15 - 11:15	352	+	357	=	709	77		13		Yes
18:15 - 19:15	391	+	314	=	705	82		12		Yes
09:15 - 10:15	377	+	307	=	684	62		11		Yes
06:15 - 07:15	368		288		656	45		9		Yes

ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2576

Study Date : 09/02/2025

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.

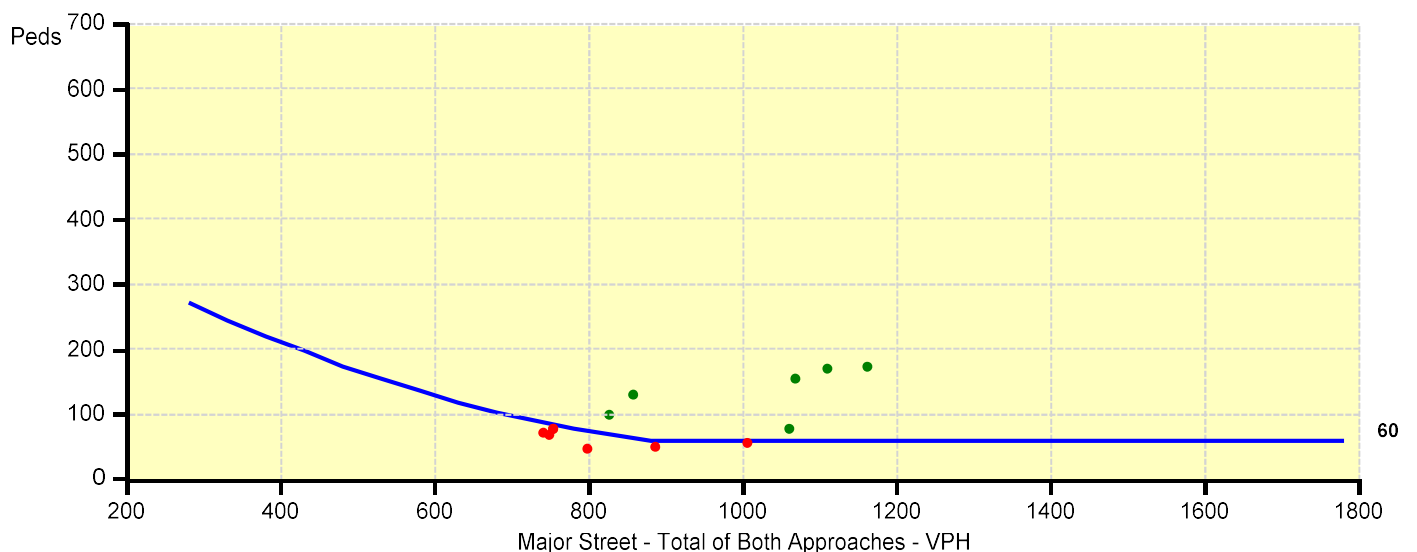
Summary

6 one hour periods meet minimums.
Warrant IS met.

Site Data Required

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

Major Road CSAH 116						Minor Road Jefferson St. NE		
Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met?
16:30 - 17:30	553	+	608	=	1161	172	17	Yes
15:30 - 16:30	544	+	566	=	1110	171	17	Yes
14:30 - 15:30	521	+	547	=	1068	153	14	Yes
07:15 - 08:15	648	+	413	=	1061	77	15	Yes
17:30 - 18:30	432	+	426	=	858	131	15	Yes
13:30 - 14:30	389	+	438	=	827	100	13	Yes
07:00 - 08:00	588	+	416	=	1004	54	12	No
06:45 - 07:45	511	+	376	=	887	48	8	No
06:30 - 07:30	461	+	336	=	797	47	8	No
11:15 - 12:15	374	+	380	=	754	76	13	No
12:15 - 13:15	377	+	376	=	753	77	9	No
12:00 - 13:00	367	+	381	=	748	67	11	No



ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2576

Study Date : 09/02/2025

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

14 one hour periods meet minimums.
Warrant IS met.

Site Data Required

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

Major Road CSAH 116						Minor Road Jefferson St. NE		
Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met?
16:00 - 17:00	537	+	630	=	1167	160	17	Yes
16:30 - 17:30	553	+	608	=	1161	172	17	Yes
16:15 - 17:15	540	+	614	=	1154	162	19	Yes
15:45 - 16:45	532	+	598	=	1130	165	15	Yes
16:45 - 17:45	553	+	574	=	1127	174	17	Yes
15:30 - 16:30	544	+	566	=	1110	171	17	Yes
15:15 - 16:15	547	+	549	=	1096	176	14	Yes
15:00 - 16:00	570	+	519	=	1089	173	13	Yes
14:30 - 15:30	521	+	547	=	1068	153	14	Yes
14:45 - 15:45	550	+	510	=	1060	163	15	Yes
17:00 - 18:00	512	+	541	=	1053	176	18	Yes
14:15 - 15:15	517		534		1051	149	14	Yes



ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2576

Study Date : 09/02/2025

Multiway Stop Warrants - Summary

Major Street Approaches

Eastbound: CSAH 116

Number of Lanes : 2+

Total Approach Volume: 6,648

Westbound: CSAH 116

Number of Lanes : 2+

Total Approach Volume: 6,225

Minor Street Approaches

Northbound: Jefferson St. NE

Number of Lanes : 1

Total Approach Volume: 1,449

Southbound: Jefferson St. NE

Number of Lanes : 1

Total Approach Volume: 198

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?
16:30 - 17:30	1161	949.0	194	134.9	210	140	No
15:30 - 16:30	1110		188				
14:30 - 15:30	1068		167				
07:15 - 08:15	1061		93				
17:30 - 18:30	858		149				
13:30 - 14:30	827		113				
11:15 - 12:15	754		89				
12:15 - 13:15	753		86				
10:00 - 11:00	704		99				
18:30 - 19:30	656		85				
06:15 - 07:15	656		57				
09:00 - 10:00	638		65				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
16:30 - 17:30	1161	949.0	194	134.9	240	160	No
15:30 - 16:30	1110		188				
14:30 - 15:30	1068		167				
07:15 - 08:15	1061		93				
17:30 - 18:30	858		149				
13:30 - 14:30	827		113				
11:15 - 12:15	754		89				
12:15 - 13:15	753		86				
10:00 - 11:00	704		99				
18:30 - 19:30	656		85				
06:15 - 07:15	656		57				
09:00 - 10:00	638		65				