

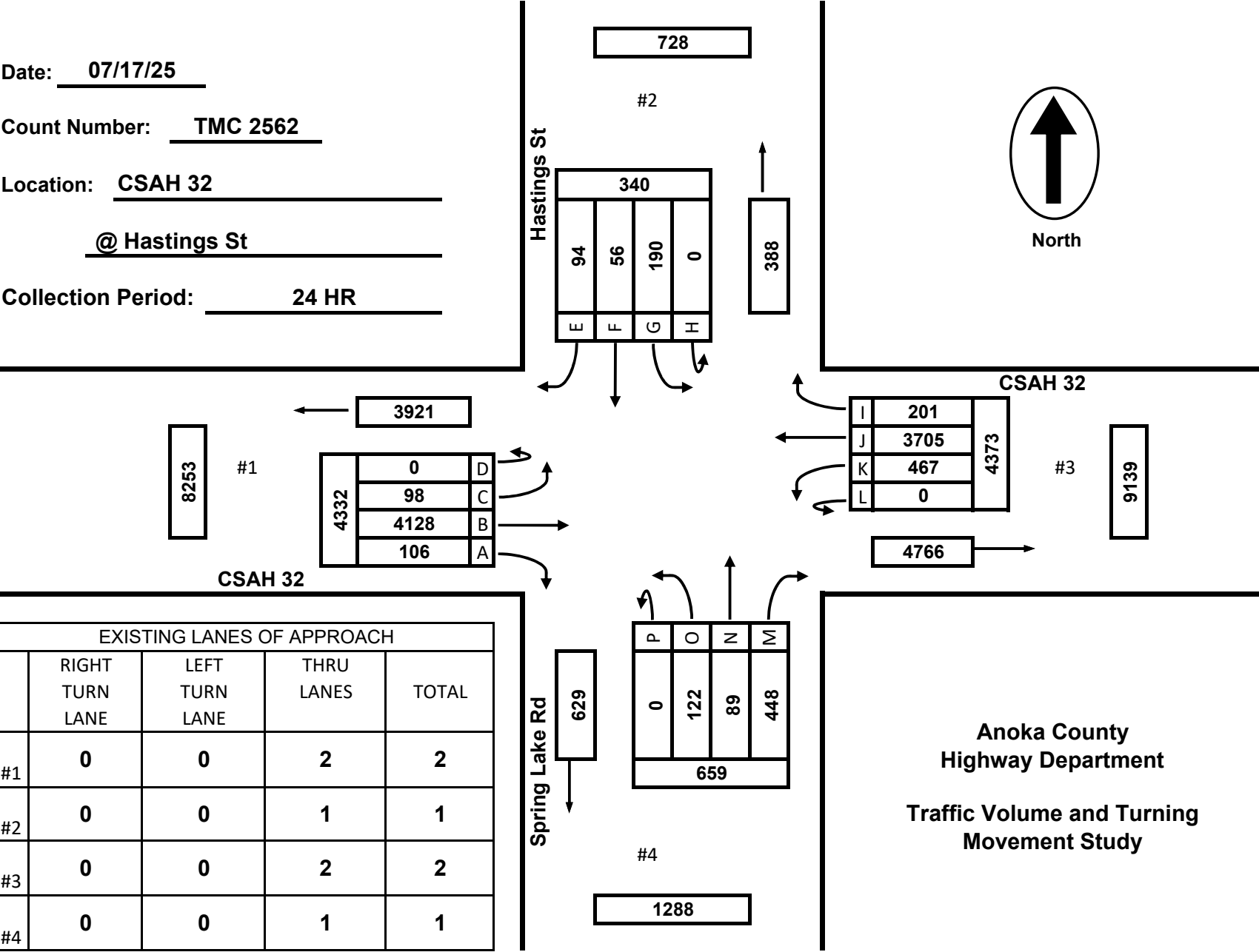
Date: 07/17/25

Count Number: TMC 2562

Location: CSAH 32

@ Hastings St

Collection Period: 24 HR



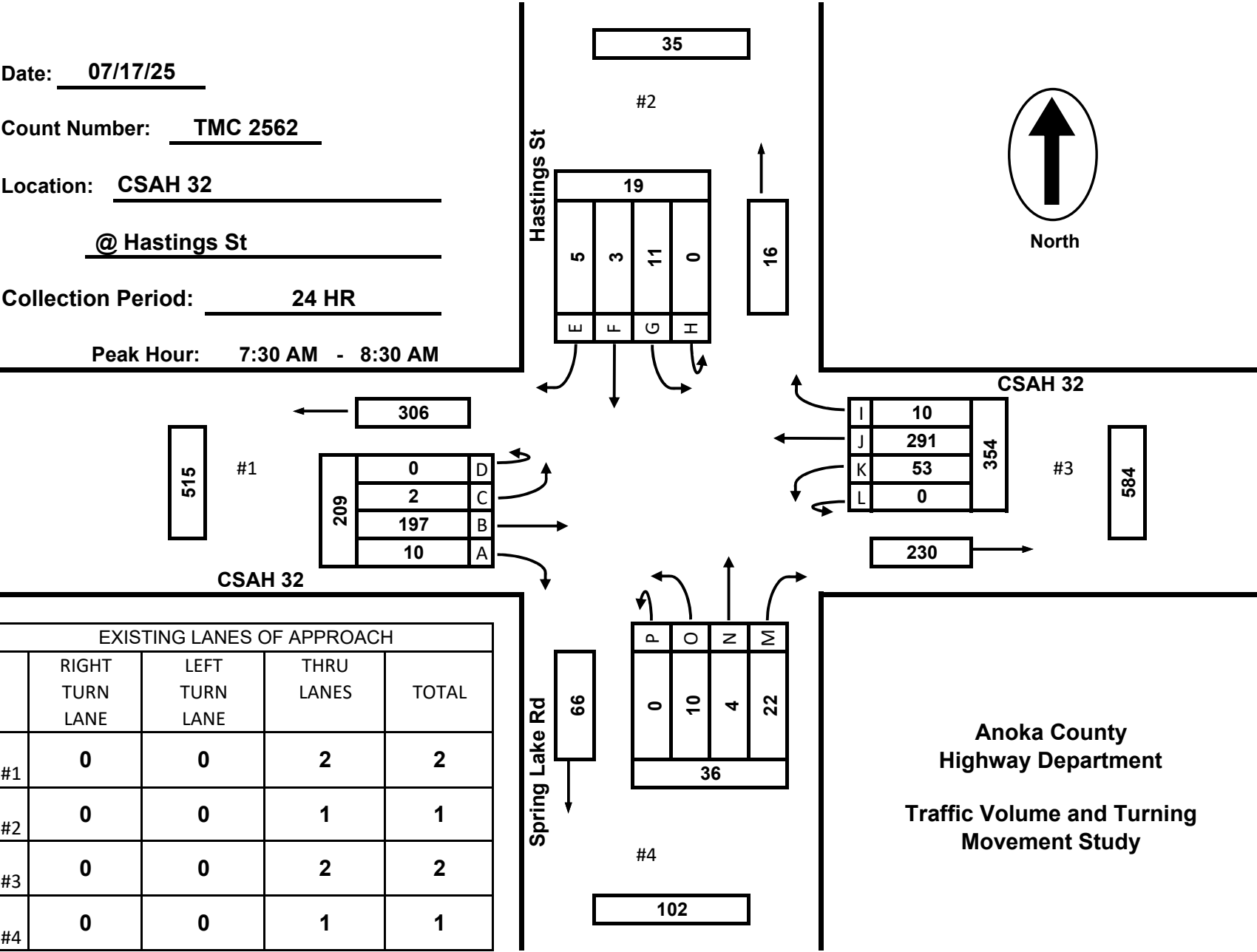
Date: 07/17/25

Count Number: TMC 2562

Location: CSAH 32
@ Hastings St

Collection Period: 24 HR

Peak Hour: 7:30 AM - 8:30 AM



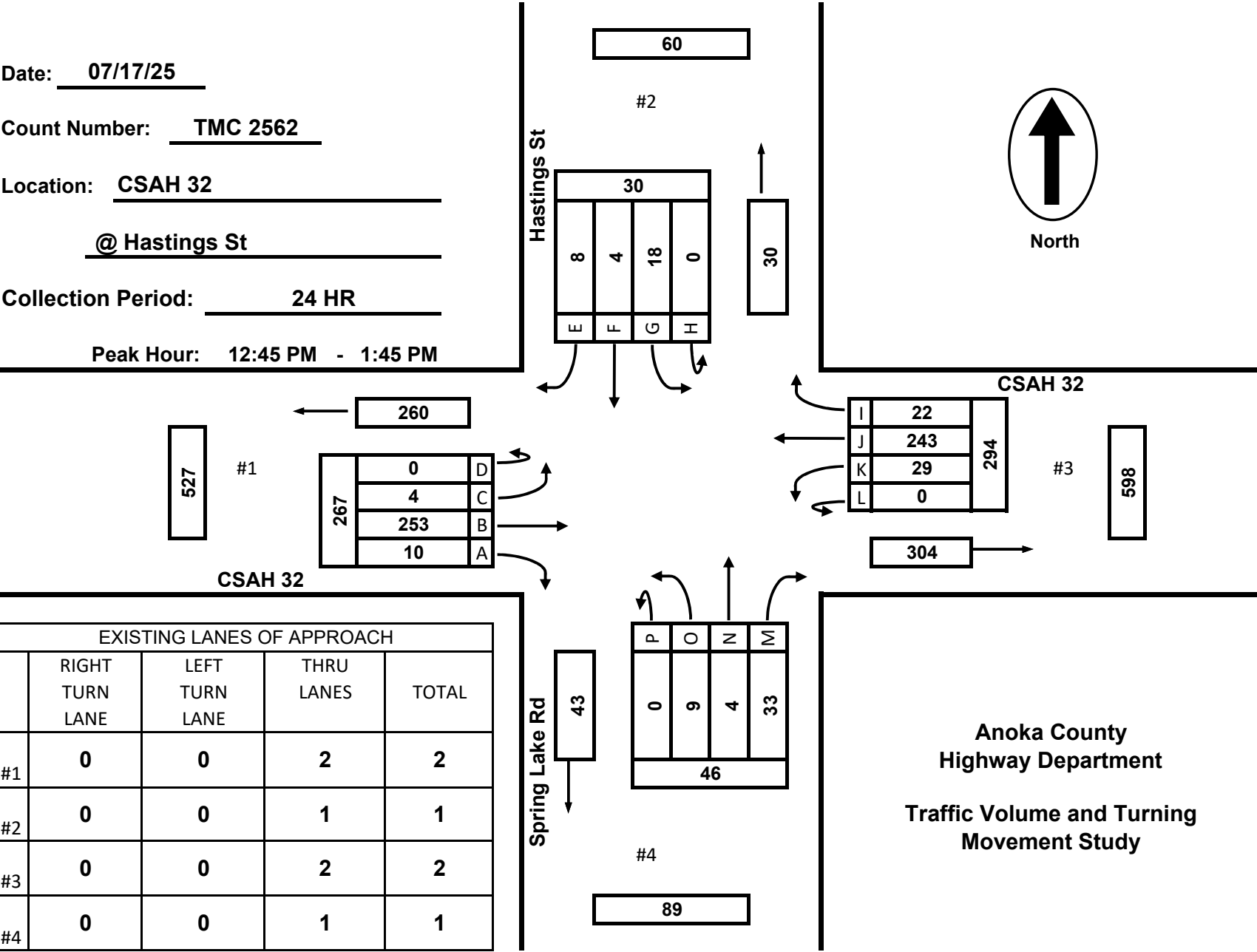
Date: 07/17/25

Count Number: TMC 2562

Location: CSAH 32
@ Hastings St

Collection Period: 24 HR

Peak Hour: 12:45 PM - 1:45 PM



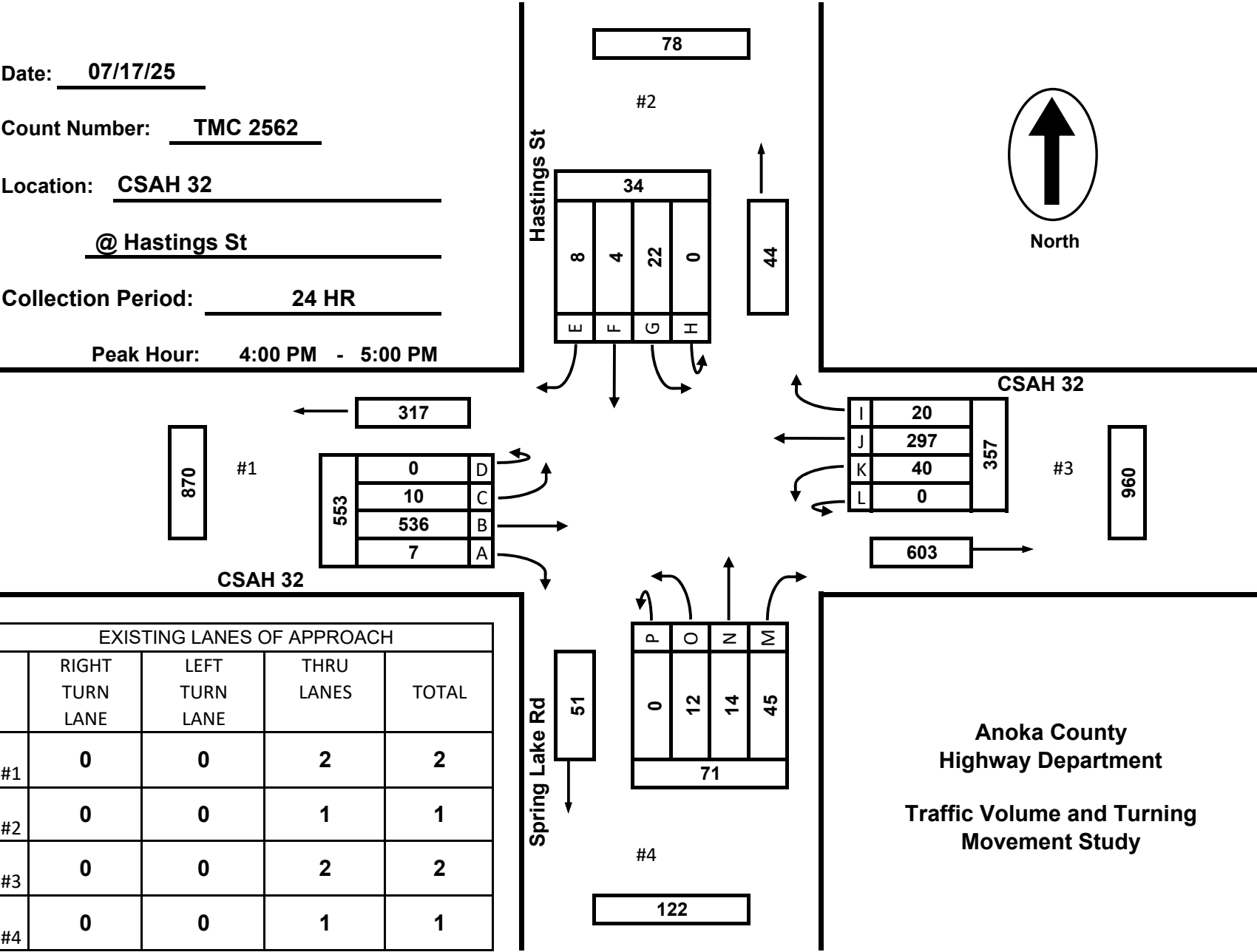
Date: 07/17/25

Count Number: TMC 2562

Location: CSAH 32
@ Hastings St

Collection Period: 24 HR

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



**TMC 2562 - CSAH 32 @ Hastings St
Blaine MN
Thursday, July 17, 2025**

Time	Southbound Hastings St						Westbound CSAH 32						Northbound Spring Lake Rd						Eastbound CSAH 32						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	1	0	0	0	4	0	0	4	0	0	1	0	0	1	0	0	4	1	0	5	10
12:15 AM	0	1	0	0	0	1	0	0	4	0	0	4	0	0	0	2	0	2	0	0	2	1	0	3	10
12:30 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	3	0	0	3	8
12:45 AM	0	1	0	0	0	1	0	0	1	1	0	2	0	0	0	1	0	1	0	0	5	0	0	5	9
Hourly Total	0	2	0	0	1	2	0	0	14	1	0	15	0	0	1	3	0	4	0	0	14	2	0	16	37
1:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	6
1:15 AM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	1	0	0	1	0	0	1	0	0	1	7
1:30 AM	0	0	0	0	0	0	0	0	2	1	0	3	0	1	0	0	0	1	0	0	3	0	0	3	7
1:45 AM	0	0	0	1	0	1	0	0	2	0	0	2	0	0	0	1	0	1	0	0	1	0	0	1	5
Hourly Total	0	0	0	1	0	1	0	0	10	1	0	11	0	1	1	1	0	3	0	0	10	0	0	10	25
2:00 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
2:15 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
2:30 AM	0	2	0	0	0	2	0	0	8	0	0	8	0	0	0	0	0	0	0	1	2	0	0	3	13
2:45 AM	0	0	0	0	0	0	0	1	2	1	0	4	0	0	0	0	0	0	0	0	3	0	0	3	7
Hourly Total	0	2	0	0	0	2	0	1	14	1	0	16	0	0	0	0	0	0	0	1	10	0	0	11	29
3:00 AM	0	1	0	0	0	1	0	0	5	1	0	6	0	0	0	0	0	0	0	0	6	0	0	6	13
3:15 AM	0	0	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	0	0	1	0	0	1	9
3:30 AM	0	0	0	1	0	1	0	0	3	1	0	4	0	0	0	0	0	0	0	0	3	0	0	3	8
3:45 AM	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	1	4	1	0	6	9
Hourly Total	0	1	0	1	0	2	0	1	18	2	0	21	0	0	0	0	0	0	0	1	14	1	0	16	39
4:00 AM	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	1	0	1	0	0	4	0	0	4	11
4:15 AM	0	0	0	0	0	0	0	1	4	0	0	5	0	0	1	1	0	2	0	0	8	1	0	9	16
4:30 AM	0	0	0	0	0	0	0	1	11	0	0	12	0	0	0	1	0	1	0	0	16	1	0	17	30
4:45 AM	0	0	0	0	0	0	0	0	18	0	0	18	0	0	0	2	0	2	0	1	27	0	0	28	48
Hourly Total	0	0	0	0	0	0	0	2	39	0	0	41	0	0	1	5	0	6	0	1	55	2	0	58	105
5:00 AM	0	1	0	1	0	2	0	1	8	0	0	9	0	1	0	0	0	1	0	0	21	0	0	21	33
5:15 AM	0	4	0	0	0	4	0	3	18	0	0	21	0	0	0	4	0	4	0	0	22	0	0	22	51
5:30 AM	0	0	0	0	0	0	0	7	34	0	0	41	0	0	0	1	0	1	0	0	25	0	0	25	67
5:45 AM	0	1	1	2	0	4	0	2	28	0	1	30	0	1	1	1	0	3	0	0	33	1	0	34	71
Hourly Total	0	6	1	3	0	10	0	13	88	0	1	101	0	2	1	6	0	9	0	0	101	1	0	102	222
6:00 AM	0	6	0	0	0	6	0	4	20	0	0	24	0	0	0	4	0	4	0	0	22	0	0	22	56
6:15 AM	0	4	2	0	0	6	0	4	35	2	0	41	0	0	0	0	0	0	0	0	41	0	0	41	88
6:30 AM	0	4	3	0	0	7	0	7	49	0	0	56	0	0	0	5	0	5	0	0	43	0	0	43	111
6:45 AM	0	4	2	0	0	6	0	14	53	1	0	68	0	1	0	5	0	6	0	0	35	2	0	37	117
Hourly Total	0	18	7	0	0	25	0	29	157	3	0	189	0	1	0	14	0	15	0	0	141	2	0	143	372
7:00 AM	0	3	1	1	1	5	0	9	45	1	1	55	0	0	0	3	0	3	0	1	37	2	0	40	103
7:15 AM	0	7	3	2	1	12	0	10	44	1	0	55	0	3	0	5	0	8	0	1	35	1	0	37	112
7:30 AM	0	5	1	3	0	9	0	18	74	3	0	95	0	2	1	6	0	9	0	1	55	2	0	58	171
7:45 AM	0	3	2	1	0	6	0	13	96	2	0	111	0	3	0	5	0	8	0	0	48	4	0	52	177
Hourly Total	0	18	7	7	2	32	0	50	259	7	1	316	0	8	1	19	0	28	0	3	175	9	0	187	563

**TMC 2562 - CSAH 32 @ Hastings St
Blaine MN
Thursday, July 17, 2025**

Time	Southbound Hastings St						Westbound CSAH 32						Northbound Spring Lake Rd						Eastbound CSAH 32						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	2	0	1	0	3	0	15	61	3	0	79	0	2	2	3	0	7	0	0	51	2	0	53	142
8:15 AM	0	1	0	0	2	1	0	7	60	2	1	69	0	3	1	8	0	12	0	1	43	2	3	46	128
8:30 AM	0	4	1	1	1	6	0	6	45	0	0	51	0	1	0	5	0	6	0	1	45	1	1	47	110
8:45 AM	0	2	2	1	0	5	0	7	54	1	0	62	0	2	0	6	0	8	0	2	43	3	0	48	123
Hourly Total	0	9	3	3	3	15	0	35	220	6	1	261	0	8	3	22	0	33	0	4	182	8	4	194	503
9:00 AM	0	4	0	2	0	6	0	5	53	0	0	58	0	1	0	4	0	5	0	1	52	0	1	53	122
9:15 AM	0	0	1	2	0	3	0	6	49	0	0	55	0	2	0	5	0	7	0	1	54	1	1	56	121
9:30 AM	0	2	0	2	0	4	0	7	65	1	0	73	0	1	1	5	0	7	0	1	53	0	0	54	138
9:45 AM	0	3	0	1	1	4	0	4	62	2	0	68	0	2	3	4	0	9	0	3	38	3	2	44	125
Hourly Total	0	9	1	7	1	17	0	22	229	3	0	254	0	6	4	18	0	28	0	6	197	4	4	207	506
10:00 AM	0	1	0	1	0	2	0	2	48	2	0	52	0	5	3	5	0	13	0	1	43	5	0	49	116
10:15 AM	0	1	1	2	0	4	0	2	63	5	0	70	0	1	0	7	0	8	0	1	30	0	0	31	113
10:30 AM	0	1	0	1	0	2	0	8	54	2	1	64	0	1	2	6	0	9	0	0	46	0	0	46	121
10:45 AM	0	5	2	1	2	8	0	2	47	1	0	50	0	2	0	7	0	9	0	2	37	2	1	41	108
Hourly Total	0	8	3	5	2	16	0	14	212	10	1	236	0	9	5	25	0	39	0	4	156	7	1	167	458
11:00 AM	0	4	2	1	0	7	0	5	61	3	0	69	0	3	0	6	0	9	0	2	49	5	0	56	141
11:15 AM	0	4	0	1	1	5	0	5	47	4	0	56	0	1	0	6	0	7	0	0	55	2	0	57	125
11:30 AM	0	2	1	0	2	3	0	3	54	2	0	59	0	0	1	7	0	8	0	0	56	2	0	58	128
11:45 AM	0	3	1	2	1	6	0	10	57	1	0	68	0	2	1	4	0	7	0	1	52	5	1	58	139
Hourly Total	0	13	4	4	4	21	0	23	219	10	0	252	0	6	2	23	0	31	0	3	212	14	1	229	533
12:00 PM	0	2	0	3	1	5	0	10	63	1	0	74	0	3	3	7	0	13	0	1	59	3	0	63	155
12:15 PM	0	3	3	2	0	8	0	5	73	4	0	82	0	2	0	7	0	9	0	1	61	1	0	63	162
12:30 PM	0	2	0	0	1	2	0	5	59	5	0	69	0	0	1	7	0	8	0	0	64	3	0	67	146
12:45 PM	0	3	0	1	0	4	0	9	68	4	0	81	0	2	2	12	0	16	0	1	59	3	0	63	164
Hourly Total	0	10	3	6	2	19	0	29	263	14	0	306	0	7	6	33	0	46	0	3	243	10	0	256	627
1:00 PM	0	5	0	2	0	7	0	5	63	4	0	72	0	2	0	5	0	7	0	1	47	2	0	50	136
1:15 PM	0	7	1	2	0	10	0	6	64	8	0	78	0	2	1	12	0	15	0	1	75	1	0	77	180
1:30 PM	0	3	3	3	2	9	0	9	48	6	0	63	0	3	1	4	0	8	0	1	72	4	0	77	157
1:45 PM	0	2	0	1	0	3	0	10	65	4	0	79	0	1	0	10	0	11	0	0	60	3	1	63	156
Hourly Total	0	17	4	8	2	29	0	30	240	22	0	292	0	8	2	31	0	41	0	3	254	10	1	267	629
2:00 PM	0	2	0	3	1	5	0	7	72	3	0	82	0	0	2	10	0	12	0	1	59	2	0	62	161
2:15 PM	0	1	3	3	2	7	0	8	61	3	0	72	0	2	2	6	0	10	0	3	64	0	0	67	156
2:30 PM	0	1	0	0	3	1	0	7	59	2	0	68	0	2	2	10	0	14	0	2	57	0	0	59	142
2:45 PM	0	2	1	0	2	3	0	12	58	3	0	73	0	2	1	12	0	15	0	0	84	0	0	84	175
Hourly Total	0	6	4	6	8	16	0	34	250	11	0	295	0	6	7	38	0	51	0	6	264	2	0	272	634
3:00 PM	0	1	1	2	0	4	0	6	79	4	0	89	0	0	1	9	0	10	0	4	80	4	0	88	191
3:15 PM	0	1	1	0	0	2	0	8	59	8	0	75	0	4	0	7	0	11	0	0	85	0	0	85	173
3:30 PM	0	5	2	0	1	7	0	5	74	6	0	85	0	3	2	9	0	14	0	0	84	2	0	86	192
3:45 PM	0	4	1	3	0	8	0	9	67	6	0	82	0	5	2	14	0	21	0	2	102	3	0	107	218
Hourly Total	0	11	5	5	1	21	0	28	279	24	0	331	0	12	5	39	0	56	0	6	351	9	0	366	774

TMC 2562 - CSAH 32 @ Hastings St
Blaine MN
Thursday, July 17, 2025

Time	Southbound Hastings St						Westbound CSAH 32						Northbound Spring Lake Rd						Eastbound CSAH 32						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	5	1	1	0	7	0	12	63	3	0	78	0	2	6	13	0	21	0	0	118	1	0	119	225
4:15 PM	0	6	0	2	0	8	0	4	67	1	0	72	0	2	1	6	0	9	0	3	130	1	0	134	223
4:30 PM	0	7	3	2	2	12	0	9	75	7	0	91	0	2	4	11	0	17	0	3	143	5	2	151	271
4:45 PM	0	4	0	3	2	7	0	15	92	9	0	116	0	6	3	15	0	24	0	4	145	0	0	149	296
Hourly Total	0	22	4	8	4	34	0	40	297	20	0	357	0	12	14	45	0	71	0	10	536	7	2	553	1015
5:00 PM	0	5	1	0	4	6	0	7	76	1	0	84	0	3	1	18	0	22	0	7	105	1	3	113	225
5:15 PM	0	5	0	1	1	6	0	13	69	6	0	88	0	5	3	7	0	15	0	3	107	0	0	110	219
5:30 PM	0	6	1	1	0	8	0	18	87	1	0	106	0	4	3	15	0	22	0	3	87	2	0	92	228
5:45 PM	0	1	2	5	2	8	0	15	58	5	0	78	0	4	4	5	0	13	0	2	73	1	0	76	175
Hourly Total	0	17	4	7	7	28	0	53	290	13	0	356	0	16	11	45	0	72	0	15	372	4	3	391	847
6:00 PM	0	1	0	2	0	3	0	4	45	3	0	52	0	2	3	11	0	16	0	3	63	0	0	66	137
6:15 PM	0	1	1	6	0	8	0	8	45	3	0	56	0	0	1	7	0	8	0	2	49	0	1	51	123
6:30 PM	0	0	1	1	0	1	0	6	36	5	0	47	0	5	2	9	0	16	0	2	45	1	0	48	112
6:45 PM	0	1	1	0	0	2	0	1	40	1	3	42	0	2	0	8	0	10	0	2	69	1	0	72	126
Hourly Total	0	3	2	9	0	14	0	19	166	12	3	197	0	9	6	35	0	50	0	9	226	2	1	237	498
7:00 PM	0	1	1	0	0	2	0	5	44	3	0	52	0	1	0	5	0	6	0	0	62	1	0	63	123
7:15 PM	0	2	0	2	0	4	0	5	39	5	1	49	0	2	0	6	0	8	0	2	46	2	0	50	111
7:30 PM	0	2	0	0	0	2	0	3	36	4	1	43	0	0	1	4	0	5	0	2	47	0	3	49	99
7:45 PM	0	1	1	1	0	3	0	2	26	2	0	30	0	1	5	6	0	12	0	2	42	1	0	45	90
Hourly Total	0	6	2	3	0	11	0	15	145	14	2	174	0	4	6	21	0	31	0	6	197	4	3	207	423
8:00 PM	0	1	1	1	3	3	0	5	25	4	0	34	0	1	4	2	0	7	0	2	43	2	0	47	91
8:15 PM	0	0	0	1	1	1	0	1	28	5	0	34	0	0	1	6	0	7	0	0	28	0	0	28	70
8:30 PM	0	2	0	1	0	3	0	6	20	0	0	26	0	0	0	2	0	2	0	1	36	2	0	39	70
8:45 PM	0	1	0	0	3	1	0	2	33	2	0	37	0	0	2	3	0	5	0	2	38	0	0	40	83
Hourly Total	0	4	1	3	7	8	0	14	106	11	0	131	0	1	7	13	0	21	0	5	145	4	0	154	314
9:00 PM	0	1	0	2	2	3	0	1	23	3	0	27	0	1	0	4	0	5	0	1	45	1	0	47	82
9:15 PM	0	1	0	1	0	2	0	5	18	1	0	24	0	1	1	1	0	3	0	3	27	0	0	30	59
9:30 PM	0	2	0	2	0	4	0	2	32	2	0	36	0	2	0	1	0	3	0	3	26	1	0	30	73
9:45 PM	0	2	1	0	0	3	0	2	16	0	0	18	0	1	0	0	0	1	0	0	21	0	0	21	43
Hourly Total	0	6	1	5	2	12	0	10	89	6	0	105	0	5	1	6	0	12	0	7	119	2	0	128	257
10:00 PM	0	0	0	0	0	0	0	1	26	1	0	28	0	0	3	1	0	4	0	1	37	0	0	38	70
10:15 PM	0	0	0	1	0	1	0	2	20	4	0	26	0	0	0	0	0	0	0	1	21	1	0	23	50
10:30 PM	0	1	0	1	0	2	0	1	12	1	0	14	0	0	0	1	0	1	0	0	33	0	0	33	50
10:45 PM	0	0	0	1	0	1	0	1	13	0	0	14	0	1	1	2	0	4	0	1	14	0	0	15	34
Hourly Total	0	1	0	3	0	4	0	5	71	6	0	82	0	1	4	4	0	9	0	3	105	1	0	109	204
11:00 PM	0	0	0	0	0	0	0	0	9	1	0	10	0	0	0	1	0	1	0	0	20	0	0	20	31
11:15 PM	0	0	0	0	0	0	0	0	5	0	0	5	0	0	1	1	0	2	0	0	9	0	0	9	16
11:30 PM	0	1	0	0	0	1	0	0	10	2	0	12	0	0	0	0	0	0	0	1	11	1	0	13	26
11:45 PM	0	0	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	0	1	9	0	0	10	17
Hourly Total	0	1	0	0	0	1	0	0	30	4	0	34	0	0	1	2	0	3	0	2	49	1	0	52	90
DAILY TOTAL	0	190	56	94	46	340	0	467	3705	201	9	4373	0	122	89	448	0	659	0	98	4128	106	20	4332	9704
Cars	0	187	56	93	20	336	0	457	3583	197	6	4237	0	102	88	433	0	623	0	97	4009	86	16	4192	9388
Heavy Vehicles	0	3	0	1	26	4	0	10	122	4	3	136	0	20	1	15	0	36	0	1	119	20	4	140	316
Heavy Vehicle %	0.00%	1.58%	0.00%	1.06%	56.52%	1.18%	0.00%	2.14%	3.29%	1.99%	33.33%	3.11%	0.00%	16.39%	1.12%	3.35%	0.00%	5.46%	0.00%	1.02%	2.88%	18.87%	20.00%	3.23%	3.26%

TMC 2562 - CSAH 32 @ Hastings St
Blaine MN
Thursday, July 17, 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	
7:30 AM	0	5	1	3	0	9	0	18	74	3	0	95	0	2	1	6	0	9	0	1	55	2	0	58	171
7:45 AM	0	3	2	1	0	6	0	13	96	2	0	111	0	3	0	5	0	8	0	0	48	4	0	52	177
8:00 AM	0	2	0	1	0	3	0	15	61	3	0	79	0	2	2	3	0	7	0	0	51	2	0	53	142
8:15 AM	0	1	0	0	2	1	0	7	60	2	1	69	0	3	1	8	0	12	0	1	43	2	3	46	128
Peak Hour Total	0	11	3	5	2	19	0	53	291	10	1	354	0	10	4	22	0	36	0	2	197	10	3	209	618
Peak Hour Heavy Vehicles	0	0	0	0	0	0	0	2	18	1	0	21	0	2	0	1	0	3	0	0	14	2	0	16	40
Peak Hour Heavy Vehicles %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.77%	6.19%	10.00%	0.00%	5.93%	0.00%	20.00%	0.00%	4.55%	0.00%	8.33%	0.00%	0.00%	7.11%	20.00%	0.00%	7.66%	6.47%
PHF	0.000	0.550	0.375	0.417	0.250	0.528	0.000	0.736	0.758	0.833	0.250	0.797	0.000	0.833	0.500	0.688	0.000	0.750	0.000	0.500	0.895	0.625	0.250	0.901	0.873

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	
12:45 PM	0	3	0	1	0	4	0	9	68	4	0	81	0	2	2	12	0	16	0	1	59	3	0	63	164
1:00 PM	0	5	0	2	0	7	0	5	63	4	0	72	0	2	0	5	0	7	0	1	47	2	0	50	136
1:15 PM	0	7	1	2	0	10	0	6	64	8	0	78	0	2	1	12	0	15	0	1	75	1	0	77	180
1:30 PM	0	3	3	3	2	9	0	9	48	6	0	63	0	3	1	4	0	8	0	1	72	4	0	77	157
Peak Hour Total	0	18	4	8	2	30	0	29	243	22	0	294	0	9	4	33	0	46	0	4	253	10	0	267	637
Peak Hour Heavy Vehicles	0	2	0	0	2	2	0	0	11	0	0	11	0	2	0	0	2	2	0	0	13	2	0	15	30
Peak Hour Heavy Vehicles %	0.00%	11.11%	0.00%	0.00%	100.00%	6.67%	0.00%	0.00%	4.53%	0.00%	0.00%	3.74%	0.00%	22.22%	0.00%	0.00%	0.00%	4.35%	0.00%	0.00%	5.14%	20.00%	0.00%	5.62%	4.71%
PHF	0.000	0.643	0.333	0.667	0.250	0.750	0.000	0.806	0.893	0.688	0.000	0.907	0.000	0.750	0.500	0.688	0.000	0.719	0.000	1.000	0.843	0.625	0.000	0.867	0.885

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

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	5	1	1	0	7	0	12	63	3	0	78	0	2	6	13	0	21	0	0	118	1	0	119	225
4:15 PM	0	6	0	2	0	8	0	4	67	1	0	72	0	2	1	6	0	9	0	3	130	1	0	134	223
4:30 PM	0	7	3	2	2	12	0	9	75	7	0	91	0	2	4	11	0	17	0	3	143	5	2	151	271
4:45 PM	0	4	0	3	2	7	0	15	92	9	0	116	0	6	3	15	0	24	0	4	145	0	2	149	296
Peak Hour Total	0	22	4	8	4	34	0	40	297	20	0	357	0	12	14	45	0	71	0	10	536	7	2	553	1015
Peak Hour Heavy Vehicles	0	0	0	0	1	0	0	0	4	0	0	4	0	2	1	2	1	5	0	0	8	0	0	8	17
Peak Hour Heavy Vehicles %	0.00%	0.00%	0.00%	0.00%	25.00%	0.00%	0.00%	0.00%	1.35%	0.00%	0.00%	1.12%	0.00%	16.67%	7.14%	4.44%	0.00%	7.04%	0.00%	0.00%	1.49%	0.00%	0.00%	1.45%	1.67%
PHF	0.000	0.786	0.333	0.667	0.500	0.708	0.000	0.667	0.807	0.556	0.000	0.769	0.000	0.500	0.583	0.750	0.000	0.740	0.000	0.625	0.924	0.350	0.250	0.916	0.857

Total Vehicles On Leg			728		
Vehicles Entering Intersection 340			Vehicles Exiting Intersection 388		
Southbound					
Cars	93	56	187	0	20
Heavy	1	0	3	0	26
Total	94	56	190	0	46



Total Vehicles on Leg 8253	Vehicles Entering Intersection 4332	Eastbound	Cars	Heavy	Total
			16	4	20
			0	0	0
	Vehicles Exiting Intersection 3921		97	1	98
			4009	119	4128
			86	20	106



Daily Volumes



Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 4373	Total Vehicles on Leg 9139
197	4	201			
3583	122	3705			
457	10	467			
0	0	0			
6	3	9		Vehicles Exiting Intersection 4766	

Cars	0	0	102	88	433
Heavy	0	0	20	1	15
Total	0	0	122	89	448
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
659			629		
Total Vehicles On Leg			1288		

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2562

Study Date : 08/22/2025

Signal Warrants - Summary

Major Street Approaches

Eastbound: CSAH 32

Number of Lanes : 2+

Total Approach Volume: 4,332

Westbound: CSAH 32

Number of Lanes : 2+

Total Approach Volume: 4,373

Minor Street Approaches

Northbound: Spring Lake Rd

Number of Lanes : 1

Total Approach Volume: 659

Southbound: Hastings St

Number of Lanes : 1

Total Approach Volume: 340

Warrant Summary (Urban Values Apply)

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

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

Required volumes reached for 0 hours, 8 are needed

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

Required volumes reached for 1 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 2 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 2562

Study Date : 08/22/2025

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

Volume Requirements

Veh/Hr Major = **600**

Veh/Hr Minor = **150**

Major Road						Minor Road		
CSAH 32						Spring Lake Rd		
Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met?
16:00 - 17:00	553	+	357	=	910	71	34	No
16:15 - 17:15	547	+	363	=	910	72	33	No
16:30 - 17:30	523	+	379	=	902	78	31	No
16:45 - 17:45	464	+	394	=	858	83	27	No
15:45 - 16:45	511	+	323	=	834	68	35	No
15:30 - 16:30	446	+	317	=	763	65	30	No
17:00 - 18:00	391	+	356	=	747	72	28	No
15:15 - 16:15	397	+	320	=	717	67	24	No
15:00 - 16:00	366	+	331	=	697	56	21	No
17:15 - 18:15	344	+	324	=	668	66	25	No
14:45 - 15:45	343	+	322	=	665	50	16	No
14:30 - 15:30	316	+	305	=	621	50	10	No
14:15 - 15:15	298	+	302	=	600	49	15	No
13:15 - 14:15	279	+	302	=	581	46	27	No
17:30 - 18:30	285	+	292	=	577	59	27	No
14:00 - 15:00	272	+	295	=	567	51	16	No
13:30 - 14:30	269	+	296	=	565	41	24	No
07:30 - 08:30	209	+	354	=	563	36	19	No
12:00 - 13:00	256	+	306	=	562	46	19	No
12:45 - 13:45	267	+	294	=	561	46	30	No
13:00 - 14:00	267	+	292	=	559	41	29	No
12:30 - 13:30	257	+	300	=	557	46	23	No
13:45 - 14:45	251	+	301	=	552	47	16	No
12:15 - 13:15	243	+	304	=	547	40	21	No
11:45 - 12:45	251		293		544	37	21	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2562

Study Date : 08/22/2025

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

Site Data Required

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

Volume Requirements

Veh/Hr Major = **900**

Veh/Hr Minor = **75**

Major Road						Minor Road		
CSAH 32						Spring Lake Rd		
Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met?
16:30 - 17:30	523	+	379	=	902	78	31	Yes
16:00 - 17:00	553	+	357	=	910	71	34	No
16:15 - 17:15	547	+	363	=	910	72	33	No
15:45 - 16:45	511	+	323	=	834	68	35	No
15:30 - 16:30	446	+	317	=	763	65	30	No
15:15 - 16:15	397	+	320	=	717	67	24	No
15:00 - 16:00	366	+	331	=	697	56	21	No
14:45 - 15:45	343	+	322	=	665	50	16	No
14:30 - 15:30	316	+	305	=	621	50	10	No
14:15 - 15:15	298	+	302	=	600	49	15	No
13:15 - 14:15	279	+	302	=	581	46	27	No
17:30 - 18:30	285	+	292	=	577	59	27	No
14:00 - 15:00	272	+	295	=	567	51	16	No
13:30 - 14:30	269	+	296	=	565	41	24	No
07:30 - 08:30	209	+	354	=	563	36	19	No
12:00 - 13:00	256	+	306	=	562	46	19	No
12:45 - 13:45	267	+	294	=	561	46	30	No
13:00 - 14:00	267	+	292	=	559	41	29	No
12:30 - 13:30	257	+	300	=	557	46	23	No
13:45 - 14:45	251	+	301	=	552	47	16	No
12:15 - 13:15	243	+	304	=	547	40	21	No
11:45 - 12:45	251	+	293	=	544	37	21	No
07:15 - 08:15	200	+	340	=	540	32	30	No
11:30 - 12:30	242	+	283	=	525	37	22	No
07:45 - 08:45	198		310		508	33	16	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2562

Study Date : 08/22/2025

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

Site Data Required

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

Volume Requirements

Warrant 1A 1B
Veh/Hr Major = **480 720**
Veh/Hr Minor = **120 60**

Major Road CSAH 32						Minor Road Spring Lake Rd				
Time	Major EB	+	Major WB	=	Total	Minor NB		Minor SB		Met1A?
16:15 - 17:15	547	+	363	=	910	72		33		No
16:00 - 17:00	553	+	357	=	910	71		34		No
16:30 - 17:30	523	+	379	=	902	78		31		No
16:45 - 17:45	464	+	394	=	858	83		27		No
15:45 - 16:45	511	+	323	=	834	68		35		No
15:30 - 16:30	446	+	317	=	763	65		30		No
17:00 - 18:00	391	+	356	=	747	72		28		No
15:15 - 16:15	397	+	320	=	717	67		24		No
15:00 - 16:00	366	+	331	=	697	56		21		No
17:15 - 18:15	344	+	324	=	668	66		25		No
14:45 - 15:45	343	+	322	=	665	50		16		No
14:30 - 15:30	316	+	305	=	621	50		10		No

Time	Major EB	+	Major WB	=	Total	Minor NB		Minor SB		Met1B?
16:30 - 17:30	523	+	379	=	902	78		31		Yes
15:30 - 16:30	446	+	317	=	763	65		30		Yes
15:15 - 16:15	397	+	320	=	717	67		24		No
15:00 - 16:00	366	+	331	=	697	56		21		No
14:45 - 15:45	343	+	322	=	665	50		16		No
14:30 - 15:30	316	+	305	=	621	50		10		No
14:15 - 15:15	298	+	302	=	600	49		15		No
13:15 - 14:15	279	+	302	=	581	46		27		No
17:30 - 18:30	285	+	292	=	577	59		27		No
14:00 - 15:00	272	+	295	=	567	51		16		No
13:30 - 14:30	269	+	296	=	565	41		24		No
07:30 - 08:30	209	+	354	=	563	36		19		No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2562

Study Date : 08/22/2025

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.

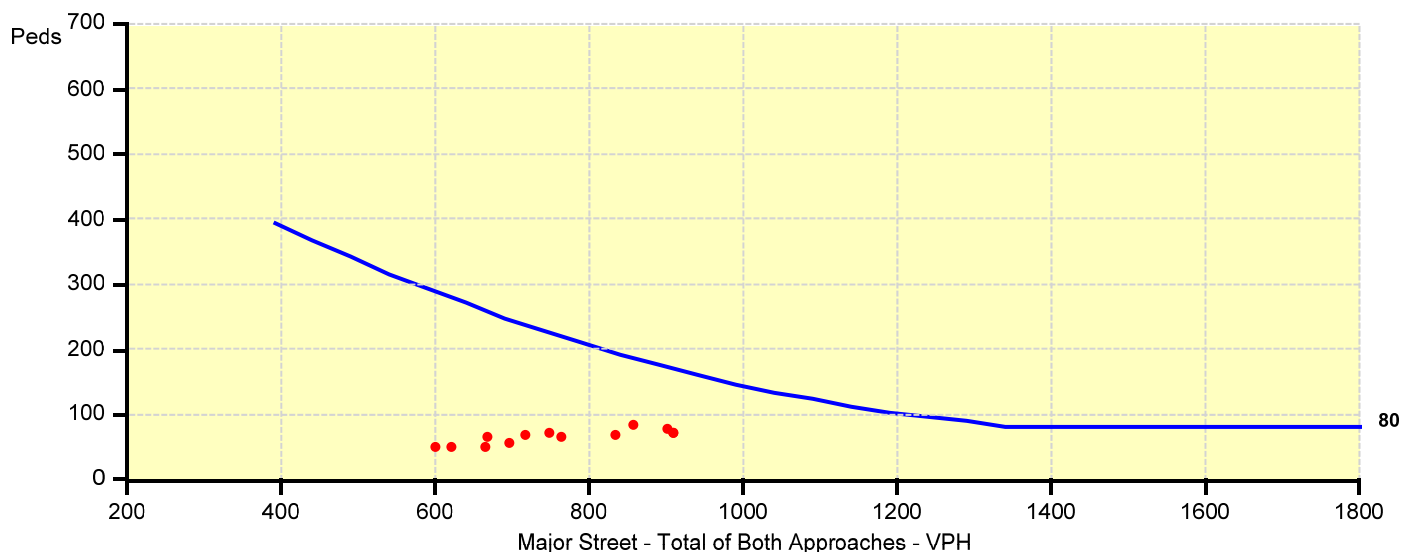
Summary

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

Site Data Required

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

Major Road CSAH 32						Minor Road Spring Lake Rd		
Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met?
16:00 - 17:00	553	+	357	=	910	71	34	No
16:15 - 17:15	547	+	363	=	910	72	33	No
16:30 - 17:30	523	+	379	=	902	78	31	No
16:45 - 17:45	464	+	394	=	858	83	27	No
15:45 - 16:45	511	+	323	=	834	68	35	No
15:30 - 16:30	446	+	317	=	763	65	30	No
17:00 - 18:00	391	+	356	=	747	72	28	No
15:15 - 16:15	397	+	320	=	717	67	24	No
15:00 - 16:00	366	+	331	=	697	56	21	No
17:15 - 18:15	344	+	324	=	668	66	25	No
14:45 - 15:45	343	+	322	=	665	50	16	No
14:30 - 15:30	316	+	305	=	621	50	10	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2562

Study Date : 08/22/2025

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.

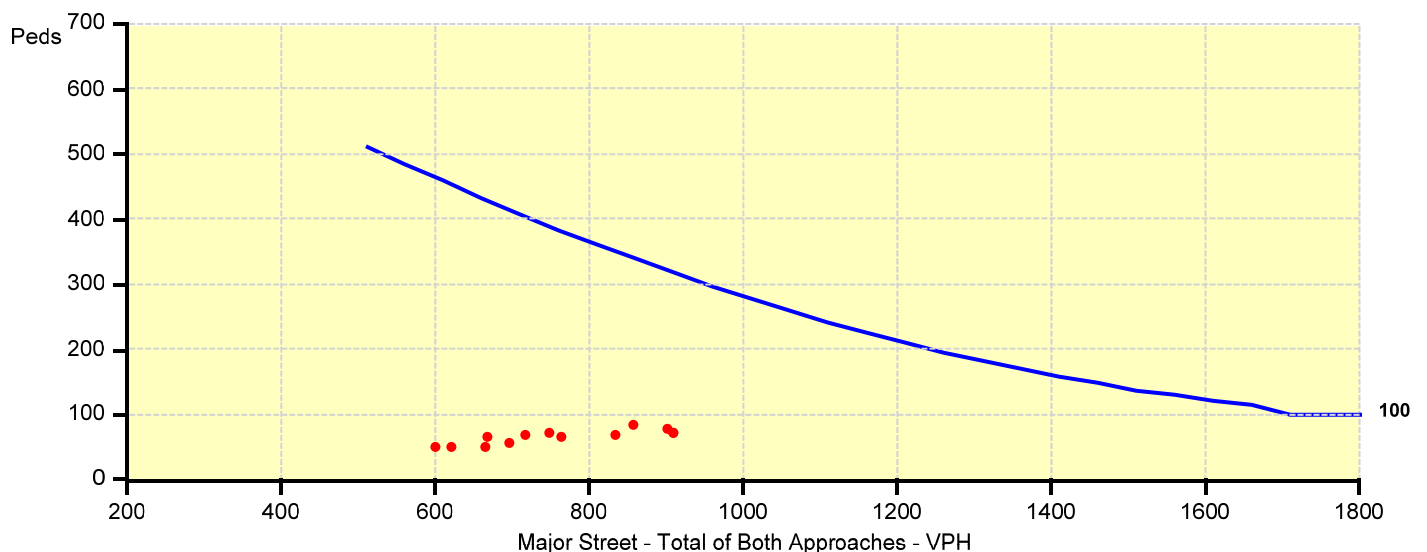
Summary

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

Site Data Required

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

Major Road CSAH 32						Minor Road Spring Lake Rd		
Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met?
16:00 - 17:00	553	+	357	=	910	71	34	No
16:15 - 17:15	547	+	363	=	910	72	33	No
16:30 - 17:30	523	+	379	=	902	78	31	No
16:45 - 17:45	464	+	394	=	858	83	27	No
15:45 - 16:45	511	+	323	=	834	68	35	No
15:30 - 16:30	446	+	317	=	763	65	30	No
17:00 - 18:00	391	+	356	=	747	72	28	No
15:15 - 16:15	397	+	320	=	717	67	24	No
15:00 - 16:00	366	+	331	=	697	56	21	No
17:15 - 18:15	344	+	324	=	668	66	25	No
14:45 - 15:45	343	+	322	=	665	50	16	No
14:30 - 15:30	316	+	305	=	621	50	10	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2562

Study Date : 08/22/2025

Multiway Stop Warrants - Summary

Major Street Approaches

Eastbound: CSAH 32

Number of Lanes : 2+

Total Approach Volume: 4,332

Westbound: CSAH 32

Number of Lanes : 2+

Total Approach Volume: 4,373

Minor Street Approaches

Northbound: Spring Lake Rd

Number of Lanes : 1

Total Approach Volume: 659

Southbound: Hastings St

Number of Lanes : 1

Total Approach Volume: 340

Warrant Summary (Urban 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?
16:00 - 17:00	910	625.3	120	78.0	300	200	No
17:00 - 18:00	747		105				
15:00 - 16:00	697		79				
13:15 - 14:15	581		76				
12:00 - 13:00	562		65				
07:30 - 08:30	563		71				
11:00 - 12:00	481		52				
09:00 - 10:00	461		56				
18:00 - 19:00	434		66				
10:00 - 11:00	403		59				
06:30 - 07:30	391		52				
19:00 - 20:00	381		42				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
16:00 - 17:00	910	625.3	120	78.0	240	160	No
17:00 - 18:00	747		105				
15:00 - 16:00	697		79				
13:15 - 14:15	581		76				
12:00 - 13:00	562		65				
07:30 - 08:30	563		71				
11:00 - 12:00	481		52				
09:00 - 10:00	461		56				
18:00 - 19:00	434		66				
10:00 - 11:00	403		59				
06:30 - 07:30	391		52				
19:00 - 20:00	381		42				