

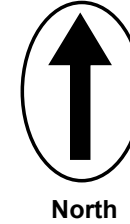
Date: 03/19/26

Count Number: TMC 2606

Location: CSAH 23

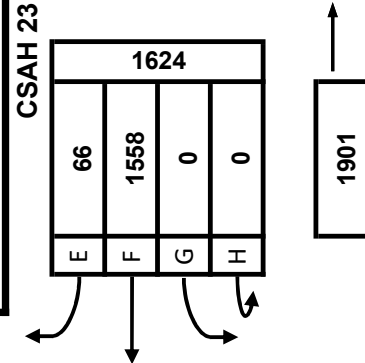
@ CSAH 62

Collection Period: 24 HR



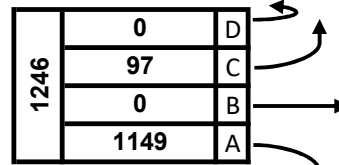
3525

#2



2607

#1

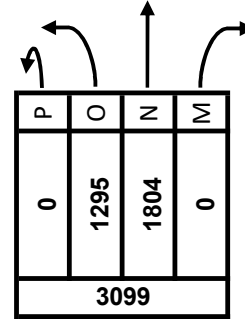


CSAH 62

1361

2707

CSAH 23



#4

5806

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

Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

Date: 03/19/26

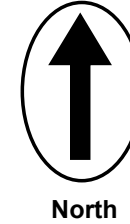
Count Number: TMC 2606

Location: CSAH 23

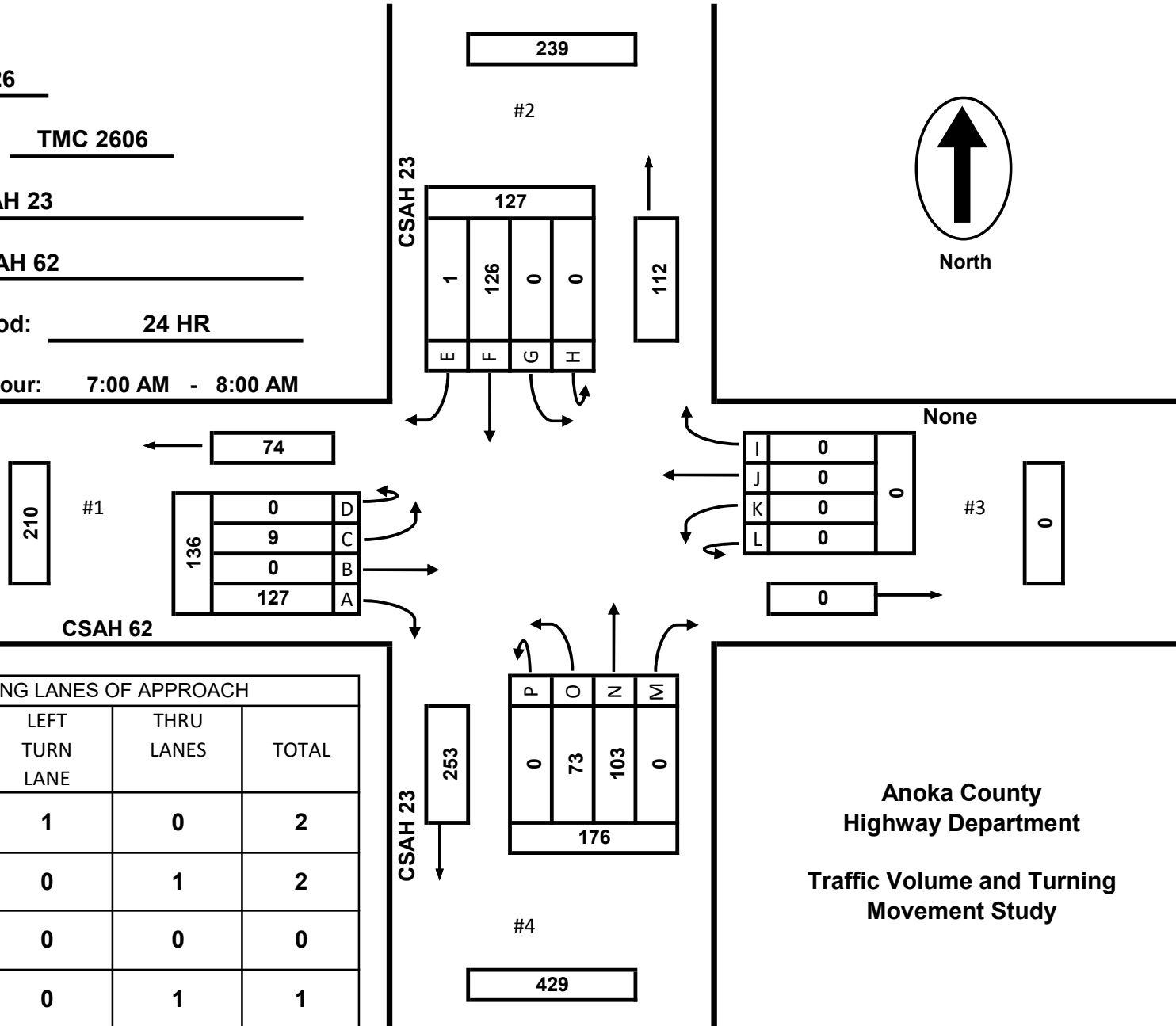
@ CSAH 62

Collection Period: 24 HR

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



None



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

Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

Date: 03/19/26

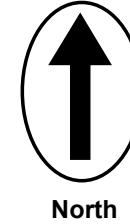
Count Number: TMC 2606

Location: CSAH 23

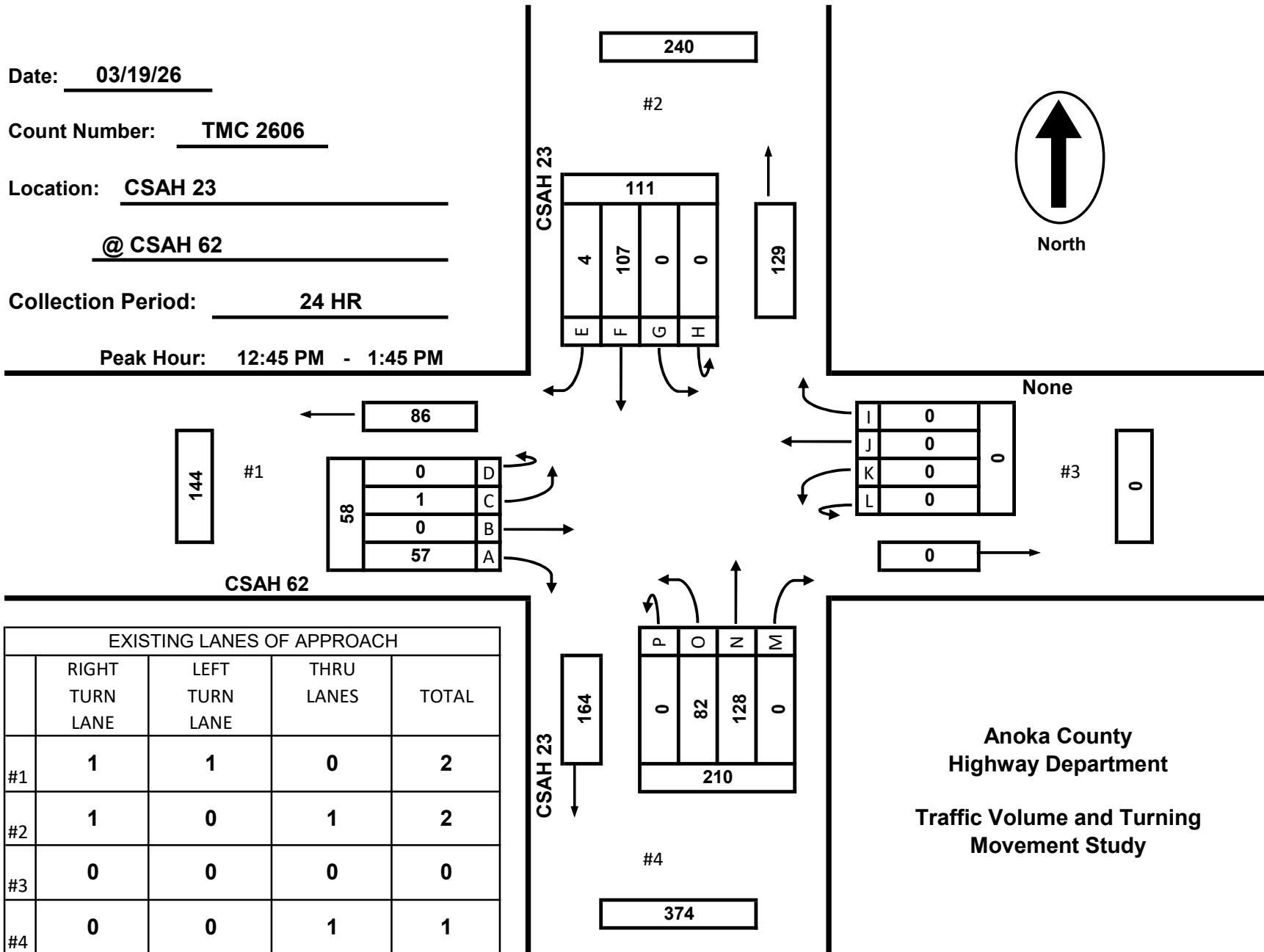
@ CSAH 62

Collection Period: 24 HR

Peak Hour: 12:45 PM - 1:45 PM



North



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

Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

Date: 03/19/26

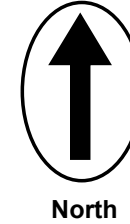
Count Number: TMC 2606

Location: CSAH 23

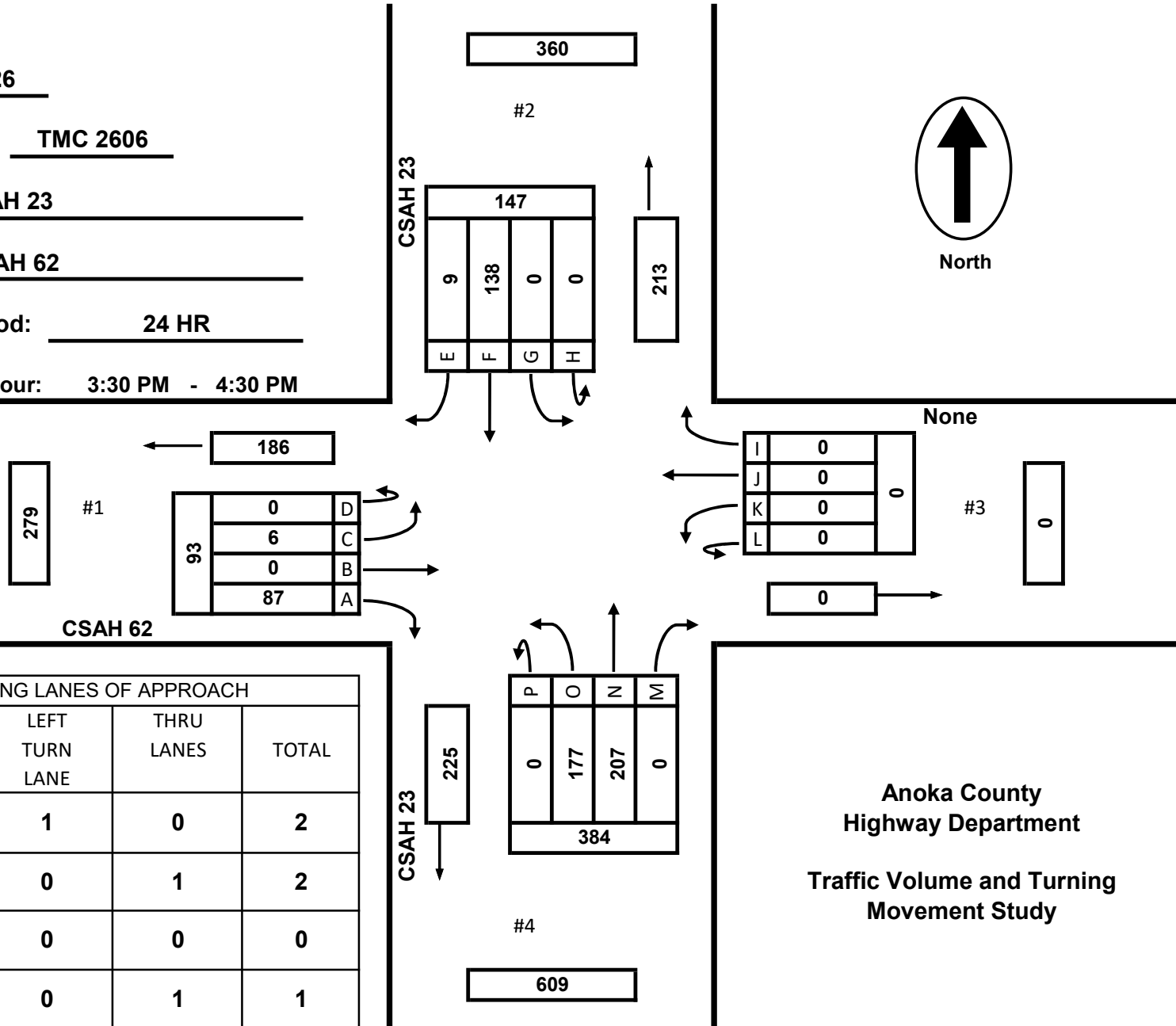
@ CSAH 62

Collection Period: 24 HR

Peak Hour: 3:30 PM - 4:30 PM



None



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

Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

TMC 2606 - CSAH 23 @ CSAH 62
Columbus MN
Thursday, March 19, 2026

Time	Southbound CSAH 23						Westbound None						Northbound CSAH 23						Eastbound CSAH 62						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	2	1	0	0	3	0	0	0	1	0	1	0	0	0	0	0	0	9
12:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	5
12:30 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
12:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	0	9	0	0	9	0	0	0	0	0	0	0	5	7	0	0	12	0	0	0	1	0	1	0	0	0	0	0	0	22
1:00 AM	0	0	14	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	15
1:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
1:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
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	0	0	0	0	0	0	1
Hourly Total	0	0	17	0	0	17	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	2	0	2	0	0	0	0	0	0	21
2:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
2:15 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	0	0	0	0	0	0	3
2:30 AM	0	0	0	0	0	0	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
2:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	0	4	0	0	4	0	0	0	0	0	0	0	5	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	11
3:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	4
3:15 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
3:30 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	2	0	2	0	0	0	0	0	0	8
3:45 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	3	0	3	0	0	0	0	0	0	7
Hourly Total	0	0	9	0	0	9	0	0	0	0	0	0	0	3	6	0	0	9	0	0	0	6	0	6	0	0	0	0	0	0	24
4:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	2	0	2	0	0	0	0	0	0	7
4:15 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	3	0	3	0	0	0	0	0	0	7
4:30 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	1	3	0	0	4	0	2	0	7	0	9	0	0	0	0	0	0	15
4:45 AM	0	0	7	0	0	7	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	3	0	3	0	0	0	0	0	0	15
Hourly Total	0	0	13	0	0	13	0	0	0	0	0	0	0	4	10	0	0	14	0	2	0	15	0	17	0	0	0	0	0	0	44
5:00 AM	0	0	6	0	0	6	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	6	0	6	0	0	0	0	0	0	16
5:15 AM	0	0	11	0	0	11	0	0	0	0	0	0	0	2	4	0	0	6	0	0	0	18	0	18	0	0	0	0	0	0	35
5:30 AM	0	0	18	0	0	18	0	0	0	0	0	0	0	5	4	0	0	9	0	0	0	17	0	17	0	0	0	0	0	0	44
5:45 AM	0	0	21	0	0	21	0	0	0	0	0	0	0	5	14	0	0	19	0	0	0	18	0	18	0	0	0	0	0	0	58
Hourly Total	0	0	56	0	0	56	0	0	0	0	0	0	0	14	24	0	0	38	0	0	0	59	0	59	0	0	0	0	0	0	153
6:00 AM	0	0	18	0	0	18	0	0	0	0	0	0	0	3	11	0	0	14	0	1	0	21	0	22	0	0	0	0	0	0	54
6:15 AM	0	0	29	1	0	30	0	0	0	0	0	0	0	2	15	0	0	17	0	3	0	25	0	28	0	0	0	0	0	0	75
6:30 AM	0	0	39	1	0	40	0	0	0	0	0	0	0	5	26	0	0	31	0	1	0	25	0	26	0	0	0	0	0	0	97
6:45 AM	0	0	39	1	0	40	0	0	0	0	0	0	0	15	24	0	0	39	0	2	0	30	0	32	0	0	0	0	0	0	111
Hourly Total	0	0	125	3	0	128	0	0	0	0	0	0	0	25	76	0	0	101	0	7	0	101	0	108	0	0	0	0	0	0	337
7:00 AM	0	0	21	0	0	21	0	0	0	0	0	0	0	10	18	0	0	28	0	1	0	30	0	31	0	0	0	0	0	0	80
7:15 AM	0	0	22	0	0	22	0	0	0	0	0	0	0	23	28	0	0	51	0	5	0	29	0	34	0	0	0	0	0	0	107
7:30 AM	0	0	31	0	0	31	0	0	0	0	0	0	0	18	33	0	0	51	0	1	0	33	0	34	0	0	0	0	0	0	116
7:45 AM	0	0	52	1	0	53	0	0	0	0	0	0	0	22	24	0	0	46	0	2	0	35	0	37	0	0	0	0	0	0	136
Hourly Total	0	0	126	1	0	127	0	0	0	0	0	0	0	73	103	0	0	176	0	9	0	127	0	136	0	0	0	0	0	0	439

TMC 2606 - CSAH 23 @ CSAH 62
Columbus MN
Thursday, March 19, 2026

Time	Southbound CSAH 23						Westbound None						Northbound CSAH 23						Eastbound CSAH 62						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	0	17	2	0	19	0	0	0	0	0	0	0	5	26	0	0	31	0	3	0	15	0	18	68
8:15 AM	0	0	24	1	0	25	0	0	0	0	0	0	0	16	27	0	0	43	0	5	0	21	0	26	94
8:30 AM	0	0	25	0	0	25	0	0	0	0	0	0	0	18	20	0	0	38	0	0	0	20	0	20	83
8:45 AM	0	0	13	0	0	13	0	0	0	0	0	0	0	16	18	0	0	34	0	2	0	19	0	21	68
Hourly Total	0	0	79	3	0	82	0	0	0	0	0	0	0	55	91	0	0	146	0	10	0	75	0	85	313
9:00 AM	0	0	24	1	0	25	0	0	0	0	0	0	0	13	29	0	0	42	0	1	0	19	0	20	87
9:15 AM	0	0	15	1	0	16	0	0	0	0	0	0	0	7	23	0	0	30	0	0	0	18	0	18	64
9:30 AM	0	0	13	0	0	13	0	0	0	0	0	0	0	16	24	0	0	40	0	2	0	8	0	10	63
9:45 AM	0	0	17	0	0	17	0	0	0	0	0	0	0	11	20	0	0	31	0	2	0	17	0	19	67
Hourly Total	0	0	69	2	0	71	0	0	0	0	0	0	0	47	96	0	0	143	0	5	0	62	0	67	281
10:00 AM	0	0	19	2	0	21	0	0	0	0	0	0	0	15	29	0	0	44	0	1	0	8	0	9	74
10:15 AM	0	0	21	0	0	21	0	0	0	0	0	0	0	11	20	0	0	31	0	2	0	6	0	8	60
10:30 AM	0	0	21	3	0	24	0	0	0	0	0	0	0	20	23	0	0	43	0	1	0	15	0	16	83
10:45 AM	0	0	19	2	0	21	0	0	0	0	0	0	0	22	23	0	0	45	0	2	0	7	0	9	75
Hourly Total	0	0	80	7	0	87	0	0	0	0	0	0	0	68	95	0	0	163	0	6	0	36	0	42	292
11:00 AM	0	0	23	1	0	24	0	0	0	0	0	0	0	8	25	0	0	33	0	3	0	25	0	28	85
11:15 AM	0	0	15	2	0	17	0	0	0	0	0	0	0	19	19	0	0	38	0	0	0	16	0	16	71
11:30 AM	0	0	17	0	0	17	0	0	0	0	0	0	0	12	17	0	0	29	0	2	0	20	0	22	68
11:45 AM	0	0	22	1	0	23	0	0	0	0	0	0	0	18	27	0	0	45	0	0	0	15	0	15	83
Hourly Total	0	0	77	4	0	81	0	0	0	0	0	0	0	57	88	0	0	145	0	5	0	76	0	81	307
12:00 PM	0	0	19	0	0	19	0	0	0	0	0	0	0	23	32	0	0	55	0	0	0	14	0	14	88
12:15 PM	0	0	22	0	0	22	0	0	0	0	0	0	0	18	25	0	0	43	0	3	0	17	0	20	85
12:30 PM	0	0	37	0	0	37	0	0	0	0	0	0	0	23	22	0	0	45	0	1	0	18	0	19	101
12:45 PM	0	0	32	0	0	32	0	0	0	0	0	0	0	25	32	0	0	57	0	1	0	11	0	12	101
Hourly Total	0	0	110	0	0	110	0	0	0	0	0	0	0	89	111	0	0	200	0	5	0	60	0	65	375
1:00 PM	0	0	24	1	0	25	0	0	0	0	0	0	0	14	32	0	0	46	0	0	0	16	0	16	87
1:15 PM	0	0	23	1	0	24	0	0	0	0	0	0	0	19	27	0	0	46	0	0	0	13	0	13	83
1:30 PM	0	0	28	2	0	30	0	0	0	0	0	0	0	24	37	0	0	61	0	0	0	17	0	17	108
1:45 PM	0	0	20	2	0	22	0	0	0	0	0	0	0	18	28	0	0	46	0	0	0	20	0	20	88
Hourly Total	0	0	95	6	0	101	0	0	0	0	0	0	0	75	124	0	0	199	0	0	0	66	0	66	366
2:00 PM	0	0	18	2	0	20	0	0	0	0	0	0	0	21	34	0	0	55	0	4	0	10	0	14	89
2:15 PM	0	0	21	2	0	23	0	0	0	0	0	0	0	23	51	0	0	74	0	1	0	14	0	15	112
2:30 PM	0	0	28	0	0	28	0	0	0	0	0	0	0	29	41	0	0	70	0	4	0	26	0	30	128
2:45 PM	0	0	24	0	0	24	0	0	0	0	0	0	0	28	44	0	0	72	0	2	0	33	0	35	131
Hourly Total	0	0	91	4	0	95	0	0	0	0	0	0	0	101	170	0	0	271	0	11	0	83	0	94	460
3:00 PM	0	0	27	3	0	30	0	0	0	0	0	0	0	42	37	0	0	79	0	1	0	14	0	15	124
3:15 PM	0	0	36	0	0	36	0	0	0	0	0	0	0	37	42	0	0	79	0	1	0	21	0	22	137
3:30 PM	0	0	29	4	0	33	0	0	0	0	0	0	0	40	59	0	0	99	0	0	0	27	0	27	159
3:45 PM	0	0	42	3	0	45	0	0	0	0	0	0	0	60	43	0	0	103	0	1	0	18	0	19	167
Hourly Total	0	0	134	10	0	144	0	0	0	0	0	0	0	179	181	0	0	360	0	3	0	80	0	83	587

TMC 2606 - CSAH 23 @ CSAH 62
Columbus MN
Thursday, March 19, 2026

Time	Southbound CSAH 23						Westbound None						Northbound CSAH 23						Eastbound CSAH 62						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	0	38	2	0	40	0	0	0	0	0	0	0	36	59	0	0	95	0	2	0	22	0	24	159
4:15 PM	0	0	29	0	0	29	0	0	0	0	0	0	0	41	46	0	0	87	0	3	0	20	0	23	139
4:30 PM	0	0	24	1	0	25	0	0	0	0	0	0	0	57	46	0	0	103	0	1	0	26	0	27	155
4:45 PM	0	0	38	2	0	40	0	0	0	0	0	0	0	39	53	0	0	92	0	1	0	33	0	34	166
Hourly Total	0	0	129	5	0	134	0	0	0	0	0	0	0	173	204	0	0	377	0	7	0	101	0	108	619
5:00 PM	0	0	32	2	0	34	0	0	0	0	0	0	0	35	50	0	0	85	0	1	0	19	0	20	139
5:15 PM	0	0	19	5	0	24	0	0	0	0	0	0	0	39	42	0	0	81	0	0	0	22	0	22	127
5:30 PM	0	0	23	1	0	24	0	0	0	0	0	0	0	31	39	0	0	70	0	1	0	14	0	15	109
5:45 PM	0	0	20	0	0	20	0	0	0	0	0	0	0	26	29	0	0	55	0	1	0	14	0	15	90
Hourly Total	0	0	94	8	0	102	0	0	0	0	0	0	0	131	160	0	0	291	0	3	0	69	0	72	465
6:00 PM	0	0	20	1	0	21	0	0	0	0	0	0	0	23	29	0	0	52	0	2	0	15	0	17	90
6:15 PM	0	0	11	1	0	12	0	0	0	0	0	0	0	16	19	0	0	35	0	4	0	12	0	16	63
6:30 PM	0	0	14	0	0	14	0	0	0	0	0	0	0	18	20	0	0	38	0	1	0	9	0	10	62
6:45 PM	0	0	15	0	0	15	0	0	0	0	0	0	0	11	18	0	0	29	0	1	0	7	0	8	52
Hourly Total	0	0	60	2	0	62	0	0	0	0	0	0	0	68	86	0	0	154	0	8	0	43	0	51	267
7:00 PM	0	0	12	0	0	12	0	0	0	0	0	0	0	12	12	0	0	24	0	1	0	12	0	13	49
7:15 PM	0	0	13	0	0	13	0	0	0	0	0	0	0	15	12	0	0	27	0	2	0	8	0	10	50
7:30 PM	0	0	12	2	0	14	0	0	0	0	0	0	0	10	15	0	0	25	0	0	0	6	0	6	45
7:45 PM	0	0	17	0	0	17	0	0	0	0	0	0	0	7	10	0	0	17	0	2	0	5	0	7	41
Hourly Total	0	0	54	2	0	56	0	0	0	0	0	0	0	44	49	0	0	93	0	5	0	31	0	36	185
8:00 PM	0	0	10	1	0	11	0	0	0	0	0	0	0	12	14	0	0	26	0	0	0	3	0	3	40
8:15 PM	0	0	9	2	0	11	0	0	0	0	0	0	0	8	13	0	0	21	0	1	0	9	0	10	42
8:30 PM	0	0	9	1	0	10	0	0	0	0	0	0	0	8	6	0	0	14	0	1	0	7	0	8	32
8:45 PM	0	0	14	2	0	16	0	0	0	0	0	0	0	8	8	0	0	16	0	0	0	5	0	5	37
Hourly Total	0	0	42	6	0	48	0	0	0	0	0	0	0	36	41	0	0	77	0	2	0	24	0	26	151
9:00 PM	0	0	12	0	0	12	0	0	0	0	0	0	0	6	8	0	0	14	0	3	0	6	0	9	35
9:15 PM	0	0	9	2	0	11	0	0	0	0	0	0	0	6	8	0	0	14	0	0	0	3	0	3	28
9:30 PM	0	0	9	0	0	9	0	0	0	0	0	0	0	3	11	0	0	14	0	1	0	4	0	5	28
9:45 PM	0	0	8	0	0	8	0	0	0	0	0	0	0	6	10	0	0	16	0	1	0	3	0	4	28
Hourly Total	0	0	38	2	0	40	0	0	0	0	0	0	0	21	37	0	0	58	0	5	0	16	0	21	119
10:00 PM	0	0	11	1	0	12	0	0	0	0	0	0	0	5	10	0	0	15	0	0	0	3	0	3	30
10:15 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	3	8	0	0	11	0	0	0	5	0	5	19
10:30 PM	0	0	5	0	0	5	0	0	0	0	0	0	0	6	2	0	0	8	0	0	0	2	0	2	15
10:45 PM	0	0	10	0	0	10	0	0	0	0	0	0	0	3	4	0	0	7	0	2	0	1	0	3	20
Hourly Total	0	0	29	1	0	30	0	0	0	0	0	0	0	17	24	0	0	41	0	2	0	11	0	13	84
11:00 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	1	7	0	0	8	0	1	0	2	0	3	15
11:15 PM	0	0	6	0	0	6	0	0	0	0	0	0	0	1	7	0	0	8	0	0	0	1	0	1	15
11:30 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	0	7
11:45 PM	0	0	6	0	0	6	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	2	0	3	10
Hourly Total	0	0	18	0	0	18	0	0	0	0	0	0	0	4	18	0	0	22	0	2	0	5	0	7	47
DAILY TOTAL	0	0	1558	66	0	1624	0	0	0	0	0	0	0	1295	1804	0	0	3099	0	97	0	1149	0	1246	5969
Cars	0	0	1433	66	0	1499	0	0	0	0	0	0	0	1262	1704	0	0	2966	0	95	0	1121	0	1216	5681
Heavy Vehicles	0	0	125	0	0	125	0	0	0	0	0	0	0	33	100	0	0	133	0	2	0	28	0	30	288
Heavy Vehicle %	0.00%	0.00%	8.02%	0.00%	0.00%	7.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.55%	5.54%	0.00%	0.00%	4.29%	0.00%	2.06%	0.00%	2.44%	0.00%	2.41%	4.82%

TMC 2606 - CSAH 23 @ CSAH 62
Columbus MN
Thursday, March 19, 2026
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	
7:00 AM	0	0	21	0	0	21	0	0	0	0	0	0	0	10	18	0	0	28	0	1	0	30	0	31	80
7:15 AM	0	0	22	0	0	22	0	0	0	0	0	0	0	23	28	0	0	51	0	5	0	29	0	34	107
7:30 AM	0	0	31	0	0	31	0	0	0	0	0	0	0	18	33	0	0	51	0	1	0	33	0	34	116
7:45 AM	0	0	52	1	0	53	0	0	0	0	0	0	0	22	24	0	0	46	0	2	0	35	0	37	136
Peak Hour Total	0	0	126	1	0	127	0	0	0	0	0	0	0	73	103	0	0	176	0	9	0	127	0	136	439
Peak Hour Heavy Vehicle PHF	0.00%	0.00%	7.14%	0.00%	0.00%	7.09%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.48%	11.65%	0.00%	0.00%	9.09%	0.00%	0.00%	0.00%	3.94%	0.00%	3.68%	6.83%
	0.000	0.000	0.606	0.250	0.000	0.599	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.793	0.780	0.000	0.000	0.863	0.000	0.450	0.000	0.907	0.000	0.919	0.807

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	
12:45 PM	0	0	32	0	0	32	0	0	0	0	0	0	0	25	32	0	0	57	0	1	0	11	0	12	101
1:00 PM	0	0	24	1	0	25	0	0	0	0	0	0	0	14	32	0	0	46	0	0	0	16	0	16	87
1:15 PM	0	0	23	1	0	24	0	0	0	0	0	0	0	19	27	0	0	46	0	0	0	13	0	13	83
1:30 PM	0	0	28	2	0	30	0	0	0	0	0	0	0	24	37	0	0	61	0	0	0	17	0	17	108
Peak Hour Total	0	0	107	4	0	111	0	0	0	0	0	0	0	82	128	0	0	210	0	1	0	57	0	58	379
Peak Hour Heavy Vehicle PHF	0.00%	0.00%	12.15%	0.00%	0.00%	11.71%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.54%	6.25%	0.00%	0.00%	7.14%	0.00%	0.00%	0.00%	5.26%	0.00%	5.17%	8.18%
	0.000	0.000	0.836	0.500	0.000	0.867	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.820	0.865	0.000	0.000	0.861	0.000	0.250	0.000	0.838	0.000	0.853	0.877

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	
3:30 PM	0	0	29	4	0	33	0	0	0	0	0	0	0	40	59	0	0	99	0	0	0	27	0	27	159
3:45 PM	0	0	42	3	0	45	0	0	0	0	0	0	0	60	43	0	0	103	0	1	0	18	0	19	167
4:00 PM	0	0	38	2	0	40	0	0	0	0	0	0	0	36	59	0	0	95	0	2	0	22	0	24	159
4:15 PM	0	0	29	0	0	29	0	0	0	0	0	0	0	41	46	0	0	87	0	3	0	20	0	23	139
Peak Hour Total	0	0	138	9	0	147	0	0	0	0	0	0	0	177	207	0	0	384	0	6	0	87	0	93	624
Peak Hour Heavy Vehicle PHF	0.00%	0.00%	10.87%	0.00%	0.00%	10.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.69%	2.42%	0.00%	0.00%	2.08%	0.00%	0.00%	0.00%	1.15%	0.00%	1.08%	3.85%
	0.000	0.000	0.821	0.563	0.000	0.817	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.738	0.877	0.000	0.000	0.932	0.000	0.500	0.000	0.806	0.000	0.861	0.934

Total Vehicles On Leg		3525	
Vehicles Entering Intersection	1624	Vehicles Exiting Intersection	1901
Southbound			
Cars	66	1433	0
Heavy	0	125	0
Total	66	1558	0

Total Vehicles on Leg 2607	Vehicles Entering Intersect	1246	Eastbound	Cars	0	0	0	
	Vehicles Exiting Intersect	1361		Cars	95	2	97	
				Heavy	0	0	0	
				Total	1121	28	1149	

Daily Volumes

Total Vehicles On Leg		5806	
Northbound			
Cars	0	0	1262
Heavy	0	0	33
Total	0	0	1295
Vehicles Entering Intersection	3099	Vehicles Exiting Intersection	2707

Total Vehicles on Leg 0	Westbound	Vehicles Entering Intersect	0
		Vehicles Exiting Intersect	0
		Cars	0
		Heavy	0

TMC 2606 - CSAH 23 @ CSAH 62
Columbus MN
Thursday, March 19, 2026

Time	Southbound Heavy CSAH 23						Westbound Heavy None						Northbound Heavy CSAH 23						Eastbound Heavy CSAH 62						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	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	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	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	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
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	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	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	0
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	0	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	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	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	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	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
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	0
3:15 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	0	1
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	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	0
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	0	1
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	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	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	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	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
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	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	0
5:30 AM	0	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
5:45 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
6:00 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
6:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	1	4
6:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
6:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3
Hourly 'Heavy Vehicles'	0	0	6	0	0	6	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	1	0	0	1	13
7:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	1	0	0	1	8
7:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3
7:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	3	0	0	5	0	0	0	2	0	0	2	8
7:45 AM	0	0	5	0	0	5	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	2	0	0	2	11
Hourly 'Heavy Vehicles'	0	0	9	0	0	9	0	0	0	0	0	0	0	4	12	0	0	16	0	0	0	5	0	0	5	30

TMC 2606 - CSAH 23 @ CSAH 62
Columbus MN
Thursday, March 19, 2026

Time	Southbound Heavy CSAH 23						Westbound Heavy None						Northbound Heavy CSAH 23						Eastbound Heavy CSAH 62						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	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	0	1	4
8:15 AM	0	0	5	0	0	5	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	2	0	2	10
8:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3
8:45 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	5
Hourly 'Heavy Vehicles'	0	0	10	0	0	10	0	0	0	0	0	0	0	0	8	0	0	0	8	0	1	0	3	0	4	22
9:00 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	1	11	0	0	0	12	0	0	0	1	0	1	17
9:15 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	5
9:30 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	4
9:45 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	0	5
Hourly 'Heavy Vehicles'	0	0	11	0	0	11	0	0	0	0	0	0	0	4	15	0	0	0	19	0	0	0	1	0	1	31
10:00 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	1	0	1	7
10:15 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	6
10:30 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	2	2	0	0	0	4	0	0	0	0	0	0	7
10:45 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	4
Hourly 'Heavy Vehicles'	0	0	11	0	0	11	0	0	0	0	0	0	0	3	9	0	0	0	12	0	0	0	1	0	1	24
11:00 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	7
11:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	1	0	1	5
11:30 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	1	0	1	8
11:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	2	0	2	6
Hourly 'Heavy Vehicles'	0	0	11	0	0	11	0	0	0	0	0	0	0	4	7	0	0	0	11	0	0	0	4	0	4	26
12:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	4	0	0	0	6	0	0	0	0	0	0	7
12:15 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	1	4	0	0	0	5	0	1	0	1	0	2	9
12:30 PM	0	0	7	0	0	7	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	1	0	1	11
12:45 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	3	2	0	0	0	5	0	0	0	1	0	1	10
Hourly 'Heavy Vehicles'	0	0	14	0	0	14	0	0	0	0	0	0	0	8	11	0	0	0	19	0	1	0	3	0	4	37
1:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	3	3	0	0	0	6	0	0	0	0	0	0	7
1:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	1	0	1	5
1:30 PM	0	0	7	0	0	7	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	9
1:45 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	2	3	0	0	0	5	0	0	0	0	0	0	7
Hourly 'Heavy Vehicles'	0	0	11	0	0	11	0	0	0	0	0	0	0	6	9	0	0	0	15	0	0	0	2	0	2	28
2:00 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	2
2:15 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	5
2:30 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	6
2:45 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	2	0	2	10
Hourly 'Heavy Vehicles'	0	0	12	0	0	12	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	2	0	2	23
3:00 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	2	0	2	6
3:15 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
3:30 PM	0	0	6	0	0	6	0	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	1	0	1	10
3:45 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	0	3
Hourly 'Heavy Vehicles'	0	0	14	0	0	14	0	0	0	0	0	0	0	1	5	0	0	0	6	0	0	0	3	0	3	23

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 05/29/2026

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 23

Number of Lanes : 1

Total Approach Volume: 3,099

Southbound: CSAH 23

Number of Lanes : 1

Total Approach Volume: 1,624

Minor Street Approaches

Eastbound: CSAH 62

Number of Lanes : 1

Total Approach Volume: 97

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:

Study Date : 05/29/2026

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 = **1**
Number of Minor Lanes = **1**

Volume Requirements

Rural Factor of 70 % applied
Veh/Hr Major = **210**

Veh/Hr Minor = **63**

Time	Major Road				Total	Minor Road		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
15:30 - 16:30	384	+	147	=	531	6	0	No
15:15 - 16:15	376	+	154	=	530	4	0	No
15:45 - 16:45	388	+	139	=	527	7	0	No
16:00 - 17:00	377	+	134	=	511	7	0	No
15:00 - 16:00	360	+	144	=	504	3	0	No
16:15 - 17:15	367	+	128	=	495	6	0	No
16:30 - 17:30	361	+	123	=	484	3	0	No
14:45 - 15:45	329	+	123	=	452	4	0	No
16:45 - 17:45	328	+	122	=	450	3	0	No
14:30 - 15:30	300	+	118	=	418	8	0	No
14:15 - 15:15	295	+	105	=	400	8	0	No
17:00 - 18:00	291	+	102	=	393	3	0	No
14:00 - 15:00	271	+	95	=	366	11	0	No
17:15 - 18:15	258	+	89	=	347	4	0	No
13:45 - 14:45	245	+	93	=	338	9	0	No
13:30 - 14:30	236	+	95	=	331	5	0	No
12:45 - 13:45	210	+	111	=	321	1	0	No
12:30 - 13:30	194	+	118	=	312	2	0	No
12:00 - 13:00	200	+	110	=	310	5	0	No
12:15 - 13:15	191	+	116	=	307	5	0	No
13:15 - 14:15	208	+	96	=	304	4	0	No
07:15 - 08:15	179	+	125	=	304	11	0	No
07:00 - 08:00	176	+	127	=	303	9	0	No
13:00 - 14:00	199	+	101	=	300	0	0	No
07:30 - 08:30	171		128		299	11	0	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 05/29/2026

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 = **1**
Number of Minor Lanes = **1**

Volume Requirements

Rural Factor of 70 % applied
Veh/Hr Major = **315**

Veh/Hr Minor = **31**

Time	Major Road				Minor Road			Met?
	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	
15:30 - 16:30	384	+	147	=	531	6	0	No
15:15 - 16:15	376	+	154	=	530	4	0	No
15:45 - 16:45	388	+	139	=	527	7	0	No
16:00 - 17:00	377	+	134	=	511	7	0	No
15:00 - 16:00	360	+	144	=	504	3	0	No
16:15 - 17:15	367	+	128	=	495	6	0	No
16:30 - 17:30	361	+	123	=	484	3	0	No
14:45 - 15:45	329	+	123	=	452	4	0	No
16:45 - 17:45	328	+	122	=	450	3	0	No
14:30 - 15:30	300	+	118	=	418	8	0	No
14:15 - 15:15	295	+	105	=	400	8	0	No
17:00 - 18:00	291	+	102	=	393	3	0	No
14:00 - 15:00	271	+	95	=	366	11	0	No
17:15 - 18:15	258	+	89	=	347	4	0	No
13:45 - 14:45	245	+	93	=	338	9	0	No
13:30 - 14:30	236	+	95	=	331	5	0	No
12:45 - 13:45	210	+	111	=	321	1	0	No
12:30 - 13:30	194	+	118	=	312	2	0	No
12:00 - 13:00	200	+	110	=	310	5	0	No
12:15 - 13:15	191	+	116	=	307	5	0	No
13:15 - 14:15	208	+	96	=	304	4	0	No
07:15 - 08:15	179	+	125	=	304	11	0	No
07:00 - 08:00	176	+	127	=	303	9	0	No
13:00 - 14:00	199	+	101	=	300	0	0	No
07:30 - 08:30	171		128		299	11	0	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 05/29/2026

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 = **1**
Number of Minor Lanes = **1**

Volume Requirements

Rural Factor of 70% applied
Warrant 1A 1B
Veh/Hr Major = **168 252**

Veh/Hr Minor = **50 25**

Major Road CSAH 23

Minor Road CSAH 62

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
15:30 - 16:30	384	+	147	=	531	6	0	No
15:15 - 16:15	376	+	154	=	530	4	0	No
15:45 - 16:45	388	+	139	=	527	7	0	No
16:00 - 17:00	377	+	134	=	511	7	0	No
15:00 - 16:00	360	+	144	=	504	3	0	No
16:15 - 17:15	367	+	128	=	495	6	0	No
16:30 - 17:30	361	+	123	=	484	3	0	No
14:45 - 15:45	329	+	123	=	452	4	0	No
16:45 - 17:45	328	+	122	=	450	3	0	No
14:30 - 15:30	300	+	118	=	418	8	0	No
14:15 - 15:15	295	+	105	=	400	8	0	No
17:00 - 18:00	291		102		393	3	0	No

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
15:30 - 16:30	384	+	147	=	531	6	0	No
15:15 - 16:15	376	+	154	=	530	4	0	No
15:45 - 16:45	388	+	139	=	527	7	0	No
16:00 - 17:00	377	+	134	=	511	7	0	No
15:00 - 16:00	360	+	144	=	504	3	0	No
16:15 - 17:15	367	+	128	=	495	6	0	No
16:30 - 17:30	361	+	123	=	484	3	0	No
14:45 - 15:45	329	+	123	=	452	4	0	No
16:45 - 17:45	328	+	122	=	450	3	0	No
14:30 - 15:30	300	+	118	=	418	8	0	No
14:15 - 15:15	295	+	105	=	400	8	0	No
17:00 - 18:00	291		102		393	3	0	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 05/29/2026

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.

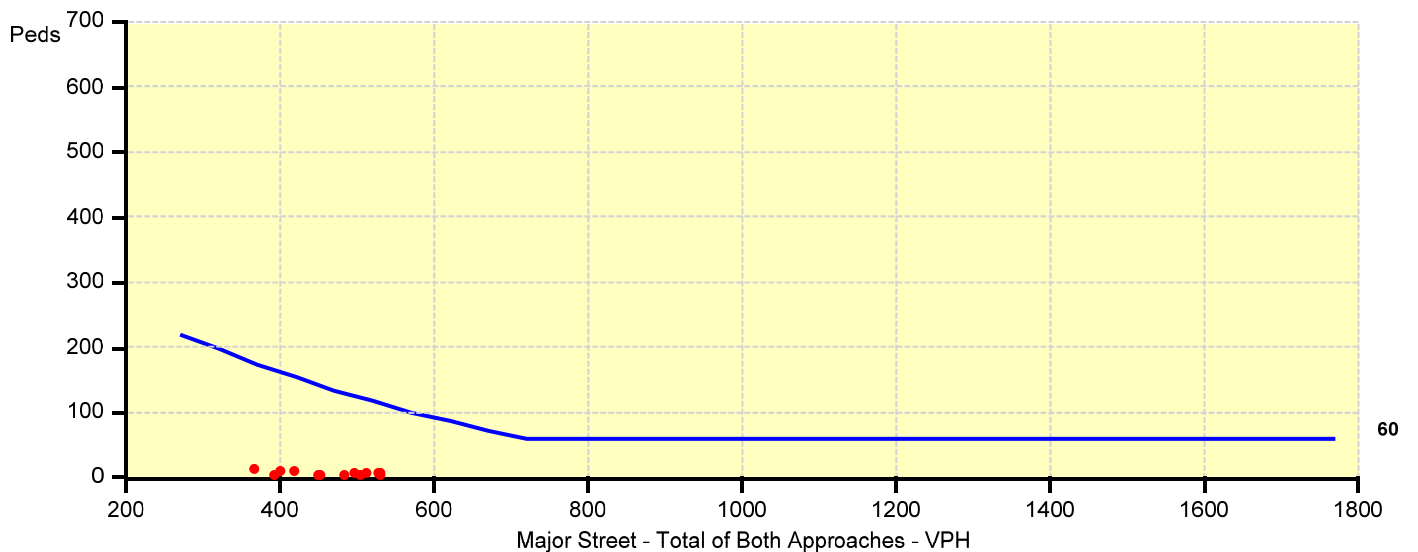
Summary

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

Site Data Required

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

Time	Major Road CSAH 23				Total	Minor Road CSAH 62		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
15:30 - 16:30	384	+	147	=	531	6	0	No
15:15 - 16:15	376	+	154	=	530	4	0	No
15:45 - 16:45	388	+	139	=	527	7	0	No
16:00 - 17:00	377	+	134	=	511	7	0	No
15:00 - 16:00	360	+	144	=	504	3	0	No
16:15 - 17:15	367	+	128	=	495	6	0	No
16:30 - 17:30	361	+	123	=	484	3	0	No
14:45 - 15:45	329	+	123	=	452	4	0	No
16:45 - 17:45	328	+	122	=	450	3	0	No
14:30 - 15:30	300	+	118	=	418	8	0	No
14:15 - 15:15	295	+	105	=	400	8	0	No
17:00 - 18:00	291		102		393	3	0	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name:

Study Date : 05/29/2026

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 = **1**
 Number of Minor Lanes = **1**

Time	Major Road CSAH 23				Total	Minor Road CSAH 62		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
15:30 - 16:30	384	+	147	=	531	6	0	No
15:15 - 16:15	376	+	154	=	530	4	0	No
15:45 - 16:45	388	+	139	=	527	7	0	No
16:00 - 17:00	377	+	134	=	511	7	0	No
15:00 - 16:00	360	+	144	=	504	3	0	No
16:15 - 17:15	367	+	128	=	495	6	0	No
16:30 - 17:30	361	+	123	=	484	3	0	No
14:45 - 15:45	329	+	123	=	452	4	0	No
16:45 - 17:45	328	+	122	=	450	3	0	No
14:30 - 15:30	300	+	118	=	418	8	0	No
14:15 - 15:15	295	+	105	=	400	8	0	No
17:00 - 18:00	291		102		393	3	0	No

