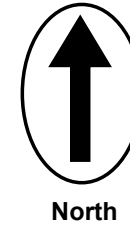


Date: 08/28/25

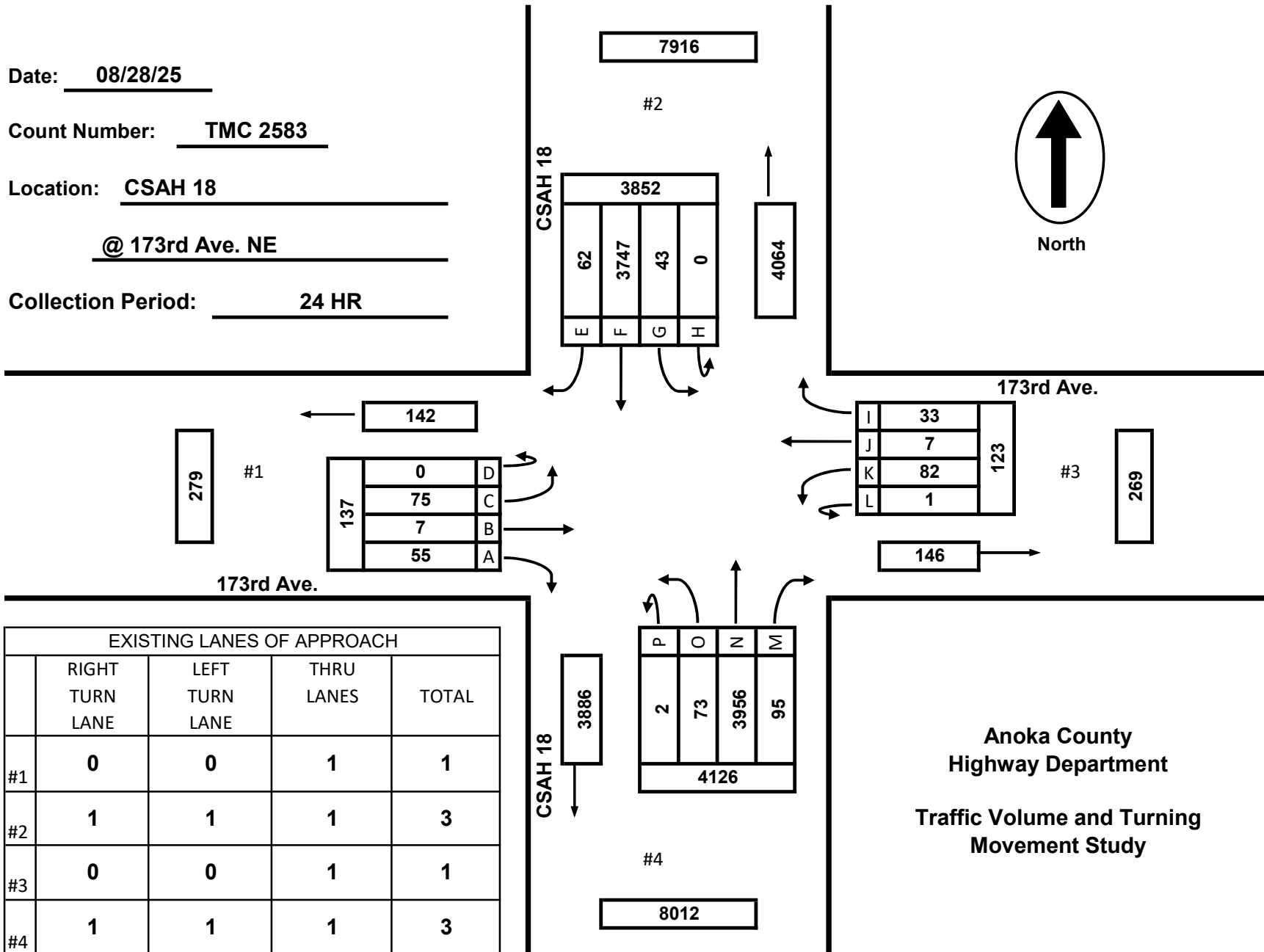
Count Number: TMC 2583

Location: CSAH 18
@ 173rd Ave. NE

Collection Period: 24 HR



North



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

Anoka County
 Highway Department
 Traffic Volume and Turning
 Movement Study

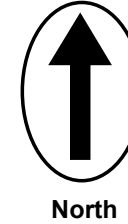
Date: 08/28/25

Count Number: TMC 2583

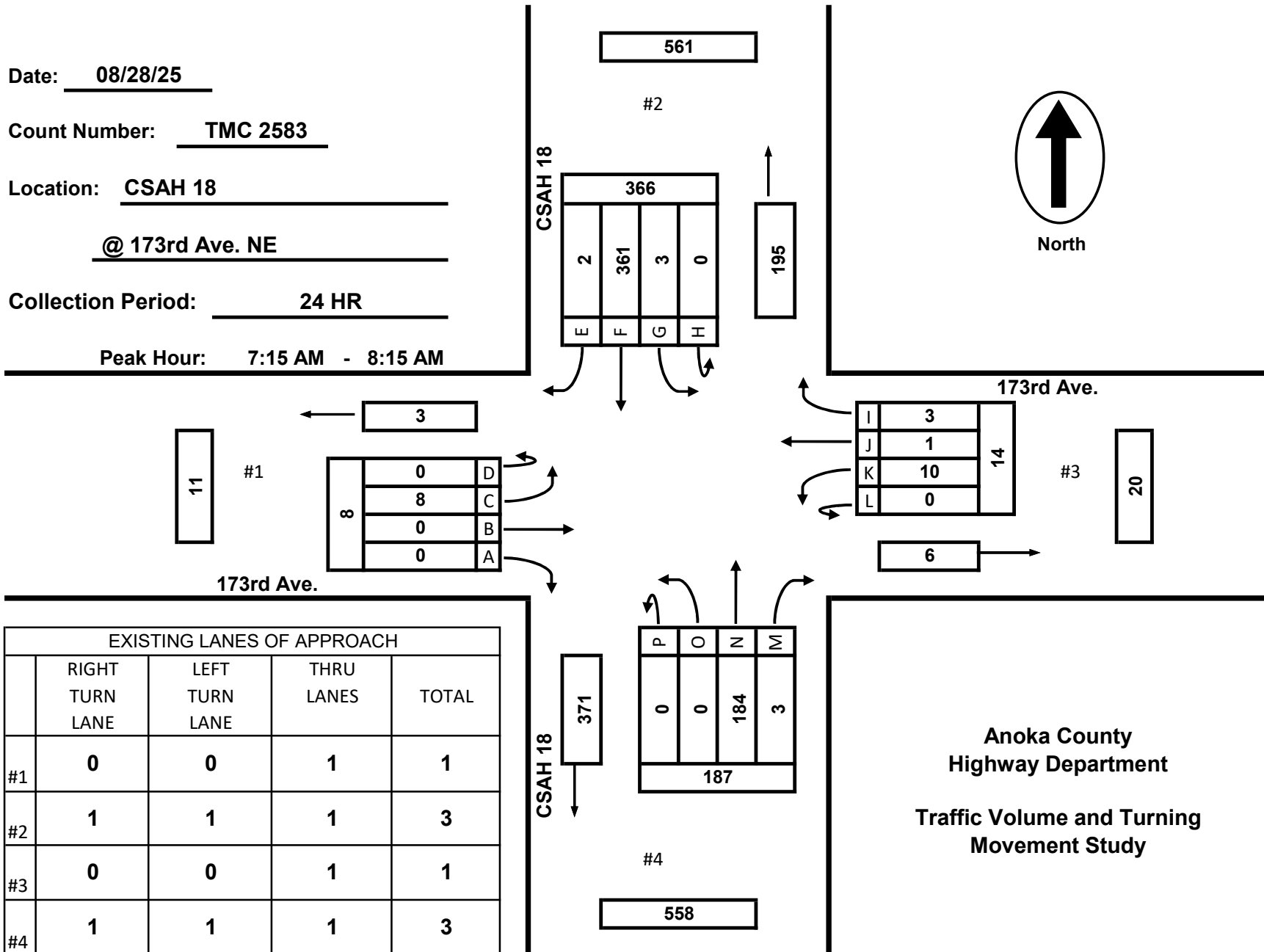
Location: CSAH 18
@ 173rd Ave. NE

Collection Period: 24 HR

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



North



561

#2

366			
2	361	3	0
E	F	G	H

195

11

#1

8	0	D
	8	C
	0	B
	0	A

173rd Ave.

3

I	3	14
J	1	
K	10	
L	0	

#3

20

6

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

CSAH 18

371

P	O	Z	M
0	0	184	3
187			

#4

558

Anoka County
 Highway Department
 Traffic Volume and Turning
 Movement Study

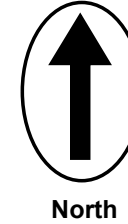
Date: 08/28/25

Count Number: TMC 2583

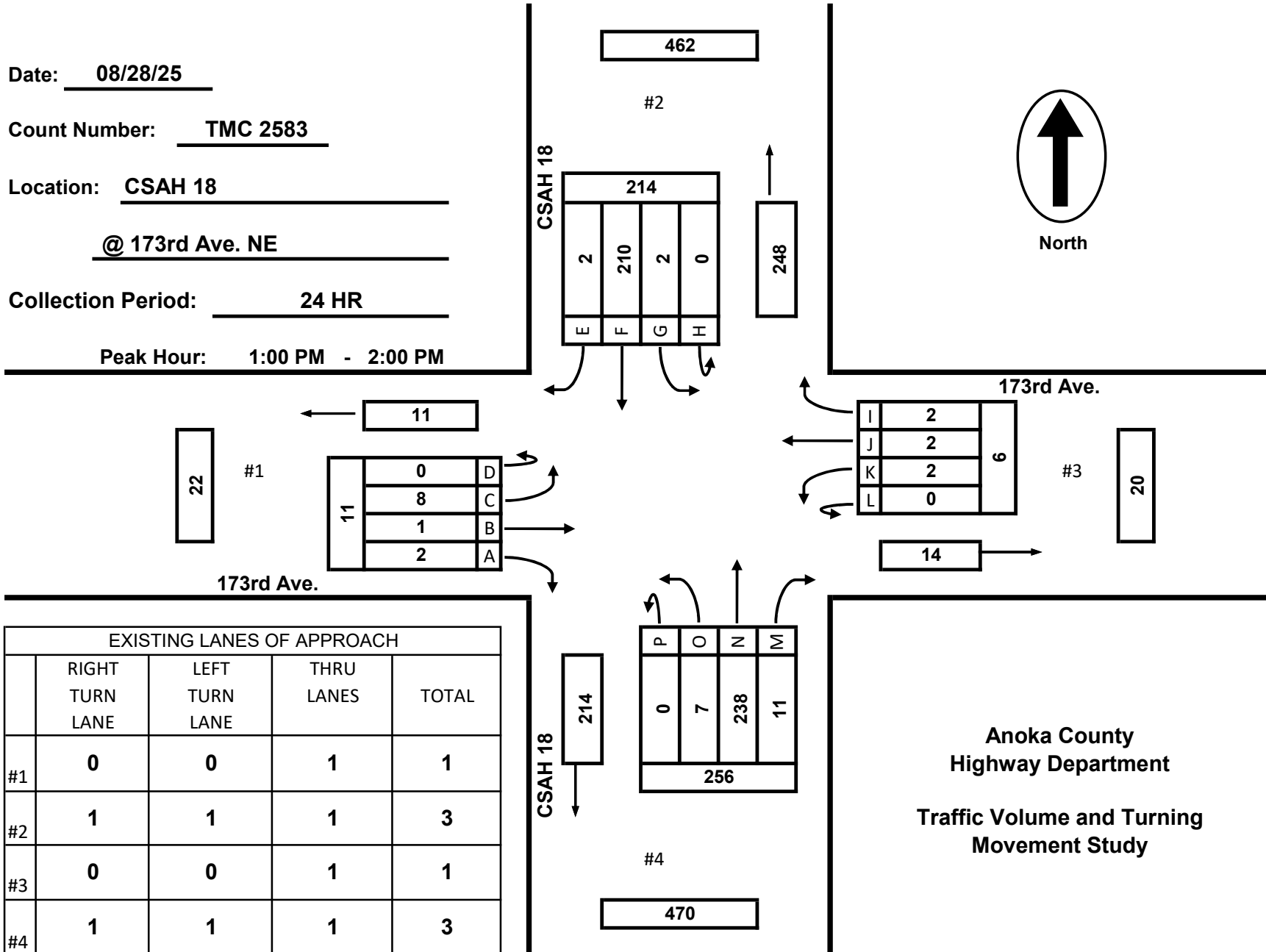
Location: CSAH 18
@ 173rd Ave. NE

Collection Period: 24 HR

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



North



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

Anoka County
 Highway Department
 Traffic Volume and Turning
 Movement Study

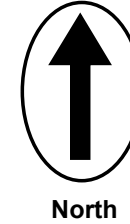
Date: 08/28/25

Count Number: TMC 2583

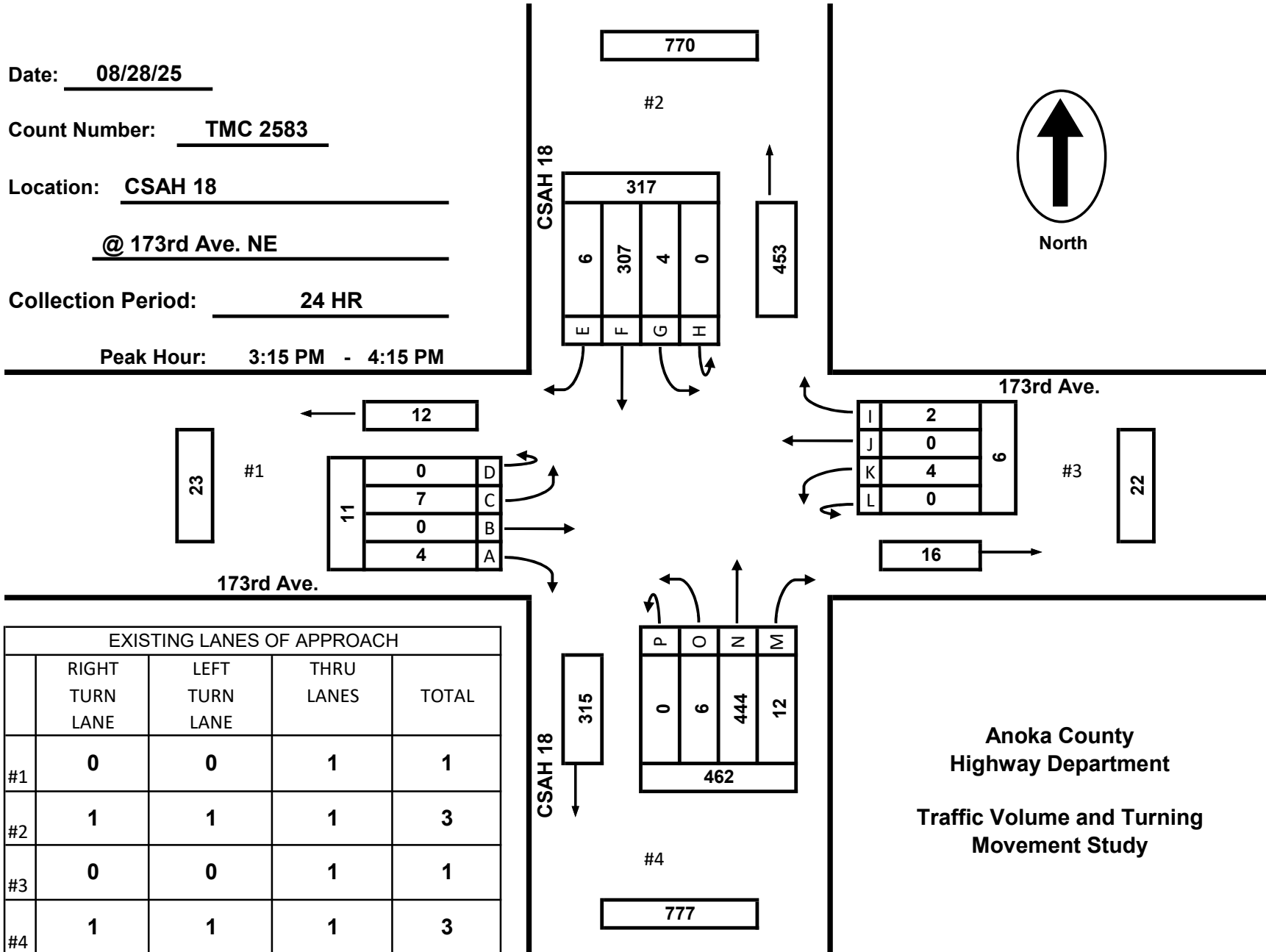
Location: CSAH 18
@ 173rd Ave. NE

Collection Period: 24 HR

Peak Hour: 3:15 PM - 4:15 PM



North



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

Anoka County
 Highway Department
 Traffic Volume and Turning
 Movement Study

TMC 2583 - CSAH 18 @ 173rd Ave. NE
Ham Lake MN
Thursday, August 28, 2025

Time	Southbound CSAH 18						Westbound 173rd Ave.						Northbound CSAH 18						Eastbound 173rd Ave.						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	5	0	0	5	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	9
12:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	4
12:30 AM	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
12:45 AM	0	0	1	1	0	2	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	5
Hourly Total	0	0	12	1	0	13	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	23
1:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4
1:30 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
1:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	4
Hourly Total	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	12
2:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
2:30 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4
2:45 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	0	8	0	0	8	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	11
3:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
3:15 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	0	3	0	1	0	0	0	1	8
3:30 AM	0	0	7	0	0	7	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	10
3:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Hourly Total	0	0	14	0	0	14	0	0	0	0	0	0	0	0	8	0	0	0	8	0	1	0	0	0	1	23
4:00 AM	0	0	8	0	0	8	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	10
4:15 AM	0	1	12	0	0	13	0	2	0	0	0	2	0	0	5	0	0	0	5	0	1	0	0	0	1	21
4:30 AM	0	0	15	0	0	15	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	23
4:45 AM	0	0	25	0	0	25	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	1	0	1	29
Hourly Total	0	1	60	0	0	61	0	2	0	0	0	2	0	0	18	0	0	0	18	0	1	0	1	0	2	83
5:00 AM	0	0	20	0	0	20	0	1	0	0	0	1	0	0	4	0	0	0	4	0	0	0	1	0	1	26
5:15 AM	0	0	18	0	0	18	0	1	0	0	0	1	0	0	14	0	0	0	14	0	1	0	0	0	1	34
5:30 AM	0	0	41	1	0	42	0	0	0	0	0	0	0	0	16	0	0	0	16	0	1	0	0	0	1	59
5:45 AM	0	0	30	0	0	30	0	0	0	1	0	1	0	0	15	0	0	0	15	0	1	0	1	0	2	48
Hourly Total	0	0	109	1	0	110	0	2	0	1	0	3	0	0	49	0	0	0	49	0	3	0	2	0	5	167
6:00 AM	0	0	55	1	0	56	0	2	0	1	0	3	0	0	23	0	0	0	23	0	1	1	1	0	3	85
6:15 AM	0	0	74	0	0	74	0	2	0	0	0	2	0	0	29	0	0	0	29	0	1	0	0	0	1	106
6:30 AM	0	0	94	0	0	94	0	3	0	1	0	4	0	0	21	0	0	0	21	0	1	0	0	0	1	120
6:45 AM	0	0	68	0	0	68	0	1	0	0	0	1	0	0	41	0	0	0	41	0	2	0	3	0	5	115
Hourly Total	0	0	291	1	0	292	0	8	0	2	0	10	0	0	114	0	0	0	114	0	5	1	4	0	10	426
7:00 AM	0	0	84	0	0	84	0	2	0	0	0	2	0	0	24	0	0	0	24	0	0	0	1	0	1	111
7:15 AM	0	0	95	0	0	95	0	1	0	0	0	1	0	0	45	0	0	0	45	0	2	0	0	0	2	143
7:30 AM	0	2	118	0	0	120	0	6	1	1	0	8	0	0	62	1	0	0	63	0	1	0	0	0	1	192
7:45 AM	0	0	72	0	0	72	0	2	0	0	0	2	0	0	36	1	0	0	37	0	2	0	0	0	2	113
Hourly Total	0	2	369	0	0	371	0	11	1	1	0	13	0	0	167	2	0	0	169	0	5	0	1	0	6	559

TMC 2583 - CSAH 18 @ 173rd Ave. NE
Ham Lake MN
Thursday, August 28, 2025

Time	Southbound CSAH 18						Westbound 173rd Ave.						Northbound CSAH 18						Eastbound 173rd Ave.						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	1	76	2	0	79	0	1	0	2	0	3	0	0	41	1	0	42	0	3	0	0	0	3	127
8:15 AM	0	1	56	0	1	57	0	1	0	1	0	2	0	0	50	1	1	51	0	1	0	0	0	1	111
8:30 AM	0	0	49	1	0	50	0	2	0	0	0	2	0	0	44	1	0	45	0	1	0	1	0	2	99
8:45 AM	0	0	48	0	0	48	0	1	0	0	0	1	0	0	48	0	0	48	0	1	0	2	0	3	100
Hourly Total	0	2	229	3	1	234	0	5	0	3	0	8	0	0	183	3	1	186	0	6	0	3	0	9	437
9:00 AM	0	0	53	0	0	53	0	3	0	0	0	3	1	2	27	1	0	31	0	3	0	1	0	4	91
9:15 AM	0	1	67	0	0	68	0	1	0	1	0	2	0	0	41	1	0	42	0	0	0	1	0	1	113
9:30 AM	0	0	42	2	0	44	0	0	0	0	0	0	0	1	43	0	0	44	0	1	0	1	0	2	90
9:45 AM	0	0	46	1	0	47	0	0	0	0	0	0	0	0	48	1	0	49	0	2	0	0	0	2	98
Hourly Total	0	1	208	3	0	212	0	4	0	1	0	5	1	3	159	3	0	166	0	6	0	3	0	9	392
10:00 AM	0	1	39	1	0	41	0	0	0	0	0	0	0	0	44	3	0	47	0	1	0	0	0	1	89
10:15 AM	0	1	44	0	0	45	0	3	0	0	0	3	0	0	36	0	0	36	0	0	0	1	0	1	85
10:30 AM	0	0	44	0	0	44	0	2	0	1	0	3	0	2	51	1	0	54	0	0	1	0	0	1	102
10:45 AM	0	1	43	2	0	46	0	0	0	0	0	0	0	2	50	1	0	53	0	0	1	1	0	2	101
Hourly Total	0	3	170	3	0	176	0	5	0	1	0	6	0	4	181	5	0	190	0	1	2	2	0	5	377
11:00 AM	0	2	48	1	0	51	0	1	0	1	0	2	0	2	60	1	0	63	0	0	0	1	0	1	117
11:15 AM	0	0	51	0	0	51	0	1	0	1	0	2	0	1	54	1	0	56	0	0	0	1	0	1	110
11:30 AM	0	0	42	1	0	43	0	2	0	0	0	2	0	0	56	0	0	56	0	0	0	1	0	1	102
11:45 AM	0	0	47	0	0	47	0	2	0	0	0	2	0	1	56	1	0	58	0	1	0	2	0	3	110
Hourly Total	0	2	188	2	0	192	0	6	0	2	0	8	0	4	226	3	0	233	0	1	0	5	0	6	439
12:00 PM	0	1	53	1	0	55	0	0	0	1	0	1	0	0	51	2	0	53	0	1	0	1	0	2	111
12:15 PM	0	1	53	1	0	55	0	0	0	0	0	0	0	2	66	0	0	68	0	0	1	0	0	1	124
12:30 PM	0	1	56	1	0	58	0	1	1	0	0	2	0	1	57	0	0	58	0	0	0	2	0	2	120
12:45 PM	0	2	56	0	0	58	0	2	0	0	0	2	0	1	48	0	0	49	0	1	0	1	0	2	111
Hourly Total	0	5	218	3	0	226	0	3	1	1	0	5	0	4	222	2	0	228	0	2	1	4	0	7	466
1:00 PM	0	0	47	0	0	47	0	0	1	1	0	2	0	4	58	1	0	63	0	2	1	1	0	4	116
1:15 PM	0	1	44	0	1	45	0	1	0	0	0	1	0	1	66	4	0	71	0	1	0	1	0	2	119
1:30 PM	0	1	57	1	0	59	0	0	1	0	0	1	0	0	56	1	0	57	0	2	0	0	0	2	119
1:45 PM	0	0	62	1	0	63	0	1	0	1	0	2	0	2	58	5	0	65	0	3	0	0	0	3	133
Hourly Total	0	2	210	2	1	214	0	2	2	2	0	6	0	7	238	11	0	256	0	8	1	2	0	11	487
2:00 PM	0	0	45	1	0	46	0	3	0	1	0	4	1	1	61	2	0	65	0	3	0	0	0	3	118
2:15 PM	0	0	61	2	0	63	0	1	0	2	0	3	0	0	87	3	0	90	0	0	0	0	0	0	156
2:30 PM	0	0	60	0	0	60	0	0	0	1	0	1	0	2	72	3	0	77	0	2	0	2	0	4	142
2:45 PM	0	1	52	1	0	54	0	3	0	0	0	3	0	0	95	1	0	96	0	2	0	2	0	4	157
Hourly Total	0	1	218	4	0	223	0	7	0	4	0	11	1	3	315	9	0	328	0	7	0	4	0	11	573
3:00 PM	0	0	69	1	0	70	0	2	0	0	0	2	0	2	94	0	0	96	0	0	0	0	0	0	168
3:15 PM	0	2	85	0	0	87	0	1	0	0	0	1	0	2	108	1	0	111	0	1	0	2	0	3	202
3:30 PM	0	0	74	1	0	75	0	1	0	2	0	3	0	2	100	4	0	106	0	1	0	1	0	2	186
3:45 PM	0	2	77	4	0	83	0	1	0	0	0	1	0	1	124	5	0	130	0	1	0	0	0	1	215
Hourly Total	0	4	305	6	0	315	0	5	0	2	0	7	0	7	426	10	0	443	0	3	0	3	0	6	771

TMC 2583 - CSAH 18 @ 173rd Ave. NE
Ham Lake MN
Thursday, August 28, 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	0	95	0	0	95	0	1	0	0	0	1	0	0	45	0	0	45	0	2	0	0	0	2	0	2	0	0	0	2	143
7:30 AM	0	2	118	0	0	120	0	6	1	1	0	8	0	0	62	1	0	63	0	1	0	0	0	1	0	1	0	0	0	1	192
7:45 AM	0	0	72	0	0	72	0	2	0	0	0	2	0	0	36	1	0	37	0	2	0	0	0	2	0	2	0	0	0	2	113
8:00 AM	0	1	76	2	0	79	0	1	0	2	0	3	0	0	41	1	0	42	0	3	0	0	0	3	0	3	0	0	0	3	127
Peak Hour Total	0	3	361	2	0	366	0	10	1	3	0	14	0	0	184	3	0	187	0	8	0	0	0	8	0	8	0	0	0	8	575
Peak Hour Heavy Vehicles	0	0	8	0	0	8	0	1	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	12
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	2.22%	0.00%	0.00%	2.19%	0.00%	10.00%	0.00%	0.00%	0.00%	7.14%	0.00%	0.00%	1.63%	0.00%	0.00%	1.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.09%	0.749

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	0	47	0	0	47	0	0	1	1	0	2	0	4	58	1	0	63	0	2	1	1	0	4	0	2	1	1	0	4	116
1:15 PM	0	1	44	0	1	45	0	1	0	0	0	1	0	1	66	4	0	71	0	1	0	1	0	2	0	1	0	1	0	2	119
1:30 PM	0	1	57	1	0	59	0	0	1	0	0	1	0	0	56	1	0	57	0	2	0	0	0	2	0	2	0	0	0	2	119
1:45 PM	0	0	62	1	0	63	0	1	0	1	0	2	0	2	58	5	0	65	0	3	0	0	0	3	0	3	0	0	0	3	133
Peak Hour Total	0	2	210	2	1	214	0	2	2	2	0	6	0	7	238	11	0	256	0	8	1	2	0	11	0	8	1	2	0	11	487
Peak Hour Heavy Vehicles	0	0	6	0	0	6	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	2.86%	0.00%	0.00%	2.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.26%	0.00%	0.00%	1.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.85%	0.915

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							
3:15 PM	0	2	85	0	0	87	0	1	0	0	0	1	0	2	108	1	0	111	0	1	0	2	0	3	0	1	0	2	0	3	202
3:30 PM	0	0	74	1	0	75	0	1	0	2	0	3	0	2	100	4	0	106	0	1	0	1	0	2	0	1	0	1	0	2	186
3:45 PM	0	2	77	4	0	83	0	1	0	0	0	1	0	1	124	5	0	130	0	1	0	0	0	1	0	1	0	0	0	1	215
4:00 PM	0	0	71	1	0	72	0	1	0	0	0	1	0	1	112	2	0	115	0	4	0	1	0	5	0	4	0	1	0	5	193
Peak Hour Total	0	4	307	6	0	317	0	4	0	2	0	6	0	6	444	12	0	462	0	7	0	4	0	11	0	7	0	4	0	11	796
Peak Hour Heavy Vehicles	0	0	6	0	0	6	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	10
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	1.95%	0.00%	0.00%	1.89%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.90%	0.00%	0.00%	0.87%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.26%	0.926

Total Vehicles On Leg		7916	
Vehicles Entering Intersection	3852	Vehicles Exiting Intersection	4064
Southbound			
Cars	62	3678	43
Heavy	0	69	0
Total	62	3747	43

Total Vehicles on Leg 279	Vehicles Entering Intersection 137	Eastbound	Cars	0	0	0
			Heavy	0	0	0
	Vehicles Exiting Intersection 142		Cars	75	0	75
			Heavy	7	0	7
			Cars	55	0	55

Daily Volumes

Cars	33	0	33
Heavy	7	0	7
Total	81	1	82
Cars	1	0	1
Heavy	0	0	0
Total	1	0	1

Cars	1	2	73	3891	95
Heavy	0	0	0	65	0
Total	1	2	73	3956	95
Northbound					
Vehicles Entering Intersection 4126			Vehicles Exiting Intersection 3886		
Total Vehicles On Leg			8012		

TMC 2583 - CSAH 18 @ 173rd Ave. NE
 Ham Lake MN
 Thursday, August 28, 2025

Time	Southbound Heavy CSAH 18						Westbound Heavy 173rd Ave.						Northbound Heavy CSAH 18						Eastbound Heavy 173rd Ave.						VEHICLE 'Heavy Vehicles'
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'	
8:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
8:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
8:30 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5
8:45 AM	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
Hourly 'Heavy Vehicles'	0	0	7	0	0	7	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	13
9:00 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
9:15 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6
9:30 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
9:45 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	0	5	0	0	5	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	9
10:00 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
10:15 AM	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
10:30 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
10:45 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	0	4	0	0	4	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	11
11:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	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
11:30 AM	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
11:45 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	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6
12:00 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
12:15 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	4
12:30 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	2
12:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	0	6	0	0	6	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	10
1:00 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
1:15 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	2
1:30 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	1
1:45 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly 'Heavy Vehicles'	0	0	6	0	0	6	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	9
2:00 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	1
2:15 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
2:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
2:45 PM	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	7	0	0	7	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	10
3:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3
3:30 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
3:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	0	5	0	0	5	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	11

TMC 2583 - CSAH 18 @ 173rd Ave. NE
Ham Lake MN

Thursday, August 28, 2025

Time	Southbound Heavy CSAH 18						Westbound Heavy 173rd Ave.						Northbound Heavy CSAH 18						Eastbound Heavy 173rd Ave.						VEHICLE 'Heavy Vehicles'						
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'							
4:00 PM	0	0	2	0	0	2	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
4:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
4:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	0	6	0	0	6	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	11
5:00 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	7
5:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 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	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly 'Heavy Vehicles'	0	0	5	0	0	5	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	11
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 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	0	0	0	0	0	1
6:30 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	0	0	0	0	0
6:45 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	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	0	0	0	0	0	0	2
7:00 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	0	0	0	0	0	2
7:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 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	0	0	0	0	0	1
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	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5
8:00 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	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	0	0	0	0	0	0	0	0	0	0	0
8:30 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	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	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	0	0	0	0	0
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	0	0	0	0	0
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	0	0	0	0	0
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	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	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	0	0	0	0	0
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	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	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	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	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	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	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	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	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	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	0	0	0	0	0
DAILY 'Heavy Vehicles'	0	0	69	0	0	69	0	1	0	0	0	1	0	0	65	0	0	65	0	0	0	0	0	0	0	0	0	0	0	0	135

ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2583

Study Date : 09/11/2025

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 18

Number of Lanes : 2+

Total Approach Volume: 4,126

Southbound: CSAH 18

Number of Lanes :2+

Total Approach Volume: 3,852

Minor Street Approaches

Eastbound: 173rd Ave. NE

Number of Lanes :1

Total Approach Volume: 137

Westbound: 173rd Ave. NE

Number of Lanes :1

Total Approach Volume: 123

Warrant Summary (Rural Values Apply)

Warrant 1 - Eight Hour Vehicular Volumes.....Not Satisfied

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

Required volumes reached for 0 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic.....Not Satisfied

Required volumes reached for 0 hours, 8 are needed

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

Required 1A volumes reached for 0 hours, 8 are needed

Required 1B volumes reached for 0 hours, 8 are needed

Warrant 2 - Four Hour Volumes.....Not Satisfied

Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour.....Not Satisfied

Warrant 3A - Peak Hour Delay.....Not Satisfied

Approach volumes on minor street don't exceed minimums for any one hour period. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes.....Not Satisfied

Volumes do not exceed minimums for any 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 2583

Study Date : 09/11/2025

Warrant 1A - Minimum Volumes

Description

Intended for sites where the volume of intersecting traffic is the principal reason for consideration of a signal installation.

Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

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

Volume Requirements

Rural Factor of 70 % applied
 Veh/Hr Major = **420**
 Veh/Hr Minor = **105**

Time	Major Road				Total	Minor Road		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
15:15 - 16:15	462	+	317	=	779	11	6	No
16:30 - 17:30	455	+	309	=	764	11	5	No
15:45 - 16:45	456	+	303	=	759	10	4	No
15:00 - 16:00	443	+	315	=	758	6	7	No
16:15 - 17:15	452	+	305	=	757	9	5	No
16:00 - 17:00	457	+	296	=	753	12	5	No
16:45 - 17:45	452	+	301	=	753	12	7	No
15:30 - 16:30	450	+	296	=	746	9	7	No
17:00 - 18:00	413	+	282	=	695	10	5	No
14:45 - 15:45	409	+	286	=	695	9	9	No
14:30 - 15:30	380	+	271	=	651	11	7	No
17:15 - 18:15	376	+	254	=	630	10	4	No
14:15 - 15:15	359	+	247	=	606	8	9	No
17:30 - 18:30	351	+	231	=	582	10	8	No
07:15 - 08:15	187	+	366	=	553	8	14	No
14:00 - 15:00	328	+	223	=	551	11	11	No
06:45 - 07:45	173	+	367	=	540	9	12	No
07:00 - 08:00	169	+	371	=	540	6	13	No
13:45 - 14:45	297	+	232	=	529	10	10	No
07:30 - 08:30	193	+	328	=	521	7	15	No
17:45 - 18:45	297	+	219	=	516	9	8	No
13:30 - 14:30	277	+	231	=	508	8	10	No
06:30 - 07:30	131	+	341	=	472	9	8	No
13:15 - 14:15	258	+	213	=	471	10	8	No
13:00 - 14:00	256		214		470	11	6	No

ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2583

Study Date : 09/11/2025

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

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

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

Volume Requirements

Rural Factor of 70 % applied
 Veh/Hr Major = **630**
 Veh/Hr Minor = **53**

Time	Major Road				Total	Minor Road		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
15:15 - 16:15	462	+	317	=	779	11	6	No
16:30 - 17:30	455	+	309	=	764	11	5	No
15:45 - 16:45	456	+	303	=	759	10	4	No
15:00 - 16:00	443	+	315	=	758	6	7	No
16:15 - 17:15	452	+	305	=	757	9	5	No
16:00 - 17:00	457	+	296	=	753	12	5	No
16:45 - 17:45	452	+	301	=	753	12	7	No
15:30 - 16:30	450	+	296	=	746	9	7	No
17:00 - 18:00	413	+	282	=	695	10	5	No
14:45 - 15:45	409	+	286	=	695	9	9	No
14:30 - 15:30	380	+	271	=	651	11	7	No
17:15 - 18:15	376	+	254	=	630	10	4	No
14:15 - 15:15	359	+	247	=	606	8	9	No
17:30 - 18:30	351	+	231	=	582	10	8	No
07:15 - 08:15	187	+	366	=	553	8	14	No
14:00 - 15:00	328	+	223	=	551	11	11	No
06:45 - 07:45	173	+	367	=	540	9	12	No
07:00 - 08:00	169	+	371	=	540	6	13	No
13:45 - 14:45	297	+	232	=	529	10	10	No
07:30 - 08:30	193	+	328	=	521	7	15	No
17:45 - 18:45	297	+	219	=	516	9	8	No
13:30 - 14:30	277	+	231	=	508	8	10	No
06:30 - 07:30	131	+	341	=	472	9	8	No
13:15 - 14:15	258	+	213	=	471	10	8	No
13:00 - 14:00	256		214		470	11	6	No

ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2583

Study Date : 09/11/2025

Warrant 1C Combination of Warrants

Description

Intended for sites where the traffic volumes don't meet individual warrants but where Warrants 1A and 1B are both met to 80% of their stated values.

Summary

Only 0 hours meet 1A minimums.
Only 0 hours meet 1B minimums.
Warrant is NOT met.

Site Data Required

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

Volume Requirements

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

Veh/Hr Minor = **84 42**

Major Road CSAH 18

Minor Road 173rd Ave. NE

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
15:15 - 16:15	462	+	317	=	779	11	6	No
16:30 - 17:30	455	+	309	=	764	11	5	No
15:45 - 16:45	456	+	303	=	759	10	4	No
15:00 - 16:00	443	+	315	=	758	6	7	No
16:15 - 17:15	452	+	305	=	757	9	5	No
16:00 - 17:00	457	+	296	=	753	12	5	No
16:45 - 17:45	452	+	301	=	753	12	7	No
15:30 - 16:30	450	+	296	=	746	9	7	No
17:00 - 18:00	413	+	282	=	695	10	5	No
14:45 - 15:45	409	+	286	=	695	9	9	No
14:30 - 15:30	380	+	271	=	651	11	7	No
17:15 - 18:15	376		254		630	10	4	No

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
15:15 - 16:15	462	+	317	=	779	11	6	No
16:30 - 17:30	455	+	309	=	764	11	5	No
15:45 - 16:45	456	+	303	=	759	10	4	No
15:00 - 16:00	443	+	315	=	758	6	7	No
16:15 - 17:15	452	+	305	=	757	9	5	No
16:45 - 17:45	452	+	301	=	753	12	7	No
16:00 - 17:00	457	+	296	=	753	12	5	No
15:30 - 16:30	450	+	296	=	746	9	7	No
17:00 - 18:00	413	+	282	=	695	10	5	No
14:45 - 15:45	409	+	286	=	695	9	9	No
14:30 - 15:30	380	+	271	=	651	11	7	No
17:15 - 18:15	376		254		630	10	4	No

ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2583

Study Date : 09/11/2025

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.

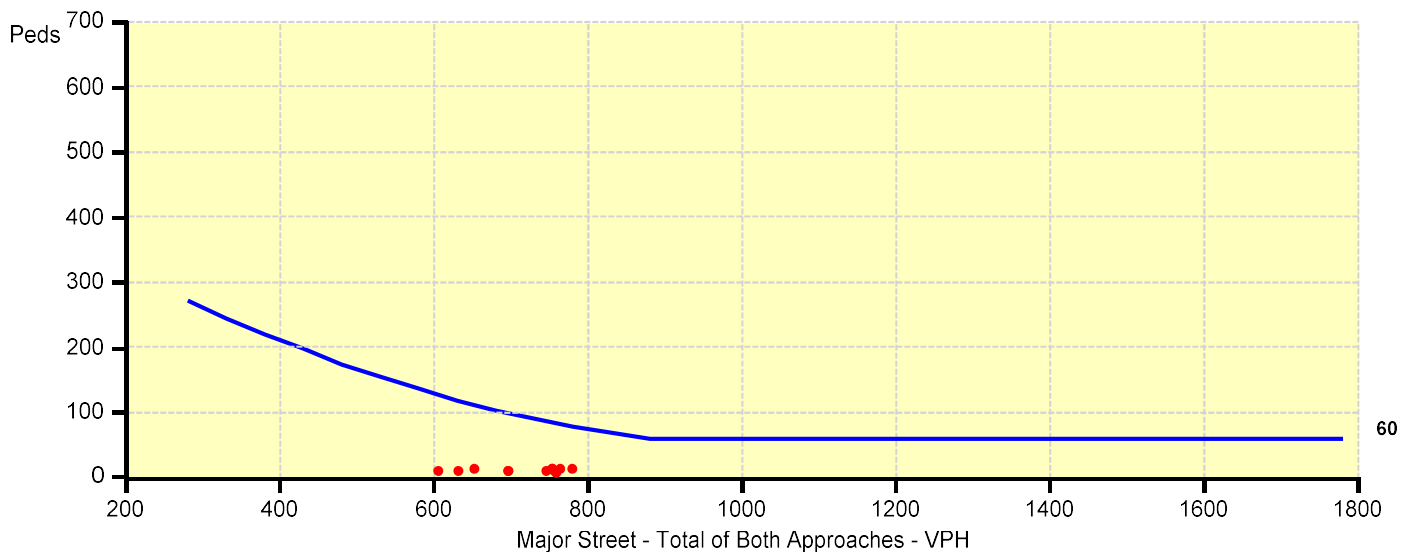
Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

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

Time	Major Road CSAH 18				Total	Minor Road 173rd Ave. NE		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
15:15 - 16:15	462	+	317	=	779	11	6	No
16:30 - 17:30	455	+	309	=	764	11	5	No
15:45 - 16:45	456	+	303	=	759	10	4	No
15:00 - 16:00	443	+	315	=	758	6	7	No
16:15 - 17:15	452	+	305	=	757	9	5	No
16:00 - 17:00	457	+	296	=	753	12	5	No
16:45 - 17:45	452	+	301	=	753	12	7	No
15:30 - 16:30	450	+	296	=	746	9	7	No
17:00 - 18:00	413	+	282	=	695	10	5	No
14:45 - 15:45	409	+	286	=	695	9	9	No
14:30 - 15:30	380	+	271	=	651	11	7	No
17:15 - 18:15	376		254		630	10	4	No



ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2583

Study Date : 09/11/2025

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.

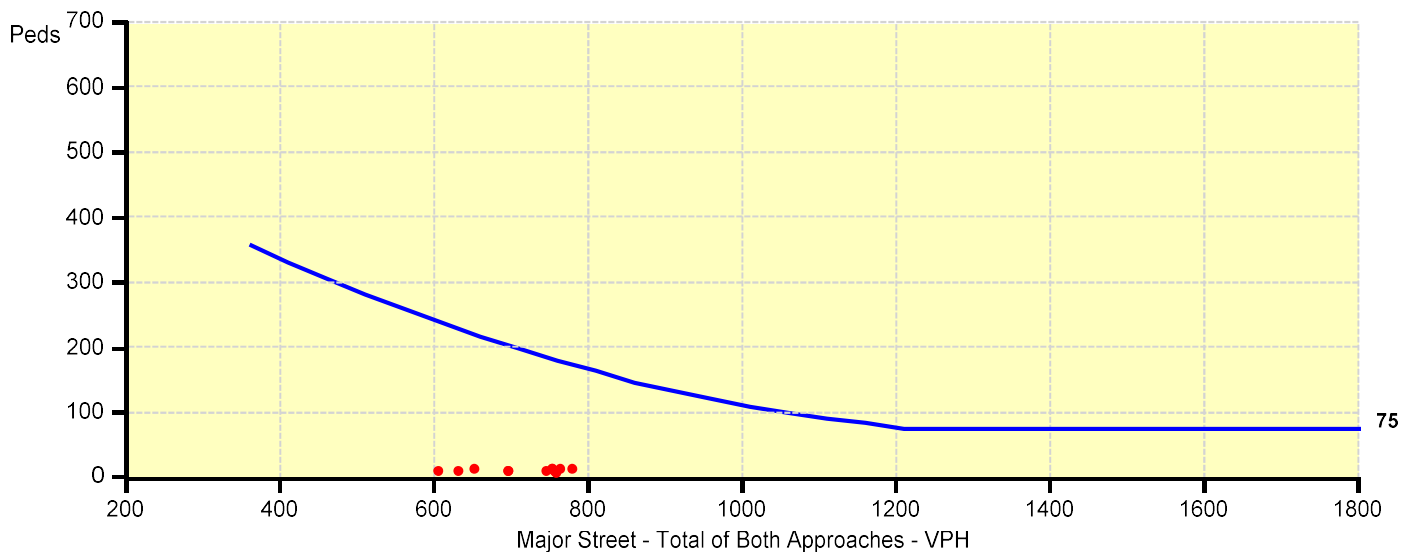
Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

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

Time	Major Road CSAH 18				Total	Minor Road 173rd Ave. NE		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
15:15 - 16:15	462	+	317	=	779	11	6	No
16:30 - 17:30	455	+	309	=	764	11	5	No
15:45 - 16:45	456	+	303	=	759	10	4	No
15:00 - 16:00	443	+	315	=	758	6	7	No
16:15 - 17:15	452	+	305	=	757	9	5	No
16:00 - 17:00	457	+	296	=	753	12	5	No
16:45 - 17:45	452	+	301	=	753	12	7	No
15:30 - 16:30	450	+	296	=	746	9	7	No
17:00 - 18:00	413	+	282	=	695	10	5	No
14:45 - 15:45	409	+	286	=	695	9	9	No
14:30 - 15:30	380	+	271	=	651	11	7	No
17:15 - 18:15	376		254		630	10	4	No



ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2583

Study Date : 09/11/2025

Multiway Stop Warrants - Summary

Major Street Approaches

Northbound: CSAH 18
 Number of Lanes : 2+
 Total Approach Volume: 4,126

Southbound: CSAH 18
 Number of Lanes :2+
 Total Approach Volume: 3,852

Minor Street Approaches

Eastbound: 173rd Ave. NE
 Number of Lanes :1
 Total Approach Volume: 137

Westbound: 173rd Ave. NE
 Number of Lanes :1
 Total Approach Volume: 123

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?
15:15 - 16:15	779	580.8	17	18.4	210	140	No
16:30 - 17:30	764		16				
14:15 - 15:15	606		17				
17:30 - 18:30	582		18				
07:15 - 08:15	553		25				
13:15 - 14:15	471		19				
12:15 - 13:15	456		18				
06:15 - 07:15	435		17				
11:00 - 12:00	425		14				
18:30 - 19:30	407		22				
08:30 - 09:30	385		18				
10:00 - 11:00	366		11				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
15:15 - 16:15	779	580.8	17	18.4	240	160	No
16:30 - 17:30	764		16				
14:15 - 15:15	606		17				
17:30 - 18:30	582		18				
07:15 - 08:15	553		25				
13:15 - 14:15	471		19				
12:15 - 13:15	456		18				
06:15 - 07:15	435		17				
11:00 - 12:00	425		14				
18:30 - 19:30	407		22				
08:30 - 09:30	385		18				
10:00 - 11:00	366		11				