

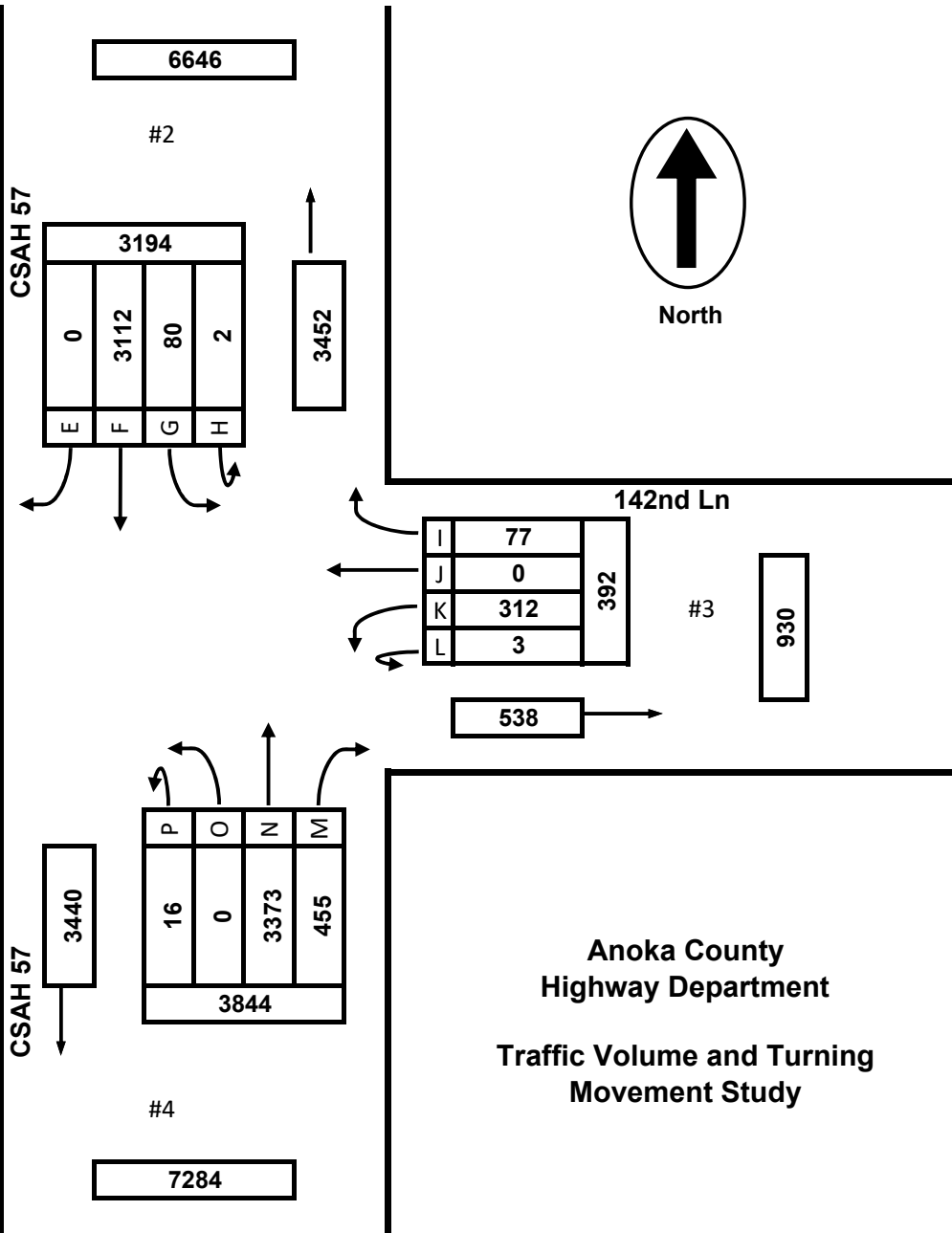
Date: 08/28/25

Count Number: TMC 2513

Location: CSAH 57
@ 142nd Ln

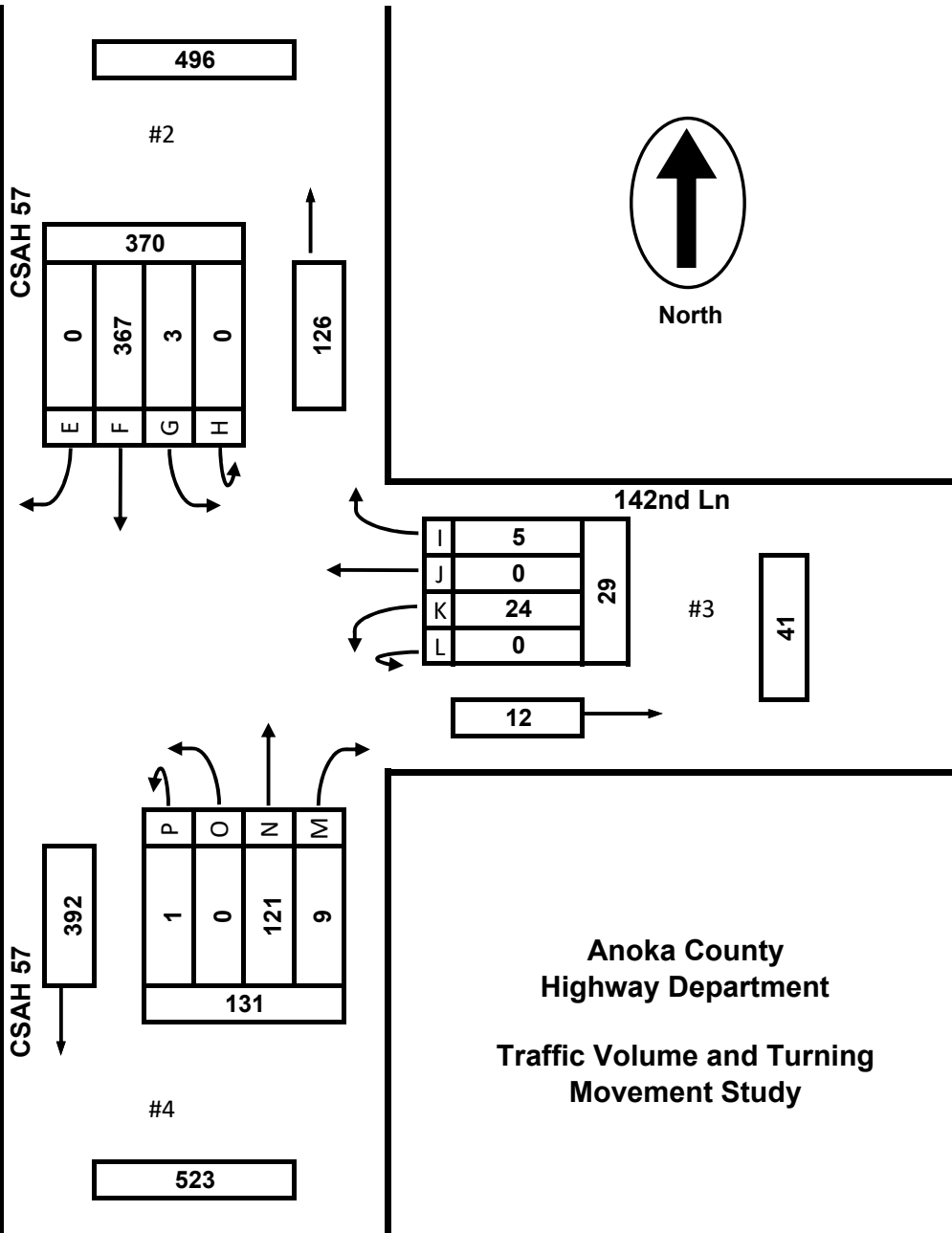
Collection Period: 24 HR

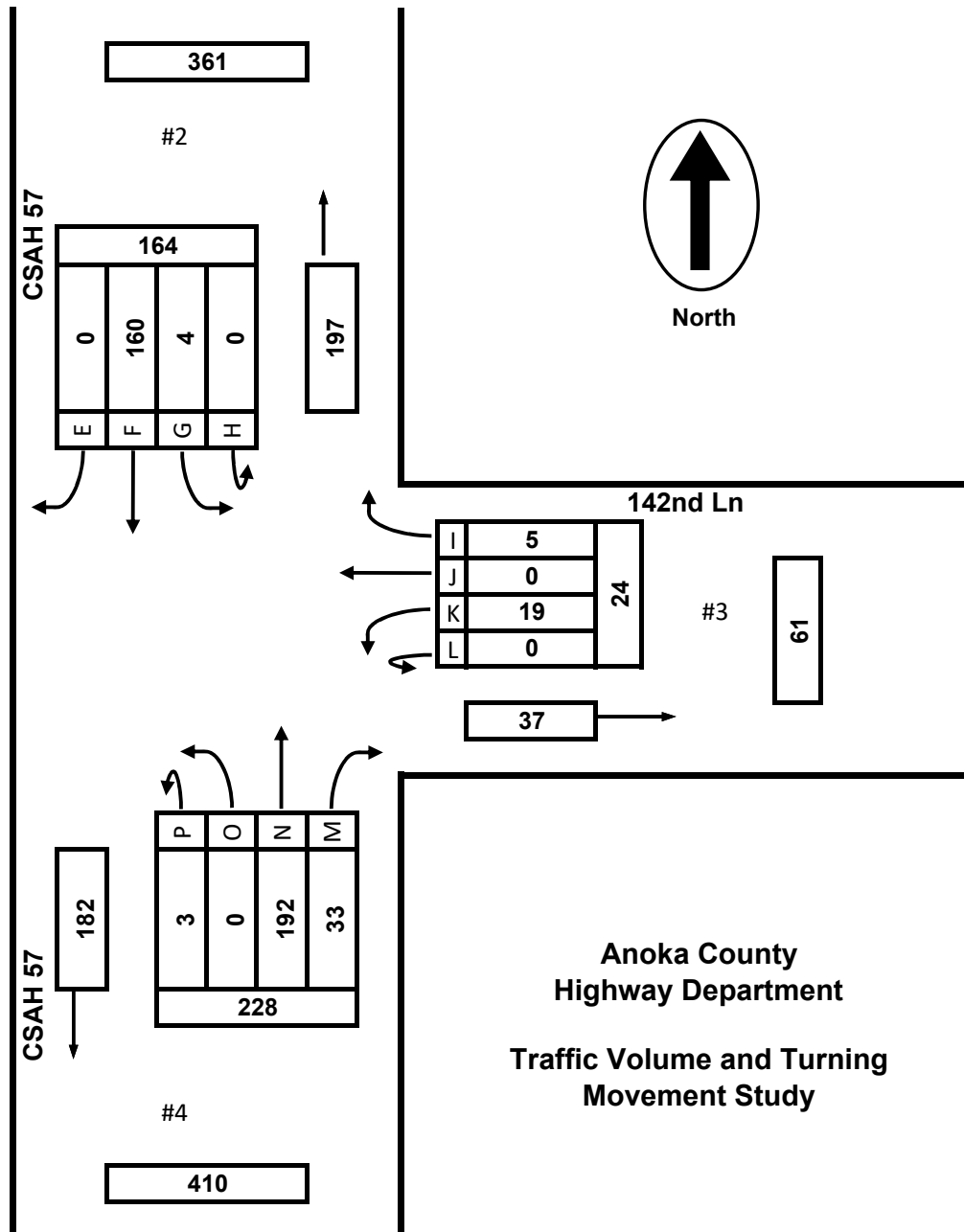
EXISTING LANES OF APPROACH				
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	TOTAL
#1	0	0	0	0
#2	0	0	1	1
#3	0	0	1	1
#4	1	0	1	2



Date: 08/28/25
 Count Number: TMC 2513
 Location: CSAH 57
@ 142nd Ln
 Collection Period: 24 HR
 Peak Hour: 6:45 AM - 7:45 AM

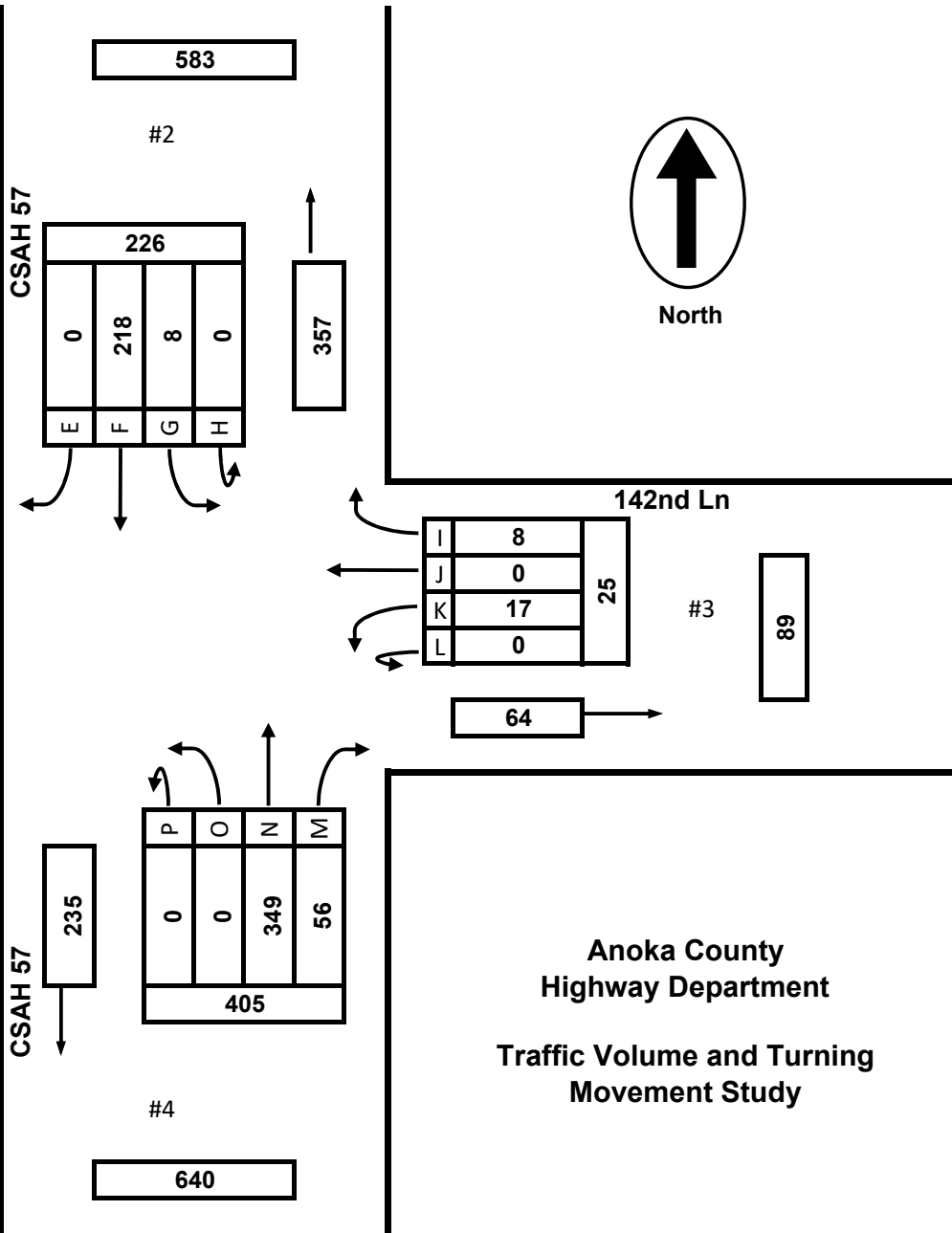
EXISTING LANES OF APPROACH				
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	TOTAL
#1	0	0	0	0
#2	0	0	1	1
#3	0	0	1	1
#4	1	0	1	2





Date: 08/28/25
 Count Number: TMC 2513
 Location: CSAH 57
@ 142nd Ln
 Collection Period: 24 HR
 Peak Hour: 4:15 PM - 5:15 PM

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



**TMC 2513 - CSAH 57 @ 142nd Ln. NW
Ramsey MN
Thursday, August 28, 2025**

Time	Southbound CSAH 57						Westbound 142nd Ln. Nw						Northbound CSAH 57						Eastbound 0						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	4	0	0	4	0	0	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	14
12:15 AM	0	0	2	0	0	2	0	0	0	1	0	1	0	0	5	1	0	6	0	0	0	0	0	0	9
12:30 AM	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
12:45 AM	0	0	5	0	0	5	0	0	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	0	13
Hourly Total	0	0	12	0	0	12	0	0	0	1	0	1	0	0	25	4	0	29	0	0	0	0	0	0	42
1:00 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	8
1:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	0	6
1:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	3
1:45 AM	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
Hourly Total	0	0	7	0	0	7	0	0	0	0	0	0	0	0	11	5	0	16	0	0	0	0	0	0	23
2:00 AM	0	1	44	0	0	45	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	50
2:15 AM	0	0	4	0	0	4	0	2	0	0	0	2	0	0	4	1	0	5	0	0	0	0	0	0	11
2:30 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	7
2:45 AM	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
Hourly Total	0	1	56	0	0	57	0	2	0	0	0	2	0	0	13	2	0	15	0	0	0	0	0	0	74
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	4	0	0	4	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	6
3:30 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
3:45 AM	0	0	4	0	0	4	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	0	15	0	0	15	0	1	0	0	0	1	0	0	5	2	0	7	0	0	0	0	0	0	23
4:00 AM	0	0	11	0	0	11	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	14
4:15 AM	0	0	7	0	0	7	0	3	0	0	0	3	0	0	11	0	0	11	0	0	0	0	0	0	21
4:30 AM	0	0	13	0	0	13	0	3	0	0	0	3	0	0	23	0	0	23	0	0	0	0	0	0	39
4:45 AM	0	0	21	0	0	21	0	1	0	0	0	1	0	0	53	0	0	53	0	0	0	0	0	0	75
Hourly Total	0	0	52	0	0	52	0	7	0	0	0	7	0	0	90	0	0	90	0	0	0	0	0	0	149
5:00 AM	0	0	27	0	0	27	0	3	0	1	0	4	0	0	12	0	0	12	0	0	0	0	0	0	43
5:15 AM	0	0	31	0	0	31	0	0	0	0	1	0	0	0	9	1	0	10	0	0	0	0	0	0	41
5:30 AM	0	0	50	0	0	50	0	6	0	0	0	6	0	0	8	1	0	9	0	0	0	0	0	0	65
5:45 AM	0	0	56	0	0	56	0	3	0	2	0	5	0	0	21	0	0	21	0	0	0	0	0	0	82
Hourly Total	0	0	164	0	0	164	0	12	0	3	1	15	0	0	50	2	0	52	0	0	0	0	0	0	231
6:00 AM	0	0	46	0	0	46	0	7	0	1	0	8	0	0	16	1	0	17	0	0	0	0	0	0	71
6:15 AM	0	0	78	0	0	78	0	5	0	0	0	5	0	0	34	2	0	36	0	0	0	0	0	0	119
6:30 AM	0	0	91	0	0	91	0	6	0	1	0	7	0	0	21	0	0	21	0	0	0	0	0	0	119
6:45 AM	0	1	93	0	0	94	0	4	0	2	0	6	0	0	23	3	0	26	0	0	0	0	0	0	126
Hourly Total	0	1	308	0	0	309	0	22	0	4	0	26	0	0	94	6	0	100	0	0	0	0	0	0	435
7:00 AM	0	1	83	0	0	84	0	8	0	2	0	10	0	0	29	1	0	30	0	0	0	0	0	0	124
7:15 AM	0	0	104	0	0	104	0	5	0	1	0	6	0	0	32	4	0	36	0	0	0	0	0	0	146
7:30 AM	0	1	87	0	0	88	0	7	0	0	0	7	1	0	37	1	0	39	0	0	0	0	0	0	134
7:45 AM	0	3	53	0	0	56	0	5	0	3	1	8	0	0	30	4	0	34	0	0	0	0	0	0	98
Hourly Total	0	5	327	0	0	332	0	25	0	6	1	31	1	0	128	10	0	139	0	0	0	0	0	0	502

**TMC 2513 - CSAH 57 @ 142nd Ln. NW
Ramsey MN
Thursday, August 28, 2025**

Time	Southbound CSAH 57						Westbound 142nd Ln. Nw						Northbound CSAH 57						Eastbound 0						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	4	54	0	0	58	0	5	0	1	0	6	0	0	43	4	0	47	0	0	0	0	0	0	111
8:15 AM	0	2	49	0	0	51	0	6	0	1	0	7	0	0	31	2	0	33	0	0	0	0	0	0	91
8:30 AM	0	0	63	0	0	63	0	5	0	2	0	7	0	0	20	5	0	25	0	0	0	0	0	0	95
8:45 AM	0	0	36	0	0	36	0	6	0	1	0	7	0	0	31	5	0	36	0	0	0	0	0	0	79
Hourly Total	0	6	202	0	0	208	0	22	0	5	0	27	0	0	125	16	0	141	0	0	0	0	0	0	376
9:00 AM	0	0	48	0	0	48	0	2	0	1	0	3	0	0	27	0	0	27	0	0	0	0	0	0	78
9:15 AM	0	2	49	0	0	51	0	3	0	0	0	3	0	0	32	1	0	33	0	0	0	0	0	0	87
9:30 AM	0	0	54	0	0	54	0	3	0	0	2	3	0	0	30	1	0	31	0	0	0	0	0	0	88
9:45 AM	0	0	38	0	0	38	0	7	0	0	0	7	0	0	28	1	0	29	0	0	0	0	0	0	74
Hourly Total	0	2	189	0	0	191	0	15	0	1	2	16	0	0	117	3	0	120	0	0	0	0	0	0	327
10:00 AM	0	0	39	0	0	39	0	2	0	1	2	3	1	0	20	2	0	23	0	0	0	0	0	0	65
10:15 AM	0	0	41	0	0	41	0	5	0	1	0	6	0	0	28	4	0	32	0	0	0	0	0	0	79
10:30 AM	0	0	42	0	0	42	0	3	0	0	0	3	0	0	31	4	0	35	0	0	0	0	0	0	80
10:45 AM	0	1	36	0	0	37	0	6	0	0	0	6	0	0	35	4	0	39	0	0	0	0	0	0	82
Hourly Total	0	1	158	0	0	159	0	16	0	2	2	18	1	0	114	14	0	129	0	0	0	0	0	0	306
11:00 AM	1	0	44	0	0	45	0	4	0	1	0	5	1	0	40	4	0	45	0	0	0	0	0	0	95
11:15 AM	0	2	41	0	0	43	0	3	0	1	0	4	0	0	49	6	0	55	0	0	0	0	0	0	102
11:30 AM	0	1	54	0	0	55	0	6	0	1	0	7	1	0	45	5	0	51	0	0	0	0	0	0	113
11:45 AM	0	1	30	0	0	31	0	5	0	1	0	6	2	0	46	10	0	58	0	0	0	0	0	0	95
Hourly Total	1	4	169	0	0	174	0	18	0	4	0	22	4	0	180	25	0	209	0	0	0	0	0	0	405
12:00 PM	0	0	35	0	0	35	0	5	0	2	0	7	0	0	52	12	0	64	0	0	0	0	0	0	106
12:15 PM	0	0	31	0	0	31	0	4	0	1	0	5	0	0	48	8	0	56	0	0	0	0	0	0	92
12:30 PM	0	1	30	0	0	31	0	3	0	1	0	4	0	0	28	7	0	35	0	0	0	0	0	0	70
12:45 PM	0	2	37	0	0	39	0	5	0	1	0	6	0	0	52	2	0	54	0	0	0	0	0	0	99
Hourly Total	0	3	133	0	0	136	0	17	0	5	0	22	0	0	180	29	0	209	0	0	0	0	0	0	367
1:00 PM	0	3	37	0	0	40	0	4	0	2	0	6	0	0	44	4	0	48	0	0	0	0	0	0	94
1:15 PM	0	0	40	0	0	40	0	5	0	1	0	6	0	0	51	3	0	54	0	0	0	0	0	0	100
1:30 PM	0	1	26	0	0	27	0	6	0	1	0	7	1	0	44	5	0	50	0	0	0	0	0	0	84
1:45 PM	1	1	38	0	0	40	0	7	0	0	0	7	0	0	36	2	0	38	0	0	0	0	0	0	85
Hourly Total	1	5	141	0	0	147	0	22	0	4	0	26	1	0	175	14	0	190	0	0	0	0	0	0	363
2:00 PM	0	3	46	0	0	49	0	4	0	1	1	5	2	0	37	2	0	41	0	0	0	0	0	0	95
2:15 PM	0	0	40	0	0	40	0	5	0	0	0	5	1	0	51	5	0	57	0	0	0	0	0	0	102
2:30 PM	0	2	31	0	0	33	0	4	0	0	1	4	0	0	53	6	0	59	0	0	0	0	0	0	96
2:45 PM	0	0	45	0	0	45	0	4	0	1	1	5	0	0	67	3	0	70	0	0	0	0	0	0	120
Hourly Total	0	5	162	0	0	167	0	17	0	2	3	19	3	0	208	16	0	227	0	0	0	0	0	0	413
3:00 PM	0	1	48	0	0	49	0	4	0	1	1	5	0	0	79	6	0	85	0	0	0	0	0	0	139
3:15 PM	0	3	46	0	0	49	0	3	0	0	0	3	0	0	98	10	0	108	0	0	0	0	0	0	160
3:30 PM	0	1	83	0	0	84	1	8	0	1	0	10	1	0	76	11	0	88	0	0	0	0	0	0	182
3:45 PM	0	4	38	0	0	42	0	5	0	1	0	6	0	0	76	16	0	92	0	0	0	0	0	0	140
Hourly Total	0	9	215	0	0	224	1	20	0	3	1	24	1	0	329	43	0	373	0	0	0	0	0	0	621

TMC 2513 - CSAH 57 @ 142nd Ln. NW
Ramsey MN
Thursday, August 28, 2025
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	1	93	0	0	94	0	4	0	2	0	6	0	0	23	3	0	26	0	0	0	0	0	0	126
7:00 AM	0	1	83	0	0	84	0	8	0	2	0	10	0	0	29	1	0	30	0	0	0	0	0	0	124
7:15 AM	0	0	104	0	0	104	0	5	0	1	0	6	0	0	32	4	0	36	0	0	0	0	0	0	146
7:30 AM	0	1	87	0	0	88	0	7	0	0	0	7	1	0	37	1	0	39	0	0	0	0	0	0	134
Peak Hour Total	0	3	367	0	0	370	0	24	0	5	0	29	1	0	121	9	0	131	0	0	0	0	0	0	530
Peak Hour Heavy Vehicles	0	0	8	0	0	8	0	1	0	0	0	1	0	0	8	0	0	8	0	0	0	0	0	0	17
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	2.18%	0.00%	0.00%	2.16%	0.00%	4.17%	0.00%	0.00%	0.00%	3.45%	0.00%	0.00%	6.61%	0.00%	0.00%	6.11%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.21%
	0.000	0.750	0.882	0.000	0.000	0.889	0.000	0.750	0.000	0.625	0.000	0.725	0.250	0.000	0.818	0.563	0.000	0.840	0.000	0.000	0.000	0.000	0.000	0.000	0.908

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

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
11:15 AM	0	2	41	0	0	43	0	3	0	1	0	4	0	0	49	6	0	55	0	0	0	0	0	0	102
11:30 AM	0	1	54	0	0	55	0	6	0	1	0	7	1	0	45	5	0	51	0	0	0	0	0	0	113
11:45 AM	0	1	30	0	0	31	0	5	0	1	0	6	2	0	46	10	0	58	0	0	0	0	0	0	95
12:00 PM	0	0	35	0	0	35	0	5	0	2	0	7	0	0	52	12	0	64	0	0	0	0	0	0	106
Peak Hour Total	0	4	160	0	0	164	0	19	0	5	0	24	3	0	192	33	0	228	0	0	0	0	0	0	416
Peak Hour Heavy Vehicles	0	0	8	0	0	8	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	20
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	5.00%	0.00%	0.00%	4.88%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.25%	0.00%	0.00%	5.26%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.81%
	0.000	0.500	0.741	0.000	0.000	0.745	0.000	0.792	0.000	0.625	0.000	0.857	0.375	0.000	0.923	0.688	0.000	0.891	0.000	0.000	0.000	0.000	0.000	0.000	0.920

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	
4:15 PM	0	1	47	0	0	48	0	5	0	1	0	6	0	0	81	15	0	96	0	0	0	0	0	0	150
4:30 PM	0	2	68	0	0	70	0	3	0	2	0	5	0	0	88	13	0	101	0	0	0	0	0	0	176
4:45 PM	0	3	46	0	0	49	0	3	0	2	0	5	0	0	85	11	0	96	0	0	0	0	0	0	150
5:00 PM	0	2	57	0	0	59	0	6	0	3	1	9	0	0	95	17	0	112	0	0	0	0	0	0	180
Peak Hour Total	0	8	218	0	0	226	0	17	0	8	1	25	0	0	349	56	0	405	0	0	0	0	0	0	656
Peak Hour Heavy Vehicles	0	0	4	0	0	4	0	0	0	0	1	0	0	0	9	0	0	9	0	0	0	0	0	0	13
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	1.83%	0.00%	0.00%	1.77%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	2.58%	0.00%	0.00%	2.22%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.98%
	0.000	0.667	0.801	0.000	0.000	0.807	0.000	0.708	0.000	0.667	0.250	0.694	0.000	0.000	0.918	0.824	0.000	0.904	0.000	0.000	0.000	0.000	0.000	0.000	0.911

Total Vehicles On Leg			6646		
Vehicles Entering Intersection 3194			Vehicles Exiting Intersection 3452		
Southbound					
Cars	0	3050	79	2	0
Heavy	0	62	1	0	0
Total	0	3112	80	2	0

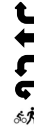


Total Vehicles on Leg 0	Vehicles Entering Intersection 0	Eastbound	Cars	Heavy	Total	
	Vehicles Exiting Intersection 0		0	0	0	
			0	0	0	
			0	0	0	
			0	0	0	
			0	0	0	



Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 392	Total Vehicles on Leg 930
77	0	77			
0	0	0			
311	1	312			
3	0	3			
3	14	17		Vehicles Exiting Intersection 538	



Cars	0	16	0	3271	455
Heavy	0	0	0	102	0
Total	0	16	0	3373	455
Northbound					
Vehicles Entering Intersection 3844			Vehicles Exiting Intersection 3440		
Total Vehicles On Leg			7284		

TMC 2513 - CSAH 57 @ 142nd Ln. NW
Ramsey MN
Thursday, August 28, 2025

Time	Southbound Heavy CSAH 57						Westbound Heavy 142nd Ln. Nw						Northbound Heavy CSAH 57						Eastbound Heavy 0						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	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 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
6:15 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
6:30 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
6:45 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
Hourly 'Heavy Vehicles'	0	0	8	0	0	8	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	14
7:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5
7:15 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
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	3
7:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
Hourly 'Heavy Vehicles'	0	0	6	0	0	6	0	1	0	0	0	1	0	0	9	0	0	9	0	0	0	0	0	0	16

TMC 2513 - CSAH 57 @ 142nd Ln. NW
 Ramsey MN
 Thursday, August 28, 2025

Time	Southbound Heavy CSAH 57						Westbound Heavy 142nd Ln. Nw						Northbound Heavy CSAH 57						Eastbound Heavy 0						VEHICLE 'Heavy Vehicles'
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach 'Heavy Vehicles'</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach 'Heavy Vehicles'</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach 'Heavy Vehicles'</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach 'Heavy Vehicles'</i>	
8:00 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
8:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5
8:30 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
8:45 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	7	0	0	7	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	17
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4
9:15 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
9:30 AM	0	0	1	0	0	1	0	0	0	0	2	0	0	0	3	0	0	3	0	0	0	0	0	0	4
9:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
Hourly 'Heavy Vehicles'	0	0	3	0	0	3	0	0	0	0	2	0	0	0	10	0	0	10	0	0	0	0	0	0	13
10:00 AM	0	0	2	0	0	2	0	0	0	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	3
10:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	8
10:30 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
10:45 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
Hourly 'Heavy Vehicles'	0	0	8	0	0	8	0	0	0	0	2	0	0	0	10	0	0	10	0	0	0	0	0	0	18
11:00 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
11:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
11:30 AM	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
11:45 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 'Heavy Vehicles'	0	0	6	0	0	6	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	16
12:00 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6
12:15 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
12:30 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
12:45 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5
Hourly 'Heavy Vehicles'	0	0	5	0	0	5	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	13
1:00 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
1:15 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
1:30 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
1:45 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
Hourly 'Heavy Vehicles'	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
2:00 PM	0	0	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	2
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3
2:30 PM	0	0	3	0	0	3	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	4
2:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	0	4	0	0	0	0	0	0	4
Hourly 'Heavy Vehicles'	0	0	4	0	0	4	0	0	0	0	3	0	0	0	9	0	0	9	0	0	0	0	0	0	13
3:00 PM	0	0	3	0	0	3	0	0	0	0	1	0	0	0	2	0	0	2	0	0	0	0	0	0	5
3:15 PM	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
3:30 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
3:45 PM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
Hourly 'Heavy Vehicles'	0	1	9	0	0	10	0	0	0	0	1	0	0	0	5	0	0	5	0	0	0	0	0	0	15

TMC 2513 - CSAH 57 @ 142nd Ln. NW
 Ramsey MN
 Thursday, August 28, 2025

Time	Southbound Heavy CSAH 57						Westbound Heavy 142nd Ln. Nw						Northbound Heavy CSAH 57						Eastbound Heavy 0						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	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	4
4:15 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
4:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	0	4	0	0	4	0	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	13
5:00 PM	0	0	1	0	0	1	0	0	0	0	1	0	0	0	3	0	0	0	3	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
5:30 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	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	0	0	0	1	0	0	0	5	0	0	0	5	0	0	0	0	0	0	6
6:00 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	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	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	0
6:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	2	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	2	0	0	0	2	0	0	0	0	0	0	2
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	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	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	0	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	0
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
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	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	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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	0
9:45 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	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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	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	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	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY 'Heavy Vehicles'	0	1	62	0	0	63	0	1	0	0	14	1	0	0	102	0	0	0	102	0	0	0	0	0	0	166

ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2513

Study Date : 09/11/2025

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 57

Number of Lanes : 1

Total Approach Volume: 3,844

Southbound: CSAH 57

Number of Lanes : 1

Total Approach Volume: 3,194

Minor Street Approaches

Westbound: 142nd Ln.

Number of Lanes : 1

Total Approach Volume: 392

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 2513

Study Date : 09/11/2025

Warrant 1A - Minimum Volumes

Description

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

Summary

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

Site Data Required

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

Volume Requirements

Rural Factor of 70 % applied
Veh/Hr Major = **350**

Veh/Hr Minor = **105**

Major Road						Minor Road			
CSAH 57						142nd Ln.			
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?	
16:15 - 17:15	405	+	226	=	631	0	25	No	
16:30 - 17:30	395	+	231	=	626	0	23	No	
15:15 - 16:15	390	+	234	=	624	0	26	No	
16:00 - 17:00	395	+	226	=	621	0	23	No	
15:30 - 16:30	378	+	233	=	611	0	29	No	
15:45 - 16:45	391	+	219	=	610	0	24	No	
15:00 - 16:00	373	+	224	=	597	0	24	No	
16:45 - 17:45	377	+	215	=	592	0	29	No	
14:45 - 15:45	351	+	227	=	578	0	23	No	
17:00 - 18:00	368	+	194	=	562	0	35	No	
06:45 - 07:45	131	+	370	=	501	0	29	No	
14:30 - 15:30	322	+	176	=	498	0	17	No	
17:15 - 18:15	328	+	169	=	497	0	31	No	
06:30 - 07:30	113	+	373	=	486	0	29	No	
07:00 - 08:00	139	+	332	=	471	0	31	No	
17:30 - 18:30	320	+	147	=	467	0	35	No	
07:15 - 08:15	156	+	306	=	462	0	27	No	
06:15 - 07:15	113	+	347	=	460	0	28	No	
14:15 - 15:15	271	+	167	=	438	0	19	No	
17:45 - 18:45	300	+	127	=	427	0	29	No	
06:00 - 07:00	100	+	309	=	409	0	26	No	
07:30 - 08:30	153	+	253	=	406	0	28	No	
18:00 - 19:00	271	+	133	=	404	0	22	No	
18:15 - 19:15	275	+	127	=	402	0	22	No	
14:00 - 15:00	227		167		394	0	19	No	

ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2513

Study Date : 09/11/2025

Warrant 1B - Interruption of Continuous Traffic

Description

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

Summary

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

Site Data Required

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

Volume Requirements

Rural Factor of 70 % applied
Veh/Hr Major = **525**

Veh/Hr Minor = **52**

Major Road						Minor Road			
CSAH 57						142nd Ln.			
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?	
16:15 - 17:15	405	+	226	=	631	0	25	No	
16:30 - 17:30	395	+	231	=	626	0	23	No	
15:15 - 16:15	390	+	234	=	624	0	26	No	
16:00 - 17:00	395	+	226	=	621	0	23	No	
15:30 - 16:30	378	+	233	=	611	0	29	No	
15:45 - 16:45	391	+	219	=	610	0	24	No	
15:00 - 16:00	373	+	224	=	597	0	24	No	
16:45 - 17:45	377	+	215	=	592	0	29	No	
14:45 - 15:45	351	+	227	=	578	0	23	No	
17:00 - 18:00	368	+	194	=	562	0	35	No	
06:45 - 07:45	131	+	370	=	501	0	29	No	
14:30 - 15:30	322	+	176	=	498	0	17	No	
17:15 - 18:15	328	+	169	=	497	0	31	No	
06:30 - 07:30	113	+	373	=	486	0	29	No	
07:00 - 08:00	139	+	332	=	471	0	31	No	
17:30 - 18:30	320	+	147	=	467	0	35	No	
07:15 - 08:15	156	+	306	=	462	0	27	No	
06:15 - 07:15	113	+	347	=	460	0	28	No	
14:15 - 15:15	271	+	167	=	438	0	19	No	
17:45 - 18:45	300	+	127	=	427	0	29	No	
06:00 - 07:00	100	+	309	=	409	0	26	No	
07:30 - 08:30	153	+	253	=	406	0	28	No	
18:00 - 19:00	271	+	133	=	404	0	22	No	
18:15 - 19:15	275	+	127	=	402	0	22	No	
14:00 - 15:00	227		167		394	0	19	No	

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PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2513

Study Date : 09/11/2025

Warrant 1C Combination of Warrants

Description

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

Summary

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

Site Data Required

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

Volume Requirements

Rural Factor of 70% applied
Warrant 1A 1B
Veh/Hr Major = **280 420**

Veh/Hr Minor = **84 42**

Major Road						Minor Road				
CSAH 57						142nd Ln.				
Time	Major NB	+	Major SB	=	Total	Minor EB		Minor WB		Met1A?
16:15 - 17:15	405	+	226	=	631	0		25		No
16:30 - 17:30	395	+	231	=	626	0		23		No
15:15 - 16:15	390	+	234	=	624	0		26		No
16:00 - 17:00	395	+	226	=	621	0		23		No
15:30 - 16:30	378	+	233	=	611	0		29		No
15:45 - 16:45	391	+	219	=	610	0		24		No
15:00 - 16:00	373	+	224	=	597	0		24		No
16:45 - 17:45	377	+	215	=	592	0		29		No
14:45 - 15:45	351	+	227	=	578	0		23		No
17:00 - 18:00	368	+	194	=	562	0		35		No
06:45 - 07:45	131	+	370	=	501	0		29		No
14:30 - 15:30	322		176		498	0		17		No

Time	Major NB	+	Major SB	=	Total	Minor EB		Minor WB		Met1B?
16:15 - 17:15	405	+	226	=	631	0		25		No
16:30 - 17:30	395	+	231	=	626	0		23		No
15:15 - 16:15	390	+	234	=	624	0		26		No
16:00 - 17:00	395	+	226	=	621	0		23		No
15:30 - 16:30	378	+	233	=	611	0		29		No
15:45 - 16:45	391	+	219	=	610	0		24		No
15:00 - 16:00	373	+	224	=	597	0		24		No
16:45 - 17:45	377	+	215	=	592	0		29		No
14:45 - 15:45	351	+	227	=	578	0		23		No
17:00 - 18:00	368	+	194	=	562	0		35		No
06:45 - 07:45	131	+	370	=	501	0		29		No
14:30 - 15:30	322		176		498	0		17		No

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TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2513

Study Date : 09/11/2025

Warrant 2 - Four Hour Volumes

Description

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

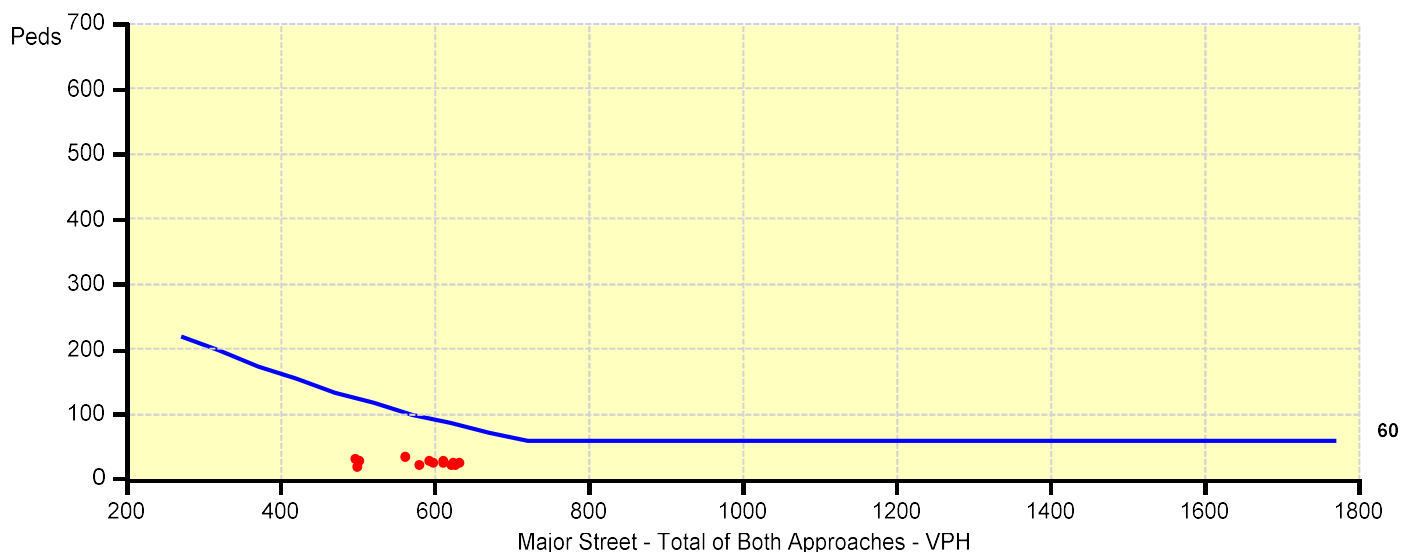
Summary

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

Site Data Required

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

Major Road CSAH 57						Minor Road 142nd Ln.		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
16:15 - 17:15	405	+	226	=	631	0	25	No
16:30 - 17:30	395	+	231	=	626	0	23	No
15:15 - 16:15	390	+	234	=	624	0	26	No
16:00 - 17:00	395	+	226	=	621	0	23	No
15:30 - 16:30	378	+	233	=	611	0	29	No
15:45 - 16:45	391	+	219	=	610	0	24	No
15:00 - 16:00	373	+	224	=	597	0	24	No
16:45 - 17:45	377	+	215	=	592	0	29	No
14:45 - 15:45	351	+	227	=	578	0	23	No
17:00 - 18:00	368	+	194	=	562	0	35	No
06:45 - 07:45	131	+	370	=	501	0	29	No
14:30 - 15:30	322	+	176	=	498	0	17	No



ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2513

Study Date : 09/11/2025

Warrant 3B - Peak Hour Volumes

Description

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

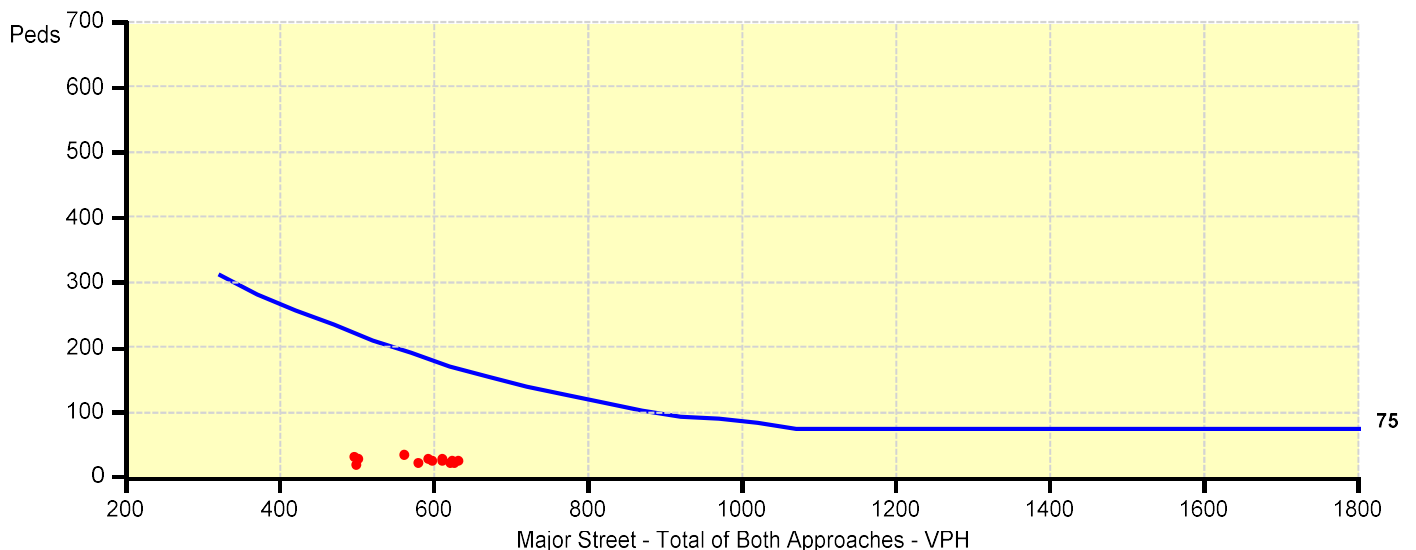
Summary

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

Site Data Required

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

Major Road						Minor Road			
CSAH 57						142nd Ln.			
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?	
16:15 - 17:15	405	+	226	=	631	0	25	No	
16:30 - 17:30	395	+	231	=	626	0	23	No	
15:15 - 16:15	390	+	234	=	624	0	26	No	
16:00 - 17:00	395	+	226	=	621	0	23	No	
15:30 - 16:30	378	+	233	=	611	0	29	No	
15:45 - 16:45	391	+	219	=	610	0	24	No	
15:00 - 16:00	373	+	224	=	597	0	24	No	
16:45 - 17:45	377	+	215	=	592	0	29	No	
14:45 - 15:45	351	+	227	=	578	0	23	No	
17:00 - 18:00	368	+	194	=	562	0	35	No	
06:45 - 07:45	131	+	370	=	501	0	29	No	
14:30 - 15:30	322	+	176	=	498	0	17	No	



ANOKA COUNTY HIGHWAY

PC - WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2513

Study Date : 09/11/2025

Multiway Stop Warrants - Summary

Major Street Approaches

Northbound: CSAH 57

Number of Lanes : 1

Total Approach Volume: 3,844

Southbound: CSAH 57

Number of Lanes : 1

Total Approach Volume: 3,194

Minor Street Approaches

Eastbound:

Number of Lanes :2+

Total Approach Volume: 0

Westbound: 142nd Ln.

Number of Lanes :1

Total Approach Volume: 392

Warrant Summary (Rural Values Apply)

Criteria A - Interim Measure..... **Not Evaluated**
If traffic signals are justified, stop signs can be installed as an interim measure.

Criteria B - Crash Experience..... **Not Satisfied**
Number of crashes (-1) is less than minimum required (5).

Criteria C - Minimum Volumes and Delays..... **Not Satisfied**
Average of 8 highest hours is less than volume criteria.

Criteria D - 80% of Volumes, Delays, and Crashes..... **Not Satisfied**
Number of crashes (-1) is less than minimum required (4).
Average of 8 highest hours is less than volume criteria.

Criteria C Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
16:15 - 17:15	631	481.5	25	26.0	210	140	No
15:15 - 16:15	624		26				
06:45 - 07:45	501		32				
17:15 - 18:15	497		31				
14:15 - 15:15	438		19				
18:15 - 19:15	402		22				
11:15 - 12:15	392		24				
07:45 - 08:45	367		29				
05:45 - 06:45	366		25				
12:45 - 13:45	352		25				
19:15 - 20:15	320		24				
10:15 - 11:15	316		20				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
16:15 - 17:15	631	481.5	25	26.0	240	160	No
15:15 - 16:15	624		26				
06:45 - 07:45	501		32				
17:15 - 18:15	497		31				
14:15 - 15:15	438		19				
18:15 - 19:15	402		22				
11:15 - 12:15	392		24				
07:45 - 08:45	367		29				
05:45 - 06:45	366		25				
12:45 - 13:45	352		25				
19:15 - 20:15	320		24				
10:15 - 11:15	316		20				