

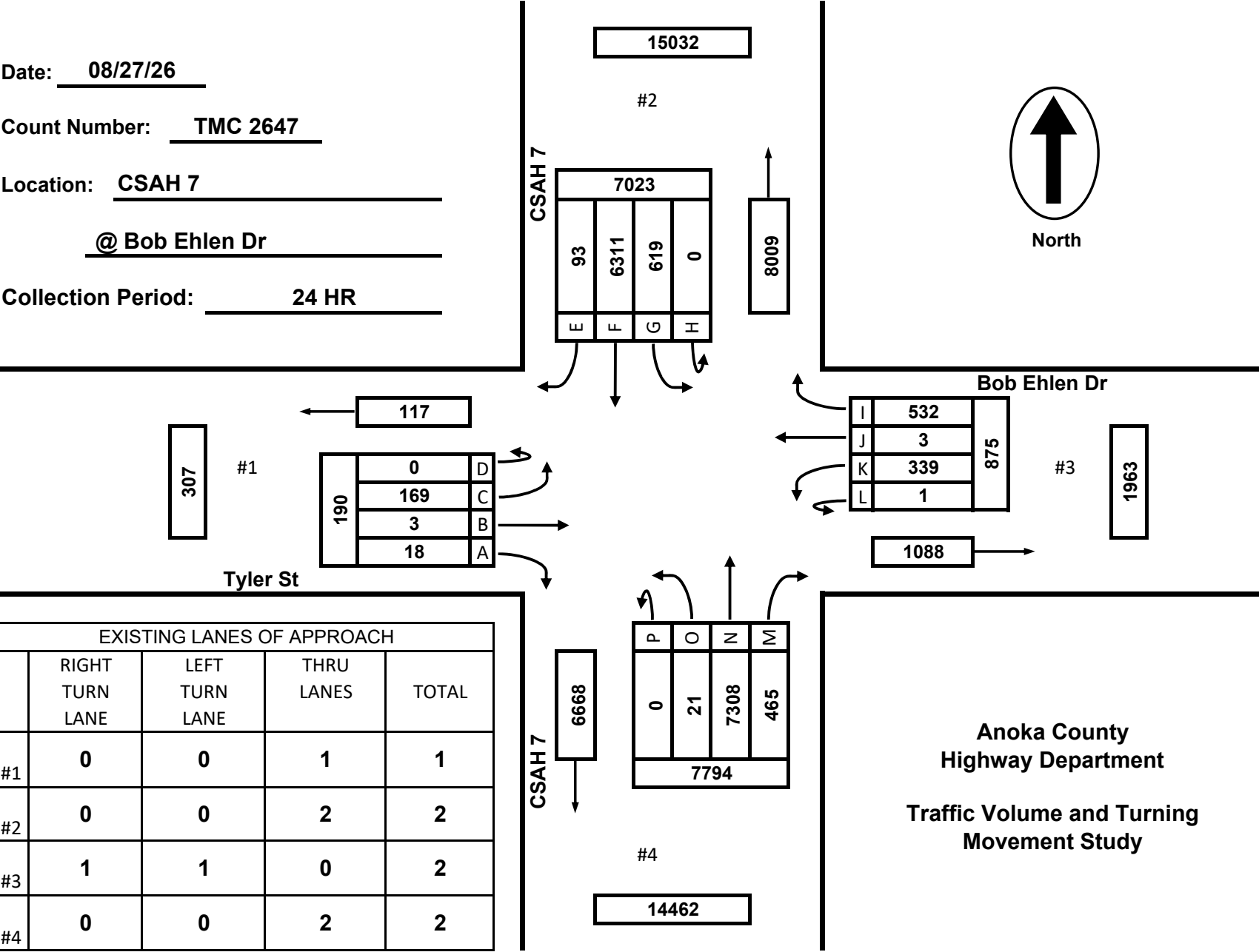
Date: 08/27/26

Count Number: TMC 2647

Location: CSAH 7

@ Bob Ehlen Dr

Collection Period: 24 HR



Date: 08/27/26

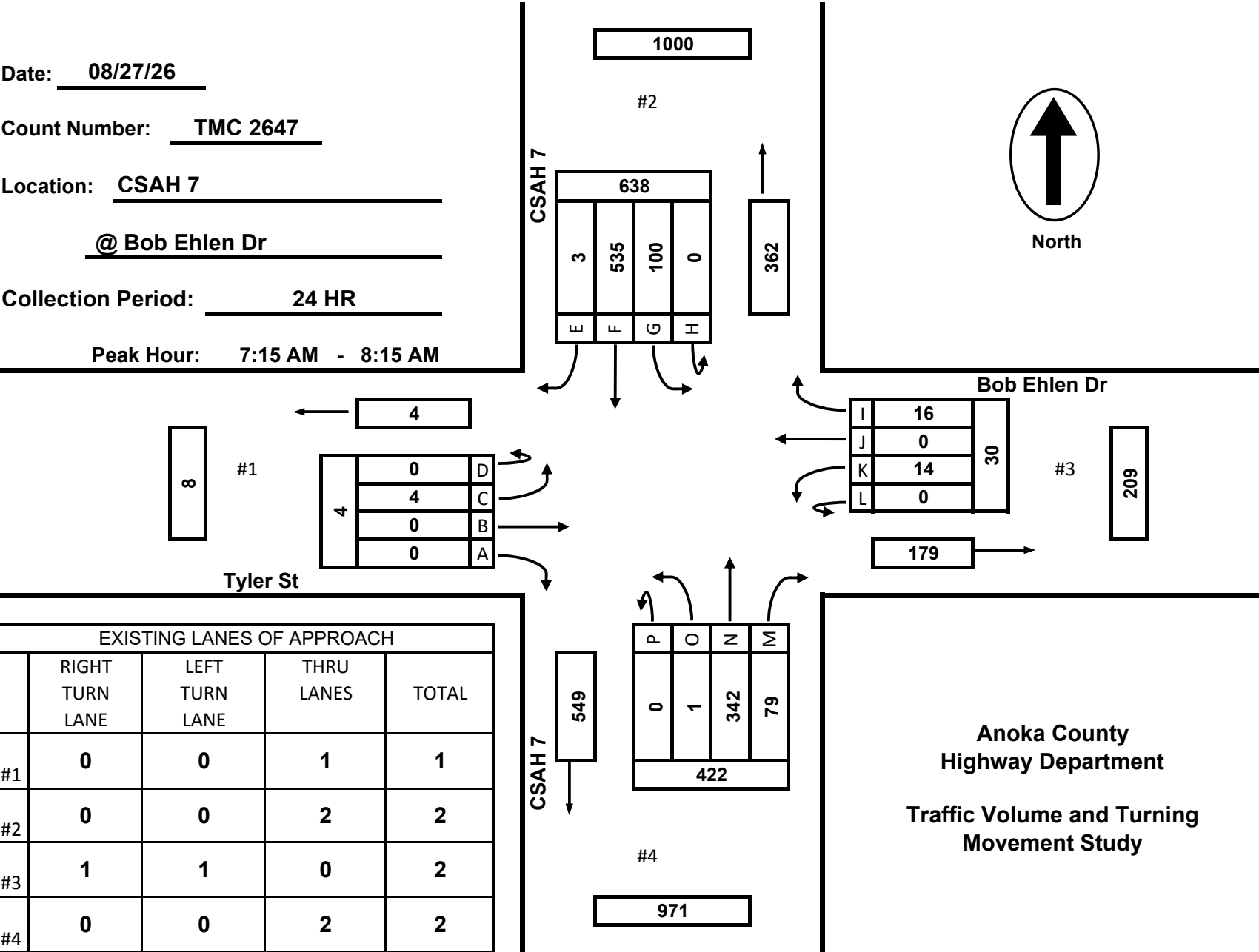
Count Number: TMC 2647

Location: CSAH 7

@ Bob Ehlen Dr

Collection Period: 24 HR

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



Anoka County
Highway Department

Traffic Volume and Turning
Movement Study

Date: 08/27/26

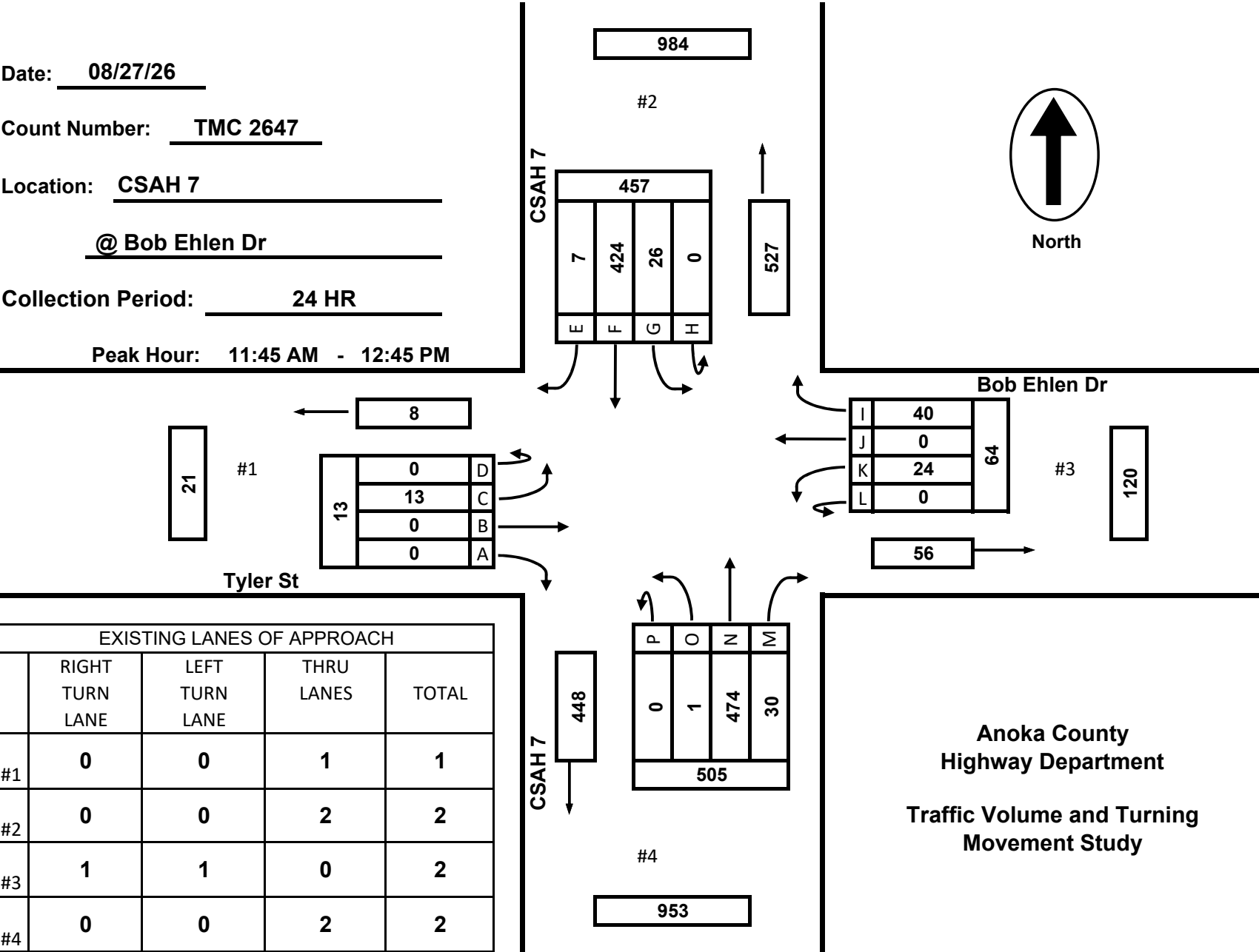
Count Number: TMC 2647

Location: CSAH 7

@ Bob Ehlen Dr

Collection Period: 24 HR

Peak Hour: 11:45 AM - 12:45 PM



Peak Hour: 2:45 PM - 3:45 PM

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

**TMC 2647 - CSAH 7 @ Bob Ehlen Dr
Anoka MN
Thursday, August 27, 2026**

Time	Southbound CSAH 7						Westbound Bob Ehlen Dr						Northbound CSAH 7						Eastbound Tyler St						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	2	8	1	0	11	0	2	0	4	0	6	0	0	18	1	0	19	0	0	0	1	0	1	37
12:15 AM	0	0	8	0	0	8	0	1	0	0	0	1	0	0	10	2	0	12	0	0	0	0	3	0	21
12:30 AM	0	4	2	0	0	6	0	0	0	1	0	1	0	0	14	1	0	15	0	0	0	0	0	0	22
12:45 AM	0	1	6	0	0	7	0	4	0	1	0	5	0	0	16	0	0	16	0	0	0	0	1	0	28
Hourly Total	0	7	24	1	0	32	0	7	0	6	0	13	0	0	58	4	0	62	0	0	0	1	4	1	108
1:00 AM	0	1	7	0	0	8	0	2	0	1	0	3	0	0	16	2	0	18	0	0	0	0	0	0	29
1:15 AM	0	0	6	0	0	6	0	0	0	2	0	2	0	0	2	0	0	2	0	0	0	0	0	0	10
1:30 AM	0	0	4	0	0	4	0	0	0	1	0	1	0	0	7	1	0	8	0	0	0	0	0	0	13
1:45 AM	0	0	11	0	0	11	0	1	0	2	0	3	0	0	10	0	0	10	0	0	0	0	0	0	24
Hourly Total	0	1	28	0	0	29	0	3	0	6	0	9	0	0	35	3	0	38	0	0	0	0	0	0	76
2:00 AM	0	0	5	0	0	5	0	0	0	0	1	0	0	0	10	0	0	10	0	0	0	0	0	0	15
2:15 AM	0	1	7	0	0	8	0	0	0	1	0	1	0	0	10	0	0	10	0	0	0	0	0	0	19
2:30 AM	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	1	0	12
2:45 AM	0	4	9	0	0	13	0	0	0	0	1	0	0	0	6	0	0	6	0	0	0	0	0	0	19
Hourly Total	0	5	27	0	0	32	0	0	0	1	2	1	0	0	32	0	0	32	0	0	0	0	1	0	65
3:00 AM	0	1	3	0	0	4	0	1	0	0	1	1	0	0	12	0	0	12	0	0	0	0	1	0	17
3:15 AM	0	1	2	0	0	3	0	2	0	1	0	3	0	0	8	0	1	8	0	0	0	0	1	0	14
3:30 AM	0	4	11	0	0	15	0	1	0	0	0	1	0	0	10	0	0	10	0	0	0	0	0	0	26
3:45 AM	0	5	9	0	0	14	0	1	0	1	0	2	0	0	10	2	0	12	0	1	0	0	0	1	29
Hourly Total	0	11	25	0	0	36	0	5	0	2	1	7	0	0	40	2	1	42	0	1	0	0	2	1	86
4:00 AM	0	3	8	0	0	11	0	0	0	0	0	0	0	0	7	0	0	7	0	1	0	0	0	1	19
4:15 AM	0	8	17	0	0	25	0	0	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	33
4:30 AM	0	1	21	0	0	22	0	0	0	0	0	0	0	0	16	1	0	17	0	0	0	0	0	0	39
4:45 AM	0	2	32	0	0	34	0	0	0	1	0	1	0	0	20	0	0	20	0	0	0	0	0	0	55
Hourly Total	0	14	78	0	0	92	0	0	0	1	0	1	0	0	50	2	0	52	0	1	0	0	0	1	146
5:00 AM	0	6	18	0	0	24	0	0	0	1	0	1	0	0	13	4	0	17	0	0	0	0	0	0	42
5:15 AM	0	15	32	0	0	47	0	2	0	0	1	2	0	0	18	2	0	20	0	2	0	0	0	2	71
5:30 AM	0	21	29	0	0	50	0	0	0	2	1	2	0	1	45	11	0	57	0	0	1	0	0	1	110
5:45 AM	0	25	56	0	0	81	0	2	0	2	0	4	0	0	40	8	1	48	0	4	0	0	0	4	137
Hourly Total	0	67	135	0	0	202	0	4	0	5	2	9	0	1	116	25	1	142	0	6	1	0	0	7	360
6:00 AM	0	16	47	1	0	64	1	4	0	9	1	14	0	0	41	6	0	47	0	1	0	0	0	1	126
6:15 AM	0	17	76	0	0	93	0	3	0	3	0	6	0	0	44	6	0	50	0	1	0	0	0	1	150
6:30 AM	0	34	115	0	0	149	0	0	0	2	0	2	0	0	49	8	1	57	0	1	0	0	0	1	209
6:45 AM	0	35	145	0	0	180	0	4	0	3	0	7	0	0	56	14	0	70	0	1	0	0	0	1	258
Hourly Total	0	102	383	1	0	486	1	11	0	17	1	29	0	0	190	34	1	224	0	4	0	0	0	4	743
7:00 AM	0	14	87	0	1	101	0	4	0	5	0	9	0	0	76	10	0	86	0	1	0	0	0	1	197
7:15 AM	0	19	108	0	1	127	0	8	0	8	0	16	0	0	82	21	0	103	0	2	0	0	1	2	248
7:30 AM	0	25	132	0	0	157	0	4	0	3	0	7	0	0	90	17	0	107	0	2	0	0	0	2	273
7:45 AM	0	40	181	2	0	223	0	1	0	2	1	3	0	1	100	22	0	123	0	0	0	0	0	0	349
Hourly Total	0	98	508	2	2	608	0	17	0	18	1	35	0	1	348	70	0	419	0	5	0	0	1	5	1067

**TMC 2647 - CSAH 7 @ Bob Ehlen Dr
Anoka MN
Thursday, August 27, 2026**

	Southbound CSAH 7						Westbound Bob Ehlen Dr						Northbound CSAH 7						Eastbound Tyler St						VEHICLE TOTAL	
Time	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	16	114	1	0	131	0	1	0	3	0	4	0	0	70	19	0	89	0	0	0	0	0	0	224	
8:15 AM	0	17	121	1	0	139	0	0	0	3	0	3	0	3	80	15	0	98	0	3	0	1	0	4	244	
8:30 AM	0	10	109	1	0	120	0	4	0	4	0	8	0	0	81	7	0	88	0	1	0	0	0	1	217	
8:45 AM	0	12	120	1	0	133	0	1	0	3	0	4	0	0	83	11	0	94	0	1	0	0	0	1	232	
Hourly Total	0	55	464	4	0	523	0	6	0	13	0	19	0	3	314	52	0	369	0	5	0	1	0	6	917	
9:00 AM	0	4	77	2	0	83	0	1	0	2	0	3	0	0	75	3	0	78	0	3	0	0	0	3	167	
9:15 AM	0	7	83	2	0	92	0	4	0	3	0	7	0	0	88	6	0	94	0	1	0	0	0	1	194	
9:30 AM	0	7	100	1	0	108	0	6	0	1	0	7	0	0	86	3	0	89	0	3	0	0	0	3	207	
9:45 AM	0	5	106	2	0	113	0	2	0	2	0	4	0	0	86	4	0	90	0	1	0	0	0	1	208	
Hourly Total	0	23	366	7	0	396	0	13	0	8	0	21	0	0	335	16	0	351	0	8	0	0	0	0	8	776
10:00 AM	0	4	75	2	0	81	0	3	0	5	2	8	0	0	86	2	2	88	0	2	0	0	0	2	179	
10:15 AM	0	6	90	0	0	96	0	2	0	8	0	10	0	0	80	3	0	83	0	2	0	0	1	2	191	
10:30 AM	0	4	95	2	0	101	0	3	0	4	0	7	0	0	108	2	0	110	0	5	0	2	0	7	225	
10:45 AM	0	6	97	1	0	104	0	3	0	7	0	10	0	0	100	3	0	103	0	2	0	0	1	2	219	
Hourly Total	0	20	357	5	0	382	0	11	0	24	2	35	0	0	374	10	2	384	0	11	0	2	2	13	814	
11:00 AM	0	5	105	3	0	113	0	6	0	7	2	13	0	0	121	4	0	125	0	1	0	1	0	2	253	
11:15 AM	0	2	97	1	0	100	0	4	0	4	1	8	0	0	89	4	0	93	0	5	0	0	1	5	206	
11:30 AM	0	3	98	0	0	101	0	4	0	5	2	9	0	1	108	5	2	114	0	2	0	0	0	2	226	
11:45 AM	0	4	97	2	0	103	0	5	0	11	0	16	0	0	114	3	0	117	0	1	0	0	0	1	237	
Hourly Total	0	14	397	6	0	417	0	19	0	27	5	46	0	1	432	16	2	449	0	9	0	1	1	10	922	
12:00 PM	0	7	122	1	0	130	0	8	0	11	1	19	0	0	129	7	0	136	0	4	0	0	0	4	289	
12:15 PM	0	8	106	2	1	116	0	5	0	9	0	14	0	1	105	12	0	118	0	5	0	0	1	5	253	
12:30 PM	0	7	99	2	0	108	0	6	0	9	0	15	0	0	126	8	1	134	0	3	0	0	0	3	260	
12:45 PM	0	8	89	2	1	99	0	4	0	5	0	9	0	0	104	6	1	110	0	3	0	0	0	3	221	
Hourly Total	0	30	416	7	2	453	0	23	0	34	1	57	0	1	464	33	2	498	0	15	0	0	1	15	1023	
1:00 PM	0	7	105	3	0	115	0	3	0	10	0	13	0	0	103	4	2	107	0	3	0	0	0	3	238	
1:15 PM	0	8	89	1	0	98	0	4	0	7	1	11	0	0	111	7	1	118	0	1	0	0	1	1	228	
1:30 PM	0	3	90	2	0	95	0	7	0	5	0	12	0	0	115	1	0	116	0	5	0	1	0	6	229	
1:45 PM	0	5	105	2	1	112	0	4	0	6	1	10	0	0	128	9	0	137	0	1	1	0	1	2	261	
Hourly Total	0	23	389	8	1	420	0	18	0	28	2	46	0	0	457	21	3	478	0	10	1	1	2	12	956	
2:00 PM	0	7	116	1	0	124	0	6	1	12	1	19	0	0	138	3	0	141	0	3	0	0	0	3	287	
2:15 PM	0	6	124	3	0	133	0	2	0	15	0	17	0	0	104	10	0	114	0	4	0	3	0	7	271	
2:30 PM	0	7	122	2	0	131	0	6	0	15	0	21	0	0	160	4	0	164	0	3	0	0	0	3	319	
2:45 PM	0	2	123	0	0	125	0	8	0	12	0	20	0	0	160	2	0	162	0	3	0	0	0	3	310	
Hourly Total	0	22	485	6	0	513	0	22	1	54	1	77	0	0	562	19	0	581	0	13	0	3	0	16	1187	
3:00 PM	0	5	111	1	0	117	0	7	0	38	1	45	0	1	230	3	1	234	0	6	0	0	0	6	402	
3:15 PM	0	2	93	1	0	96	0	3	0	11	0	14	0	0	177	5	0	182	0	2	0	0	0	2	294	
3:30 PM	0	3	105	3	1	111	0	10	1	16	0	27	0	0	233	5	0	238	0	5	0	1	0	6	382	
3:45 PM	0	4	91	2	0	97	0	10	0	10	0	20	0	3	181	4	0	188	0	4	0	0	0	4	309	
Hourly Total	0	14	400	7	1	421	0	30	1	75	1	106	0	4	821	17	1	842	0	17	0	1	0	18	1387	

TMC 2647 - CSAH 7 @ Bob Ehlen Dr
Anoka MN
Thursday, August 27, 2026

	Southbound CSAH 7						Westbound Bob Ehlen Dr						Northbound CSAH 7						Eastbound Tyler St						VEHICLE TOTAL
Time	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	88	2	0	90	0	9	0	16	0	25	0	0	179	5	0	184	0	2	0	0	0	2	301
4:15 PM	0	6	105	0	0	111	0	11	0	21	0	32	0	2	186	2	0	190	0	5	0	0	0	5	338
4:30 PM	0	3	89	1	0	93	0	6	0	14	2	20	0	1	189	5	0	195	0	11	0	0	2	11	319
4:45 PM	0	2	112	2	0	116	0	10	0	19	1	29	0	0	168	4	0	172	0	5	0	1	6	6	323
Hourly Total	0	11	394	5	0	410	0	36	0	70	3	106	0	3	722	16	0	741	0	23	0	1	8	24	1281
5:00 PM	0	5	81	1	0	87	0	8	0	19	0	27	0	1	179	7	0	187	0	7	0	0	1	7	308
5:15 PM	0	5	93	4	0	102	0	7	0	12	1	19	0	0	152	7	0	159	0	6	0	0	1	6	286
5:30 PM	0	8	91	3	0	102	0	8	0	4	0	12	0	2	144	7	0	153	0	5	0	1	0	6	273
5:45 PM	0	7	79	1	0	87	0	5	0	9	1	14	0	0	131	5	1	136	0	5	0	0	1	5	242
Hourly Total	0	25	344	9	0	378	0	28	0	44	2	72	0	3	606	26	1	635	0	23	0	1	3	24	1109
6:00 PM	0	6	79	2	1	87	0	9	0	10	0	19	0	0	121	9	2	130	0	3	0	2	1	5	241
6:15 PM	0	9	99	3	3	111	0	4	0	10	0	14	0	0	128	7	0	135	0	0	0	0	1	0	260
6:30 PM	0	10	83	3	0	96	0	7	0	10	0	17	0	0	106	11	1	117	0	3	0	0	1	3	233
6:45 PM	0	8	88	0	0	96	0	4	0	6	1	10	0	0	81	5	0	86	0	2	0	0	4	2	194
Hourly Total	0	33	349	8	4	390	0	24	0	36	1	60	0	0	436	32	3	468	0	8	0	2	7	10	928
7:00 PM	0	3	67	0	2	70	0	11	0	8	0	19	0	0	95	8	0	103	0	1	0	0	0	1	193
7:15 PM	0	1	48	0	0	49	0	7	0	4	1	11	0	0	78	5	0	83	0	1	0	1	0	2	145
7:30 PM	0	2	57	0	0	59	0	4	0	4	1	8	0	1	71	6	0	78	0	3	0	0	0	3	148
7:45 PM	0	2	61	3	0	66	0	5	0	1	3	6	0	0	75	5	2	80	0	0	0	0	1	0	152
Hourly Total	0	8	233	3	2	244	0	27	0	17	5	44	0	1	319	24	2	344	0	5	0	1	1	6	638
8:00 PM	0	3	52	2	0	57	0	2	0	7	1	9	0	2	57	5	0	64	0	0	0	0	0	0	130
8:15 PM	0	5	62	1	0	68	0	3	0	6	0	9	0	0	71	2	0	73	0	2	0	0	0	2	152
8:30 PM	0	2	49	0	0	51	0	2	0	4	0	6	0	0	66	6	0	72	0	0	0	0	0	0	129
8:45 PM	0	5	51	1	0	57	0	2	0	3	0	5	0	0	67	2	0	69	0	0	0	0	0	0	131
Hourly Total	0	15	214	4	0	233	0	9	0	20	1	29	0	2	261	15	0	278	0	2	0	0	0	2	542
9:00 PM	0	1	31	2	0	34	0	2	0	4	2	6	0	0	36	3	0	39	0	1	0	1	1	2	81
9:15 PM	0	2	34	2	0	38	0	1	1	3	0	5	0	0	49	3	0	52	0	0	1	0	0	1	96
9:30 PM	0	1	24	1	0	26	0	5	0	3	1	8	0	0	51	3	0	54	0	0	0	0	0	0	88
9:45 PM	0	5	23	1	0	29	0	3	0	2	2	5	0	0	25	3	1	28	0	0	0	0	1	0	62
Hourly Total	0	9	112	6	0	127	0	11	1	12	5	24	0	0	161	12	1	173	0	1	1	1	2	3	327
10:00 PM	0	2	36	2	0	40	0	1	0	2	0	3	0	1	26	3	0	30	0	0	0	0	1	0	73
10:15 PM	0	1	31	1	0	33	0	3	0	4	0	7	0	0	24	2	0	26	0	0	0	0	1	0	66
10:30 PM	0	2	34	1	0	37	0	0	0	1	0	1	0	0	13	2	0	15	0	0	0	0	0	0	53
10:45 PM	0	1	27	0	0	28	0	1	0	2	0	3	0	0	18	2	0	20	0	0	0	1	0	1	52
Hourly Total	0	6	128	4	0	138	0	5	0	9	0	14	0	1	81	9	0	91	0	0	0	1	2	1	244
11:00 PM	0	4	14	0	0	18	0	1	0	2	0	3	0	0	28	1	0	29	0	1	0	1	0	2	52
11:15 PM	0	0	10	0	0	10	0	5	0	0	0	5	0	0	22	1	0	23	0	0	0	0	1	0	38
11:30 PM	0	1	18	0	0	19	0	0	0	1	0	1	0	0	28	3	0	31	0	1	0	0	1	1	52
11:45 PM	0	1	13	0	0	14	0	4	0	2	0	6	0	0	16	2	0	18	0	0	0	0	0	0	38
Hourly Total	0	6	55	0	0	61	0	10	0	5	0	15	0	0	94	7	0	101	0	2	0	1	2	3	180
DAILY TOTAL	0	619	6311	93	12	7023	1	339	3	532	36	875	0	21	7308	465	20	7794	0	169	3	18	39	190	15882
Cars	0	612	6216	93	11	6921	1	335	3	525	17	864	0	21	7213	459	16	7693	0	168	3	18	20	189	15667
Heavy Vehicles	0	7	95	0	1	102	0	4	0	7	19	11	0	0	95	6	4	101	0	1	0	0	19	1	215
Heavy Vehicle %	0.00%	1.13%	1.51%	0.00%	8.33%	1.45%	0.00%	1.18%	0.00%	1.32%	52.78%	1.26%	0.00%	0.00%	1.30%	1.29%	20.00%	1.30%	0.00%	0.59%	0.00%	0.00%	48.72%	0.53%	1.35%

TMC 2647 - CSAH 7 @ Bob Ehlen Dr
Anoka MN
Thursday, August 27, 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	
7:15 AM	0	19	108	0	1	127	0	8	0	8	0	16	0	0	82	21	0	103	0	2	0	0	1	2	248
7:30 AM	0	25	132	0	0	157	0	4	0	3	0	7	0	0	90	17	0	107	0	2	0	0	0	2	273
7:45 AM	0	40	181	2	0	223	0	1	0	2	1	3	0	1	100	22	0	123	0	0	0	0	0	0	349
8:00 AM	0	16	114	1	0	131	0	1	0	3	0	4	0	0	70	19	0	89	0	0	0	0	0	0	224
Peak Hour Total	0	100	535	3	1	638	0	14	0	16	1	30	0	1	342	79	0	422	0	4	0	0	1	4	1094
Peak Hour Heavy Vehicles	0	1	9	0	0	10	0	0	0	0	1	0	0	0	5	0	0	5	0	0	0	0	1	0	15
Peak Hour Heavy Vehicles % PHF	0.00%	1.00%	1.68%	0.00%	0.00%	1.57%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	1.46%	0.00%	0.00%	1.18%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	1.37%
	0.000	0.625	0.739	0.375	0.250	0.715	0.000	0.438	0.000	0.500	0.250	0.469	0.000	0.250	0.855	0.898	0.000	0.858	0.000	0.500	0.000	0.000	0.250	0.500	0.784

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	
11:45 AM	0	4	97	2	0	103	0	5	0	11	0	16	0	0	114	3	0	117	0	1	0	0	0	1	237
12:00 PM	0	7	122	1	0	130	0	8	0	11	1	19	0	0	129	7	0	136	0	4	0	0	0	4	289
12:15 PM	0	8	106	2	1	116	0	5	0	9	0	14	0	1	105	12	0	118	0	5	0	0	1	5	253
12:30 PM	0	7	99	2	0	108	0	6	0	9	0	15	0	0	126	8	1	134	0	3	0	0	0	3	260
Peak Hour Total	0	26	424	7	1	457	0	24	0	40	1	64	0	1	474	30	1	505	0	13	0	0	1	13	1039
Peak Hour Heavy Vehicles	0	2	9	0	1	11	0	0	0	1	1	1	0	0	6	2	1	8	0	0	0	0	0	0	20
Peak Hour Heavy Vehicles % PHF	0.00%	7.69%	2.12%	0.00%	100.00%	2.41%	0.00%	0.00%	0.00%	2.50%	100.00%	1.56%	0.00%	0.00%	1.27%	6.67%	100.00%	1.58%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.92%
	0.000	0.813	0.869	0.875	0.250	0.879	0.000	0.750	0.000	0.909	0.250	0.842	0.000	0.250	0.919	0.625	0.250	0.928	0.000	0.650	0.000	0.000	0.250	0.650	0.899

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	
2:45 PM	0	2	123	0	0	125	0	8	0	12	0	20	0	0	160	2	0	162	0	3	0	0	0	3	310
3:00 PM	0	5	111	1	0	117	0	7	0	38	1	45	0	1	230	3	1	234	0	6	0	0	0	6	402
3:15 PM	0	2	93	1	0	96	0	3	0	11	0	14	0	0	177	5	0	182	0	2	0	0	0	2	294
3:30 PM	0	3	105	3	1	111	0	10	1	16	0	27	0	0	233	5	0	238	0	5	0	1	0	6	382
Peak Hour Total	0	12	432	5	1	449	0	28	1	77	1	106	0	1	800	15	1	816	0	16	0	1	0	17	1388
Peak Hour Heavy Vehicles	0	0	6	0	0	6	0	1	0	0	0	1	0	0	7	1	0	8	0	0	0	0	0	0	15
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	1.39%	0.00%	0.00%	1.34%	0.00%	3.57%	0.00%	0.00%	0.00%	0.94%	0.00%	0.00%	0.88%	6.67%	0.00%	0.98%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.08%
	0.000	0.600	0.878	0.417	0.250	0.898	0.000	0.700	0.250	0.507	0.250	0.589	0.000	0.250	0.858	0.750	0.250	0.857	0.000	0.667	0.000	0.250	0.000	0.708	0.863

Total Vehicles On Leg			15032		
Vehicles Entering Intersection		7023	Vehicles Exiting Intersection 8009		
Southbound					
Cars	93	6216	612	0	11
Heavy	0	95	7	0	1
Total	93	6311	619	0	12



Total Vehicles on Leg 307	Vehicles Entering Intersection 190	Eastbound	Cars	Heavy	Total	
			20	19	39	
			0	0	0	
	Vehicles Exiting Intersection 117		168	1	169	
			3	0	3	
			18	0	18	

Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 875	Total Vehicles on Leg 1963
525	7	532			
3	0	3			
335	4	339		Vehicles Exiting Intersection 1088	
1	0	1			
17	19	36			

					
Cars	16	0	21	7213	459
Heavy	4	0	0	95	6
Total	20	0	21	7308	465
Northbound					
Vehicles Entering Intersection 7794			Vehicles Exiting Intersection 6668		
Total Vehicles On Leg			14462		

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Time	Southbound Heavy CSAH 7						Westbound Heavy Bob Ehlen Dr						Northbound Heavy CSAH 7						Eastbound Heavy Tyler St						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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:45 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	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
2:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	1
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	1	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	2	0	0	0	0	1	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
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	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	1	0	0	1	0	0	0	0	1	0	0	0	1	0	1	1	0	0	0	0	2	0	2
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	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
4:30 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 AM	0	0	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	4	0	0	4	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	5
5:00 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
5:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	1
5:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	4	0	0	0	0	0	0	4
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	2
Hourly 'Heavy Vehicles'	0	0	3	0	0	3	0	0	0	0	2	0	0	0	7	0	0	7	0	0	0	0	0	0	10
6:00 AM	0	1	1	0	0	2	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	3
6:15 AM	0	0	1	0	0	1	0	1	0	1	0	2	0	0	1	0	0	1	0	0	0	0	0	0	4
6:30 AM	0	1	3	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5
6:45 AM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	2	0	0	2	0	0	0	0	0	0	4
Hourly 'Heavy Vehicles'	0	2	5	0	0	7	0	2	0	2	1	4	0	0	5	0	0	5	0	0	0	0	0	0	16
7:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1
7:30 AM	0	0	5	0	0	5	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7
7:45 AM	0	1	2	0	0	3	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	4
Hourly 'Heavy Vehicles'	0	3	7	0	0	10	0	0	0	0	1	0	0	0	4	0	0	4	0	0	0	0	1	0	14

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Time	Southbound Heavy CSAH 7						Westbound Heavy Bob Ehlen Dr						Northbound Heavy CSAH 7						Eastbound Heavy Tyler St						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	0	1	0	0	0	0	0	0	3
8:15 AM	0	0	2	0	0	2	0	0	0	1	0	1	0	0	3	0	0	0	3	0	0	0	0	0	0	6
8:30 AM	0	0	4	0	0	4	0	0	0	1	0	1	0	0	3	0	0	0	3	0	0	0	0	0	0	8
8:45 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5
Hourly 'Heavy Vehicles'	0	0	11	0	0	11	0	0	0	2	0	2	0	0	9	0	0	0	9	0	0	0	0	0	0	22
9:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	6
9:15 AM	0	0	2	0	0	2	0	1	0	0	0	1	0	0	4	0	0	0	4	0	0	0	0	0	0	7
9:30 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
9:45 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	4
Hourly 'Heavy Vehicles'	0	0	7	0	0	7	0	1	0	0	0	1	0	0	12	1	0	0	13	0	0	0	0	0	0	21
10:00 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
10:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	6
10:30 AM	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
10:45 AM	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
Hourly 'Heavy Vehicles'	0	0	8	0	0	8	0	0	0	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	0	19
11:00 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
11:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
11:30 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
11:45 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
Hourly 'Heavy Vehicles'	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	1	0	12
12:00 PM	0	0	1	0	0	1	0	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3
12:15 PM	0	2	5	0	1	7	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	9
12:30 PM	0	0	1	0	0	1	0	0	0	1	0	1	0	0	1	1	0	0	2	0	0	0	0	0	0	4
12:45 PM	0	0	2	0	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly 'Heavy Vehicles'	0	2	9	0	1	11	0	0	0	2	1	2	0	0	4	2	0	0	6	0	0	0	0	0	0	19
1:00 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
1:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	1	0	3
1:30 PM	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
1:45 PM	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
Hourly 'Heavy Vehicles'	0	0	7	0	0	7	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	1	0	17
2:00 PM	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:15 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
2:30 PM	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
2:45 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	2
Hourly 'Heavy Vehicles'	0	0	5	0	0	5	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	6
3:00 PM	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
3:15 PM	0	0	2	0	0	2	0	1	0	0	0	1	0	0	2	1	0	0	3	0	0	0	0	0	0	6
3:30 PM	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
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	0	4	0	0	4	0	1	0	0	0	1	0	0	9	1	0	0	10	0	0	0	0	0	0	15

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	Southbound Heavy CSAH 7						Westbound Heavy Bob Ehlen Dr						Northbound Heavy CSAH 7						Eastbound Heavy Tyler St						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	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3	
4:15 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	6	
4:30 PM	0	0	1	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	0	0	1	2	
Hourly 'Heavy Vehicles'	0	0	5	0	0	5	0	0	0	1	2	1	0	0	5	1	0	6	0	1	0	0	2	1	13	
5:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
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	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1	0	0	0	0	1	0	1	
Hourly 'Heavy Vehicles'	0	0	2	0	0	2	0	0	0	0	2	0	0	0	1	0	1	1	0	0	0	0	3	0	3	
6:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	
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	1	0	0	
6:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1	
6:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly 'Heavy Vehicles'	0	0	2	0	0	2	0	0	0	0	1	0	0	0	1	0	1	1	0	0	0	0	2	0	3	
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	2	
7:15 PM	0	0	2	0	0	2	0	0	0	0	1	0	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	1	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	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
Hourly 'Heavy Vehicles'	0	0	2	0	0	2	0	0	0	0	3	0	0	0	2	0	0	2	0	0	0	0	0	1	0	4
8:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 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	
8:30 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	
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	
Hourly 'Heavy Vehicles'	0	0	3	0	0	3	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	4	
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	
9:15 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	
9:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
9:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	0	0	0	1	0	0	0	2	0	1	2	0	0	0	0	0	0	3	
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1	
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	1	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	
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	1	
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	
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	1	0	0	
11:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	
DAILY 'Heavy Vehicles'	0	7	95	0	1	102	0	4	0	7	19	11	0	0	95	6	4	101	0	1	0	0	19	1	215	

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2647

Study Date : 08/31/2026

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 7

Number of Lanes : 2+

Total Approach Volume: 7,794

Southbound: CSAH 7

Number of Lanes :2+

Total Approach Volume: 7,023

Minor Street Approaches

Eastbound: Tyler St

Number of Lanes :1

Total Approach Volume: 190

Westbound: Bob Ehlen Dr

Number of Lanes :1

Total Approach Volume: 343

Warrant Summary (Urban 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 1 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 2647

Study Date : 08/31/2026

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 = **False**
Number of Major Lanes = **2 or more**
Number of Minor Lanes = **1**

Volume Requirements

Veh/Hr Major = **360**

Veh/Hr Minor = **90**

Major Road						Minor Road			
CSAH 7						Tyler St			
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?	
14:45 - 15:45	816	+	449	=	1265	17	29	No	
15:00 - 16:00	842	+	421	=	1263	18	31	No	
14:30 - 15:30	742	+	469	=	1211	14	24	No	
15:30 - 16:30	800	+	409	=	1209	17	41	No	
15:15 - 16:15	792	+	394	=	1186	14	33	No	
14:15 - 15:15	674	+	506	=	1180	19	23	No	
16:15 - 17:15	744	+	407	=	1151	29	35	No	
16:00 - 17:00	741	+	410	=	1151	24	36	No	
15:45 - 16:45	757	+	391	=	1148	22	36	No	
16:30 - 17:30	713	+	398	=	1111	30	31	No	
14:00 - 15:00	581	+	513	=	1094	16	23	No	
16:45 - 17:45	671	+	407	=	1078	25	33	No	
07:30 - 08:30	417	+	650	=	1067	6	6	No	
07:15 - 08:15	422	+	638	=	1060	4	14	No	
13:45 - 14:45	556	+	500	=	1056	15	19	No	
07:00 - 08:00	419	+	608	=	1027	5	17	No	
17:00 - 18:00	635	+	378	=	1013	24	28	No	
07:45 - 08:45	398	+	613	=	1011	5	6	No	
13:30 - 14:30	508	+	464	=	972	18	20	No	
11:45 - 12:45	505	+	457	=	962	13	24	No	
17:15 - 18:15	578	+	378	=	956	22	29	No	
12:00 - 13:00	498	+	453	=	951	15	23	No	
17:30 - 18:30	554	+	387	=	941	16	26	No	
13:15 - 14:15	512	+	429	=	941	12	22	No	
11:30 - 12:30	485		450		935	12	22	No	

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2647

Study Date : 08/31/2026

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 = **False**
Number of Major Lanes = **2 or more**
Number of Minor Lanes = **1**

Volume Requirements

Veh/Hr Major = **540**

Veh/Hr Minor = **45**

Major Road						Minor Road			
CSAH 7						Tyler St			
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?	
14:45 - 15:45	816	+	449	=	1265	17	29	No	
15:00 - 16:00	842	+	421	=	1263	18	31	No	
14:30 - 15:30	742	+	469	=	1211	14	24	No	
15:30 - 16:30	800	+	409	=	1209	17	41	No	
15:15 - 16:15	792	+	394	=	1186	14	33	No	
14:15 - 15:15	674	+	506	=	1180	19	23	No	
16:15 - 17:15	744	+	407	=	1151	29	35	No	
16:00 - 17:00	741	+	410	=	1151	24	36	No	
15:45 - 16:45	757	+	391	=	1148	22	36	No	
16:30 - 17:30	713	+	398	=	1111	30	31	No	
14:00 - 15:00	581	+	513	=	1094	16	23	No	
16:45 - 17:45	671	+	407	=	1078	25	33	No	
07:30 - 08:30	417	+	650	=	1067	6	6	No	
07:15 - 08:15	422	+	638	=	1060	4	14	No	
13:45 - 14:45	556	+	500	=	1056	15	19	No	
07:00 - 08:00	419	+	608	=	1027	5	17	No	
17:00 - 18:00	635	+	378	=	1013	24	28	No	
07:45 - 08:45	398	+	613	=	1011	5	6	No	
13:30 - 14:30	508	+	464	=	972	18	20	No	
11:45 - 12:45	505	+	457	=	962	13	24	No	
17:15 - 18:15	578	+	378	=	956	22	29	No	
12:00 - 13:00	498	+	453	=	951	15	23	No	
17:30 - 18:30	554	+	387	=	941	16	26	No	
13:15 - 14:15	512	+	429	=	941	12	22	No	
11:30 - 12:30	485		450		935	12	22	No	

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2647

Study Date : 08/31/2026

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 1 hours meet 1B minimums.
Warrant is NOT met.

Site Data Required

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

Volume Requirements

Warrant 1A 1B
Veh/Hr Major = **288 432**

Veh/Hr Minor = **72 36**

Major Road CSAH 7						Minor Road Tyler St				
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?		
14:45 - 15:45	816	+	449	=	1265	17	29	No		
15:00 - 16:00	842	+	421	=	1263	18	31	No		
14:30 - 15:30	742	+	469	=	1211	14	24	No		
15:30 - 16:30	800	+	409	=	1209	17	41	No		
15:15 - 16:15	792	+	394	=	1186	14	33	No		
14:15 - 15:15	674	+	506	=	1180	19	23	No		
16:15 - 17:15	744	+	407	=	1151	29	35	No		
16:00 - 17:00	741	+	410	=	1151	24	36	No		
15:45 - 16:45	757	+	391	=	1148	22	36	No		
16:30 - 17:30	713	+	398	=	1111	30	31	No		
14:00 - 15:00	581	+	513	=	1094	16	23	No		
16:45 - 17:45	671	+	407	=	1078	25	33	No		

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?		
15:30 - 16:30	800	+	409	=	1209	17	41	Yes		
14:45 - 15:45	816	+	449	=	1265	17	29	No		
15:00 - 16:00	842	+	421	=	1263	18	31	No		
14:30 - 15:30	742	+	469	=	1211	14	24	No		
15:15 - 16:15	792	+	394	=	1186	14	33	No		
14:15 - 15:15	674	+	506	=	1180	19	23	No		
16:30 - 17:30	713	+	398	=	1111	30	31	No		
14:00 - 15:00	581	+	513	=	1094	16	23	No		
16:45 - 17:45	671	+	407	=	1078	25	33	No		
07:30 - 08:30	417	+	650	=	1067	6	6	No		
07:15 - 08:15	422	+	638	=	1060	4	14	No		
13:45 - 14:45	556	+	500	=	1056	15	19	No		

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2647

Study Date : 08/31/2026

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.

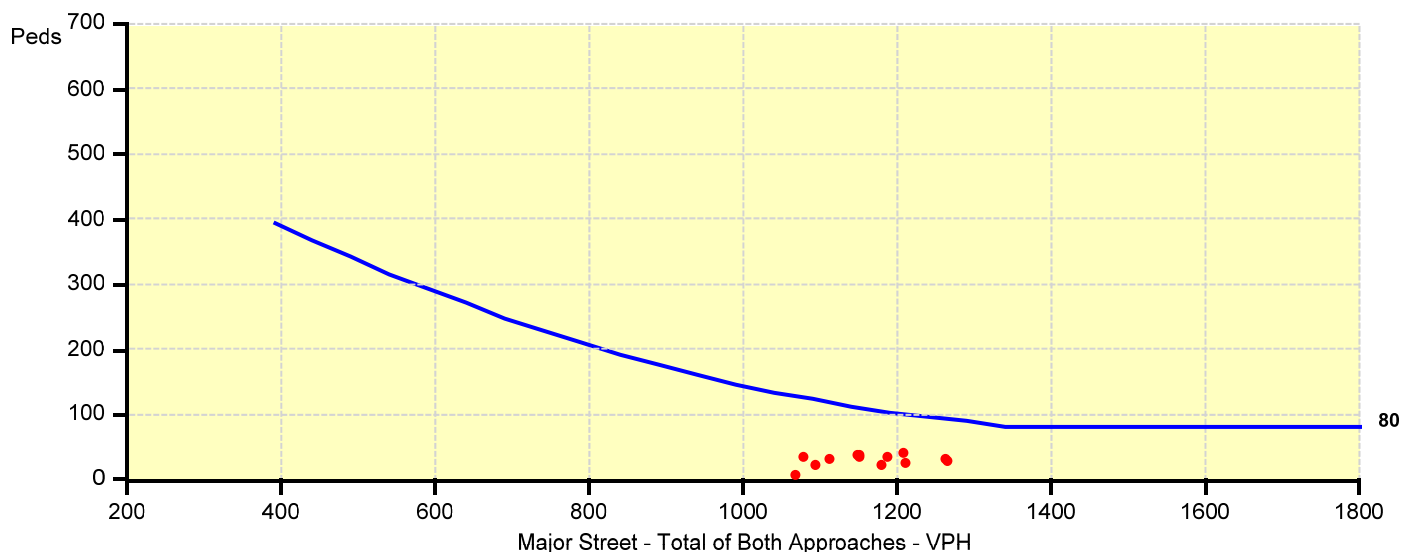
Summary

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

Site Data Required

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

Major Road CSAH 7						Minor Road Tyler St		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
14:45 - 15:45	816	+	449	=	1265	17	29	No
15:00 - 16:00	842	+	421	=	1263	18	31	No
14:30 - 15:30	742	+	469	=	1211	14	24	No
15:30 - 16:30	800	+	409	=	1209	17	41	No
15:15 - 16:15	792	+	394	=	1186	14	33	No
14:15 - 15:15	674	+	506	=	1180	19	23	No
16:15 - 17:15	744	+	407	=	1151	29	35	No
16:00 - 17:00	741	+	410	=	1151	24	36	No
15:45 - 16:45	757	+	391	=	1148	22	36	No
16:30 - 17:30	713	+	398	=	1111	30	31	No
14:00 - 15:00	581	+	513	=	1094	16	23	No
16:45 - 17:45	671	+	407	=	1078	25	33	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2647

Study Date : 08/31/2026

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.

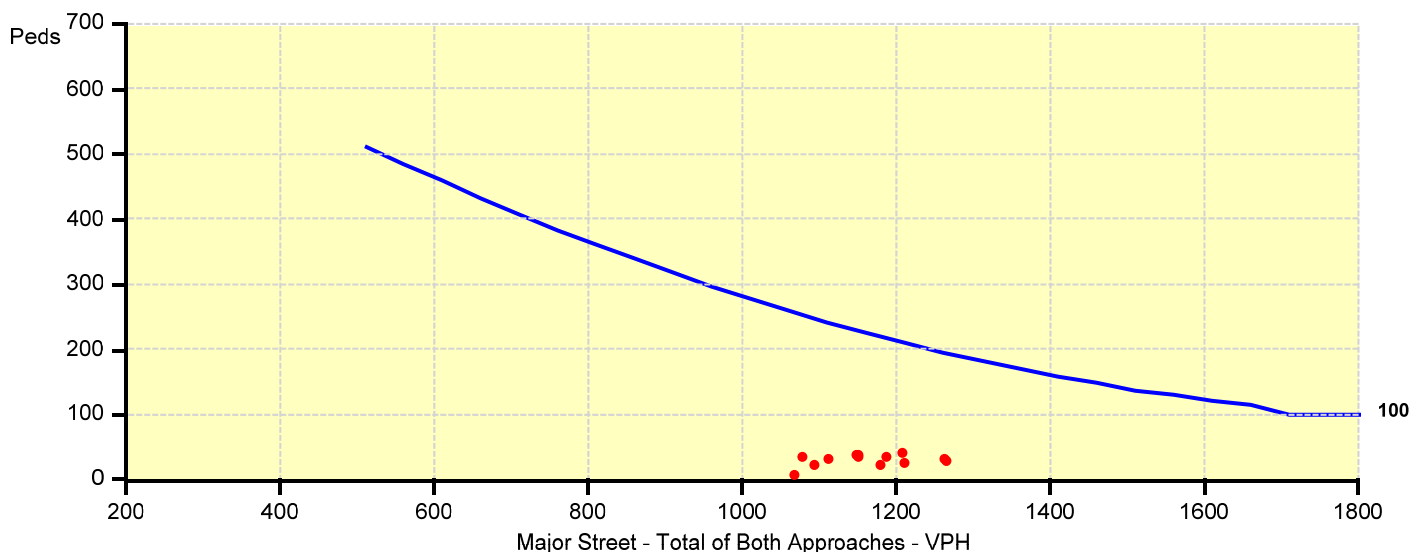
Summary

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

Site Data Required

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

Major Road CSAH 7						Minor Road Tyler St			
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?	
14:45 - 15:45	816	+	449	=	1265	17	29	No	
15:00 - 16:00	842	+	421	=	1263	18	31	No	
14:30 - 15:30	742	+	469	=	1211	14	24	No	
15:30 - 16:30	800	+	409	=	1209	17	41	No	
15:15 - 16:15	792	+	394	=	1186	14	33	No	
14:15 - 15:15	674	+	506	=	1180	19	23	No	
16:15 - 17:15	744	+	407	=	1151	29	35	No	
16:00 - 17:00	741	+	410	=	1151	24	36	No	
15:45 - 16:45	757	+	391	=	1148	22	36	No	
16:30 - 17:30	713	+	398	=	1111	30	31	No	
14:00 - 15:00	581	+	513	=	1094	16	23	No	
16:45 - 17:45	671	+	407	=	1078	25	33	No	



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2647 - Rights

Study Date : 08/31/2026

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 7

Number of Lanes : 2+

Total Approach Volume: 7,794

Southbound: CSAH 7

Number of Lanes :2+

Total Approach Volume: 7,023

Minor Street Approaches

Eastbound: Tyler St

Number of Lanes :1

Total Approach Volume: 190

Westbound: Bob Ehlen Dr

Number of Lanes :1

Total Approach Volume: 875

Warrant Summary (Urban Values Apply)

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

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

Required volumes reached for 3 hours, 8 are needed

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

Required volumes reached for 8 hours, 8 are needed

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

Required 1A volumes reached for 4 hours, 8 are needed

Required 1B volumes reached for 10 hours, 8 are needed

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

Number of hours (2) 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 2647 - Rights

Study Date : 08/31/2026

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 3 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

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

Volume Requirements

Veh/Hr Major = **360**

Veh/Hr Minor = **90**

Major Road CSAH 7						Minor Road Tyler St		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
15:30 - 16:30	800	+	409	=	1209	17	104	Yes
14:15 - 15:15	674	+	506	=	1180	19	103	Yes
16:30 - 17:30	713	+	398	=	1111	30	95	Yes
15:15 - 16:15	792	+	394	=	1186	14	86	No
14:00 - 15:00	581	+	513	=	1094	16	77	No
07:30 - 08:30	417	+	650	=	1067	6	17	No
07:15 - 08:15	422	+	638	=	1060	4	30	No
13:45 - 14:45	556	+	500	=	1056	15	67	No
07:00 - 08:00	419	+	608	=	1027	5	35	No
07:45 - 08:45	398	+	613	=	1011	5	18	No
13:30 - 14:30	508	+	464	=	972	18	58	No
11:45 - 12:45	505	+	457	=	962	13	64	No
12:00 - 13:00	498	+	453	=	951	15	57	No
17:30 - 18:30	554	+	387	=	941	16	59	No
13:15 - 14:15	512	+	429	=	941	12	52	No
11:30 - 12:30	485	+	450	=	935	12	58	No
06:45 - 07:45	366	+	565	=	931	6	39	No
12:15 - 13:15	469	+	438	=	907	14	51	No
17:45 - 18:45	518	+	381	=	899	13	64	No
13:00 - 14:00	478	+	420	=	898	12	46	No
11:15 - 12:15	460	+	434	=	894	12	52	No
08:00 - 09:00	369	+	523	=	892	6	19	No
12:30 - 13:30	469	+	420	=	889	10	48	No
06:30 - 07:30	316	+	557	=	873	5	34	No
11:00 - 12:00	449		417		866	10	46	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2647 - Rights

Study Date : 08/31/2026

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

8 one hour periods meet minimums.
Warrant IS met.

Site Data Required

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

Volume Requirements

Veh/Hr Major = **540**

Veh/Hr Minor = **45**

Major Road						Minor Road			
CSAH 7						Tyler St			
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?	
15:00 - 16:00	842	+	421	=	1263	18	106	Yes	
16:00 - 17:00	741	+	410	=	1151	24	106	Yes	
14:00 - 15:00	581	+	513	=	1094	16	77	Yes	
17:00 - 18:00	635	+	378	=	1013	24	72	Yes	
12:00 - 13:00	498	+	453	=	951	15	57	Yes	
13:00 - 14:00	478	+	420	=	898	12	46	Yes	
11:00 - 12:00	449	+	417	=	866	10	46	Yes	
18:00 - 19:00	468	+	390	=	858	10	60	Yes	
07:30 - 08:30	417	+	650	=	1067	6	17	No	
07:15 - 08:15	422	+	638	=	1060	4	30	No	
07:00 - 08:00	419	+	608	=	1027	5	35	No	
07:45 - 08:45	398	+	613	=	1011	5	18	No	
06:45 - 07:45	366	+	565	=	931	6	39	No	
08:00 - 09:00	369	+	523	=	892	6	19	No	
06:30 - 07:30	316	+	557	=	873	5	34	No	
10:45 - 11:45	435	+	418	=	853	11	40	No	
10:30 - 11:30	431	+	418	=	849	16	38	No	
10:15 - 11:15	421	+	414	=	835	13	40	No	
08:15 - 09:15	358	+	475	=	833	9	18	No	
06:15 - 07:15	263	+	523	=	786	4	24	No	
08:30 - 09:30	354	+	428	=	782	6	22	No	
08:45 - 09:45	355	+	416	=	771	8	21	No	
10:00 - 11:00	384	+	382	=	766	13	35	No	
09:45 - 10:45	371	+	391	=	762	12	29	No	
09:15 - 10:15	361		394		755	7	26	No	

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2647 - Rights

Study Date : 08/31/2026

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 4 hours meet 1A minimums.
10 hours meet 1B minimums.
Warrant is NOT met.

Site Data Required

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

Volume Requirements

Warrant 1A 1B
Veh/Hr Major = **288 432**

Veh/Hr Minor = **72 36**

Major Road CSAH 7						Minor Road Tyler St				
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?		
15:00 - 16:00	842	+	421	=	1263	18	106	Yes		
16:00 - 17:00	741	+	410	=	1151	24	106	Yes		
14:00 - 15:00	581	+	513	=	1094	16	77	Yes		
17:00 - 18:00	635	+	378	=	1013	24	72	Yes		
07:30 - 08:30	417	+	650	=	1067	6	17	No		
07:15 - 08:15	422	+	638	=	1060	4	30	No		
13:45 - 14:45	556	+	500	=	1056	15	67	No		
07:00 - 08:00	419	+	608	=	1027	5	35	No		
07:45 - 08:45	398	+	613	=	1011	5	18	No		
13:30 - 14:30	508	+	464	=	972	18	58	No		
11:45 - 12:45	505	+	457	=	962	13	64	No		
12:00 - 13:00	498	+	453	=	951	15	57	No		

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?		
15:15 - 16:15	792	+	394	=	1186	14	86	Yes		
14:15 - 15:15	674	+	506	=	1180	19	103	Yes		
16:15 - 17:15	744	+	407	=	1151	29	108	Yes		
17:15 - 18:15	578	+	378	=	956	22	64	Yes		
13:15 - 14:15	512	+	429	=	941	12	52	Yes		
06:45 - 07:45	366	+	565	=	931	6	39	Yes		
12:15 - 13:15	469	+	438	=	907	14	51	Yes		
11:15 - 12:15	460	+	434	=	894	12	52	Yes		
10:15 - 11:15	421	+	414	=	835	13	40	Yes		
18:15 - 19:15	441	+	373	=	814	6	60	Yes		
07:45 - 08:45	398	+	613	=	1011	5	18	No		
08:00 - 09:00	369	+	523	=	892	6	19	No		

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2647 - Rights

Study Date : 08/31/2026

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.

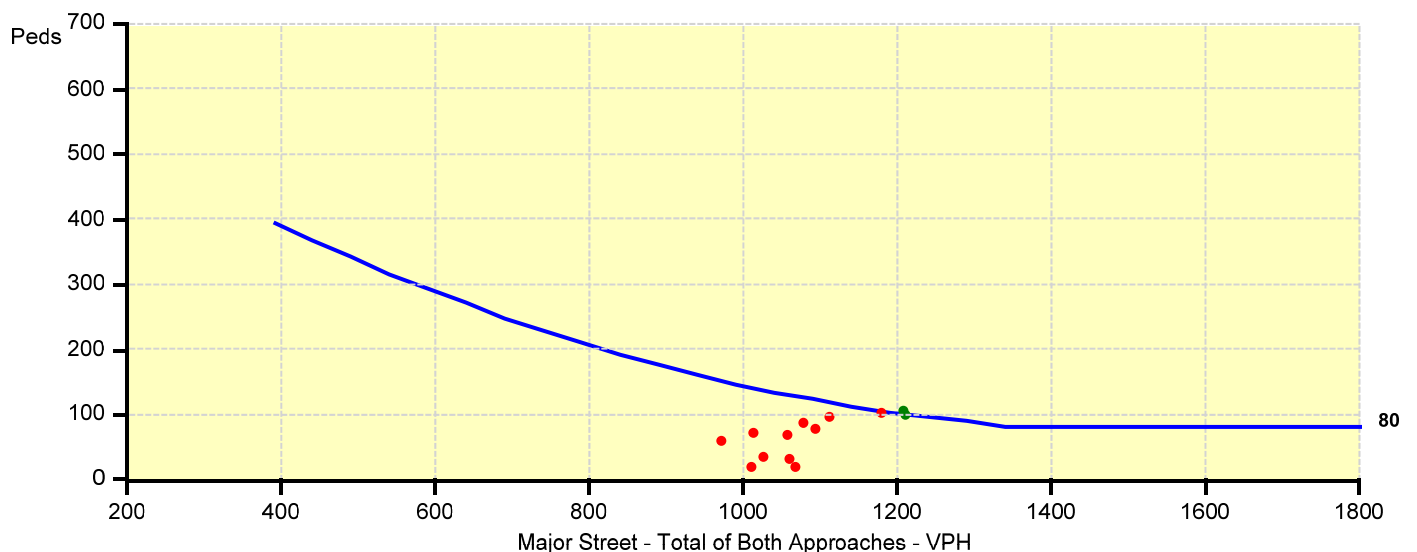
Summary

Only 2 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

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

Major Road CSAH 7						Minor Road Tyler St		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
14:30 - 15:30	742	+	469	=	1211	14	100	Yes
15:30 - 16:30	800	+	409	=	1209	17	104	Yes
14:15 - 15:15	674	+	506	=	1180	19	103	No
16:30 - 17:30	713	+	398	=	1111	30	95	No
14:00 - 15:00	581	+	513	=	1094	16	77	No
16:45 - 17:45	671	+	407	=	1078	25	87	No
07:30 - 08:30	417	+	650	=	1067	6	17	No
07:15 - 08:15	422	+	638	=	1060	4	30	No
13:45 - 14:45	556	+	500	=	1056	15	67	No
07:00 - 08:00	419	+	608	=	1027	5	35	No
17:00 - 18:00	635	+	378	=	1013	24	72	No
07:45 - 08:45	398	+	613	=	1011	5	18	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2647 - Rights

Study Date : 08/31/2026

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 = **False**
Number of Major Lanes = **2 or more**
Number of Minor Lanes = **1**

Major Road CSAH 7						Minor Road Tyler St			
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?	
14:45 - 15:45	816	+	449	=	1265	17	106	No	
15:00 - 16:00	842	+	421	=	1263	18	106	No	
14:30 - 15:30	742	+	469	=	1211	14	100	No	
15:30 - 16:30	800	+	409	=	1209	17	104	No	
15:15 - 16:15	792	+	394	=	1186	14	86	No	
14:15 - 15:15	674	+	506	=	1180	19	103	No	
16:15 - 17:15	744	+	407	=	1151	29	108	No	
16:00 - 17:00	741	+	410	=	1151	24	106	No	
15:45 - 16:45	757	+	391	=	1148	22	97	No	
16:30 - 17:30	713	+	398	=	1111	30	95	No	
14:00 - 15:00	581	+	513	=	1094	16	77	No	
16:45 - 17:45	671	+	407	=	1078	25	87	No	

