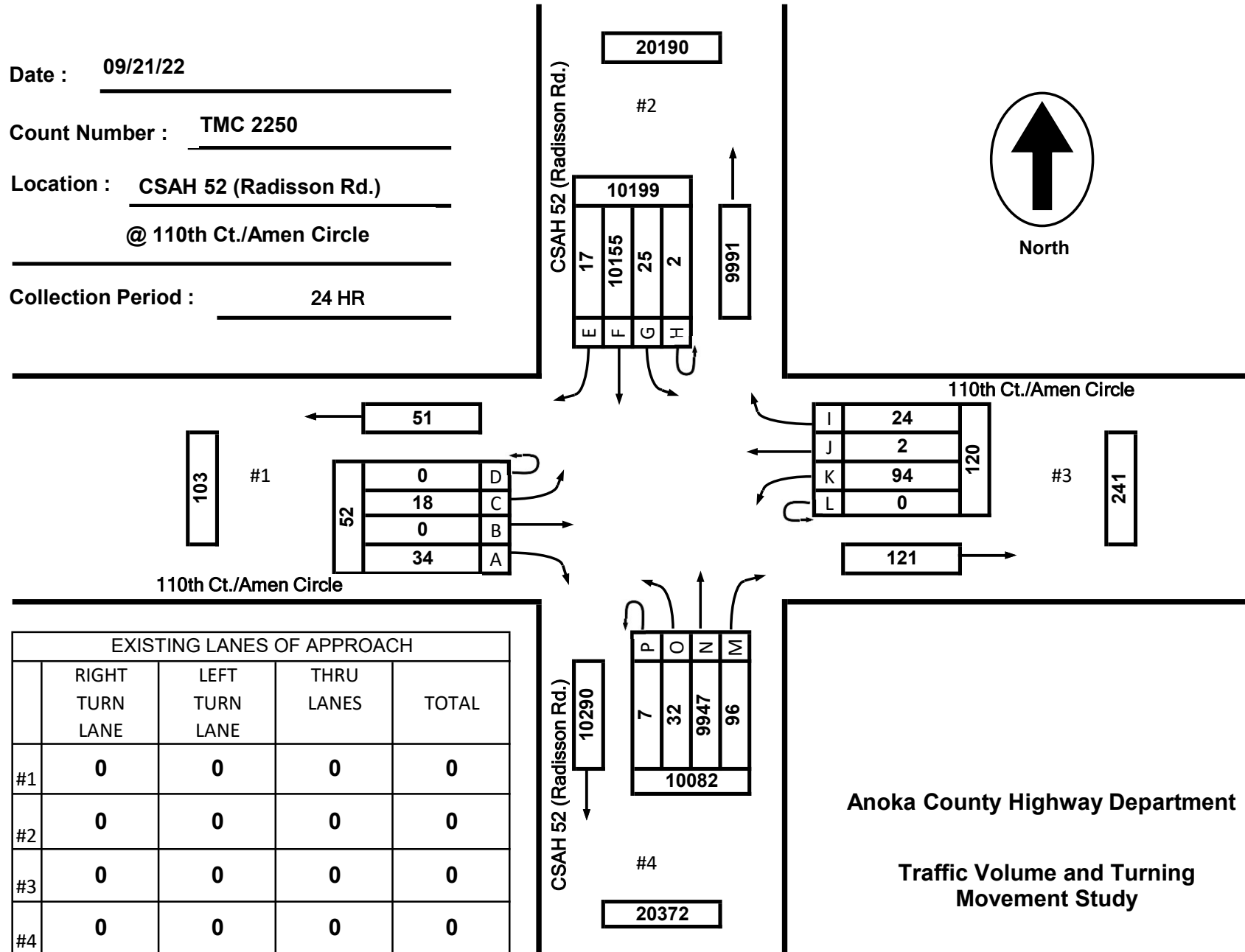


Date : 09/21/22

Count Number : TMC 2250

Location : CSAH 52 (Radisson Rd.)  
@ 110th Ct./Amen Circle

Collection Period : 24 HR



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

Anoka County Highway Department

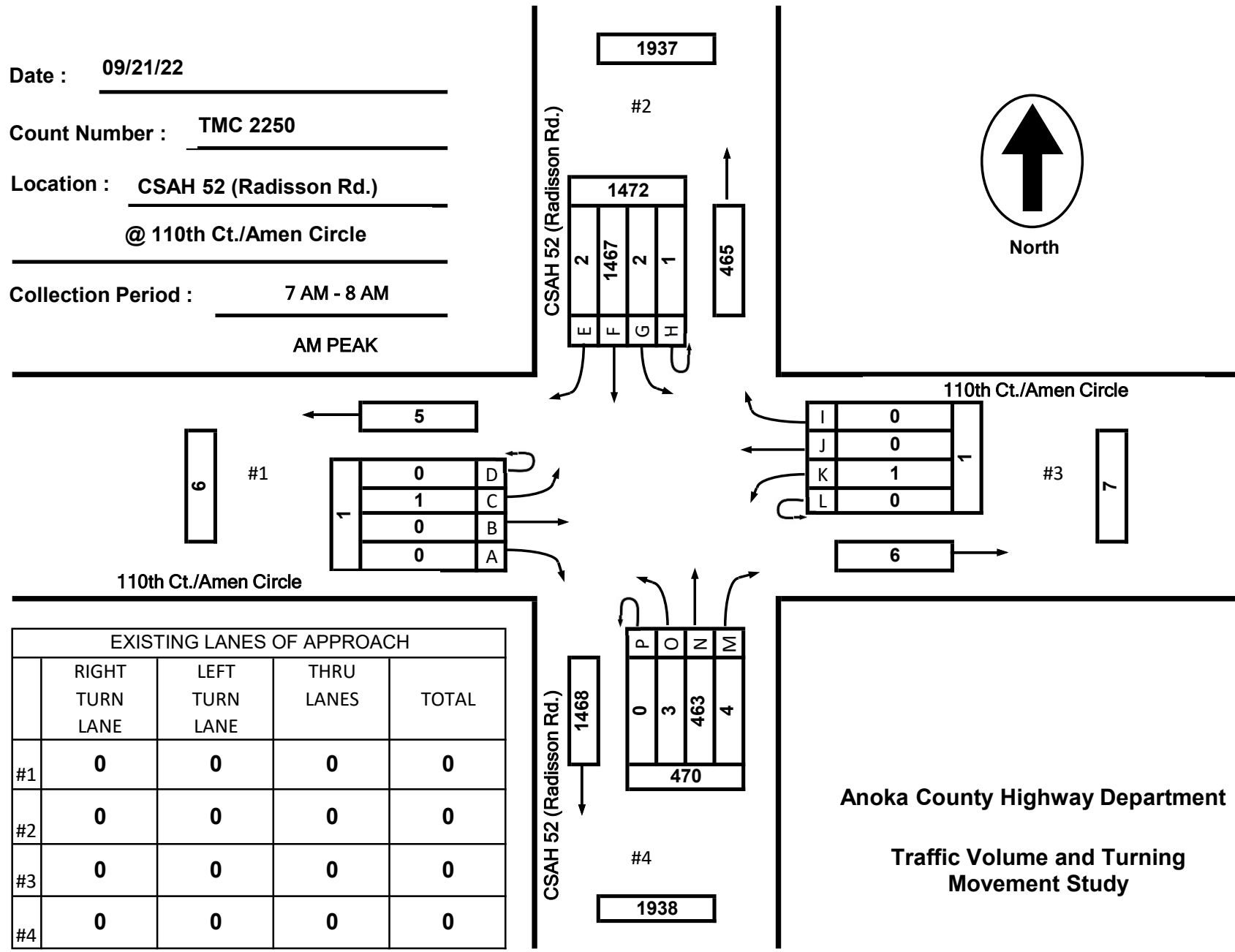
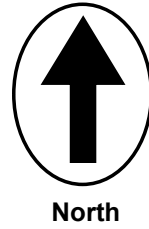
Traffic Volume and Turning Movement Study

Date : 09/21/22

Count Number : TMC 2250

Location : CSAH 52 (Radisson Rd.)  
@ 110th Ct./Amen Circle

Collection Period : 7 AM - 8 AM  
AM PEAK



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

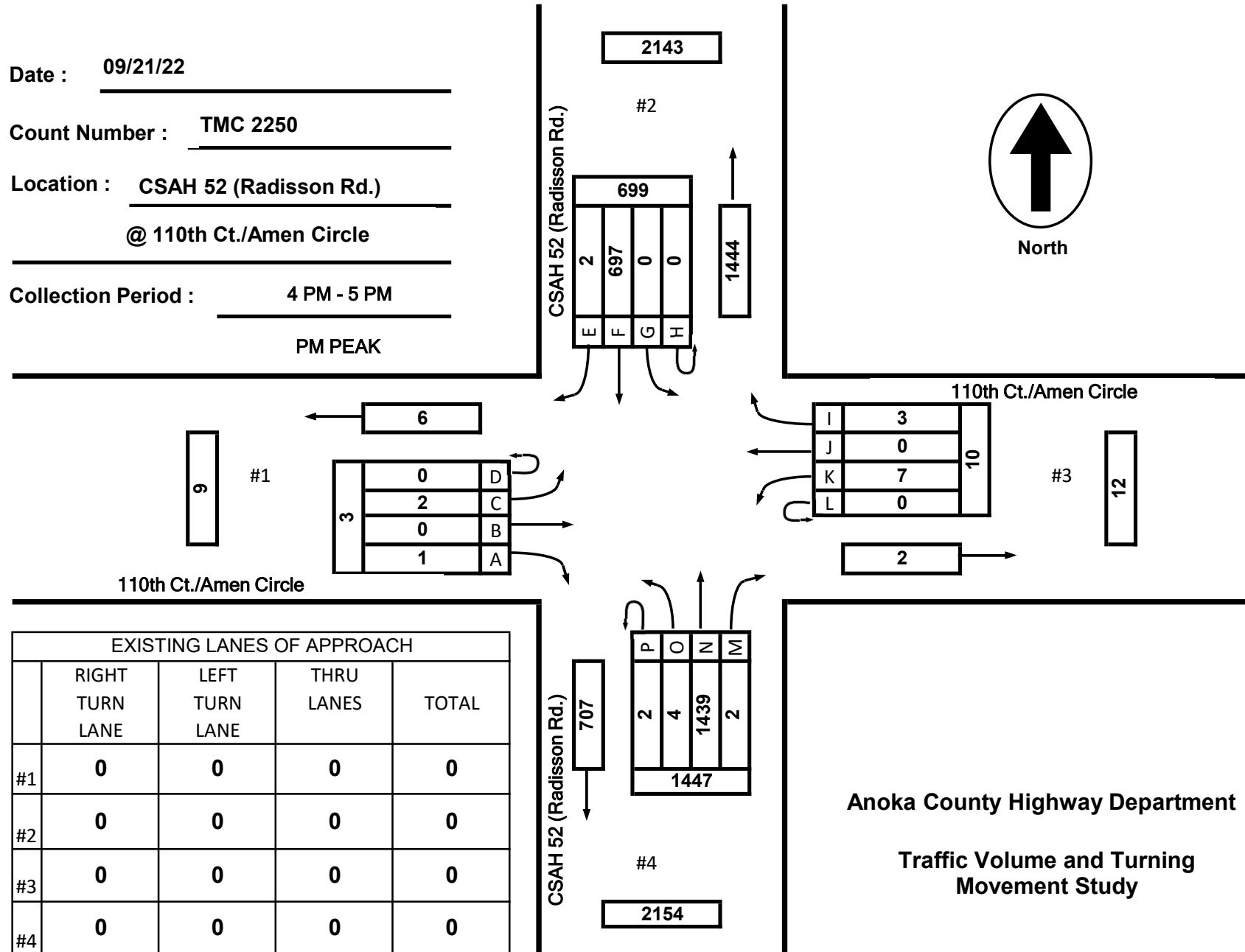
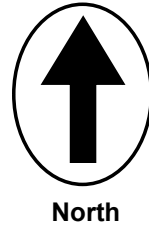
Anoka County Highway Department  
 Traffic Volume and Turning Movement Study

Date : 09/21/22

Count Number : TMC 2250

Location : CSAH 52 (Radisson Rd.)  
@ 110th Ct./Amen Circle

Collection Period : 4 PM - 5 PM  
**PM PEAK**



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

**Anoka County Highway Department**  
**Traffic Volume and Turning Movement Study**

TMC 2260  
Blaine Minnesota  
Wednesday, September 21, 2022

Time	Southbound CSAH 52 (Radisson Rd.)						Westbound 110th Ct./Amen Circle						Northbound CSAH 52 (Radisson Rd.)						Eastbound 110th Ct./Amen Circle						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	21	0	0	21	0	0	0	0	0	0	0	0	18	1	0	19	0	0	0	0	0	0	40
12:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	14
12:30 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	5	0	0	5	0	1	0	0	0	0	8
12:45 AM	0	0	2	1	0	3	0	0	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	10
Hourly Total	0	0	27	1	0	28	0	0	0	0	0	0	0	1	41	1	0	43	0	1	0	0	0	0	72
1:00 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	7
1:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
1:30 AM	0	0	4	0	0	4	0	0	0	0	0	0	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	4	0	0	4	0	0	0	0	0	0	6
Hourly Total	0	0	11	0	0	11	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	24
2:00 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
2:15 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
2:30 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	0	0	6
2:45 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6
Hourly Total	0	0	9	0	0	9	0	0	0	0	0	0	0	0	13	0	0	13	0	1	0	0	0	0	23
3:00 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6
3:15 AM	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
3:30 AM	0	0	9	0	0	9	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	13
3:45 AM	0	0	11	0	0	11	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	17
Hourly Total	0	0	27	0	0	27	0	0	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	40
4:00 AM	0	1	18	0	0	19	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	23
4:15 AM	0	0	29	0	0	29	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	1	0	0	35
4:30 AM	0	0	47	0	0	47	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	50
4:45 AM	0	1	41	0	0	42	0	0	0	0	0	0	0	0	7	3	0	10	0	0	0	0	0	0	52
Hourly Total	0	2	135	0	0	137	0	0	0	0	0	0	0	1	18	3	0	22	0	0	0	1	0	0	160
5:00 AM	0	0	52	0	0	52	0	1	0	1	0	2	0	0	8	1	0	9	0	0	0	0	0	0	63
5:15 AM	0	0	99	0	0	99	0	1	0	0	0	1	0	0	6	1	0	7	0	0	0	0	0	0	107
5:30 AM	0	2	113	0	0	115	0	3	0	0	0	3	0	0	21	3	0	24	0	0	0	0	0	0	142
5:45 AM	0	1	148	0	0	149	0	4	0	1	0	5	0	0	16	8	0	24	0	0	0	0	1	0	178
Hourly Total	0	3	412	0	0	415	0	9	0	2	0	11	0	0	51	13	0	64	0	0	0	0	1	0	490
6:00 AM	0	0	154	0	0	154	0	5	0	0	0	5	0	0	17	1	0	18	0	0	0	1	0	0	178
6:15 AM	0	1	184	0	0	185	0	0	0	0	0	0	0	0	23	0	0	23	0	0	0	1	0	0	209
6:30 AM	0	1	229	0	0	230	0	1	0	0	0	1	0	0	27	0	0	27	0	0	0	1	0	0	259
6:45 AM	0	0	277	0	0	277	0	1	0	0	0	1	0	0	37	1	0	38	0	0	0	1	0	0	317
Hourly Total	0	2	844	0	0	846	0	7	0	0	0	7	0	0	104	2	0	106	0	0	0	4	0	0	963
7:00 AM	0	1	301	0	0	302	0	0	0	0	0	0	0	0	53	1	0	54	0	1	0	0	0	0	357
7:15 AM	1	1	349	0	0	351	0	1	0	0	0	1	0	0	66	1	0	67	0	0	0	0	0	0	419
7:30 AM	0	0	419	1	0	420	0	0	0	0	0	0	0	1	57	1	0	59	0	0	0	0	0	0	479
7:45 AM	0	0	398	1	0	399	0	0	0	0	0	0	0	2	87	1	0	90	0	0	0	0	0	0	489
Hourly Total	1	2	1467	2	0	1472	0	1	0	0	0	1	0	3	263	4	0	270	0	1	0	0	0	0	1744

TMC 2260  
Blaine Minnesota  
Wednesday, September 21, 2022

Time	Southbound CSAH 52 (Radisson Rd.)						Westbound 110th Ct./Amen Circle						Northbound CSAH 52 (Radisson Rd.)						Eastbound 110th Ct./Amen Circle						VEHICLE TOTAL																								
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total																									
8:00 AM	0	0	276	0	0	276	0	0	0	0	1	0	0	0	74	2	0	76	0	0	0	0	0	0	0	0	231	0	0	231	0	0	0	0	0	0	0	0	66	1	0	67	0	0	0	1	3	1	352
8:15 AM	0	0	231	0	0	231	0	0	0	0	0	0	0	0	66	1	0	67	0	0	0	0	0	0	0	0	205	0	0	205	0	1	0	0	0	1	0	0	71	2	0	73	0	0	0	1	0	1	299
8:30 AM	0	0	205	0	0	205	0	1	0	0	0	1	0	0	71	2	0	73	0	0	0	0	0	0	0	0	177	0	0	177	0	1	0	1	0	2	0	0	99	5	0	104	0	0	0	3	0	3	280
8:45 AM	0	0	177	0	0	177	0	1	0	1	0	2	0	0	99	5	0	104	0	0	0	0	0	0	0	0	177	0	0	177	0	1	0	1	0	2	0	0	104	0	0	104	0	0	0	3	0	3	286
Hourly Total	0	0	889	0	0	889	0	2	0	1	1	3	0	0	310	10	0	320	0	0	0	0	0	0	0	0	889	0	0	889	0	2	0	1	1	3	0	0	320	0	0	320	0	0	0	5	3	5	1217
9:00 AM	0	0	174	0	0	174	0	2	0	0	0	2	0	2	67	3	0	72	0	1	0	2	2	3	0	0	181	0	0	181	0	2	0	0	0	2	0	0	81	2	0	83	0	1	0	2	1	2	251
9:15 AM	0	1	180	0	0	181	0	2	0	0	0	2	0	0	81	2	0	83	0	0	0	2	1	2	0	1	149	0	0	150	0	4	0	0	0	4	0	0	97	2	0	99	0	0	0	1	1	1	268
9:30 AM	0	1	149	0	0	150	0	4	0	0	0	4	0	0	97	2	0	99	0	0	0	0	0	0	0	0	137	0	0	137	0	1	0	0	0	1	0	0	54	1	0	55	0	0	0	2	0	2	254
9:45 AM	0	0	137	0	0	137	0	1	0	0	0	1	0	0	54	1	0	55	0	0	0	0	0	0	0	0	137	0	0	137	0	1	0	0	0	1	0	0	55	0	0	55	0	0	0	2	0	2	195
Hourly Total	0	2	640	0	0	642	0	9	0	0	0	9	0	2	299	8	0	309	0	1	0	0	0	0	0	2	640	0	0	642	0	9	0	0	0	9	0	2	309	0	0	309	0	1	0	7	4	8	968
10:00 AM	0	0	128	1	0	129	0	0	0	0	0	0	0	0	88	0	0	88	0	0	0	0	0	0	0	0	117	1	0	119	0	0	0	1	0	1	0	0	88	3	0	92	0	0	0	0	3	0	217
10:15 AM	0	1	117	1	0	119	0	0	0	1	0	1	1	0	88	3	0	92	0	0	0	0	0	0	0	1	117	0	0	118	0	1	1	1	0	3	0	0	77	0	0	77	0	1	0	1	2	2	212
10:30 AM	0	1	117	0	0	118	0	1	1	1	0	3	0	0	77	0	0	77	0	1	0	1	2	2	0	0	136	0	0	136	0	0	0	0	0	0	0	1	79	0	0	80	0	0	0	1	2	1	200
10:45 AM	0	0	136	0	0	136	0	0	0	0	0	0	0	1	79	0	0	80	0	0	0	0	0	0	0	0	136	0	0	136	0	0	0	0	0	0	0	1	79	0	0	80	0	0	0	1	2	1	217
Hourly Total	0	2	498	2	0	502	0	1	1	2	0	4	1	1	332	3	0	337	0	1	0	0	2	7	0	1	498	2	0	502	0	1	1	2	0	4	0	1	332	3	0	337	0	1	0	2	7	3	846
11:00 AM	0	0	131	0	0	131	0	1	0	0	0	1	0	2	82	1	0	85	0	1	0	0	1	1	0	0	124	0	0	124	0	2	0	1	0	3	0	1	82	1	0	85	0	1	0	0	1	1	218
11:15 AM	0	2	124	0	0	126	0	2	0	1	0	3	1	0	91	2	0	94	0	1	0	2	0	3	0	0	113	1	0	114	0	0	0	2	0	2	0	0	91	2	0	94	0	1	0	2	0	3	226
11:30 AM	0	0	113	1	0	114	0	0	0	2	0	2	0	0	104	3	0	107	0	0	0	1	0	1	0	0	113	1	0	115	0	2	0	1	0	3	0	0	104	3	0	107	0	0	0	1	0	1	224
11:45 AM	0	1	113	1	0	115	0	2	0	1	0	3	0	0	111	0	0	111	0	0	0	0	1	0	0	1	113	1	0	115	0	2	0	1	0	3	0	0	111	0	0	111	0	0	0	0	1	0	229
Hourly Total	0	3	481	2	0	486	0	5	0	4	0	9	1	2	388	6	0	397	0	2	0	0	3	2	0	2	481	2	0	486	0	5	0	4	0	9	1	2	388	6	0	397	0	2	0	3	2	5	897
12:00 PM	0	0	144	0	0	144	0	0	0	0	0	0	0	1	121	0	0	122	0	0	0	0	0	0	0	0	120	0	0	120	0	1	0	1	0	2	0	1	121	0	0	122	0	0	0	0	0	0	266
12:15 PM	0	0	120	0	0	120	0	1	0	1	0	2	0	1	113	1	0	115	0	0	0	0	0	0	0	0	138	0	0	138	0	2	0	0	0	2	0	2	113	1	0	115	0	0	0	0	0	0	237
12:30 PM	0	0	138	0	0	138	0	2	0	0	0	2	0	2	119	1	0	122	0	2	0	2	0	4	0	0	125	0	0	126	0	2	0	0	0	2	0	2	119	1	0	122	0	2	0	2	0	4	266
12:45 PM	1	0	125	0	0	126	0	2	0	0	0	2	0	1	150	3	0	154	0	0	0	1	0	1	0	0	125	0	0	126	0	2	0	0	0	2	0	1	150	3	0	154	0	0	0	1	0	1	283
Hourly Total	1	0	527	0	0	528	0	5	0	1	0	6	0	5	503	5	0	513	0	2	0	0	3	0	0	2	527	0	0	528	0	5	0	1	0	6	0	5	503	5	0	513	0	2	0	3	0	5	1052
1:00 PM	0	1	94	0	0	95	0	3	0	0	0	3	0	2	133	1	0	136	0	0	0	0	0	0	0	0	113	2	0	115	0	1	0	0	0	1	0	2	133	1	0	136	0	0	0	0	0	0	234
1:15 PM	0	0	113	2	0	115	0	1	0	0	0	1	1	0	123	2	0	126	0	0	0	0	0	0	0	0	105	0	0	105	0	3	0	0	0	3	0	1	123	2	0	126	0	0	0	0	0	0	242
1:30 PM	0	0	105	0	0	105	0	3	0	0	0	3	0	1	111	2	0	114	0	0	0	0	0	0	0	0	114	0	0	114	0	0	0	0	0	0	0	1	111	2	0	114	0	0	0	0	0	0	222
1:45 PM	0	1	114	0	0	115	0	1	0	2	0	3	0	0	142	4	0	146	0	0	0	0	0	0	0	1	114	0	0	115	0	1	0	2	0	3	0	0	142	4	0	146	0	0	0	0	0	0	264
Hourly Total	0	2	426	2	0	430	0	8	0	2	0	10	1	3	509	9	0	522	0	0	0	0	0	0	0	2	426	2	0	430	0	8	0	2	0	10	1	3	509	9	0	522	0	0	0	0	0	0	962
2:00 PM	0	0	106	0	0	106	0	2	0	0	0	2	0	1	129	3	0	133	0	1	0	0	0	1	0	0	119	0	0	119	0	0	0	0	0	0	0	1	129	3	0	133	0	1	0	0	0	1	242
2:15 PM	0	0	119	0	0	119	0	0	0	0	0	0	0	0	179	3	0	182	0	1	0	0	0	1	0	0	128	0	0	128	0	4	0	1	0	5	0	0	179	3	0	182	0	1	0	0	0	1	302
2:30 PM	0	0	128	0	0	128	0	4	0	1	0	5	0	0	173	1	0	174	0	0	0	0	0	0	0	0	128	0	0	128	0	4	0	1	0	5	0	0	173	1	0	174	0	0	0	0	0	0	307
2:45 PM	0	1	119	0	0	120	0	2	0	0	1	2	0	0	173	0	0	173	0	0	0	0	0	0	0	1	119	0	0	120	0	2	0	0	1	2	0	0	173	0	0	173	0	0	0	0	0	0	295
Hourly Total	0	1	472	0	0	473	0	8	0	1	1	9	0	1	654	7	0	662	0	2	0	0	0	2	0	1	472	0	0	473	0	8	0	1	1	9	0	1	654	7	0	662	0	2	0	0	0	2	1146
3:00 PM	0	1	108	0	0	109	0	2																																									

TMC 2260  
Blaine Minnesota  
Wednesday, September 21, 2022

Time	Southbound CSAH 52 (Radisson Rd.)						Westbound 110th Ct./Amen Circle						Northbound CSAH 52 (Radisson Rd.)						Eastbound 110th Ct./Amen Circle						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	0	155	0	0	155	0	6	0	0	0	6	0	1	352	1	0	354	0	0	0	0	0	0	515
4:15 PM	0	0	177	1	0	178	0	0	0	0	0	0	1	2	378	0	0	381	0	1	0	1	0	2	561
4:30 PM	0	0	168	0	0	168	0	1	0	3	0	4	1	1	361	1	0	364	0	1	0	0	0	1	537
4:45 PM	0	0	197	1	0	198	0	0	0	0	0	0	0	0	348	0	0	348	0	0	0	0	3	0	546
Hourly Total	0	0	697	2	0	699	0	7	0	3	0	10	2	4	1439	2	0	1447	0	2	0	1	3	3	2159
5:00 PM	0	0	167	0	0	167	0	6	0	2	0	8	0	1	320	1	0	322	0	1	0	1	0	2	499
5:15 PM	0	0	169	0	0	169	0	0	1	1	0	2	0	2	339	1	0	342	0	0	0	0	0	0	513
5:30 PM	0	0	147	0	0	147	0	1	0	1	0	2	0	0	313	4	0	317	0	0	0	1	3	1	467
5:45 PM	0	0	176	0	0	176	0	0	0	1	0	1	0	2	258	3	0	263	0	0	0	0	2	0	440
Hourly Total	0	0	659	0	0	659	0	7	1	5	0	13	0	5	1230	9	0	1244	0	1	0	2	5	3	1919
6:00 PM	0	0	178	0	0	178	0	8	0	2	2	10	1	0	265	0	0	266	0	0	0	0	0	0	454
6:15 PM	0	0	168	2	0	170	0	0	0	0	0	0	0	0	245	0	0	245	0	0	0	0	0	0	415
6:30 PM	0	0	133	0	0	133	0	0	0	0	0	0	0	1	221	0	0	222	0	2	0	0	0	2	357
6:45 PM	0	0	106	0	0	106	0	0	0	0	0	0	0	0	153	1	0	154	0	0	0	0	0	0	260
Hourly Total	0	0	585	2	0	587	0	8	0	2	2	10	1	1	884	1	0	887	0	2	0	0	0	2	1486
7:00 PM	0	1	100	0	0	101	0	1	0	0	0	1	0	0	179	1	0	180	0	0	0	0	0	0	282
7:15 PM	0	0	120	1	0	121	0	1	0	0	0	1	0	0	225	0	0	225	0	0	0	0	0	0	347
7:30 PM	0	0	96	0	0	96	0	3	0	0	0	3	0	0	173	1	0	174	0	0	0	1	0	1	274
7:45 PM	0	0	82	0	0	82	0	0	0	0	0	0	0	0	154	0	0	154	0	0	0	0	0	0	236
Hourly Total	0	1	398	1	0	400	0	5	0	0	0	5	0	0	731	2	0	733	0	0	0	1	0	1	1139
8:00 PM	0	0	55	0	0	55	0	0	0	0	0	0	0	0	136	0	0	136	0	0	0	0	0	0	191
8:15 PM	0	0	50	0	0	50	0	1	0	0	0	1	0	0	118	1	0	119	0	0	0	0	0	0	170
8:30 PM	0	1	59	1	0	61	0	1	0	0	0	1	0	0	141	1	0	142	0	0	0	0	0	0	204
8:45 PM	0	0	48	0	0	48	0	1	0	0	0	1	0	0	101	1	0	102	0	0	0	0	0	0	151
Hourly Total	0	1	212	1	0	214	0	3	0	0	0	3	0	0	496	3	0	499	0	0	0	0	0	0	716
9:00 PM	0	0	48	0	0	48	0	0	0	0	0	0	0	1	89	1	0	91	0	0	0	1	0	1	140
9:15 PM	0	0	39	0	0	39	0	0	0	0	0	0	0	0	127	0	0	127	0	0	0	0	0	0	166
9:30 PM	0	0	35	0	0	35	0	0	0	0	0	0	0	1	86	0	0	87	0	0	0	0	0	0	122
9:45 PM	0	0	17	0	0	17	0	0	0	0	0	0	0	0	47	1	0	48	0	0	0	0	0	0	65
Hourly Total	0	0	139	0	0	139	0	0	0	0	0	0	0	2	349	2	0	353	0	0	0	1	0	1	493
10:00 PM	0	0	21	0	0	21	0	0	0	0	0	0	0	0	49	0	0	49	0	0	0	0	0	0	70
10:15 PM	0	0	11	1	0	12	0	1	0	0	0	1	0	0	34	0	0	34	0	0	0	0	0	0	47
10:30 PM	0	0	10	0	0	10	0	0	0	0	0	0	0	0	23	1	0	24	0	0	0	0	0	0	34
10:45 PM	0	0	11	0	0	11	0	0	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	33
Hourly Total	0	0	53	1	0	54	0	1	0	0	0	1	0	0	128	1	0	129	0	0	0	0	0	0	184
11:00 PM	0	0	8	0	0	8	0	0	0	0	0	0	0	0	25	0	0	25	0	0	0	1	0	1	34
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	10
11:30 PM	0	0	8	0	0	8	0	0	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	25
11:45 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	15
Hourly Total	0	0	20	0	0	20	0	0	0	0	0	0	0	0	63	0	0	63	0	0	0	1	0	1	84
<b>DAILY TOTAL</b>	<b>2</b>	<b>25</b>	<b>10155</b>	<b>17</b>	<b>2</b>	<b>10199</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>24</b>	<b>4</b>	<b>120</b>	<b>7</b>	<b>32</b>	<b>9947</b>	<b>96</b>	<b>0</b>	<b>10082</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>34</b>	<b>25</b>	<b>52</b>	<b>20453</b>
<b>Cars</b>	2	25	9972	16	2	10015	0	84	2	22	2	108	7	32	9762	83	0	9904	0	18	0	33	5	51	20078
<b>Heavy Vehicles</b>	0	0	183	1	0	184	0	10	0	2	2	12	0	0	165	13	0	178	0	0	0	1	20	1	375
<b>Heavy Vehicle %</b>	0.00%	0.00%	1.80%	5.88%	0.00%	1.80%	0.00%	10.64%	0.00%	8.33%	50.00%	10.00%	0.00%	0.00%	1.66%	13.54%	0.00%	1.77%	0.00%	0.00%	0.00%	2.94%	80.00%	1.92%	1.83%

**TMC 2260**  
**Blaine Minnesota**  
**Wednesday, September 21, 2022**

**AM Peak Hour**

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL							
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total								
7:00 AM	0	1	301	0	0	302	0	0	0	0	0	0	0	0	53	1	0	54	0	1	0	0	0	0	0	0	0	0	0	0	1	357
7:15 AM	1	1	349	0	0	351	0	1	0	0	0	1	0	0	66	1	0	67	0	0	0	0	0	0	0	0	0	0	0	0	0	419
7:30 AM	0	0	419	1	0	420	0	0	0	0	0	0	0	1	57	1	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	479
7:45 AM	0	0	398	1	0	399	0	0	0	0	0	0	0	2	87	1	0	90	0	0	0	0	0	0	0	0	0	0	0	0	0	489
Peak Hour Total PHF	1	2	1467	2	0	1472	0	1	0	0	0	1	0	3	263	4	0	270	0	1	0	0	0	0	0	0	0	0	0	0	1	1744
	0.250	0.500	0.875	0.500	0.000	0.876	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.375	0.756	1.000	0.000	0.750	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.892		

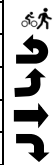
**PM Peak Hour**

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	0	155	0	0	155	0	6	0	0	0	6	0	1	352	1	0	354	0	0	0	0	0	0	0	0	0	0	0	0	0	515
4:15 PM	0	0	177	1	0	178	0	0	0	0	0	0	1	2	378	0	0	381	0	1	0	1	0	0	0	1	0	1	0	2	0	561
4:30 PM	0	0	168	0	0	168	0	1	0	3	0	4	1	1	361	1	0	364	0	1	0	0	0	0	0	1	0	0	0	1	0	537
4:45 PM	0	0	197	1	0	198	0	0	0	0	0	0	0	0	348	0	0	348	0	0	0	0	0	3	0	0	0	0	3	0	0	546
Peak Hour Total PHF	0	0	697	2	0	699	0	7	0	3	0	10	2	4	1439	2	0	1447	0	2	0	1	3	3	0	2	0	1	3	3	0	2159
	0.000	0.000	0.885	0.500	0.000	0.883	0.000	0.292	0.000	0.250	0.000	0.417	0.500	0.500	0.952	0.500	0.000	0.949	0.000	0.500	0.000	0.250	0.250	0.375	0.000	0.500	0.000	0.250	0.250	0.962		

Total Vehicles On Leg				20190			
Vehicles Entering Intersection		10199		Vehicles Exiting Intersection		9991	
Southbound							
Cars	16	9972	25	2	2		
Heavy	1	183	0	0	0		
<b>Total</b>	<b>17</b>	<b>10155</b>	<b>25</b>	<b>2</b>	<b>2</b>		



Total Vehicles on Leg 103	Vehicles Entering Intersection 52	Eastbound	Cars	Heavy	Total
			5	20	25
	0		0	0	
	18		0	18	
	0		0	0	
Vehicles Exiting Intersection 51			33	1	34



**Daily Volumes**

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 120	Total Vehicles on Leg 241
22	2	24			
2	0	2			
84	10	94			
0	0	0			
2	2	4	Vehicles Exiting Intersection 121		



Cars	0	7	32	9782	83
Heavy	0	0	0	165	13
<b>Total</b>	<b>0</b>	<b>7</b>	<b>32</b>	<b>9947</b>	<b>96</b>
Northbound					
Vehicles Entering Intersection 10082			Vehicles Exiting Intersection 10290		
Total Vehicles On Leg			20372		









# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2260

Study Date : 11/18/2022

## Signal Warrants - Summary

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### Major Street Approaches

Northbound: CSAH 52

Number of Lanes : 2+

Total Approach Volume: 10,082

Southbound: CSAH 52

Number of Lanes :2+

Total Approach Volume: 10,199

### Minor Street Approaches

Eastbound: 110th Ct./Amen Circle

Number of Lanes :1

Total Approach Volume: 52

Westbound: 110th Ct./Amen Circle

Number of Lanes :1

Total Approach Volume: 120

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### Warrant Summary (Rural Values Apply)

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

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

Required volumes reached for 0 hours, 8 are needed

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

Required volumes reached for 0 hours, 8 are needed

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

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

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

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

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

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

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

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

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

Volumes do not exceed minimums for any one hour period.

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

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

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

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

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

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

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2260

Study Date : 11/18/2022

## Warrant 1A - Minimum Volumes

#### Description

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

#### Summary

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

#### Site Data Required

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

#### Volume Requirements

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

Time	Major Road				Total	Minor Road		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
16:00 - 17:00	1447	+	699	=	2146	3	10	No
16:15 - 17:15	1415	+	711	=	2126	5	12	No
15:45 - 16:45	1436	+	644	=	2080	4	11	No
16:30 - 17:30	1376	+	702	=	2078	3	14	No
16:45 - 17:45	1329	+	681	=	2010	3	12	No
15:30 - 16:30	1357	+	620	=	1977	4	9	No
17:00 - 18:00	1244	+	659	=	1903	3	13	No
17:15 - 18:15	1188	+	670	=	1858	1	15	No
15:15 - 16:15	1232	+	578	=	1810	4	13	No
17:30 - 18:30	1091	+	671	=	1762	1	13	No
07:00 - 08:00	270	+	1472	=	1742	1	1	No
07:15 - 08:15	292	+	1446	=	1738	0	1	No
15:00 - 16:00	1123	+	532	=	1655	5	9	No
17:45 - 18:45	996	+	657	=	1653	2	11	No
07:30 - 08:30	292	+	1326	=	1618	1	0	No
06:45 - 07:45	218	+	1350	=	1568	2	2	No
18:00 - 19:00	887	+	587	=	1474	2	10	No
14:45 - 15:45	959	+	509	=	1468	4	10	No
07:45 - 08:45	306	+	1111	=	1417	2	1	No
06:30 - 07:30	186	+	1160	=	1346	3	3	No
14:30 - 15:30	848	+	493	=	1341	3	13	No
18:15 - 19:15	801	+	510	=	1311	2	1	No
14:15 - 15:15	774	+	476	=	1250	2	9	No
18:30 - 19:30	781	+	461	=	1242	2	2	No
08:00 - 09:00	320		889		1209	5	3	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2260

Study Date : 11/18/2022

## Warrant 1B - Interruption of Continuous Traffic

#### Description

Intended for sites where the volume of the major street is so heavy that traffic on the minor street suffers excessive delay or hazard.

#### Summary

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

#### Site Data Required

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

#### Volume Requirements

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

Time	Major Road				Total	Minor Road		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
16:00 - 17:00	1447	+	699	=	2146	3	10	No
16:15 - 17:15	1415	+	711	=	2126	5	12	No
15:45 - 16:45	1436	+	644	=	2080	4	11	No
16:30 - 17:30	1376	+	702	=	2078	3	14	No
16:45 - 17:45	1329	+	681	=	2010	3	12	No
15:30 - 16:30	1357	+	620	=	1977	4	9	No
17:00 - 18:00	1244	+	659	=	1903	3	13	No
17:15 - 18:15	1188	+	670	=	1858	1	15	No
15:15 - 16:15	1232	+	578	=	1810	4	13	No
17:30 - 18:30	1091	+	671	=	1762	1	13	No
07:00 - 08:00	270	+	1472	=	1742	1	1	No
07:15 - 08:15	292	+	1446	=	1738	0	1	No
15:00 - 16:00	1123	+	532	=	1655	5	9	No
17:45 - 18:45	996	+	657	=	1653	2	11	No
07:30 - 08:30	292	+	1326	=	1618	1	0	No
06:45 - 07:45	218	+	1350	=	1568	2	2	No
18:00 - 19:00	887	+	587	=	1474	2	10	No
14:45 - 15:45	959	+	509	=	1468	4	10	No
07:45 - 08:45	306	+	1111	=	1417	2	1	No
06:30 - 07:30	186	+	1160	=	1346	3	3	No
14:30 - 15:30	848	+	493	=	1341	3	13	No
18:15 - 19:15	801	+	510	=	1311	2	1	No
14:15 - 15:15	774	+	476	=	1250	2	9	No
18:30 - 19:30	781	+	461	=	1242	2	2	No
08:00 - 09:00	320		889		1209	5	3	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2260

Study Date : 11/18/2022

## Warrant 1C Combination of Warrants

#### Description

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

#### Summary

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

#### Site Data Required

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

#### Volume Requirements

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

Veh/Hr Minor = **84 42**

#### Major Road

**CSAH 52**

#### Minor Road

**110th Ct./Amen Circle**

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
16:00 - 17:00	1447	+	699	=	2146	3	10	No
16:15 - 17:15	1415	+	711	=	2126	5	12	No
15:45 - 16:45	1436	+	644	=	2080	4	11	No
16:30 - 17:30	1376	+	702	=	2078	3	14	No
16:45 - 17:45	1329	+	681	=	2010	3	12	No
15:30 - 16:30	1357	+	620	=	1977	4	9	No
17:00 - 18:00	1244	+	659	=	1903	3	13	No
17:15 - 18:15	1188	+	670	=	1858	1	15	No
15:15 - 16:15	1232	+	578	=	1810	4	13	No
17:30 - 18:30	1091	+	671	=	1762	1	13	No
07:00 - 08:00	270	+	1472	=	1742	1	1	No
07:15 - 08:15	292	+	1446	=	1738	0	1	No

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
16:00 - 17:00	1447	+	699	=	2146	3	10	No
16:15 - 17:15	1415	+	711	=	2126	5	12	No
15:45 - 16:45	1436	+	644	=	2080	4	11	No
16:30 - 17:30	1376	+	702	=	2078	3	14	No
16:45 - 17:45	1329	+	681	=	2010	3	12	No
15:30 - 16:30	1357	+	620	=	1977	4	9	No
17:00 - 18:00	1244	+	659	=	1903	3	13	No
17:15 - 18:15	1188	+	670	=	1858	1	15	No
15:15 - 16:15	1232	+	578	=	1810	4	13	No
17:30 - 18:30	1091	+	671	=	1762	1	13	No
07:00 - 08:00	270	+	1472	=	1742	1	1	No
07:15 - 08:15	292	+	1446	=	1738	0	1	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2260

Study Date : 11/18/2022

## Warrant 2 - Four Hour Volumes

#### Description

Intended for sites where the volume of intersecting traffic during any four hours of the day is the principal reason for consideration of a signal installation.

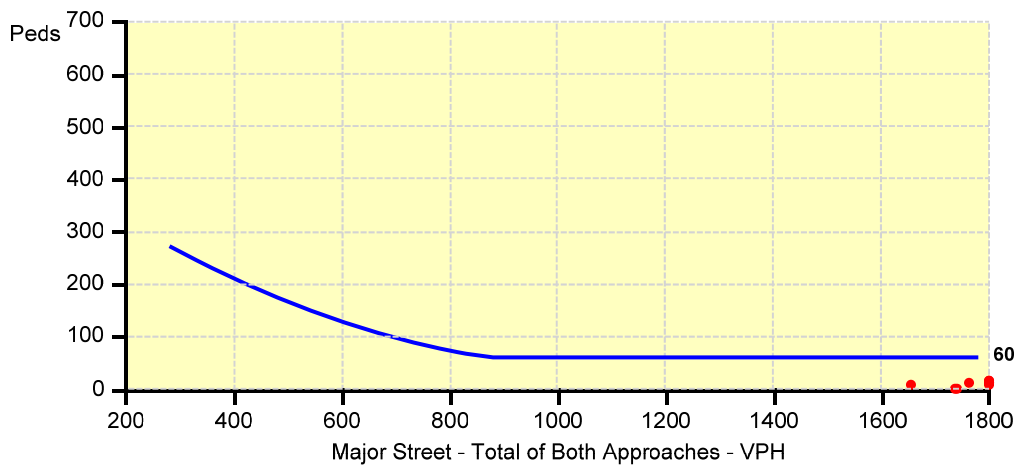
#### Summary

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

#### Site Data Required

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

Time	Major Road CSAH 52				Total	Minor Road 110th Ct./Amen Circle		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
16:00 - 17:00	1447	+	699	=	2146	3	10	No
16:15 - 17:15	1415	+	711	=	2126	5	12	No
15:45 - 16:45	1436	+	644	=	2080	4	11	No
16:30 - 17:30	1376	+	702	=	2078	3	14	No
16:45 - 17:45	1329	+	681	=	2010	3	12	No
15:30 - 16:30	1357	+	620	=	1977	4	9	No
17:00 - 18:00	1244	+	659	=	1903	3	13	No
17:15 - 18:15	1188	+	670	=	1858	1	15	No
15:15 - 16:15	1232	+	578	=	1810	4	13	No
17:30 - 18:30	1091	+	671	=	1762	1	13	No
07:00 - 08:00	270	+	1472	=	1742	1	1	No



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2260

Study Date : 11/18/2022

## Warrant 3B - Peak Hour Volumes

### Description

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

### Summary

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

### Site Data Required

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

Time	Major Road CSAH 52				Total	Minor Road 110th Ct./Amen Circle		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
16:00 - 17:00	1447	+	699	=	2146	3	10	No
16:15 - 17:15	1415	+	711	=	2126	5	12	No
15:45 - 16:45	1436	+	644	=	2080	4	11	No
16:30 - 17:30	1376	+	702	=	2078	3	14	No
16:45 - 17:45	1329	+	681	=	2010	3	12	No
15:30 - 16:30	1357	+	620	=	1977	4	9	No
17:00 - 18:00	1244	+	659	=	1903	3	13	No
17:15 - 18:15	1188	+	670	=	1858	1	15	No
15:15 - 16:15	1232	+	578	=	1810	4	13	No
17:30 - 18:30	1091	+	671	=	1762	1	13	No
07:00 - 08:00	270	+	1472	=	1742	1	1	No

