

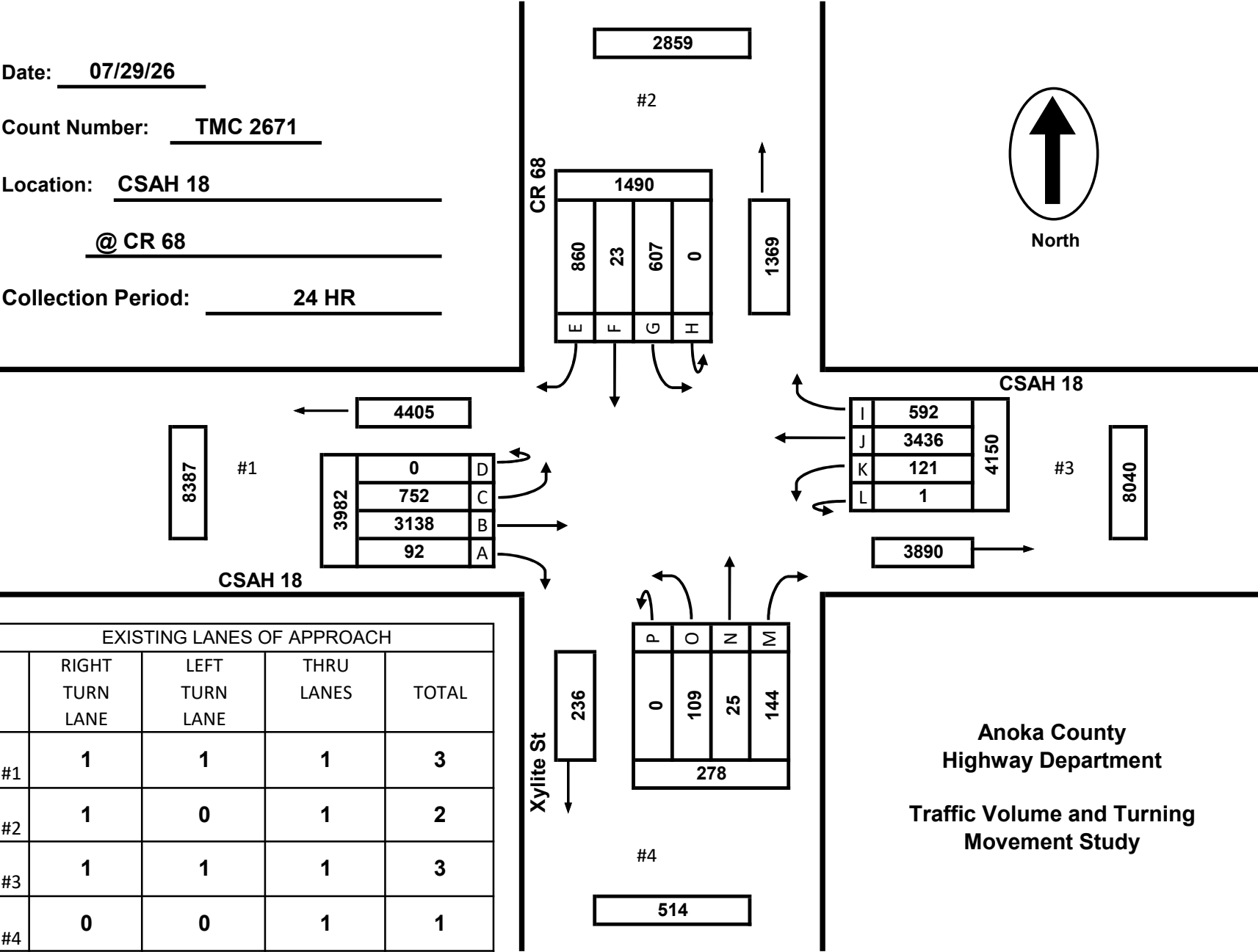
Date: 07/29/26

Count Number: TMC 2671

Location: CSAH 18

@ CR 68

Collection Period: 24 HR



Peak Hour: 6:00 AM - 7:00 AM

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

Date: 07/29/26

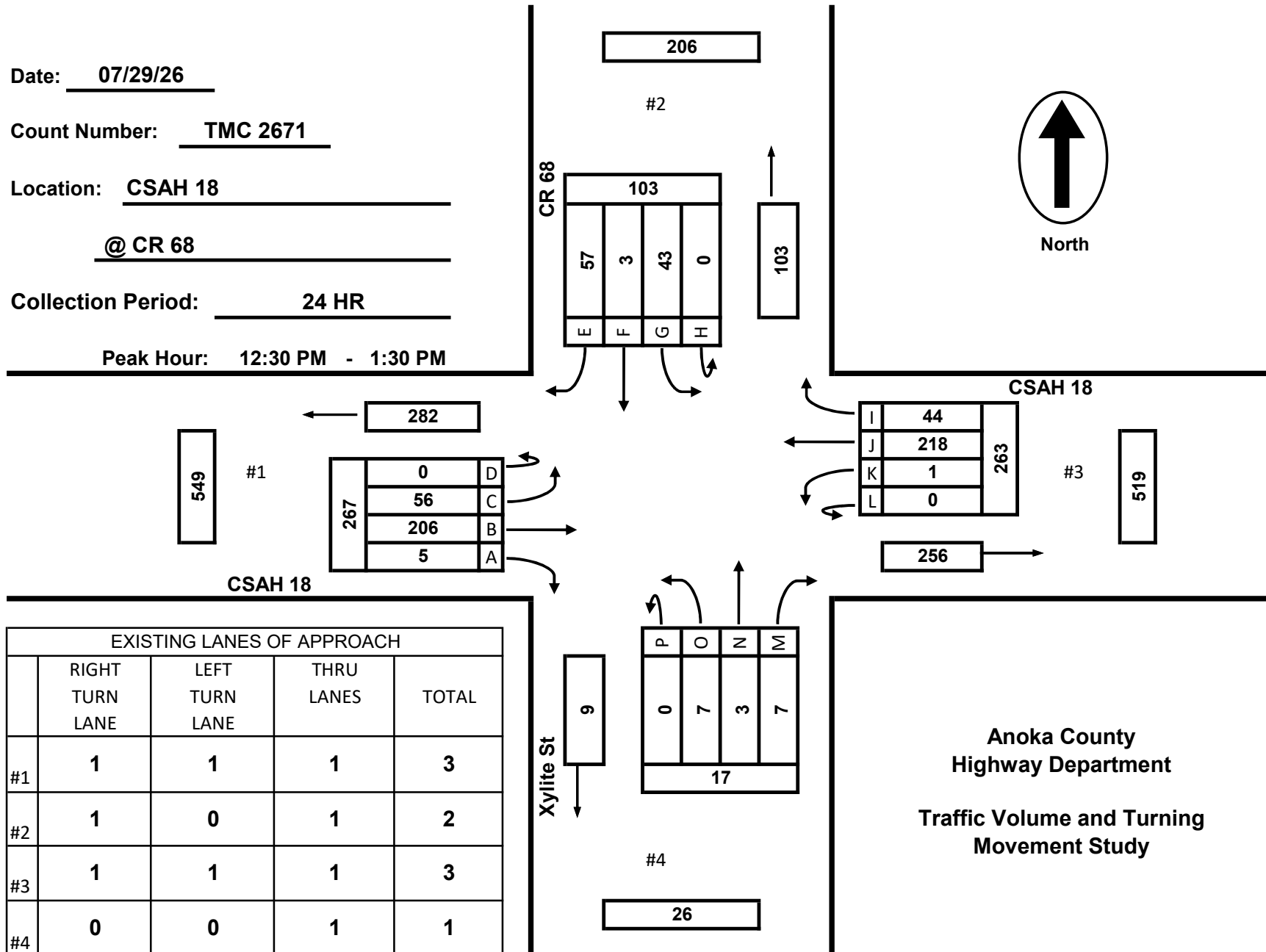
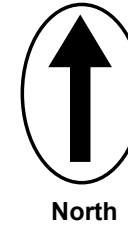
Count Number: TMC 2671

Location: CSAH 18

@ CR 68

Collection Period: 24 HR

Peak Hour: 12:30 PM - 1:30 PM



Date: 07/29/26

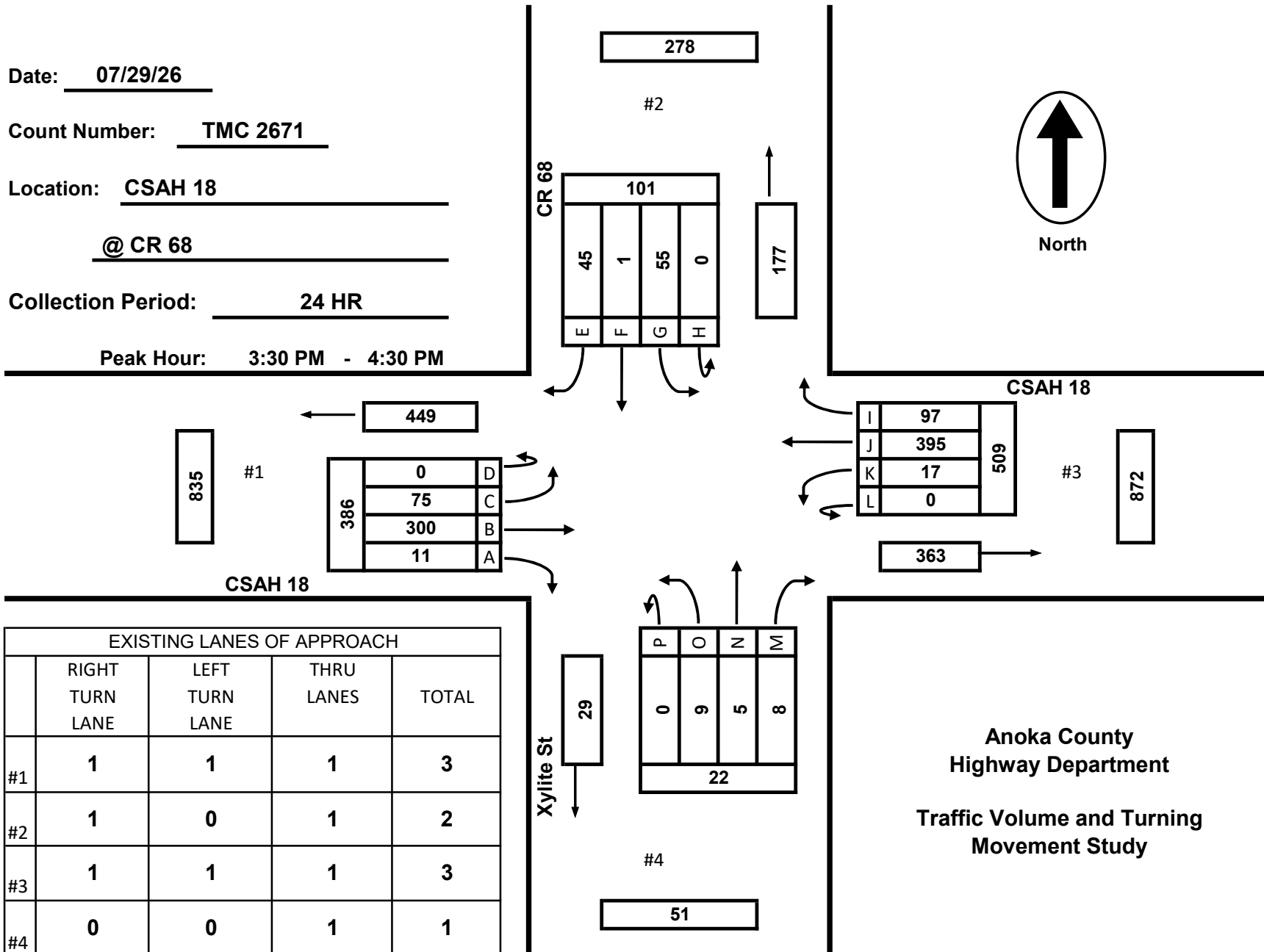
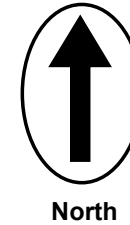
Count Number: TMC 2671

Location: CSAH 18

@ CR 68

Collection Period: 24 HR

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



TMC 2671 - CSAH 18 @ CR 68
Ham Lake MN
Wednesday, July 29, 2026

Time	Southbound CR 68						Westbound CSAH 18						Northbound Xylite St						Eastbound CSAH 18						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	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	4	
12:15 AM	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	1	1	0	0	5	
12:30 AM	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	1	0	0	4	
12:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	3	
Hourly Total	0	0	0	1	0	1	0	1	7	1	0	9	0	0	0	0	0	0	0	0	3	3	0	0	6	16
1:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	3	4
1:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	2	4
1:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	0	0	0	2	0	0	2	5
1:45 AM	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2	4
Hourly Total	0	1	0	0	0	1	0	0	5	1	0	6	0	0	0	1	0	1	0	2	7	0	0	0	9	17
2:00 AM	0	3	0	0	0	3	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	1	6
2:15 AM	0	0	0	1	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	3	6
2:30 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	3	0	0	0	3	5
2:45 AM	0	0	0	3	0	3	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	3	9
Hourly Total	0	3	0	4	0	7	0	0	8	1	0	9	0	0	0	0	0	0	0	0	10	0	0	0	10	26
3:00 AM	0	1	0	2	0	3	0	0	5	0	0	5	0	0	0	0	0	0	0	0	1	0	0	0	1	9
3:15 AM	0	0	0	4	0	4	0	0	7	1	0	8	0	0	0	1	0	1	0	0	4	0	0	0	4	17
3:30 AM	0	6	0	6	0	12	0	0	5	0	0	5	0	1	0	0	0	1	0	0	4	0	0	0	4	22
3:45 AM	0	1	0	8	0	9	0	0	10	0	0	10	0	1	0	1	0	2	0	0	6	1	0	0	7	28
Hourly Total	0	8	0	20	0	28	0	0	27	1	0	28	0	2	0	2	0	4	0	0	15	1	0	0	16	76
4:00 AM	0	5	0	4	0	9	0	0	17	0	0	17	0	0	0	2	0	2	0	0	11	0	0	0	11	39
4:15 AM	0	8	0	10	0	18	0	0	20	0	0	20	0	1	0	2	0	3	0	0	13	1	0	0	14	55
4:30 AM	0	10	0	9	0	19	0	0	19	0	0	19	0	1	0	2	0	3	0	2	15	0	0	0	17	58
4:45 AM	0	12	0	19	0	31	0	0	24	1	0	25	0	3	0	2	0	5	0	1	30	0	0	0	31	92
Hourly Total	0	35	0	42	0	77	0	0	80	1	0	81	0	5	0	8	0	13	0	3	69	1	0	0	73	244
5:00 AM	0	12	0	7	0	19	0	0	26	2	0	28	0	1	0	0	0	1	0	0	31	1	0	0	32	80
5:15 AM	0	20	1	23	0	44	0	2	29	1	0	32	0	2	0	3	0	5	0	2	38	1	0	0	41	122
5:30 AM	0	23	0	12	0	35	0	0	48	1	0	49	0	1	0	1	0	2	0	3	37	0	0	0	40	126
5:45 AM	0	20	1	18	0	39	0	0	51	2	0	53	0	2	0	3	0	5	0	1	37	0	0	0	38	135
Hourly Total	0	75	2	60	0	137	0	2	154	6	0	162	0	6	0	7	0	13	0	6	143	2	0	0	151	463
6:00 AM	0	18	0	13	0	31	0	3	83	4	0	90	0	1	0	4	0	5	0	3	23	0	0	0	26	152
6:15 AM	0	17	0	19	0	36	0	2	55	2	0	59	0	1	1	3	0	5	0	3	53	0	0	0	56	156
6:30 AM	0	22	1	22	0	45	0	2	60	1	0	63	0	3	0	5	0	8	0	4	51	1	0	0	56	172
6:45 AM	0	25	0	17	0	42	0	2	48	7	0	57	0	1	1	6	0	8	0	5	55	1	0	0	61	168
Hourly Total	0	82	1	71	0	154	0	9	246	14	0	269	0	6	2	18	0	26	0	15	182	2	0	0	199	648
7:00 AM	0	17	0	17	0	34	0	0	53	4	0	57	0	4	0	4	0	8	0	5	44	1	0	0	50	149
7:15 AM	0	10	0	15	0	25	1	0	43	6	0	50	0	0	1	1	0	2	0	5	39	0	0	0	44	121
7:30 AM	0	15	1	20	0	36	0	0	48	2	0	50	0	2	1	2	0	5	0	3	50	2	0	0	55	146
7:45 AM	0	9	0	15	0	24	0	1	49	5	0	55	0	4	0	3	0	7	0	4	35	2	0	0	41	127
Hourly Total	0	51	1	67	0	119	1	1	193	17	0	212	0	10	2	10	0	22	0	17	168	5	0	0	190	543

TMC 2671 - CSAH 18 @ CR 68
Ham Lake MN
Wednesday, July 29, 2026

Time	Southbound CR 68						Westbound CSAH 18						Northbound Xylite St						Eastbound CSAH 18						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	6	0	15	0	21	0	1	37	5	0	43	0	1	0	3	0	4	0	6	34	1	0	41	109
8:15 AM	0	5	0	17	0	22	0	2	38	7	0	47	0	1	2	0	0	3	0	3	44	0	0	47	119
8:30 AM	0	6	0	13	0	19	0	4	36	7	0	47	0	0	0	0	0	0	0	6	35	2	0	43	109
8:45 AM	0	10	0	14	0	24	0	1	42	3	0	46	0	2	1	4	0	7	0	7	37	1	0	45	122
Hourly Total	0	27	0	59	0	86	0	8	153	22	0	183	0	4	3	7	0	14	0	22	150	4	0	176	459
9:00 AM	0	2	0	11	0	13	0	1	44	6	0	51	0	0	0	0	0	0	0	7	41	1	0	49	113
9:15 AM	0	8	0	17	0	25	0	1	47	3	0	51	0	0	0	1	0	1	0	6	49	1	0	56	133
9:30 AM	0	9	0	19	0	28	0	1	49	4	0	54	0	2	1	2	0	5	0	8	32	0	0	40	127
9:45 AM	0	9	1	19	0	29	0	1	47	4	0	52	0	3	2	2	0	7	0	15	35	1	0	51	139
Hourly Total	0	28	1	66	0	95	0	4	187	17	0	208	0	5	3	5	0	13	0	36	157	3	0	196	512
10:00 AM	0	9	0	9	0	18	0	0	57	9	0	66	0	1	0	3	0	4	0	7	40	1	0	48	136
10:15 AM	0	7	0	10	0	17	0	1	33	3	0	37	0	1	0	3	0	4	0	6	42	1	0	49	107
10:30 AM	0	7	0	13	0	20	0	2	42	5	0	49	0	1	0	2	0	3	0	13	41	1	0	55	127
10:45 AM	0	5	0	14	0	19	0	0	36	6	0	42	0	1	0	3	0	4	0	7	41	2	0	50	115
Hourly Total	0	28	0	46	0	74	0	3	168	23	0	194	0	4	0	11	0	15	0	33	164	5	0	202	485
11:00 AM	0	5	0	11	0	16	0	0	44	4	0	48	0	0	0	3	0	3	0	18	47	1	0	66	133
11:15 AM	0	8	1	10	0	19	0	3	31	10	0	44	0	1	0	2	0	3	0	14	42	1	0	57	123
11:30 AM	0	4	0	16	0	20	0	1	56	7	0	64	0	2	0	3	0	5	0	9	42	1	0	52	141
11:45 AM	0	9	0	6	0	15	0	3	44	11	0	58	0	0	0	0	0	0	0	10	53	1	0	64	137
Hourly Total	0	26	1	43	0	70	0	7	175	32	0	214	0	3	0	8	0	11	0	51	184	4	0	239	534
12:00 PM	0	2	0	7	2	9	0	1	46	10	0	57	0	2	1	1	0	4	0	16	37	1	0	54	124
12:15 PM	0	4	0	10	0	14	0	1	48	4	0	53	0	5	0	3	0	8	0	9	49	0	0	58	133
12:30 PM	0	11	0	17	0	28	0	0	60	9	0	69	0	1	2	2	0	5	0	5	57	0	0	62	164
12:45 PM	0	6	1	11	0	18	0	0	48	14	0	62	0	3	0	0	0	3	0	14	60	3	0	77	160
Hourly Total	0	23	1	45	2	69	0	2	202	37	0	241	0	11	3	6	0	20	0	44	203	4	0	251	581
1:00 PM	0	12	1	13	0	26	0	1	47	13	0	61	0	1	1	2	0	4	0	16	50	2	0	68	159
1:15 PM	0	14	1	16	0	31	0	0	63	8	0	71	0	2	0	3	0	5	0	21	39	0	0	60	167
1:30 PM	0	4	1	10	0	15	0	1	42	10	0	53	0	2	0	0	0	2	0	15	48	1	0	64	134
1:45 PM	0	1	0	16	0	17	0	4	62	12	0	78	0	1	0	1	0	2	0	15	52	3	0	70	167
Hourly Total	0	31	3	55	0	89	0	6	214	43	0	263	0	6	1	6	0	13	0	67	189	6	0	262	627
2:00 PM	0	11	0	12	0	23	0	6	51	13	0	70	0	2	2	3	0	7	0	24	50	1	0	75	175
2:15 PM	0	9	1	12	0	22	0	4	62	14	0	80	0	0	1	2	0	3	0	16	49	4	0	69	174
2:30 PM	0	4	1	11	0	16	0	0	55	14	0	69	0	4	1	5	0	10	0	11	62	3	0	76	171
2:45 PM	0	9	1	11	0	21	0	4	64	13	0	81	0	5	0	3	0	8	0	15	64	2	0	81	191
Hourly Total	0	33	3	46	0	82	0	14	232	54	0	300	0	11	4	13	0	28	0	66	225	10	0	301	711
3:00 PM	0	9	3	13	0	25	0	3	77	23	0	103	0	1	0	3	0	4	0	18	65	1	0	84	216
3:15 PM	0	4	1	12	0	17	0	7	69	18	0	94	0	2	0	4	0	6	0	17	91	2	0	110	227
3:30 PM	0	21	0	13	0	34	0	7	82	23	0	112	0	3	3	2	0	8	0	22	81	4	0	107	261
3:45 PM	0	15	0	10	0	25	0	2	90	28	0	120	0	3	1	3	0	7	0	17	84	3	0	104	256
Hourly Total	0	49	4	48	0	101	0	19	318	92	0	429	0	9	4	12	0	25	0	74	321	10	0	405	960

TMC 2671 - CSAH 18 @ CR 68
Ham Lake MN
Wednesday, July 29, 2026

Time	Southbound CR 68						Westbound CSAH 18						Northbound Xylite St						Eastbound CSAH 18						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	10	0	9	0	19	0	3	103	23	0	129	0	2	0	2	0	4	0	19	51	3	0	73	225
4:15 PM	0	9	1	13	0	23	0	5	120	23	0	148	0	1	1	1	0	3	0	17	84	1	0	102	276
4:30 PM	0	10	0	14	2	24	0	4	86	23	0	113	0	5	0	1	0	6	0	26	76	3	0	105	248
4:45 PM	0	11	0	12	0	23	0	1	63	16	0	80	0	2	0	3	0	5	0	19	68	2	0	89	197
Hourly Total	0	40	1	48	2	89	0	13	372	85	0	470	0	10	1	7	0	18	0	81	279	9	0	369	946
5:00 PM	0	4	0	13	0	17	0	3	75	13	0	91	0	0	0	5	0	5	0	30	52	3	0	85	198
5:15 PM	0	7	0	17	0	24	0	1	56	14	0	71	0	2	0	3	0	5	0	11	65	4	0	80	180
5:30 PM	0	8	0	12	0	20	0	4	58	10	0	72	0	2	0	1	0	3	0	20	30	0	0	50	145
5:45 PM	0	6	1	11	0	18	0	2	51	5	0	58	0	2	0	3	0	5	0	13	38	3	0	54	135
Hourly Total	0	25	1	53	0	79	0	10	240	42	0	292	0	6	0	12	0	18	0	74	185	10	0	269	658
6:00 PM	0	5	0	9	0	14	0	1	43	4	0	48	0	0	0	1	0	1	0	12	47	3	0	62	125
6:15 PM	0	5	0	7	0	12	0	4	35	14	0	53	0	2	0	2	0	4	0	15	48	2	0	65	134
6:30 PM	0	3	0	6	0	9	0	1	44	5	0	50	0	0	0	0	0	0	0	13	28	0	0	41	100
6:45 PM	0	5	1	6	0	12	0	3	32	11	0	46	0	1	0	1	0	2	0	9	34	1	0	44	104
Hourly Total	0	18	1	28	0	47	0	9	154	34	0	197	0	3	0	4	0	7	0	49	157	6	0	212	463
7:00 PM	0	3	1	9	0	13	0	1	32	7	0	40	0	0	0	1	0	1	0	11	40	2	0	53	107
7:15 PM	0	3	0	5	0	8	0	1	42	7	0	50	0	1	0	1	0	2	0	7	23	1	0	31	91
7:30 PM	0	3	1	5	0	9	0	0	22	11	0	33	0	0	0	1	0	1	0	9	34	1	0	44	87
7:45 PM	0	2	0	8	0	10	0	2	38	7	0	47	0	0	0	0	0	0	0	10	36	0	0	46	103
Hourly Total	0	11	2	27	0	40	0	4	134	32	0	170	0	1	0	3	0	4	0	37	133	4	0	174	388
8:00 PM	0	1	0	4	0	5	0	2	24	6	0	32	0	1	1	0	0	2	0	6	45	1	0	52	91
8:15 PM	0	2	0	4	0	6	0	0	25	4	0	29	0	1	0	1	0	2	0	6	30	0	0	36	73
8:30 PM	0	1	0	4	0	5	0	1	17	3	0	21	0	1	0	1	0	2	0	9	31	0	0	40	68
8:45 PM	0	2	0	1	0	3	0	0	21	3	0	24	0	1	0	0	0	1	0	4	28	1	0	33	61
Hourly Total	0	6	0	13	0	19	0	3	87	16	0	106	0	4	1	2	0	7	0	25	134	2	0	161	293
9:00 PM	0	2	0	3	0	5	0	2	17	1	0	20	0	1	0	0	0	1	0	9	10	1	0	20	46
9:15 PM	0	1	0	0	0	1	0	1	12	4	0	17	0	1	0	1	0	2	0	9	11	1	0	21	41
9:30 PM	0	3	1	1	0	5	0	1	8	4	0	13	0	0	0	0	0	0	0	7	8	0	0	15	33
9:45 PM	0	0	0	3	0	3	0	0	7	3	0	10	0	0	0	0	0	0	0	7	1	1	0	9	22
Hourly Total	0	6	1	7	0	14	0	4	44	12	0	60	0	2	0	1	0	3	0	32	30	3	0	65	142
10:00 PM	0	0	0	4	0	4	0	1	7	1	0	9	0	0	1	0	0	1	0	6	3	0	0	9	23
10:15 PM	0	0	0	3	0	3	0	0	3	2	0	5	0	0	0	0	0	0	0	3	4	0	0	7	15
10:30 PM	0	0	0	2	0	2	0	1	6	5	0	12	0	0	0	0	0	0	0	0	3	0	0	3	17
10:45 PM	0	1	0	0	0	1	0	0	4	0	0	4	0	0	0	0	0	0	0	2	7	0	0	9	14
Hourly Total	0	1	0	9	0	10	0	2	20	8	0	30	0	0	1	0	0	1	0	11	17	0	0	28	69
11:00 PM	0	0	0	1	0	1	0	0	3	0	0	3	0	0	0	1	0	1	0	2	6	1	0	9	14
11:15 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	1	3	0	0	4	9
11:30 PM	0	0	0	1	0	1	0	0	4	1	0	5	0	0	0	0	0	0	0	1	0	0	0	1	7
11:45 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	0	1	0	0	4	0	0	4	9
Hourly Total	0	0	0	2	0	2	0	0	16	1	0	17	0	1	0	1	0	2	0	4	13	1	0	18	39
DAILY TOTAL	0	607	23	860	4	1490	1	121	3436	592	0	4150	0	109	25	144	0	278	0	752	3138	92	0	3982	9900
Cars	0	588	23	855	4	1466	1	121	3335	580	0	4037	0	108	25	142	0	275	0	746	3053	91	0	3890	9668
Heavy Vehicles	0	19	0	5	0	24	0	0	101	12	0	113	0	1	0	2	0	3	0	6	85	1	0	92	232
Heavy Vehicle %	0.00%	3.13%	0.00%	0.58%	0.00%	1.61%	0.00%	0.00%	2.94%	2.03%	0.00%	2.72%	0.00%	0.92%	0.00%	1.39%	0.00%	1.08%	0.00%	0.80%	2.71%	1.09%	0.00%	2.31%	2.34%

TMC 2671 - CSAH 18 @ CR 68
Ham Lake MN
Wednesday, July 29, 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	
6:00 AM	0	18	0	13	0	31	0	3	83	4	0	90	0	1	0	4	0	5	0	3	23	0	0	26	152
6:15 AM	0	17	0	19	0	36	0	2	55	2	0	59	0	1	1	3	0	5	0	3	53	0	0	56	156
6:30 AM	0	22	1	22	0	45	0	2	60	1	0	63	0	3	0	5	0	8	0	4	51	1	0	56	172
6:45 AM	0	25	0	17	0	42	0	2	48	7	0	57	0	1	1	6	0	8	0	5	55	1	0	61	168
Peak Hour Total	0	82	1	71	0	154	0	9	246	14	0	269	0	6	2	18	0	26	0	15	182	2	0	199	648
Peak Hour Heavy Vehicle	0	2	0	1	0	3	0	0	9	0	0	9	0	0	0	1	0	1	0	0	8	0	0	8	21
Peak Hour Heavy Vehicle PHF	0.00%	2.44%	0.00%	1.41%	0.00%	1.95%	0.00%	0.00%	3.66%	0.00%	0.00%	3.35%	0.00%	0.00%	0.00%	5.56%	0.00%	3.85%	0.00%	0.00%	4.40%	0.00%	0.00%	4.02%	3.24%
	0.000	0.820	0.250	0.807	0.000	0.856	0.000	0.750	0.741	0.500	0.000	0.747	0.000	0.500	0.500	0.750	0.000	0.813	0.000	0.750	0.827	0.500	0.000	0.816	0.942

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	
12:30 PM	0	11	0	17	0	28	0	0	60	9	0	69	0	1	2	2	0	5	0	5	57	0	0	62	164
12:45 PM	0	6	1	11	0	18	0	0	48	14	0	62	0	3	0	0	0	3	0	14	60	3	0	77	160
1:00 PM	0	12	1	13	0	26	0	1	47	13	0	61	0	1	1	2	0	4	0	16	50	2	0	68	159
1:15 PM	0	14	1	16	0	31	0	0	63	8	0	71	0	2	0	3	0	5	0	21	39	0	0	60	167
Peak Hour Total	0	43	3	57	0	103	0	1	218	44	0	263	0	7	3	7	0	17	0	56	206	5	0	267	650
Peak Hour Heavy Vehicle	0	0	0	0	0	0	0	0	14	0	0	14	0	0	0	1	0	1	0	0	6	0	0	6	21
Peak Hour Heavy Vehicle PHF	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.42%	0.00%	0.00%	5.32%	0.00%	0.00%	0.00%	14.29%	0.00%	5.88%	0.00%	0.00%	2.91%	0.00%	0.00%	2.25%	3.23%
	0.000	0.768	0.750	0.838	0.000	0.831	0.000	0.250	0.865	0.786	0.000	0.926	0.000	0.583	0.375	0.583	0.000	0.850	0.000	0.667	0.858	0.417	0.000	0.867	0.973

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	21	0	13	0	34	0	7	82	23	0	112	0	3	3	2	0	8	0	22	81	4	0	107	261
3:45 PM	0	15	0	10	0	25	0	2	90	28	0	120	0	3	1	3	0	7	0	17	84	3	0	104	256
4:00 PM	0	10	0	9	0	19	0	3	103	23	0	129	0	2	0	2	0	4	0	19	51	3	0	73	225
4:15 PM	0	9	1	13	0	23	0	5	120	23	0	148	0	1	1	1	0	3	0	17	84	1	0	102	276
Peak Hour Total	0	55	1	45	0	101	0	17	395	97	0	509	0	9	5	8	0	22	0	75	300	11	0	386	1018
Peak Hour Heavy Vehicle	0	2	0	0	0	2	0	0	5	3	0	8	0	0	0	0	0	0	0	0	6	1	0	7	17
Peak Hour Heavy Vehicle PHF	0.00%	3.64%	0.00%	0.00%	0.00%	1.98%	0.00%	0.00%	1.27%	3.09%	0.00%	1.57%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	9.09%	0.00%	1.81%	1.67%
	0.000	0.655	0.250	0.865	0.000	0.743	0.000	0.607	0.823	0.866	0.000	0.860	0.000	0.750	0.417	0.667	0.000	0.688	0.000	0.852	0.893	0.688	0.000	0.902	0.922

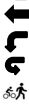
Total Vehicles On Leg		2859	
Vehicles Entering Intersection		1490	Vehicles Exiting Intersection 1369
Southbound			
Cars	855	23	588
Heavy	5	0	19
Total	860	23	607



Total Vehicles on Leg 8387	Vehicles Entering Intersection 3982	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 4405		0	0	0
			0	0	0
			746	6	752
			3053	85	3138
			91	1	92



Daily Volumes



Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 4150	Total Vehicles on Leg 8040
580	12	592			
3335	101	3436			
121	0	121		Vehicles Exiting Intersection 3890	
1	0	1			
0	0	0			

Cars	0	0	108	25	142
Heavy	0	0	1	0	2
Total	0	0	109	25	144
Northbound					
Vehicles Entering Intersection 278			Vehicles Exiting Intersection 236		
Total Vehicles On Leg			514		

TMC 2671 - CSAH 18 @ CR 68
Ham Lake MN
Wednesday, July 29, 2026

Time	Southbound Heavy CR 68						Westbound Heavy CSAH 18						Northbound Heavy Xylite St						Eastbound Heavy CSAH 18						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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	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	2	0	0	2	2
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
5:15 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	3
5:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3
5:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	4
Hourly 'Heavy Vehicles'	0	1	0	0	0	1	0	0	5	0	0	5	0	0	0	0	0	0	0	0	6	0	0	6	12
6:00 AM	0	1	0	0	0	1	0	0	8	0	0	8	0	0	0	1	0	1	0	0	0	0	0	0	10
6:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4
6:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
6:45 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
Hourly 'Heavy Vehicles'	0	2	0	1	0	3	0	0	9	0	0	9	0	0	0	1	0	1	0	0	8	0	0	8	21
7:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	5
7:15 AM	0	0	0	1	0	1	0	0	2	2	0	4	0	0	0	0	0	0	0	0	2	0	0	2	7
7:30 AM	0	1	0	1	0	2	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2	0	0	2	6
7:45 AM	0	0	0	1	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	4
Hourly 'Heavy Vehicles'	0	1	0	3	0	4	0	0	7	3	0	10	0	0	0	0	0	0	0	0	8	0	0	8	22

TMC 2671 - CSAH 18 @ CR 68
Ham Lake MN
Wednesday, July 29, 2026

	Southbound Heavy CR 68						Westbound Heavy CSAH 18						Northbound Heavy Xylite St						Eastbound Heavy CSAH 18						VEHICLE 'Heavy Vehicles'	
Time	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'		
8:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	1	3
8:15 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	1	0	0	1	3
8:30 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	4	
8:45 AM	0	1	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4	
Hourly 'Heavy Vehicles'	0	2	0	0	0	2	0	0	7	1	0	8	0	0	0	0	0	0	0	0	4	0	0	4	14	
9:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2	
9:15 AM	0	1	0	0	0	1	0	0	5	0	0	5	0	0	0	0	0	0	0	0	2	0	0	2	8	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	2	0	0	0	2	0	0	4	0	0	4	0	1	0	0	0	0	1	0	0	0	0	0	7	
Hourly 'Heavy Vehicles'	0	3	0	0	0	3	0	0	9	1	0	10	0	1	0	0	0	0	1	0	0	3	0	0	3	17
10:00 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	6	
10:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4	
10:30 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	3	0	0	3	5	
10:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	4	
Hourly 'Heavy Vehicles'	0	1	0	0	0	1	0	0	5	1	0	6	0	0	0	0	0	0	0	0	12	0	0	12	19	
11:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	5	
11:15 AM	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4	
11:30 AM	0	2	0	0	0	2	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5	
11:45 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	4	
Hourly 'Heavy Vehicles'	0	3	0	0	0	3	0	0	7	1	0	8	0	0	0	0	0	0	0	0	7	0	0	7	18	
12:00 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	5	
12:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
12:30 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	1	0	1	0	0	0	0	0	0	5	
12:45 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	3	6	
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	1	0	1	0	0	6	0	0	6	17	
1:00 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	5	
1:15 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	5	
1:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	4	
1:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3	
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	7	0	0	7	17	
2:00 PM	0	1	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	3	0	4	8	
2:15 PM	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	2	0	3	5	
2:30 PM	0	1	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	3	7	
2:45 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3	
Hourly 'Heavy Vehicles'	0	2	0	1	0	3	0	0	8	1	0	9	0	0	0	0	0	0	0	0	3	8	0	0	11	23
3:00 PM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4	
3:15 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2	0	0	2	4	
3:30 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	4	
3:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	3	
Hourly 'Heavy Vehicles'	0	2	0	0	0	2	0	0	6	1	0	7	0	0	0	0	0	0	0	0	1	4	1	0	6	15

TMC 2671 - CSAH 18 @ CR 68
Ham Lake MN
Wednesday, July 29, 2026

Time	Southbound Heavy CR 68						Westbound Heavy CSAH 18						Northbound Heavy Xylite St						Eastbound Heavy CSAH 18						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	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	0	0	0	3	0	0	8
4:30 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	6
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	10	3	0	13	0	0	0	0	0	0	0	0	1	6	0	0	20
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 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
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	3
Hourly 'Heavy Vehicles'	0	1	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	5
6:00 PM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	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	1	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	3
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
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	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	2
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
9:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	1	0	0	0	0	0	0	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
DAILY 'Heavy Vehicles'	0	19	0	5	0	24	0	0	101	12	0	113	0	1	0	2	0	3	0	6	85	1	0	92	232

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2671

Study Date : 08/17/2026

Signal Warrants - Summary

Major Street Approaches

Eastbound: CSAH 18

Number of Lanes : 2+

Total Approach Volume: 3,982

Westbound: CSAH 18

Number of Lanes :2+

Total Approach Volume: 4,150

Minor Street Approaches

Northbound: Xylite St

Number of Lanes :1

Total Approach Volume: 278

Southbound: CR 68

Number of Lanes :2+

Total Approach Volume: 630

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 5 hours, 8 are needed

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

Required 1A volumes reached for 3 hours, 8 are needed

Required 1B volumes reached for 8 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 2671

Study Date : 08/17/2026

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 = **2 or more**
Number of Minor Lanes = **Mixed**

Volume Requirements

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

Veh/Hr Minor = **63 84**

Major Road						Minor Road			
CSAH 18						Xylite St			
Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met?	
15:30 - 16:30	386	+	509	=	895	22	56	No	
15:45 - 16:45	384	+	510	=	894	20	45	No	
15:15 - 16:15	394	+	455	=	849	25	51	No	
16:00 - 17:00	369	+	470	=	839	18	41	No	
15:00 - 16:00	405	+	429	=	834	25	53	No	
16:15 - 17:15	381	+	432	=	813	19	35	No	
14:45 - 15:45	382	+	390	=	772	26	48	No	
16:30 - 17:30	359	+	355	=	714	21	32	No	
14:30 - 15:30	351	+	347	=	698	28	32	No	
14:15 - 15:15	310	+	333	=	643	25	37	No	
16:45 - 17:45	304	+	314	=	618	18	30	No	
14:00 - 15:00	301	+	300	=	601	28	36	No	
13:45 - 14:45	290	+	297	=	587	22	27	No	
17:00 - 18:00	269	+	292	=	561	18	26	No	
13:30 - 14:30	278	+	281	=	559	14	27	No	
13:15 - 14:15	269	+	272	=	541	16	32	No	
12:30 - 13:30	267	+	263	=	530	17	46	No	
13:00 - 14:00	262	+	263	=	525	13	34	No	
12:45 - 13:45	269	+	247	=	516	14	40	No	
12:15 - 13:15	265	+	245	=	510	20	35	No	
17:15 - 18:15	246	+	249	=	495	14	27	No	
12:00 - 13:00	251	+	241	=	492	20	24	No	
11:45 - 12:45	238	+	237	=	475	17	26	No	
06:00 - 07:00	199	+	269	=	468	26	83	No	
17:30 - 18:30	231		231		462	13	25	No	

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2671

Study Date : 08/17/2026

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

Site Data Required

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

Volume Requirements

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

Veh/Hr Minor = **31 42**

Major Road						Minor Road			
CSAH 18						Xylite St			
Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met?	
15:45 - 16:45	384	+	510	=	894	20	45	Yes	
14:45 - 15:45	382	+	390	=	772	26	48	Yes	
12:30 - 13:30	267	+	263	=	530	17	46	Yes	
06:30 - 07:30	211	+	227	=	438	26	75	Yes	
05:30 - 06:30	160	+	251	=	411	17	79	Yes	
14:30 - 15:30	351	+	347	=	698	28	32	No	
14:15 - 15:15	310	+	333	=	643	25	37	No	
16:45 - 17:45	304	+	314	=	618	18	30	No	
14:00 - 15:00	301	+	300	=	601	28	36	No	
13:45 - 14:45	290	+	297	=	587	22	27	No	
17:00 - 18:00	269	+	292	=	561	18	26	No	
13:30 - 14:30	278	+	281	=	559	14	27	No	
12:15 - 13:15	265	+	245	=	510	20	35	No	
17:15 - 18:15	246	+	249	=	495	14	27	No	
12:00 - 13:00	251	+	241	=	492	20	24	No	
11:45 - 12:45	238	+	237	=	475	17	26	No	
17:30 - 18:30	231	+	231	=	462	13	25	No	
11:30 - 12:30	228	+	232	=	460	17	19	No	
11:00 - 12:00	239	+	214	=	453	11	27	No	
11:15 - 12:15	227	+	223	=	450	12	24	No	
17:45 - 18:45	222	+	209	=	431	10	20	No	
10:45 - 11:45	225	+	198	=	423	15	23	No	
09:15 - 10:15	195	+	223	=	418	17	36	No	
10:30 - 11:30	228	+	183	=	411	13	26	No	
18:00 - 19:00	212		197		409	7	19	No	

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2671

Study Date : 08/17/2026

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 3 hours meet 1A minimums.
8 hours meet 1B minimums.
Warrant is NOT met.

Site Data Required

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

Volume Requirements

Rural Factor of 70% applied
Warrant 1A 1B
Veh/Hr Major = **202 302**
Veh/Hr Minor NB = **50 25**
Veh/Hr Minor SB = **67 34**

Major Road CSAH 18						Minor Road Xylite St				
Time	Major EB	+	Major WB	=	Total	Minor NB		Minor SB		Met1A?
05:45 - 06:45	176	+	265	=	441	23		79		Yes
06:45 - 07:45	210	+	214	=	424	23		68		Yes
04:45 - 05:45	144	+	134	=	278	13		68		Yes
15:30 - 16:30	386	+	509	=	895	22		56		No
15:45 - 16:45	384	+	510	=	894	20		45		No
15:15 - 16:15	394	+	455	=	849	25		51		No
16:00 - 17:00	369	+	470	=	839	18		41		No
15:00 - 16:00	405	+	429	=	834	25		53		No
16:15 - 17:15	381	+	432	=	813	19		35		No
14:45 - 15:45	382	+	390	=	772	26		48		No
16:30 - 17:30	359	+	355	=	714	21		32		No
14:30 - 15:30	351		347		698	28		32		No

Time	Major EB	+	Major WB	=	Total	Minor NB		Minor SB		Met1B?
16:00 - 17:00	369	+	470	=	839	18		41		Yes
15:00 - 16:00	405	+	429	=	834	25		53		Yes
14:00 - 15:00	301	+	300	=	601	28		36		Yes
12:15 - 13:15	265	+	245	=	510	20		35		Yes
06:00 - 07:00	199	+	269	=	468	26		83		Yes
09:15 - 10:15	195	+	223	=	418	17		36		Yes
07:00 - 08:00	190	+	212	=	402	22		52		Yes
05:00 - 06:00	151	+	162	=	313	13		77		Yes
13:45 - 14:45	290	+	297	=	587	22		27		No
17:00 - 18:00	269	+	292	=	561	18		26		No
13:30 - 14:30	278	+	281	=	559	14		27		No
13:15 - 14:15	269		272		541	16		32		No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2671

Study Date : 08/17/2026

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.

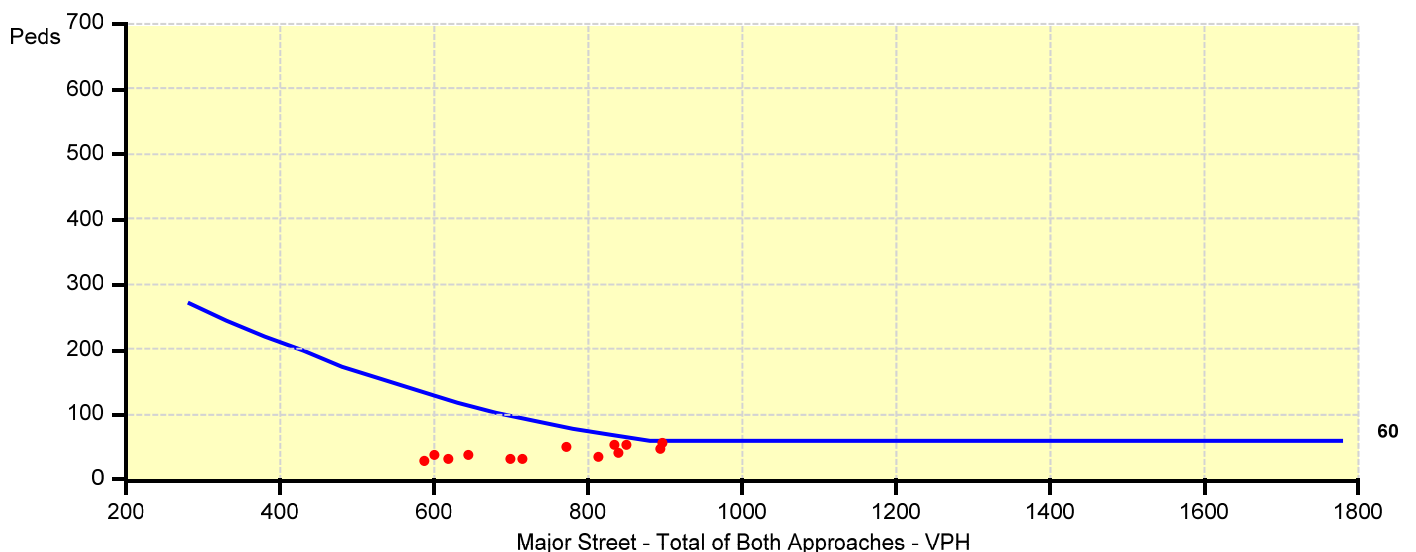
Summary

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

Site Data Required

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

Major Road CSAH 18						Minor Road Xylite St		
Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met?
15:30 - 16:30	386	+	509	=	895	22	56	No
15:45 - 16:45	384	+	510	=	894	20	45	No
15:15 - 16:15	394	+	455	=	849	25	51	No
16:00 - 17:00	369	+	470	=	839	18	41	No
15:00 - 16:00	405	+	429	=	834	25	53	No
16:15 - 17:15	381	+	432	=	813	19	35	No
14:45 - 15:45	382	+	390	=	772	26	48	No
16:30 - 17:30	359	+	355	=	714	21	32	No
14:30 - 15:30	351	+	347	=	698	28	32	No
14:15 - 15:15	310	+	333	=	643	25	37	No
16:45 - 17:45	304	+	314	=	618	18	30	No
14:00 - 15:00	301	+	300	=	601	28	36	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2671

Study Date : 08/17/2026

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 = **2 or more**
Number of Minor Lanes = **Mixed**

Major Road CSAH 18						Minor Road Xylite St		
Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met?
15:30 - 16:30	386	+	509	=	895	22	56	No
15:45 - 16:45	384	+	510	=	894	20	45	No
15:15 - 16:15	394	+	455	=	849	25	51	No
16:00 - 17:00	369	+	470	=	839	18	41	No
15:00 - 16:00	405	+	429	=	834	25	53	No
16:15 - 17:15	381	+	432	=	813	19	35	No
14:45 - 15:45	382	+	390	=	772	26	48	No
16:30 - 17:30	359	+	355	=	714	21	32	No
14:30 - 15:30	351	+	347	=	698	28	32	No
14:15 - 15:15	310	+	333	=	643	25	37	No
16:45 - 17:45	304	+	314	=	618	18	30	No
14:00 - 15:00	301	+	300	=	601	28	36	No

