

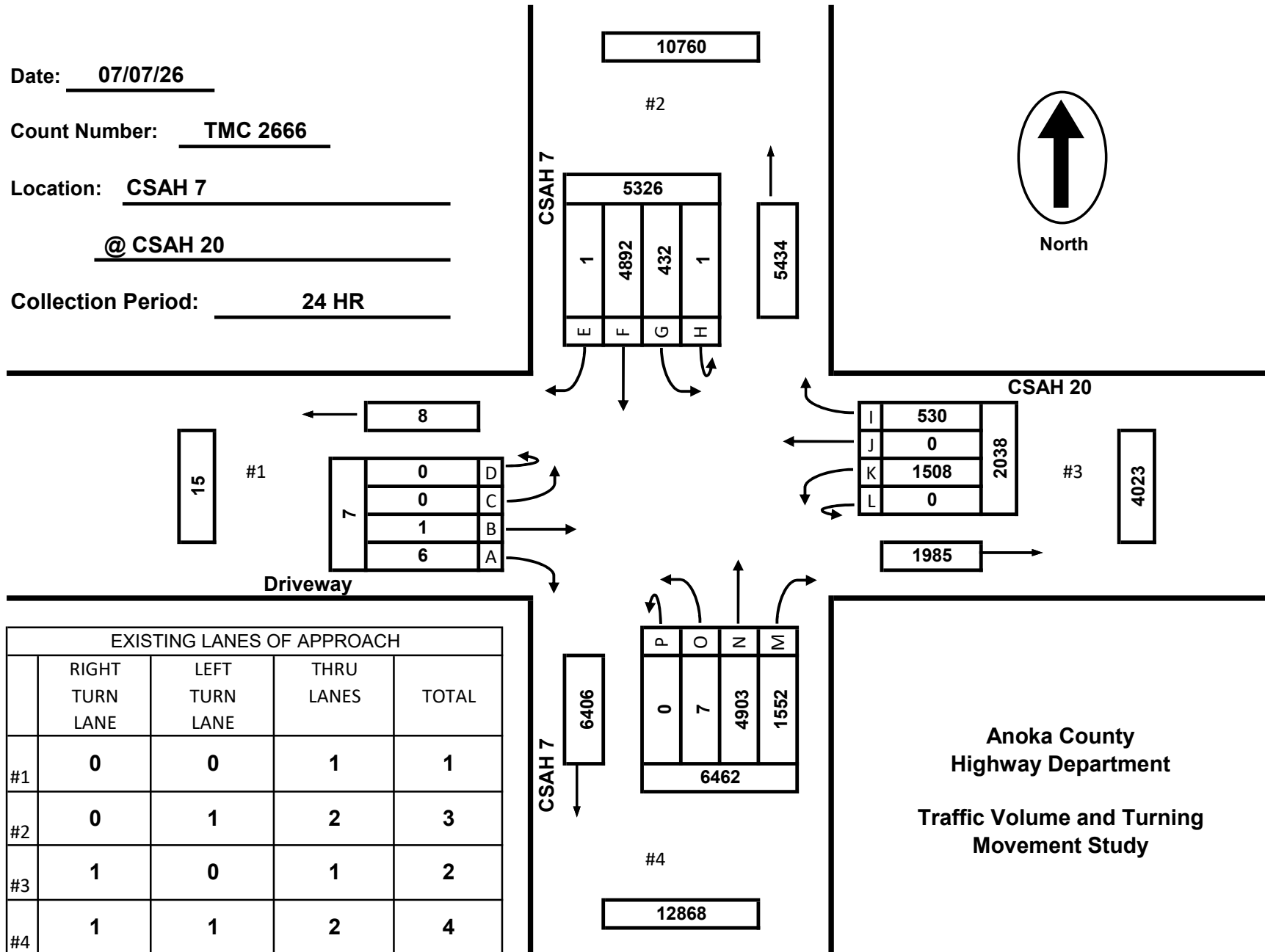
Date: 07/07/26

Count Number: TMC 2666

Location: CSAH 7

@ CSAH 20

Collection Period: 24 HR



Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

Date: 07/07/26

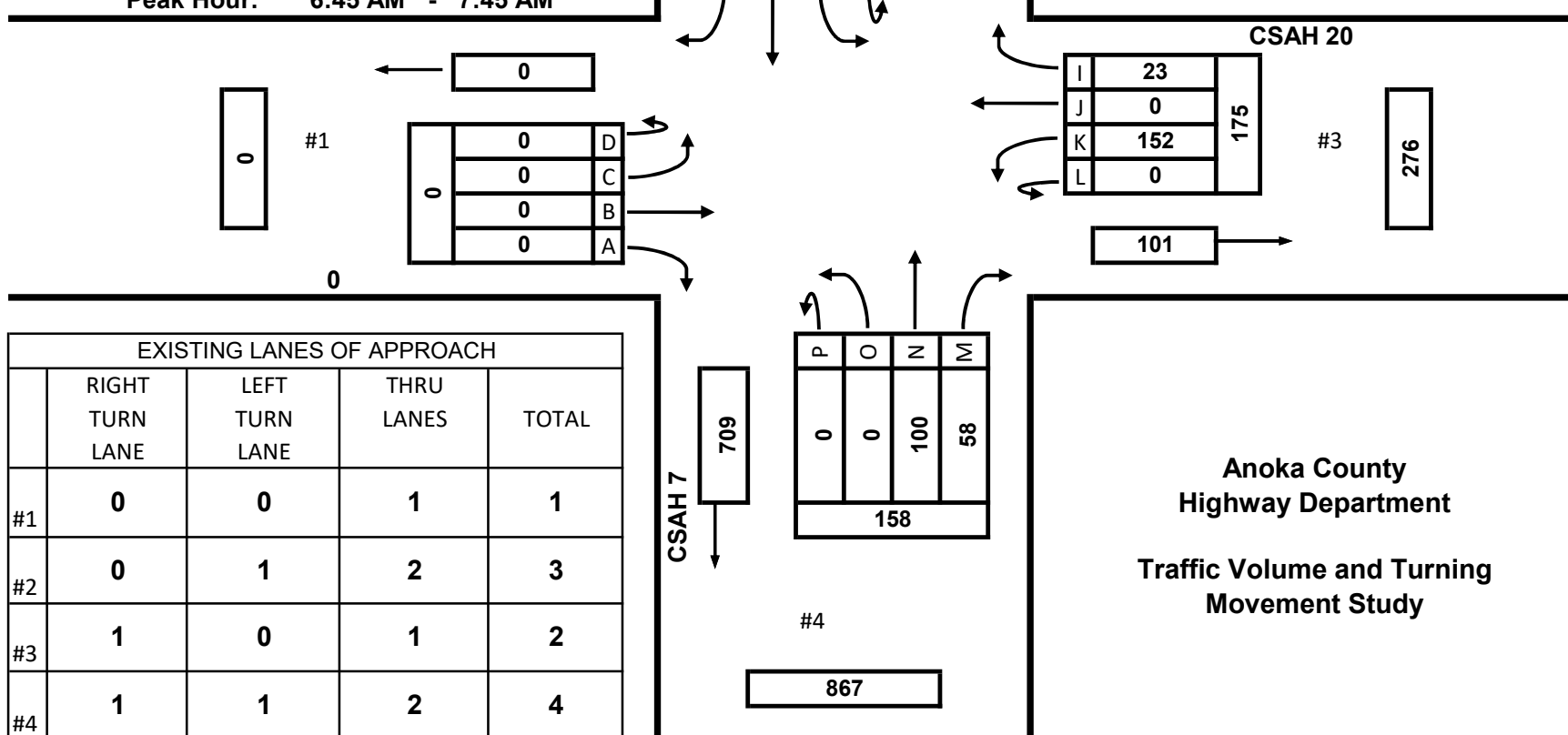
Count Number: TMC 2666

Location: CSAH 7

@ CSAH 20

Collection Period: 24 HR

Peak Hour: 6:45 AM - 7:45 AM



Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

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

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

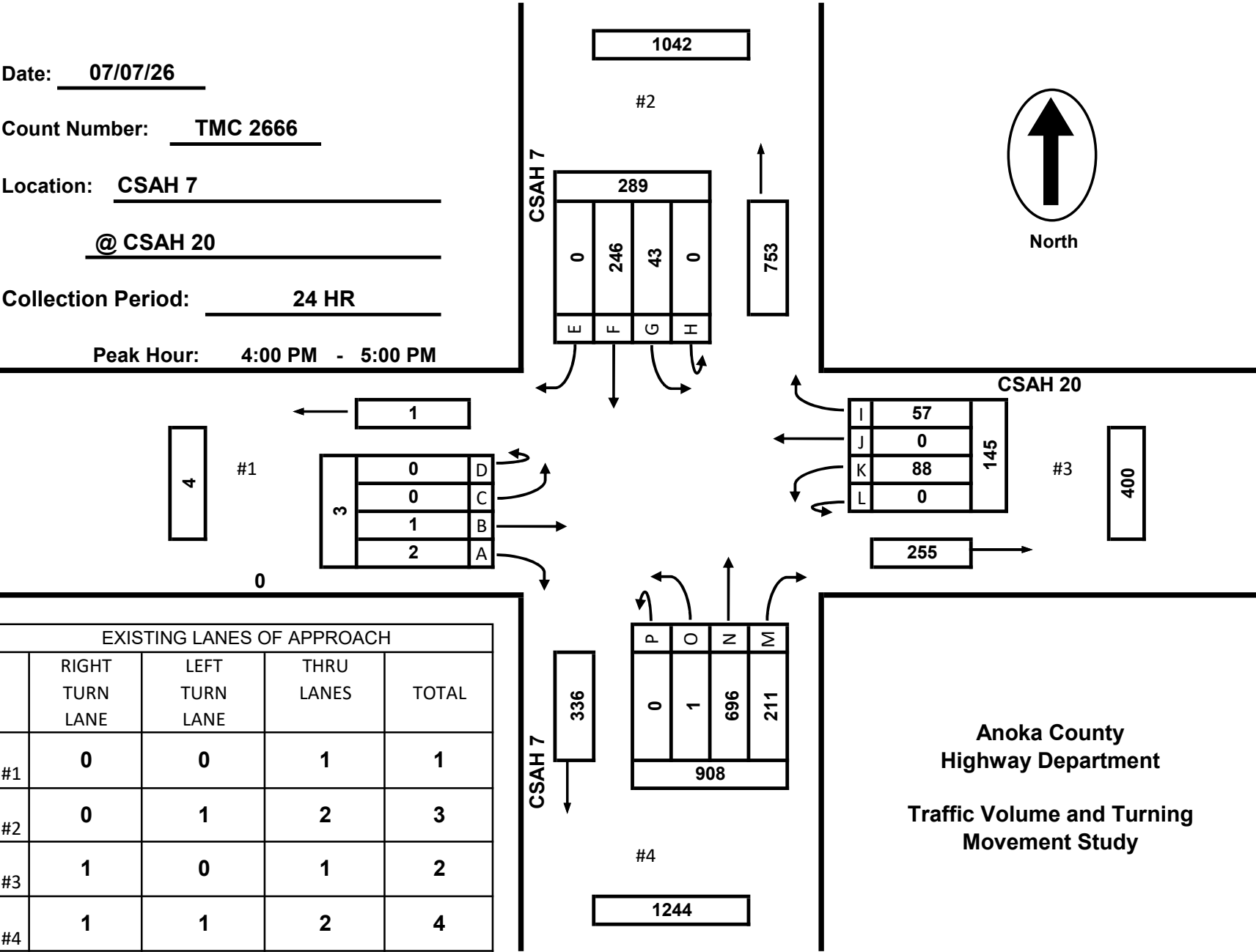
Date: 07/07/26

Count Number: TMC 2666

Location: CSAH 7
@ CSAH 20

Collection Period: 24 HR

Peak Hour: 4:00 PM - 5:00 PM



TMC 2666 - CSAH 7 @ CSAH 20
Andover MN
Tuesday, July 7, 2026

Time	Southbound CSAH 7						Westbound CSAH 20						Northbound CSAH 7						Eastbound Driveway						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	2	0	0	2	0	2	0	0	0	2	0	1	7	1	0	9	0	0	0	0	0	0	13
12:15 AM	0	0	2	0	0	2	0	0	0	1	0	1	0	0	3	0	0	3	0	0	0	0	0	0	6
12:30 AM	0	0	2	0	0	2	0	0	0	1	0	1	0	0	4	0	0	4	0	0	0	0	0	0	7
12:45 AM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6
Hourly Total	0	1	7	0	0	8	0	2	0	2	0	4	0	1	18	1	0	20	0	0	0	0	0	0	32
1:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	7
1:15 AM	0	0	1	0	0	1	0	1	0	0	0	1	0	0	1	1	0	2	0	0	0	0	0	0	4
1:30 AM	0	0	2	0	0	2	0	2	0	0	0	2	0	0	3	0	0	3	0	0	0	0	0	0	7
1:45 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
Hourly Total	0	0	6	0	0	6	0	3	0	0	0	3	0	0	12	1	0	13	0	0	0	0	0	0	22
2:00 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	3	0	5	0	0	0	0	0	0	6
2:15 AM	0	0	9	0	0	9	0	0	0	0	0	0	0	0	6	5	0	11	0	0	0	0	0	0	20
2:30 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
2:45 AM	0	0	5	0	0	5	0	2	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	8
Hourly Total	0	0	17	0	0	17	0	3	0	0	0	3	0	0	11	8	0	19	0	0	0	0	0	0	39
3:00 AM	0	0	5	0	0	5	0	2	0	0	0	2	0	0	3	0	0	3	0	0	0	0	0	0	10
3:15 AM	0	0	9	0	0	9	0	6	0	0	0	6	0	0	3	1	0	4	0	0	0	0	0	0	19
3:30 AM	0	0	11	0	0	11	0	1	0	0	0	1	0	0	2	1	0	3	0	0	0	0	0	0	15
3:45 AM	0	0	14	0	0	14	0	7	0	1	0	8	0	0	4	1	0	5	0	0	0	0	0	0	27
Hourly Total	0	0	39	0	0	39	0	16	0	1	0	17	0	0	12	3	0	15	0	0	0	0	0	0	71
4:00 AM	0	0	17	0	0	17	0	3	0	0	0	3	0	0	4	4	0	8	0	0	0	0	0	0	28
4:15 AM	0	1	19	0	0	20	0	9	0	0	0	9	0	0	5	1	0	6	0	0	0	0	0	0	35
4:30 AM	0	0	45	0	0	45	0	8	0	0	0	8	0	0	2	2	0	4	0	0	0	0	0	0	57
4:45 AM	0	1	60	0	0	61	0	12	0	0	0	12	0	0	4	0	0	4	0	0	0	0	0	0	77
Hourly Total	0	2	141	0	0	143	0	32	0	0	0	32	0	0	15	7	0	22	0	0	0	0	0	0	197
5:00 AM	0	0	69	0	0	69	0	12	0	0	0	12	0	0	8	4	0	12	0	0	0	0	0	0	93
5:15 AM	0	2	94	0	0	96	0	17	0	2	0	19	0	0	2	1	0	3	0	0	0	0	0	0	118
5:30 AM	0	1	83	0	0	84	0	27	0	0	0	27	0	0	3	7	0	10	0	0	0	0	0	0	121
5:45 AM	0	2	110	0	0	112	0	39	0	1	0	40	0	0	16	5	0	21	0	0	0	0	0	0	173
Hourly Total	0	5	356	0	0	361	0	95	0	3	0	98	0	0	29	17	0	46	0	0	0	0	0	0	505
6:00 AM	0	1	138	0	0	139	0	29	0	2	0	31	0	0	11	11	0	22	0	0	0	0	0	0	192
6:15 AM	0	5	177	0	0	182	0	40	0	1	0	41	0	0	17	7	0	24	0	0	0	0	0	0	247
6:30 AM	0	5	145	0	0	150	0	45	0	4	0	49	0	0	21	11	0	32	0	0	0	1	0	1	232
6:45 AM	0	9	140	0	0	149	0	37	0	4	0	41	0	0	29	11	0	40	0	0	0	0	0	0	230
Hourly Total	0	20	600	0	0	620	0	151	0	11	0	162	0	0	78	40	0	118	0	0	0	1	0	1	901
7:00 AM	0	12	135	0	0	147	0	28	0	5	0	33	0	0	22	11	0	33	0	0	0	0	0	0	213
7:15 AM	0	16	139	0	0	155	0	34	0	7	0	41	0	0	20	19	0	39	0	0	0	0	0	0	235
7:30 AM	0	6	143	0	0	149	0	53	0	7	0	60	0	0	29	17	0	46	0	0	0	0	0	0	255
7:45 AM	0	4	110	0	0	114	0	47	0	11	0	58	0	0	40	17	0	57	0	0	0	0	0	0	229
Hourly Total	0	38	527	0	0	565	0	162	0	30	0	192	0	0	111	64	0	175	0	0	0	0	0	0	932

TMC 2666 - CSAH 7 @ CSAH 20
Andover MN
Tuesday, July 7, 2026

Time	Southbound CSAH 7						Westbound CSAH 20						Northbound CSAH 7						Eastbound Driveway						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	7	107	0	0	114	0	29	0	7	0	36	0	0	31	12	0	43	0	0	0	0	0	0	193
8:15 AM	0	8	96	0	0	104	0	21	0	5	0	26	0	0	30	14	0	44	0	0	0	0	0	0	174
8:30 AM	0	2	97	0	0	99	0	29	0	5	0	34	0	0	32	15	0	47	0	0	0	0	0	0	180
8:45 AM	0	7	90	0	0	97	0	29	0	2	0	31	0	0	36	21	0	57	0	0	0	0	0	0	185
Hourly Total	0	24	390	0	0	414	0	108	0	19	0	127	0	0	129	62	0	191	0	0	0	0	0	0	732
9:00 AM	0	9	73	0	0	82	0	25	0	5	0	30	0	0	43	22	0	65	0	0	0	0	0	0	177
9:15 AM	0	5	72	0	0	77	0	18	0	5	0	23	0	0	30	6	0	36	0	0	0	0	0	0	136
9:30 AM	0	3	64	0	0	67	0	24	0	11	0	35	0	0	31	11	0	42	0	0	0	0	0	0	144
9:45 AM	0	5	78	0	0	83	0	21	0	6	0	27	0	0	52	19	0	71	0	0	0	0	0	0	181
Hourly Total	0	22	287	0	0	309	0	88	0	27	0	115	0	0	156	58	0	214	0	0	0	0	0	0	638
10:00 AM	0	7	61	0	0	68	0	16	0	5	0	21	0	0	41	9	0	50	0	0	0	0	0	0	139
10:15 AM	0	9	85	0	0	94	0	14	0	9	0	23	0	0	43	18	0	61	0	0	0	1	0	1	179
10:30 AM	0	8	60	0	0	68	0	20	0	9	0	29	0	0	25	21	0	46	0	0	0	0	0	0	143
10:45 AM	0	8	50	0	0	58	0	16	0	7	0	23	0	0	54	8	0	62	0	0	0	0	0	0	143
Hourly Total	0	32	256	0	0	288	0	66	0	30	0	96	0	0	163	56	0	219	0	0	0	1	0	1	604
11:00 AM	0	4	65	0	0	69	0	18	0	6	0	24	0	0	60	16	0	76	0	0	0	0	0	0	169
11:15 AM	0	3	60	0	0	63	0	13	0	6	0	19	0	0	58	24	0	82	0	0	0	0	0	0	164
11:30 AM	0	8	74	0	0	82	0	20	0	15	0	35	0	0	57	17	0	74	0	0	0	0	0	0	191
11:45 AM	0	13	53	0	0	66	0	18	0	7	0	25	0	0	74	22	0	96	0	0	0	0	0	0	187
Hourly Total	0	28	252	0	0	280	0	69	0	34	0	103	0	0	249	79	0	328	0	0	0	0	0	0	711
12:00 PM	0	6	44	0	0	50	0	21	0	11	0	32	0	0	51	21	0	72	0	0	0	0	0	0	154
12:15 PM	0	9	76	0	0	85	0	15	0	11	0	26	0	0	43	21	0	64	0	0	0	0	0	0	175
12:30 PM	0	6	53	0	0	59	0	12	0	7	0	19	0	0	70	23	0	93	0	0	0	0	0	0	171
12:45 PM	0	4	63	0	0	67	0	18	0	12	0	30	0	0	66	19	0	85	0	0	0	0	0	0	182
Hourly Total	0	25	236	0	0	261	0	66	0	41	0	107	0	0	230	84	0	314	0	0	0	0	0	0	682
1:00 PM	0	4	54	0	0	58	0	10	0	8	0	18	0	0	68	21	0	89	0	0	0	0	0	0	165
1:15 PM	0	4	72	0	0	76	0	19	0	5	0	24	0	1	84	15	0	100	0	0	0	0	0	0	200
1:30 PM	0	4	75	0	0	79	0	20	0	8	0	28	0	0	74	16	0	90	0	0	0	0	0	0	197
1:45 PM	0	3	53	0	0	56	0	23	0	9	0	32	0	0	81	22	0	103	0	0	0	0	0	0	191
Hourly Total	0	15	254	0	0	269	0	72	0	30	0	102	0	1	307	74	0	382	0	0	0	0	0	0	753
2:00 PM	0	6	52	0	0	58	0	21	0	5	0	26	0	0	99	35	0	134	0	0	0	0	0	0	218
2:15 PM	0	5	61	0	0	66	0	21	0	13	0	34	0	0	104	22	0	126	0	0	0	0	0	0	226
2:30 PM	0	5	57	0	0	62	0	18	0	6	0	24	0	0	124	29	0	153	0	0	0	0	0	0	239
2:45 PM	0	10	58	0	0	68	0	25	0	6	0	31	0	0	109	36	0	145	0	0	0	1	0	1	245
Hourly Total	0	26	228	0	0	254	0	85	0	30	0	115	0	0	436	122	0	558	0	0	0	1	0	1	928
3:00 PM	0	2	61	0	0	63	0	22	0	11	0	33	0	0	128	44	0	172	0	0	0	0	0	0	268
3:15 PM	0	7	57	0	0	64	0	21	0	9	0	30	0	1	129	32	0	162	0	0	0	0	0	0	256
3:30 PM	0	7	59	0	0	66	0	20	0	12	0	32	0	0	156	34	0	190	0	0	0	0	0	0	288
3:45 PM	0	13	58	0	0	71	0	22	0	15	0	37	0	0	165	42	0	207	0	0	0	0	0	0	315
Hourly Total	0	29	235	0	0	264	0	85	0	47	0	132	0	1	578	152	0	731	0	0	0	0	0	0	1127

Tuesday, July 7, 2026

Time	Southbound CSAH 7						Westbound CSAH 20						Northbound CSAH 7						Eastbound Driveway						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	13	49	0	0	62	0	28	0	9	0	37	0	0	178	47	0	225	0	0	0	0	0	0	324
4:15 PM	0	7	71	0	0	78	0	18	0	12	0	30	0	0	154	57	0	211	0	0	1	2	0	3	322
4:30 PM	0	10	62	0	0	72	0	23	0	19	0	42	0	1	176	45	0	222	0	0	0	0	0	0	336
4:45 PM	0	13	64	0	0	77	0	19	0	17	0	36	0	0	188	62	0	250	0	0	0	0	0	0	363
Hourly Total	0	43	246	0	0	289	0	88	0	57	0	145	0	1	696	211	0	908	0	0	1	2	0	3	1345
5:00 PM	0	12	58	0	0	70	0	25	0	13	0	38	0	0	144	47	0	191	0	0	0	0	0	0	299
5:15 PM	0	12	59	0	0	71	0	27	0	10	0	37	0	0	146	50	0	196	0	0	0	0	0	0	304
5:30 PM	0	10	70	1	0	81	0	20	0	15	0	35	0	0	153	35	0	188	0	0	0	0	0	0	304
5:45 PM	0	9	45	0	0	54	0	21	0	13	0	34	0	0	122	39	0	161	0	0	0	0	0	0	249
Hourly Total	0	43	232	1	0	276	0	93	0	51	0	144	0	0	565	171	0	736	0	0	0	0	0	0	1156
6:00 PM	0	8	58	0	0	66	0	20	0	11	0	31	0	1	95	29	0	125	0	0	0	0	0	0	222
6:15 PM	0	9	80	0	0	89	0	10	0	10	0	20	0	0	107	50	0	157	0	0	0	0	0	0	266
6:30 PM	0	8	63	0	0	71	0	17	0	9	0	26	0	0	67	21	0	88	0	0	0	0	0	0	185
6:45 PM	0	9	39	0	0	48	0	16	0	2	0	18	0	0	73	21	0	94	0	0	0	0	0	0	160
Hourly Total	0	34	240	0	0	274	0	63	0	32	0	95	0	1	342	121	0	464	0	0	0	0	0	0	833
7:00 PM	0	1	31	0	0	32	0	17	0	6	0	23	0	0	85	15	0	100	0	0	0	0	0	0	155
7:15 PM	0	4	36	0	0	40	0	6	0	7	0	13	0	0	67	23	0	90	0	0	0	0	0	0	143
7:30 PM	0	6	44	0	0	50	0	5	0	7	0	12	0	0	47	18	0	65	0	0	0	0	0	0	127
7:45 PM	0	2	31	0	0	33	0	15	0	4	0	19	0	0	53	13	0	66	0	0	0	0	0	0	118
Hourly Total	0	13	142	0	0	155	0	43	0	24	0	67	0	0	252	69	0	321	0	0	0	0	0	0	543
8:00 PM	0	8	17	0	0	25	0	13	0	11	0	24	0	0	59	26	0	85	0	0	0	0	0	0	134
8:15 PM	0	4	19	0	0	23	0	14	0	12	0	26	0	0	59	13	0	72	0	0	0	0	0	0	121
8:30 PM	0	4	27	0	0	31	0	16	0	10	0	26	0	0	51	22	0	73	0	0	0	1	0	1	131
8:45 PM	0	3	27	0	0	30	0	11	0	6	0	17	0	0	46	12	0	58	0	0	0	0	0	0	105
Hourly Total	0	19	90	0	0	109	0	54	0	39	0	93	0	0	215	73	0	288	0	0	0	1	0	1	491
9:00 PM	0	0	21	0	0	21	0	9	0	3	0	12	0	1	38	12	0	51	0	0	0	0	0	0	84
9:15 PM	1	3	10	0	0	14	0	8	0	5	0	13	0	0	31	15	0	46	0	0	0	0	0	0	73
9:30 PM	0	0	10	0	0	10	0	13	0	3	0	16	0	0	34	6	0	40	0	0	0	0	0	0	66
9:45 PM	0	4	13	0	0	17	0	9	0	0	0	9	0	0	29	7	0	36	0	0	0	0	0	0	62
Hourly Total	1	7	54	0	0	62	0	39	0	11	0	50	0	1	132	40	0	173	0	0	0	0	0	0	285
10:00 PM	0	1	12	0	0	13	0	11	0	4	0	15	0	0	30	6	0	36	0	0	0	0	0	0	64
10:15 PM	0	1	11	0	0	12	0	4	0	4	0	8	0	0	31	8	0	39	0	0	0	0	0	0	59
10:30 PM	0	1	8	0	0	9	0	1	0	1	0	2	0	0	21	2	0	23	0	0	0	0	0	0	34
10:45 PM	0	2	5	0	0	7	0	5	0	1	0	6	0	0	16	3	0	19	0	0	0	0	0	0	32
Hourly Total	0	5	36	0	0	41	0	21	0	10	0	31	0	0	98	19	0	117	0	0	0	0	0	0	189
11:00 PM	0	1	10	0	0	11	0	1	0	0	0	1	0	0	24	3	0	27	0	0	0	0	0	0	39
11:15 PM	0	0	3	0	0	3	0	2	0	1	0	3	0	0	13	6	0	19	0	0	0	0	0	0	25
11:30 PM	0	0	7	0	0	7	0	1	0	0	0	1	0	0	17	7	0	24	0	0	0	0	0	0	32
11:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	15	4	0	20	0	0	0	0	0	0	21
Hourly Total	0	1	21	0	0	22	0	4	0	1	0	5	0	1	69	20	0	90	0	0	0	0	0	0	117
DAILY TOTAL Cars	1	432	4892	1	0	5326	0	1508	0	530	0	2038	0	7	4903	1552	0	6462	0	0	1	6	0	7	13833
Heavy Vehicles	1	422	4793	1	0	5217	0	1477	0	527	0	2004	0	7	4815	1519	0	6341	0	0	1	6	0	7	13569
Heavy Vehicle %	0.00%	0.10	99	0	0	109	0.00%	0.31	0.00%	0.57%	0.00%	1.67%	0.00%	0	88	33	0	121	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	264
		2.31%	2.02%	0.00%	0.00%	2.05%		2.06%	0.00%	0.57%	0.00%	1.67%		0.00%	1.79%	2.13%	0.00%	1.87%							1.91%

TMC 2666 - CSAH 7 @ CSAH 20
Andover MN
Tuesday, July 7, 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	
6:45 AM	0	9	140	0	0	149	0	37	0	4	0	41	0	0	29	11	0	40	0	0	0	0	0	0	230
7:00 AM	0	12	135	0	0	147	0	28	0	5	0	33	0	0	22	11	0	33	0	0	0	0	0	0	213
7:15 AM	0	16	139	0	0	155	0	34	0	7	0	41	0	0	20	19	0	39	0	0	0	0	0	0	235
7:30 AM	0	6	143	0	0	149	0	53	0	7	0	60	0	0	29	17	0	46	0	0	0	0	0	0	255
Peak Hour Total	0	43	557	0	0	600	0	152	0	23	0	175	0	0	100	58	0	158	0	0	0	0	0	0	933
Peak Hour Heavy Vehicles	0	1	6	0	0	7	0	2	0	1	0	3	0	0	2	2	0	4	0	0	0	0	0	0	14
Peak Hour Heavy Vehicles PHF	0.00%	2.33%	1.08%	0.00%	0.00%	1.17%	0.00%	1.32%	0.00%	4.35%	0.00%	1.71%	0.00%	0.00%	2.00%	3.45%	0.00%	2.53%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.50%
	0.000	0.672	0.974	0.000	0.000	0.968	0.000	0.717	0.000	0.821	0.000	0.729	0.000	0.000	0.862	0.763	0.000	0.859	0.000	0.000	0.000	0.000	0.000	0.000	0.915

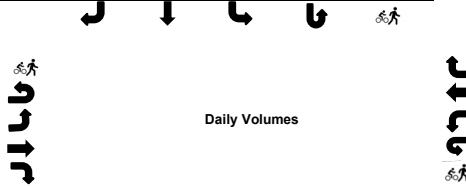
Mid Peak Hour (10:00 - 14:00)

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	4	54	0	0	58	0	10	0	8	0	18	0	0	68	21	0	89	0	0	0	0	0	0	165
1:15 PM	0	4	72	0	0	76	0	19	0	5	0	24	0	1	84	15	0	100	0	0	0	0	0	0	200
1:30 PM	0	4	75	0	0	79	0	20	0	8	0	28	0	0	74	16	0	90	0	0	0	0	0	0	197
1:45 PM	0	3	53	0	0	56	0	23	0	9	0	32	0	0	81	22	0	103	0	0	0	0	0	0	191
Peak Hour Total	0	15	254	0	0	269	0	72	0	30	0	102	0	1	307	74	0	382	0	0	0	0	0	0	753
Peak Hour Heavy Vehicles	0	0	7	0	0	7	0	0	0	0	0	0	0	0	11	3	0	14	0	0	0	0	0	0	21
Peak Hour Heavy Vehicles PHF	0.00%	0.00%	2.76%	0.00%	0.00%	2.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.58%	4.05%	0.00%	3.66%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.79%
	0.000	0.938	0.847	0.000	0.000	0.851	0.000	0.783	0.000	0.833	0.000	0.797	0.000	0.250	0.914	0.841	0.000	0.927	0.000	0.000	0.000	0.000	0.000	0.000	0.941

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

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	13	49	0	0	62	0	28	0	9	0	37	0	0	178	47	0	225	0	0	0	0	0	0	324
4:15 PM	0	7	71	0	0	78	0	18	0	12	0	30	0	0	154	57	0	211	0	0	1	2	0	3	322
4:30 PM	0	10	62	0	0	72	0	23	0	19	0	42	0	1	176	45	0	222	0	0	0	0	0	0	336
4:45 PM	0	13	64	0	0	77	0	19	0	17	0	36	0	0	188	62	0	250	0	0	0	0	0	0	363
Peak Hour Total	0	43	246	0	0	289	0	88	0	57	0	145	0	1	696	211	0	908	0	0	1	2	0	3	1345
Peak Hour Heavy Vehicles	0	1	3	0	0	4	0	4	0	0	0	4	0	0	10	3	0	13	0	0	0	0	0	0	21
Peak Hour Heavy Vehicles PHF	0.00%	2.33%	1.22%	0.00%	0.00%	1.38%	0.00%	4.55%	0.00%	0.00%	0.00%	2.76%	0.00%	0.00%	1.44%	1.42%	0.00%	1.43%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.56%
	0.000	0.827	0.866	0.000	0.000	0.926	0.000	0.786	0.000	0.750	0.000	0.863	0.000	0.250	0.926	0.851	0.000	0.908	0.000	0.000	0.250	0.250	0.000	0.250	0.926

Total Vehicles On Leg		10760	
Vehicles Entering Intersection		5326	Vehicles Exiting Intersection 5434
Southbound			
Cars	1	4793	422
Heavy	0	99	10
Total	1	4892	432



Daily Volumes

Total Vehicles on Leg 15	Entering Intersection 7	Eastbound	Cars	Heavy	Total
			0	0	0
			0	0	0
	Exiting Intersection 8		0	0	0
			1	0	1
			6	0	6

Cars	Heavy	Total	Westbound	Entering Intersection 2038	Total Vehicles on Leg 4023
527	3	530			
0	0	0			
1477	31	1508		Exiting Intersection 1985	
0	0	0			
0	0	0			

					
Cars	0	0	7	4815	1519
Heavy	0	0	0	88	33
Total	0	0	7	4903	1552
Northbound					
Vehicles Entering Intersection			6462	Vehicles Exiting Intersection	
				6406	
Total Vehicles On Leg			12868		

TMC 2666 - CSAH 7 @ CSAH 20
Andover MN
Tuesday, July 7, 2026

Time	Southbound Heavy CSAH 7						Westbound Heavy CSAH 20						Northbound Heavy CSAH 7						Eastbound Heavy Driveway						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	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
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
3:00 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
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 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
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 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	5	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6
5:00 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
5:15 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
5:30 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
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	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	0	2	0	0	2	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	4
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
6:30 AM	0	0	2	0	0	2	0	1	0	0	0	1	0	0	0	2	0	2	0	0	0	0	0	0	5
6:45 AM	0	0	2	0	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly 'Heavy Vehicles'	0	0	6	0	0	6	0	3	0	0	0	3	0	0	1	3	0	4	0	0	0	0	0	0	13
7:00 AM	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	4
7:15 AM	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	1	0	0	1	0	1	0	0	0	1	0	0	2	1	0	3	0	0	0	0	0	0	5
7:45 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	7
Hourly 'Heavy Vehicles'	0	1	7	0	0	8	0	1	0	1	0	2	0	0	6	2	0	8	0	0	0	0	0	0	18

TMC 2666 - CSAH 7 @ CSAH 20
Andover MN
Tuesday, July 7, 2026

Time	Southbound Heavy CSAH 7						Westbound Heavy CSAH 20						Northbound Heavy CSAH 7						Eastbound Heavy Driveway						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	1	2	0	0	3	0	0	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	0	8
8:15 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	5
8:30 AM	0	0	4	0	0	4	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	6
8:45 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
Hourly 'Heavy Vehicles'	0	1	11	0	0	12	0	1	0	0	0	1	0	0	4	4	0	8	0	0	0	0	0	0	21
9:00 AM	0	0	2	0	0	2	0	2	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	5
9:15 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	3
9:30 AM	0	0	2	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
9:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	5
Hourly 'Heavy Vehicles'	0	0	8	0	0	8	0	4	0	0	0	4	0	0	4	1	0	5	0	0	0	0	0	0	17
10:00 AM	0	0	1	0	0	1	0	0	0	1	0	1	0	0	3	0	0	3	0	0	0	0	0	0	5
10:15 AM	0	0	3	0	0	3	0	1	0	0	0	1	0	0	2	2	0	4	0	0	0	0	0	0	8
10:30 AM	0	0	3	0	0	3	0	1	0	0	0	1	0	0	2	1	0	3	0	0	0	0	0	0	7
10:45 AM	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	0	8	0	0	8	0	3	0	1	0	4	0	0	7	3	0	10	0	0	0	0	0	0	22
11:00 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	3
11:15 AM	0	1	1	0	0	2	0	1	0	0	0	1	0	0	1	2	0	3	0	0	0	0	0	0	6
11:30 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
11:45 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	7
Hourly 'Heavy Vehicles'	0	1	8	0	0	9	0	1	0	0	0	1	0	0	7	3	0	10	0	0	0	0	0	0	20
12:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	6
12:15 PM	0	0	1	0	0	1	0	1	0	1	0	2	0	0	1	1	0	2	0	0	0	0	0	0	5
12:30 PM	0	1	1	0	0	2	0	1	0	0	0	1	0	0	2	1	0	3	0	0	0	0	0	0	6
12:45 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	7
Hourly 'Heavy Vehicles'	0	1	7	0	0	8	0	2	0	1	0	3	0	0	9	4	0	13	0	0	0	0	0	0	24
1:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5
1:15 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
1:30 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	7
1:45 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3
Hourly 'Heavy Vehicles'	0	0	7	0	0	7	0	0	0	0	0	0	0	0	11	3	0	14	0	0	0	0	0	0	21
2:00 PM	0	1	1	0	0	2	0	1	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	6
2:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
2:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	2
2:45 PM	0	2	2	0	0	4	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	6
Hourly 'Heavy Vehicles'	0	4	3	0	0	7	0	3	0	0	0	3	0	0	6	0	0	6	0	0	0	0	0	0	16
3:00 PM	0	0	2	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
3:15 PM	0	0	1	0	0	1	0	3	0	0	0	3	0	0	2	2	0	4	0	0	0	0	0	0	8
3:30 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	4
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	6	0	0	6	0	5	0	0	0	5	0	0	4	3	0	7	0	0	0	0	0	0	18

**TMC 2666 - CSAH 7 @ CSAH 20
Andover MN
Tuesday, July 7, 2026**

Time	Southbound Heavy CSAH 7						Westbound Heavy CSAH 20						Northbound Heavy CSAH 7						Eastbound Heavy Driveway						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	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
4:15 PM	0	0	1	0	0	1	0	3	0	0	0	3	0	0	1	1	0	2	0	0	0	0	0	0	6
4:30 PM	0	1	1	0	0	2	0	1	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	5
4:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	0	8
Hourly 'Heavy Vehicles'	0	1	3	0	0	4	0	4	0	0	0	4	0	0	10	3	0	13	0	0	0	0	0	0	21
5:00 PM	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
5:15 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
5:30 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
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	3	1	0	4	0	0	0	0	0	0	6
Hourly 'Heavy Vehicles'	0	1	4	0	0	5	0	2	0	0	0	2	0	0	7	1	0	8	0	0	0	0	0	0	15
6:00 PM	0	0	2	0	0	2	0	1	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	6
6:15 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
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
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	3
Hourly 'Heavy Vehicles'	0	0	2	0	0	2	0	1	0	0	0	1	0	0	7	1	0	8	0	0	0	0	0	0	11
7:00 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
7:15 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
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
8:00 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
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
8:30 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
8:45 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	1
Hourly 'Heavy Vehicles'	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	5
9:00 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
9:15 PM	0	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	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	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	6
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
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	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	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
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
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
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	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
DAILY 'Heavy Vehicles'	0	10	99	0	0	109	0	31	0	3	0	34	0	0	88	33	0	121	0	0	0	0	0	0	264

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2666

Study Date : 07/27/2026

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 7

Number of Lanes : 2+

Total Approach Volume: 6,462

Southbound: CSAH 7

Number of Lanes :2+

Total Approach Volume: 5,326

Minor Street Approaches

Eastbound: Driveway

Number of Lanes :1

Total Approach Volume: 7

Westbound: CSAH 20

Number of Lanes :1

Total Approach Volume: 1,508

Warrant Summary (Rural Values Apply)

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

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

Required volumes reached for 14 hours, 8 are needed

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

Required volumes reached for 16 hours, 8 are needed

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

Required 1A volumes reached for 15 hours, 8 are needed

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

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

Number of hours (7) volumes exceed minimum >= minimum required (4).

Warrant 3 - Peak Hour.....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.....Satisfied

Volumes exceed minimums for at least one hour period.

Warrant 4 - Pedestrian Volumes.....Not Evaluated

Warrant 5 - School Crossing.....Not Evaluated

Warrant 6 - Coordinated Signal System.....Not Evaluated

Warrant 7 - Crash Experience.....Not Evaluated

Warrant 8 - Roadway Network.....Not Evaluated

Warrant 9 - Intersection Near a Grade Crossing.....Not Evaluated

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2666

Study Date : 07/27/2026

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

14 one hour periods meet minimums.
Warrant IS met.

Site Data Required

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

Volume Requirements

Rural Factor of 70 % applied
Veh/Hr Major = **252**

Veh/Hr Minor = **63**

Major Road						Minor Road			
CSAH 7						Driveway			
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?	
15:45 - 16:45	865	+	283	=	1148	3	91	Yes	
16:45 - 17:45	825	+	299	=	1124	0	91	Yes	
14:45 - 15:45	669	+	261	=	930	1	88	Yes	
17:45 - 18:45	531	+	280	=	811	0	68	Yes	
13:45 - 14:45	516	+	242	=	758	0	83	Yes	
06:45 - 07:45	158	+	600	=	758	0	152	Yes	
05:45 - 06:45	99	+	583	=	682	1	153	Yes	
12:45 - 13:45	364	+	280	=	644	0	67	Yes	
07:45 - 08:45	191	+	431	=	622	0	126	Yes	
11:45 - 12:45	325	+	260	=	585	0	66	Yes	
10:45 - 11:45	294	+	272	=	566	0	67	Yes	
09:45 - 10:45	228	+	313	=	541	1	71	Yes	
08:45 - 09:45	200	+	323	=	523	0	96	Yes	
04:45 - 05:45	29	+	310	=	339	0	68	Yes	
18:45 - 19:45	349	+	170	=	519	0	44	No	
19:00 - 20:00	321	+	155	=	476	0	43	No	
19:15 - 20:15	306	+	148	=	454	0	39	No	
19:30 - 20:30	288	+	131	=	419	0	47	No	
19:45 - 20:45	296	+	112	=	408	1	58	No	
20:00 - 21:00	288	+	109	=	397	1	54	No	
20:15 - 21:15	254	+	105	=	359	1	50	No	
20:30 - 21:30	228	+	96	=	324	1	44	No	
04:30 - 05:30	23	+	271	=	294	0	49	No	
20:45 - 21:45	195	+	75	=	270	0	41	No	
21:00 - 22:00	173		62		235	0	39	No	

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2666

Study Date : 07/27/2026

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

16 one hour periods meet minimums.
Warrant IS met.

Site Data Required

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

Volume Requirements

Rural Factor of 70 % applied
Veh/Hr Major = **378**

Veh/Hr Minor = **32**

Major Road						Minor Road		
CSAH 7						Driveway		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
16:00 - 17:00	908	+	289	=	1197	3	88	Yes
17:00 - 18:00	736	+	276	=	1012	0	93	Yes
15:00 - 16:00	731	+	264	=	995	0	85	Yes
14:00 - 15:00	558	+	254	=	812	1	85	Yes
07:00 - 08:00	175	+	565	=	740	0	162	Yes
18:00 - 19:00	464	+	274	=	738	0	63	Yes
06:00 - 07:00	118	+	620	=	738	1	151	Yes
13:00 - 14:00	382	+	269	=	651	0	72	Yes
11:00 - 12:00	328	+	280	=	608	0	69	Yes
08:00 - 09:00	191	+	414	=	605	0	108	Yes
12:00 - 13:00	314	+	261	=	575	0	66	Yes
09:00 - 10:00	214	+	309	=	523	0	88	Yes
10:00 - 11:00	219	+	288	=	507	1	66	Yes
19:00 - 20:00	321	+	155	=	476	0	43	Yes
05:00 - 06:00	46	+	361	=	407	0	95	Yes
20:00 - 21:00	288	+	109	=	397	1	54	Yes
04:45 - 05:45	29	+	310	=	339	0	68	No
04:30 - 05:30	23	+	271	=	294	0	49	No
21:00 - 22:00	173	+	62	=	235	0	39	No
04:15 - 05:15	26	+	195	=	221	0	41	No
21:15 - 22:15	158	+	54	=	212	0	41	No
21:30 - 22:30	151	+	52	=	203	0	37	No
21:45 - 22:45	134	+	51	=	185	0	25	No
04:00 - 05:00	22	+	143	=	165	0	32	No
22:00 - 23:00	117		41		158	0	21	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2666

Study Date : 07/27/2026

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

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

Site Data Required

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

Volume Requirements

Rural Factor of 70% applied
Warrant 1A 1B
Veh/Hr Major = **202 302**
Veh/Hr Minor = **50 26**

Major Road CSAH 7						Minor Road Driveway				
Time	Major NB	+	Major SB	=	Total	Minor EB		Minor WB		Met1A?
15:45 - 16:45	865	+	283	=	1148	3		91		Yes
16:45 - 17:45	825	+	299	=	1124	0		91		Yes
14:45 - 15:45	669	+	261	=	930	1		88		Yes
17:45 - 18:45	531	+	280	=	811	0		68		Yes
06:45 - 07:45	158	+	600	=	758	0		152		Yes
13:45 - 14:45	516	+	242	=	758	0		83		Yes
05:45 - 06:45	99	+	583	=	682	1		153		Yes
12:45 - 13:45	364	+	280	=	644	0		67		Yes
07:45 - 08:45	191	+	431	=	622	0		126		Yes
11:45 - 12:45	325	+	260	=	585	0		66		Yes
10:45 - 11:45	294	+	272	=	566	0		67		Yes
09:45 - 10:45	228		313		541	1		71		Yes

Time	Major NB	+	Major SB	=	Total	Minor EB		Minor WB		Met1B?
15:45 - 16:45	865	+	283	=	1148	3		91		Yes
16:45 - 17:45	825	+	299	=	1124	0		91		Yes
14:45 - 15:45	669	+	261	=	930	1		88		Yes
17:45 - 18:45	531	+	280	=	811	0		68		Yes
13:45 - 14:45	516	+	242	=	758	0		83		Yes
06:45 - 07:45	158	+	600	=	758	0		152		Yes
05:45 - 06:45	99	+	583	=	682	1		153		Yes
12:45 - 13:45	364	+	280	=	644	0		67		Yes
07:45 - 08:45	191	+	431	=	622	0		126		Yes
11:45 - 12:45	325	+	260	=	585	0		66		Yes
10:45 - 11:45	294	+	272	=	566	0		67		Yes
09:45 - 10:45	228		313		541	1		71		Yes

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2666

Study Date : 07/27/2026

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.

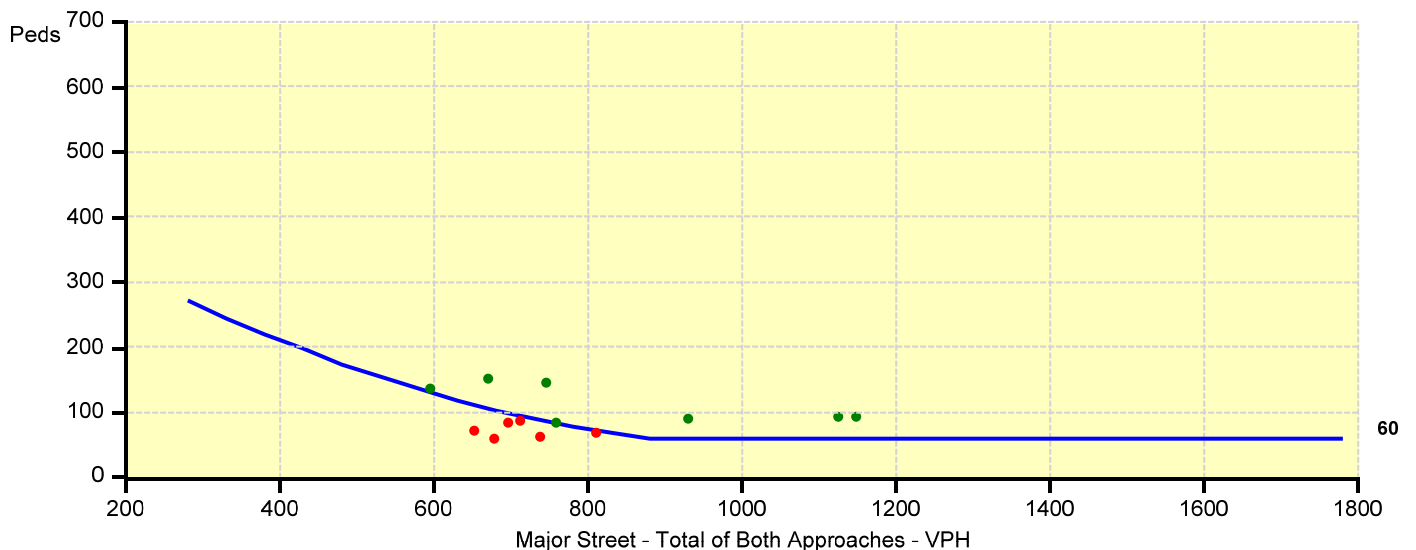
Summary

7 one hour periods meet minimums.
Warrant IS met.

Site Data Required

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

Major Road CSAH 7						Minor Road Driveway		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
15:45 - 16:45	865	+	283	=	1148	3	91	Yes
16:45 - 17:45	825	+	299	=	1124	0	91	Yes
14:45 - 15:45	669	+	261	=	930	1	88	Yes
13:45 - 14:45	516	+	242	=	758	0	83	Yes
06:30 - 07:30	144	+	601	=	745	1	144	Yes
07:30 - 08:30	190	+	481	=	671	0	150	Yes
05:30 - 06:30	77	+	517	=	594	0	135	Yes
17:45 - 18:45	531	+	280	=	811	0	68	No
18:00 - 19:00	464	+	274	=	738	0	63	No
13:30 - 14:30	453	+	259	=	712	0	85	No
13:15 - 14:15	427	+	269	=	696	0	83	No
18:15 - 19:15	439	+	240	=	679	0	60	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2666

Study Date : 07/27/2026

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

5 one hour periods meet minimums.
Warrant IS met.

Site Data Required

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

Major Road CSAH 7						Minor Road Driveway		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
16:00 - 17:00	908	+	289	=	1197	3	88	Yes
16:15 - 17:15	874	+	297	=	1171	3	85	Yes
16:30 - 17:30	859	+	290	=	1149	0	94	Yes
15:45 - 16:45	865	+	283	=	1148	3	91	Yes
16:45 - 17:45	825	+	299	=	1124	0	91	Yes
15:30 - 16:30	833	+	277	=	1110	3	88	No
15:15 - 16:15	784	+	263	=	1047	0	91	No
17:00 - 18:00	736	+	276	=	1012	0	93	No
15:00 - 16:00	731	+	264	=	995	0	85	No
17:15 - 18:15	670	+	272	=	942	0	88	No
14:45 - 15:45	669	+	261	=	930	1	88	No
17:30 - 18:30	631	+	290	=	921	0	71	No

