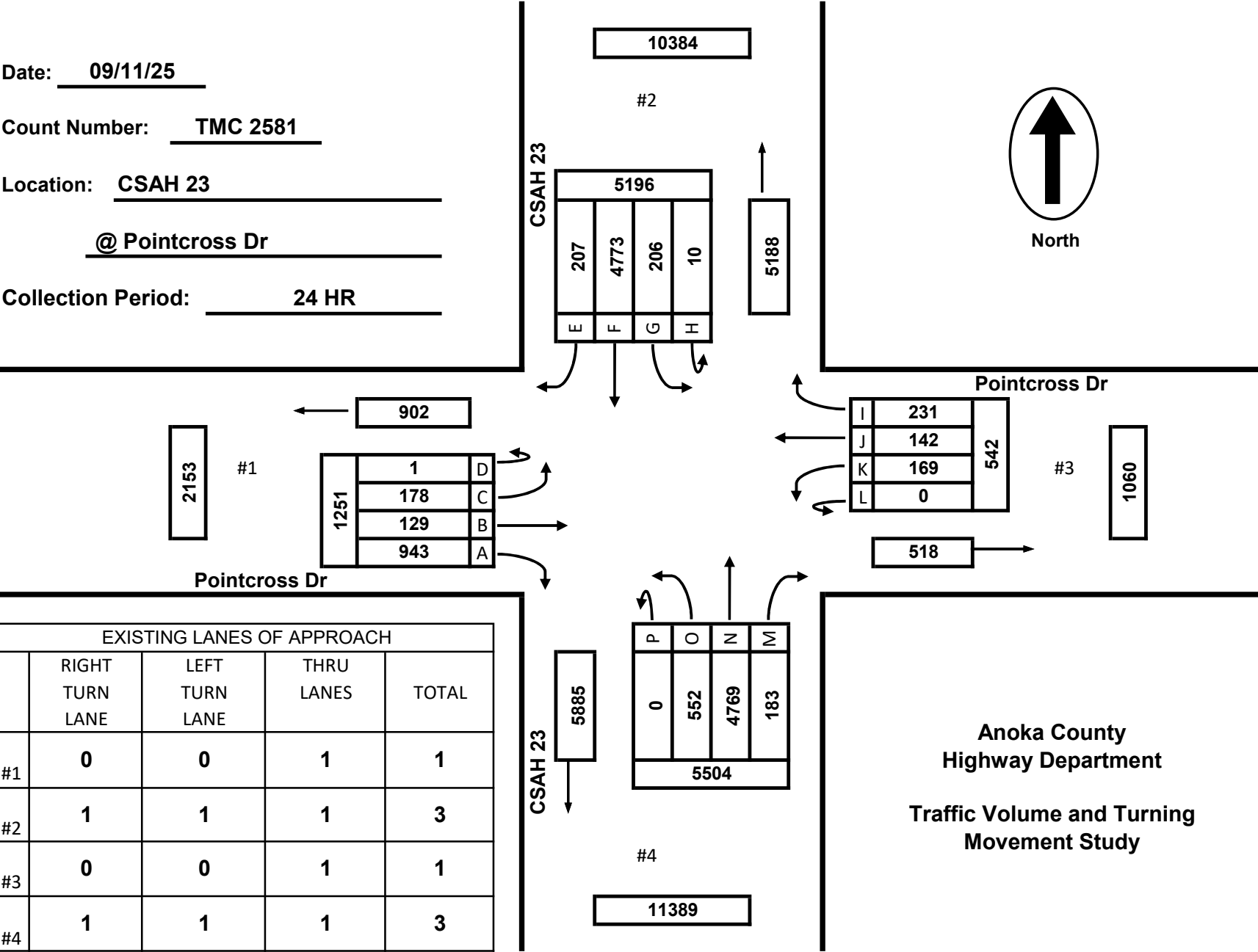


Date: 09/11/25

Count Number: TMC 2581

Location: CSAH 23
@ Pointcross Dr

Collection Period: 24 HR



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

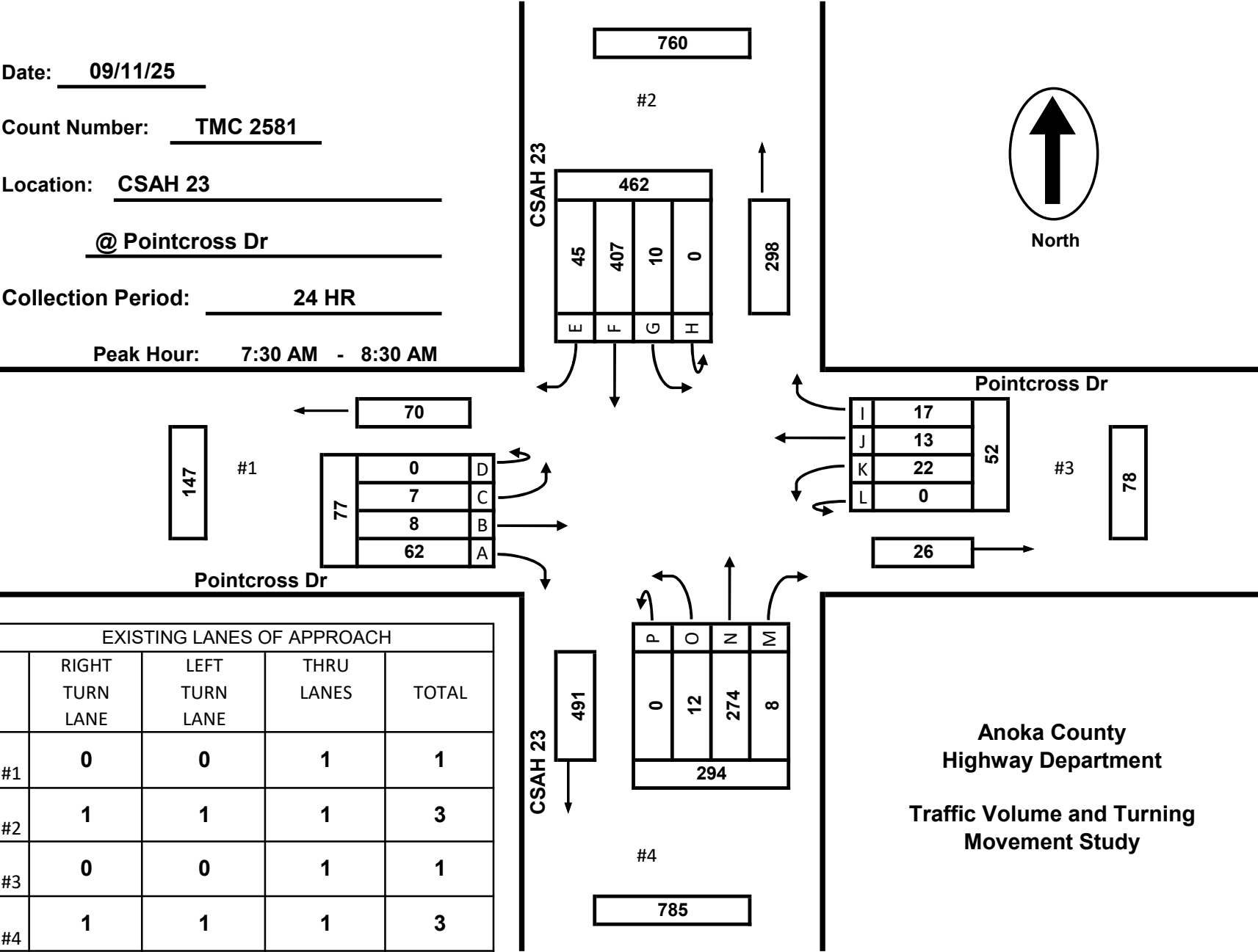
Date: 09/11/25

Count Number: TMC 2581

Location: CSAH 23
@ Pointcross Dr

Collection Period: 24 HR

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



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

Anoka County
Highway Department

Traffic Volume and Turning
Movement Study

Date: 09/11/25

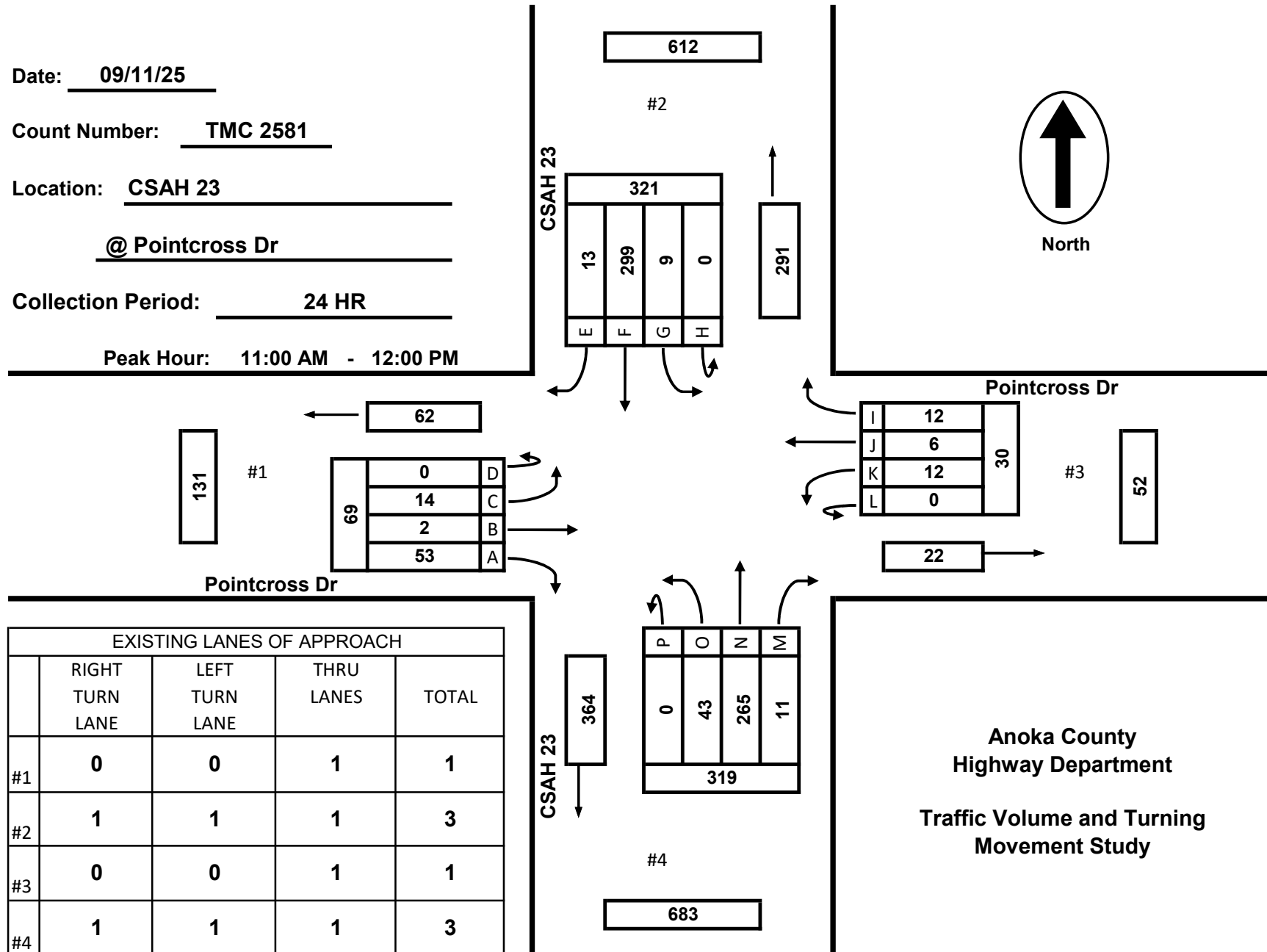
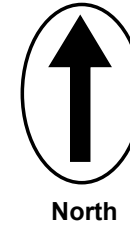
Count Number: TMC 2581

Location: CSAH 23

@ Pointcross Dr

Collection Period: 24 HR

Peak Hour: 11:00 AM - 12:00 PM



Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

Date: 09/11/25

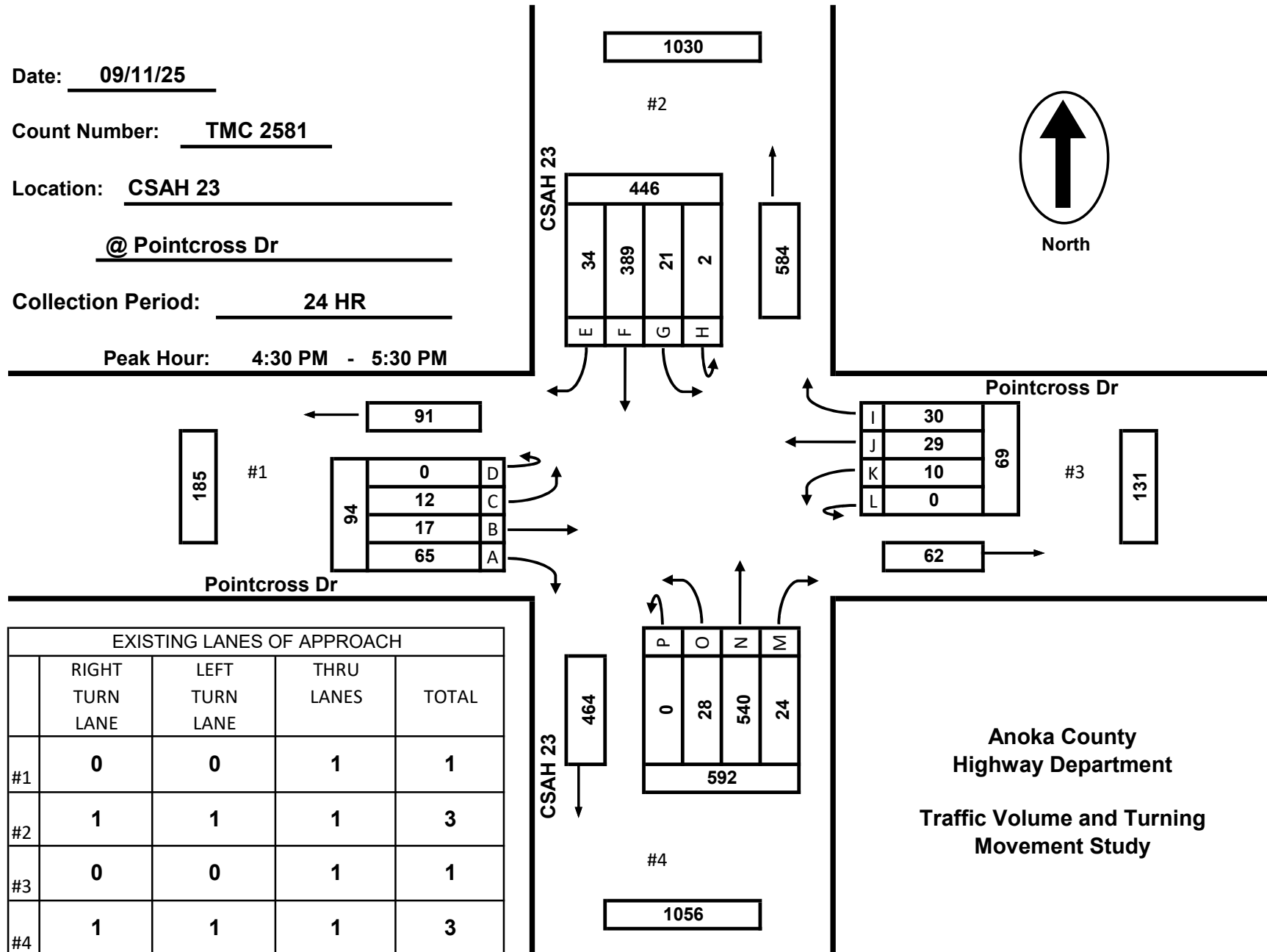
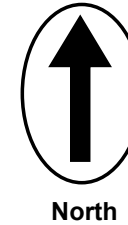
Count Number: TMC 2581

Location: CSAH 23

@ Pointcross Dr

Collection Period: 24 HR

Peak Hour: 4:30 PM - 5:30 PM



Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

TMC 2581 - CSAH 23 @ Pointcross Dr
Circle Pines MN
Thursday, September 11, 2025

Time	Southbound CSAH 23						Westbound Pointcross Dr						Northbound CSAH 23						Eastbound Pointcross Dr						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	6	0	0	6	0	0	0	1	0	1	0	0	3	0	0	3	0	2	0	1	0	3	13
12:15 AM	0	1	5	0	0	6	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	1	0	1	12
12:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	2	3	0	0	5	0	0	0	1	0	1	7
12:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	3	1	0	5	0	0	0	0	0	0	6
Hourly Total	0	1	13	0	0	14	0	0	0	1	0	1	0	4	13	1	0	18	0	2	0	3	0	5	38
1:00 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	7
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	0	0	5	0	1	0	0	0	1	6
1:30 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	7
1:45 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
Hourly Total	0	0	9	0	0	9	0	0	0	0	0	0	0	3	11	0	0	14	0	1	0	1	0	2	25
2:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	1	0	1	7
2:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
2:30 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	1	7
2:45 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	0	10	1	0	11	0	0	0	0	0	0	0	1	8	0	0	9	0	1	0	1	0	2	22
3:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	1	0	1	6
3:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	1	5
3:30 AM	0	0	0	1	0	1	0	0	0	1	0	1	0	0	4	0	0	4	0	0	0	0	0	0	6
3:45 AM	0	0	8	0	0	8	0	0	0	1	0	1	0	0	3	0	0	3	0	2	1	0	0	3	15
Hourly Total	0	0	10	2	0	12	0	0	0	2	0	2	0	0	13	0	0	13	0	3	1	1	0	5	32
4:00 AM	0	0	7	0	0	7	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	9
4:15 AM	0	0	8	0	0	8	0	1	0	1	0	2	0	0	1	0	0	1	0	0	0	2	0	2	13
4:30 AM	0	0	15	0	0	15	0	0	0	0	0	0	0	1	6	0	0	7	0	1	0	7	0	8	30
4:45 AM	0	0	20	0	0	20	0	0	0	1	0	1	0	0	5	0	0	5	0	1	0	4	0	5	31
Hourly Total	0	0	50	0	0	50	0	1	0	2	0	3	0	1	14	0	0	15	0	2	0	13	0	15	83
5:00 AM	0	0	12	0	0	12	0	1	0	2	0	3	0	0	7	0	0	7	0	2	1	14	0	17	39
5:15 AM	0	0	36	0	0	36	0	2	2	1	0	5	0	0	11	0	0	11	0	2	0	7	0	9	61
5:30 AM	0	0	33	0	0	33	0	3	0	0	0	3	0	1	12	0	0	13	0	3	0	18	0	21	70
5:45 AM	0	0	37	0	0	37	0	4	0	2	0	6	0	2	12	0	0	14	0	4	0	14	0	18	75
Hourly Total	0	0	118	0	0	118	0	10	2	5	0	17	0	3	42	0	0	45	0	11	1	53	0	65	245
6:00 AM	0	0	44	0	0	44	0	3	1	2	0	6	0	0	12	0	0	12	0	10	0	13	0	23	85
6:15 AM	0	1	52	1	0	54	0	4	1	3	0	8	0	4	27	0	0	31	0	2	0	12	0	14	107
6:30 AM	0	0	71	2	0	73	0	3	3	1	0	7	0	6	36	0	0	42	0	3	0	22	1	25	147
6:45 AM	0	0	85	0	0	85	0	4	0	9	0	13	0	1	50	0	0	51	0	5	2	19	0	26	175
Hourly Total	0	1	252	3	0	256	0	14	5	15	0	34	0	11	125	0	0	136	0	20	2	66	1	88	514
7:00 AM	0	0	70	3	0	73	0	5	2	7	0	14	0	2	44	0	0	46	0	2	1	27	0	30	163
7:15 AM	0	3	76	4	0	83	0	3	7	2	0	12	0	3	46	1	0	50	0	1	1	21	0	23	168
7:30 AM	0	2	91	30	0	123	0	5	8	7	0	20	0	4	78	3	0	85	0	0	2	17	0	19	247
7:45 AM	0	1	124	12	0	137	0	7	3	6	0	16	0	2	73	2	0	77	0	3	2	20	0	25	255
Hourly Total	0	6	361	49	0	416	0	20	20	22	0	62	0	11	241	6	0	258	0	6	6	85	0	97	833

TMC 2581 - CSAH 23 @ Pointcross Dr
Circle Pines MN
Thursday, September 11, 2025

Time	Southbound CSAH 23						Westbound Pointcross Dr						Northbound CSAH 23						Eastbound Pointcross Dr						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	109	1	0	112	0	2	2	2	0	6	0	5	70	1	0	76	0	2	3	13	0	18	212
8:15 AM	0	5	83	2	0	90	0	8	0	2	0	10	0	1	53	2	0	56	0	2	1	12	0	15	171
8:30 AM	0	0	77	0	0	77	0	3	0	1	0	4	0	3	38	1	0	42	0	2	0	12	0	14	137
8:45 AM	0	2	68	1	0	71	0	2	1	6	0	9	0	1	73	4	0	78	0	1	2	11	0	14	172
Hourly Total	0	9	337	4	0	350	0	15	3	11	0	29	0	10	234	8	0	252	0	7	6	48	0	61	692
9:00 AM	0	4	99	1	0	104	0	6	4	7	0	17	0	5	63	2	0	70	0	4	2	16	0	22	213
9:15 AM	0	5	87	0	0	92	0	2	5	2	0	9	0	11	66	1	0	78	0	5	3	16	0	24	203
9:30 AM	0	1	73	4	1	78	0	1	0	5	0	6	0	6	56	1	0	63	0	1	1	17	0	19	166
9:45 AM	0	1	69	2	0	72	0	1	1	4	0	6	0	6	45	1	0	52	0	0	2	11	0	13	143
Hourly Total	0	11	328	7	1	346	0	10	10	18	0	38	0	28	230	5	0	263	0	10	8	60	0	78	725
10:00 AM	0	2	51	0	0	53	0	0	1	2	0	3	0	8	54	2	0	64	0	2	2	7	0	11	131
10:15 AM	1	2	61	4	0	68	0	7	0	1	0	8	0	6	59	0	0	65	0	3	0	17	0	20	161
10:30 AM	0	2	54	2	0	58	0	1	3	1	0	5	0	3	57	1	0	61	0	3	0	13	0	16	140
10:45 AM	0	1	57	2	0	60	0	1	1	4	0	6	0	5	70	0	0	75	0	4	1	9	0	14	155
Hourly Total	1	7	223	8	0	239	0	9	5	8	0	22	0	22	240	3	0	265	0	12	3	46	0	61	587
11:00 AM	0	4	75	1	0	80	0	3	3	1	0	7	0	11	65	2	0	78	0	5	1	14	0	20	185
11:15 AM	0	1	65	7	0	73	0	2	2	4	0	8	0	8	70	3	0	81	0	4	0	15	0	19	181
11:30 AM	0	2	81	3	1	86	0	5	0	3	0	8	0	12	66	4	0	82	0	2	0	13	0	15	191
11:45 AM	0	2	78	2	0	82	0	2	1	4	0	7	0	12	64	2	0	78	0	3	1	11	0	15	182
Hourly Total	0	9	299	13	1	321	0	12	6	12	0	30	0	43	265	11	0	319	0	14	2	53	0	69	739
12:00 PM	0	5	62	1	0	68	0	3	1	0	0	4	0	7	53	1	0	61	0	1	2	14	0	17	150
12:15 PM	0	2	79	0	0	81	0	0	2	5	0	7	0	8	61	2	0	71	0	1	0	14	0	15	174
12:30 PM	0	1	64	2	1	67	0	3	1	2	0	6	0	15	73	2	0	90	0	0	0	12	0	12	175
12:45 PM	0	4	72	2	0	78	0	1	2	1	0	4	0	15	70	6	1	91	0	2	2	6	0	10	183
Hourly Total	0	12	277	5	1	294	0	7	6	8	0	21	0	45	257	11	1	313	0	4	4	46	0	54	682
1:00 PM	0	1	68	2	0	71	0	3	4	2	0	9	0	7	75	1	0	83	0	5	1	12	0	18	181
1:15 PM	0	1	68	1	0	70	0	0	2	0	1	2	0	18	68	3	0	89	0	2	1	15	0	18	179
1:30 PM	0	2	64	0	0	66	0	0	0	3	0	3	0	12	65	4	0	81	0	4	1	16	0	21	171
1:45 PM	0	3	65	4	0	72	0	0	2	1	0	3	0	14	71	2	0	87	0	7	1	19	0	27	189
Hourly Total	0	7	265	7	0	279	0	3	8	6	1	17	0	51	279	10	0	340	0	18	4	62	0	84	720
2:00 PM	0	2	76	1	0	79	0	2	2	1	0	5	0	6	70	2	0	78	0	4	2	11	0	17	179
2:15 PM	0	0	73	1	0	74	0	1	0	3	0	4	0	14	93	4	0	111	0	3	1	16	0	20	209
2:30 PM	0	3	78	2	0	83	0	1	2	4	0	7	0	10	85	1	0	96	0	1	0	13	0	14	200
2:45 PM	0	3	76	3	1	82	0	3	3	5	0	11	0	16	109	4	0	129	0	3	8	19	0	30	252
Hourly Total	0	8	303	7	1	318	0	7	7	13	0	27	0	46	357	11	0	414	0	11	11	59	0	81	840
3:00 PM	0	1	96	3	1	100	0	1	2	1	0	4	0	8	112	4	0	124	0	1	2	16	0	19	247
3:15 PM	0	14	100	6	0	120	0	1	2	3	0	6	0	9	120	5	0	134	0	2	9	9	0	20	280
3:30 PM	1	7	74	3	0	85	0	2	2	8	0	12	0	5	137	4	0	146	0	3	5	14	0	22	265
3:45 PM	0	9	123	3	0	135	0	2	2	0	0	4	0	6	112	10	0	128	0	3	0	20	0	23	290
Hourly Total	1	31	393	15	1	440	0	6	8	12	0	26	0	28	481	23	0	532	0	9	16	59	0	84	1082

TMC 2581 - CSAH 23 @ Pointcross Dr
Circle Pines MN
Thursday, September 11, 2025

Time	Southbound CSAH 23						Westbound Pointcross Dr						Northbound CSAH 23						Eastbound Pointcross Dr						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	1	7	97	8	1	113	0	3	1	2	0	6	0	4	133	5	3	142	0	0	4	11	0	15	276
4:15 PM	0	6	82	5	0	93	0	2	2	5	0	9	0	11	143	5	0	159	0	2	2	15	0	19	280
4:30 PM	1	3	104	8	0	116	0	0	7	4	1	11	0	6	144	5	0	155	0	0	5	13	0	18	300
4:45 PM	0	2	92	11	0	105	0	0	5	5	0	10	0	8	132	5	0	145	0	3	3	18	0	24	284
Hourly Total	2	18	375	32	1	427	0	5	15	16	1	36	0	29	552	20	3	601	0	5	14	57	0	76	1140
5:00 PM	1	5	103	11	0	120	0	3	12	12	0	27	0	6	139	5	0	150	0	3	7	21	0	31	328
5:15 PM	0	11	90	4	0	105	0	7	5	9	0	21	0	8	125	9	0	142	0	6	2	13	0	21	289
5:30 PM	0	8	86	7	0	101	0	5	3	8	0	16	0	8	115	1	0	124	0	1	5	21	0	27	268
5:45 PM	1	6	81	2	0	90	0	4	3	10	0	17	0	14	103	5	0	122	0	1	0	19	0	20	249
Hourly Total	2	30	360	24	0	416	0	19	23	39	0	81	0	36	482	20	0	538	0	11	14	74	0	99	1134
6:00 PM	1	4	80	4	1	89	0	11	1	3	0	15	0	21	102	5	0	128	0	2	7	13	0	22	254
6:15 PM	0	1	71	2	0	74	0	0	0	3	0	3	0	18	81	2	0	101	0	3	1	11	0	15	193
6:30 PM	0	4	81	6	0	91	0	4	4	1	0	9	0	10	77	1	0	88	0	1	3	8	0	12	200
6:45 PM	0	5	58	0	0	63	0	4	0	6	0	10	0	12	75	5	0	92	0	5	2	15	0	22	187
Hourly Total	1	14	290	12	1	317	0	19	5	13	0	37	0	61	335	13	0	409	0	11	13	47	0	71	834
7:00 PM	1	8	58	3	2	70	0	1	2	2	0	5	0	13	71	3	0	87	0	1	1	12	0	14	176
7:15 PM	0	5	54	3	0	62	0	4	7	7	0	18	0	10	65	3	0	78	0	3	2	9	0	14	172
7:30 PM	0	5	50	1	0	56	0	3	1	3	0	7	0	7	55	4	0	66	0	2	2	8	0	12	141
7:45 PM	0	3	61	1	1	65	0	0	2	1	0	3	0	11	45	2	0	58	0	1	2	7	0	10	136
Hourly Total	1	21	223	8	3	253	0	8	12	13	0	33	0	41	236	12	0	289	0	7	7	36	0	50	625
8:00 PM	0	1	40	2	0	43	0	0	0	3	0	3	0	10	43	1	0	54	1	1	4	8	0	14	114
8:15 PM	0	6	33	0	0	39	0	0	0	0	0	0	0	8	35	3	0	46	0	1	2	7	0	10	95
8:30 PM	0	2	32	1	0	35	0	1	2	1	0	4	0	10	43	3	0	56	0	0	2	5	0	7	102
8:45 PM	0	2	32	1	0	35	0	0	1	1	0	2	0	6	38	2	0	46	0	0	0	9	0	9	92
Hourly Total	0	11	137	4	0	152	0	1	3	5	0	9	0	34	159	9	0	202	1	2	8	29	0	40	403
9:00 PM	0	1	23	1	0	25	0	1	0	3	0	4	0	7	28	2	0	37	0	2	1	12	0	15	81
9:15 PM	0	3	16	0	0	19	0	0	0	0	0	0	0	5	27	5	0	37	0	1	2	6	0	9	65
9:30 PM	0	1	20	1	0	22	0	1	1	1	0	3	0	7	17	2	0	26	0	2	1	10	0	13	64
9:45 PM	1	1	10	1	0	13	0	0	1	1	0	2	0	3	31	1	0	35	0	2	0	1	0	3	53
Hourly Total	1	6	69	3	0	79	0	2	2	5	0	9	0	22	103	10	0	135	0	7	4	29	0	40	263
10:00 PM	0	1	13	2	0	16	0	0	0	2	0	2	0	5	20	2	0	27	0	1	2	2	0	5	50
10:15 PM	0	1	14	0	0	15	0	1	0	0	0	1	0	4	27	2	0	33	0	1	0	1	0	2	51
10:30 PM	0	0	11	0	0	11	0	0	1	1	0	2	0	4	12	2	0	18	0	0	1	4	0	5	36
10:45 PM	0	0	5	0	0	5	0	0	0	0	0	0	0	1	7	3	0	11	0	0	0	1	0	1	17
Hourly Total	0	2	43	2	0	47	0	1	1	3	0	5	0	14	66	9	0	89	0	2	3	8	0	13	154
11:00 PM	0	0	4	1	0	5	0	0	0	0	0	0	0	3	5	1	0	9	0	2	0	0	0	2	16
11:15 PM	0	1	5	0	0	6	0	0	1	2	0	3	0	1	9	0	0	10	0	0	1	4	0	5	24
11:30 PM	0	1	11	0	0	12	0	0	0	0	0	0	0	1	7	0	0	8	0	0	1	3	0	4	24
11:45 PM	1	0	8	0	0	9	0	0	0	0	0	0	0	3	5	0	0	8	0	0	0	0	0	0	17
Hourly Total	1	2	28	1	0	32	0	0	1	2	0	3	0	8	26	1	0	35	0	2	2	7	0	11	81
DAILY TOTAL	10	206	4773	207	10	5196	0	169	142	231	2	542	0	552	4769	183	4	5504	1	178	129	943	1	1251	12493
Cars	10	202	4624	188	8	5024	0	167	140	231	0	538	0	545	4628	181	1	5354	1	174	129	934	1	1238	12154
Heavy Vehicles	0	4	149	19	2	172	0	2	2	0	2	4	0	7	141	2	3	150	0	4	0	9	0	13	339
Heavy Vehicle %	0.00%	1.94%	3.12%	9.18%	20.00%	3.31%	0.00%	1.18%	1.41%	0.00%	100.00%	0.74%	0.00%	1.27%	2.96%	1.09%	75.00%	2.73%	0.00%	2.25%	0.00%	0.95%	0.00%	1.04%	2.71%

TMC 2581 - CSAH 23 @ Pointcross Dr
Circle Pines MN
Thursday, September 11, 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	2	91	30	0	123	0	5	8	7	0	20	0	4	78	3	0	85	0	0	2	17	0	19	247
7:45 AM	0	1	124	12	0	137	0	7	3	6	0	16	0	2	73	2	0	77	0	3	2	20	0	25	255
8:00 AM	0	2	109	1	0	112	0	2	2	2	0	6	0	5	70	1	0	76	0	2	3	13	0	18	212
8:15 AM	0	5	83	2	0	90	0	8	0	2	0	10	0	1	53	2	0	56	0	2	1	12	0	15	171
Peak Hour Total	0	10	407	45	0	462	0	22	13	17	0	52	0	12	274	8	0	294	0	7	8	62	0	77	885
Peak Hour Heavy Vehicles	0	0	20	14	0	34	0	0	1	0	0	1	0	1	12	2	0	15	0	1	0	1	0	2	52
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	4.91%	31.11%	0.00%	7.36%	0.00%	0.00%	7.69%	0.00%	0.00%	1.92%	0.00%	8.33%	4.38%	25.00%	0.00%	5.10%	0.00%	14.29%	0.00%	1.61%	0.00%	2.60%	5.88%
	0.000	0.500	0.821	0.375	0.000	0.843	0.000	0.688	0.406	0.607	0.000	0.650	0.000	0.600	0.878	0.667	0.000	0.865	0.000	0.583	0.667	0.775	0.000	0.770	0.868

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	
11:00 AM	0	4	75	1	0	80	0	3	3	1	0	7	0	11	65	2	0	78	0	5	1	14	0	20	185
11:15 AM	0	1	65	7	0	73	0	2	2	4	0	8	0	8	70	3	0	81	0	4	0	15	0	19	181
11:30 AM	0	2	81	3	1	86	0	5	0	3	0	8	0	12	66	4	0	82	0	2	0	13	0	15	191
11:45 AM	0	2	78	2	0	82	0	2	1	4	0	7	0	12	64	2	0	78	0	3	1	11	0	15	182
Peak Hour Total	0	9	299	13	1	321	0	12	6	12	0	30	0	43	265	11	0	319	0	14	2	53	0	69	739
Peak Hour Heavy Vehicles	0	0	9	1	1	10	0	0	0	0	0	0	0	2	12	0	1	14	0	0	0	1	0	1	25
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	3.01%	7.69%	100.00%	3.12%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.65%	4.53%	0.00%	0.00%	4.39%	0.00%	0.00%	0.00%	1.89%	0.00%	1.45%	3.38%
	0.000	0.563	0.923	0.464	0.250	0.933	0.000	0.600	0.500	0.750	0.000	0.938	0.000	0.896	0.946	0.688	0.000	0.973	0.000	0.700	0.500	0.883	0.000	0.863	0.967

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	
4:30 PM	1	3	104	8	0	116	0	0	7	4	1	11	0	6	144	5	0	155	0	0	5	13	0	18	300
4:45 PM	0	2	92	11	0	105	0	0	5	5	0	10	0	8	132	5	0	145	0	3	3	18	0	24	284
5:00 PM	1	5	103	11	0	120	0	3	12	12	0	27	0	6	139	5	0	150	0	3	7	21	0	31	328
5:15 PM	0	11	90	4	0	105	0	7	5	9	0	21	0	8	125	9	0	142	0	6	2	13	0	21	289
Peak Hour Total	2	21	389	34	0	446	0	10	29	30	1	69	0	28	540	24	0	592	0	12	17	65	0	94	1201
Peak Hour Heavy Vehicles	0	0	6	0	0	6	0	0	0	0	1	0	0	0	7	0	0	7	0	0	0	1	0	1	14
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	1.54%	0.00%	0.00%	1.35%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	1.30%	0.00%	0.00%	1.18%	0.00%	0.00%	0.00%	1.54%	0.00%	1.06%	1.17%
	0.500	0.477	0.935	0.773	0.000	0.929	0.000	0.357	0.604	0.625	0.250	0.639	0.000	0.875	0.938	0.667	0.000	0.955	0.000	0.500	0.607	0.774	0.000	0.758	0.915

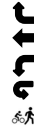
Total Vehicles On Leg			10384		
Vehicles Entering Intersection		5196	Vehicles Exiting Intersection		5188
Southbound					
Cars	188	4624	202	10	8
Heavy	19	149	4	0	2
Total	207	4773	206	10	10



Total Vehicles on Leg 2153	Vehicles Entering Intersection 1251	Eastbound	Cars	Heavy	Total
			1	0	1
			1	0	1
	Vehicles Exiting Intersection 902		174	4	178
			129	0	129
			934	9	943



Daily Volumes



Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 542	Total Vehicles on Leg 1060
231	0	231			
140	2	142			
167	2	169			
0	0	0			
0	2	2		Vehicles Exiting Intersection 518	

Cars	1	0	545	4628	181
Heavy	3	0	7	141	2
Total	4	0	552	4769	183
Northbound					
Vehicles Entering Intersection 5504			Vehicles Exiting Intersection 5885		
Total Vehicles On Leg			11389		

TMC 2581 - CSAH 23 @ Pointcross Dr
Circle Pines MN
Thursday, September 11, 2025

Time	Southbound Heavy CSAH 23						Westbound Heavy Pointcross Dr						Northbound Heavy CSAH 23						Eastbound Heavy Pointcross Dr						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	1	0	0	0	0	0	0	1
2:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
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	2	0	0	2	0	0	0	0	0	0	2
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	2	0	0	2	0	0	0	0	0	0	2
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	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
5:30 AM	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
5:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	1	0	1	5
6:30 AM	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
6:45 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
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	1	0	1	13
7:00 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	1	8	1	0	10	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	11
7:30 AM	0	0	3	13	0	16	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	1	0	1	20
7:45 AM	0	0	3	1	0	4	0	0	1	0	0	1	0	1	6	0	0	7	0	0	0	0	0	0	12
Hourly 'Heavy Vehicles'	0	1	18	15	0	34	0	0	1	0	0	1	0	1	8	2	0	11	0	0	0	1	0	1	47

TMC 2581 - CSAH 23 @ Pointcross Dr
Circle Pines MN
Thursday, September 11, 2025

Time	Southbound Heavy CSAH 23						Westbound Heavy Pointcross Dr						Northbound Heavy CSAH 23						Eastbound Heavy Pointcross Dr						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	10	0	0	<i>10</i>	0	0	0	0	0	<i>0</i>	0	0	4	0	0	<i>4</i>	0	0	0	0	0	<i>0</i>	14
8:15 AM	0	0	4	0	0	<i>4</i>	0	0	0	0	0	<i>0</i>	0	0	1	0	0	<i>1</i>	0	1	0	0	0	<i>1</i>	6
8:30 AM	0	0	5	0	0	<i>5</i>	0	0	0	0	0	<i>0</i>	0	1	0	0	0	<i>1</i>	0	0	0	0	0	<i>0</i>	6
8:45 AM	0	1	5	0	0	<i>6</i>	0	0	0	0	0	<i>0</i>	0	0	1	0	0	<i>1</i>	0	0	0	1	0	<i>1</i>	8
Hourly 'Heavy Vehicles'	0	1	24	0	0	<i>25</i>	0	0	0	0	0	<i>0</i>	0	1	6	0	0	<i>7</i>	0	1	0	1	0	<i>2</i>	34
9:00 AM	0	0	4	0	0	<i>4</i>	0	0	0	0	0	<i>0</i>	0	0	5	0	0	<i>5</i>	0	1	0	0	0	<i>1</i>	10
9:15 AM	0	0	2	0	0	<i>2</i>	0	0	0	0	0	<i>0</i>	0	0	8	0	0	<i>8</i>	0	0	0	0	0	<i>0</i>	10
9:30 AM	0	0	1	0	0	<i>1</i>	0	0	0	0	0	<i>0</i>	0	0	5	0	0	<i>5</i>	0	0	0	0	0	<i>0</i>	6
9:45 AM	0	0	2	0	0	<i>2</i>	0	0	0	0	0	<i>0</i>	0	0	2	0	0	<i>2</i>	0	0	0	0	0	<i>0</i>	4
Hourly 'Heavy Vehicles'	0	0	9	0	0	<i>9</i>	0	0	0	0	0	<i>0</i>	0	0	20	0	0	<i>20</i>	0	1	0	0	0	<i>1</i>	30
10:00 AM	0	0	5	0	0	<i>5</i>	0	0	0	0	0	<i>0</i>	0	0	2	0	0	<i>2</i>	0	0	0	0	0	<i>0</i>	7
10:15 AM	0	0	1	0	0	<i>1</i>	0	0	0	0	0	<i>0</i>	0	0	2	0	0	<i>2</i>	0	0	0	0	0	<i>0</i>	3
10:30 AM	0	0	2	0	0	<i>2</i>	0	0	0	0	0	<i>0</i>	0	0	2	0	0	<i>2</i>	0	0	0	0	0	<i>0</i>	4
10:45 AM	0	0	3	0	0	<i>3</i>	0	0	0	0	0	<i>0</i>	0	0	1	0	0	<i>1</i>	0	0	0	0	0	<i>0</i>	4
Hourly 'Heavy Vehicles'	0	0	11	0	0	<i>11</i>	0	0	0	0	0	<i>0</i>	0	0	7	0	0	<i>7</i>	0	0	0	0	0	<i>0</i>	18
11:00 AM	0	0	2	0	0	<i>2</i>	0	0	0	0	0	<i>0</i>	0	0	3	0	0	<i>3</i>	0	0	0	0	0	<i>0</i>	5
11:15 AM	0	0	5	0	0	<i>5</i>	0	0	0	0	0	<i>0</i>	0	0	2	0	0	<i>2</i>	0	0	0	0	0	<i>0</i>	7
11:30 AM	0	0	1	1	1	<i>2</i>	0	0	0	0	0	<i>0</i>	0	1	3	0	0	<i>4</i>	0	0	0	1	0	<i>1</i>	7
11:45 AM	0	0	1	0	0	<i>1</i>	0	0	0	0	0	<i>0</i>	0	1	4	0	0	<i>5</i>	0	0	0	0	0	<i>0</i>	6
Hourly 'Heavy Vehicles'	0	0	9	1	1	<i>10</i>	0	0	0	0	0	<i>0</i>	0	2	12	0	0	<i>14</i>	0	0	0	1	0	<i>1</i>	25
12:00 PM	0	0	1	0	0	<i>1</i>	0	0	0	0	0	<i>0</i>	0	0	2	0	0	<i>2</i>	0	0	0	0	0	<i>0</i>	3
12:15 PM	0	0	2	0	0	<i>2</i>	0	0	0	0	0	<i>0</i>	0	0	2	0	0	<i>2</i>	0	0	0	0	0	<i>0</i>	4
12:30 PM	0	0	3	1	1	<i>4</i>	0	0	0	0	0	<i>0</i>	0	2	8	0	0	<i>10</i>	0	0	0	0	0	<i>0</i>	14
12:45 PM	0	0	4	0	0	<i>4</i>	0	0	0	0	0	<i>0</i>	0	0	3	0	1	<i>3</i>	0	0	0	0	0	<i>0</i>	7
Hourly 'Heavy Vehicles'	0	0	10	1	1	<i>11</i>	0	0	0	0	0	<i>0</i>	0	2	15	0	1	<i>17</i>	0	0	0	0	0	<i>0</i>	28
1:00 PM	0	0	5	1	0	<i>6</i>	0	0	0	0	0	<i>0</i>	0	0	2	0	0	<i>2</i>	0	0	0	0	0	<i>0</i>	8
1:15 PM	0	0	2	0	0	<i>2</i>	0	0	0	0	1	<i>0</i>	0	0	4	0	0	<i>4</i>	0	0	0	0	0	<i>0</i>	6
1:30 PM	0	0	4	0	0	<i>4</i>	0	0	0	0	0	<i>0</i>	0	0	1	0	0	<i>1</i>	0	0	0	0	0	<i>0</i>	5
1:45 PM	0	0	2	0	0	<i>2</i>	0	0	0	0	0	<i>0</i>	0	0	0	0	0	<i>0</i>	0	0	0	1	0	<i>1</i>	3
Hourly 'Heavy Vehicles'	0	0	13	1	0	<i>14</i>	0	0	0	0	1	<i>0</i>	0	0	7	0	0	<i>7</i>	0	0	0	1	0	<i>1</i>	22
2:00 PM	0	0	3	0	0	<i>3</i>	0	0	1	0	0	<i>1</i>	0	0	1	0	0	<i>1</i>	0	0	0	0	0	<i>0</i>	5
2:15 PM	0	0	4	0	0	<i>4</i>	0	0	0	0	0	<i>0</i>	0	0	2	0	0	<i>2</i>	0	0	0	1	0	<i>1</i>	7
2:30 PM	0	0	3	0	0	<i>3</i>	0	0	0	0	0	<i>0</i>	0	0	4	0	0	<i>4</i>	0	1	0	0	0	<i>1</i>	8
2:45 PM	0	0	5	0	0	<i>5</i>	0	0	0	0	0	<i>0</i>	0	0	1	0	0	<i>1</i>	0	0	0	0	0	<i>0</i>	6
Hourly 'Heavy Vehicles'	0	0	15	0	0	<i>15</i>	0	0	1	0	0	<i>1</i>	0	0	8	0	0	<i>8</i>	0	1	0	1	0	<i>2</i>	26
3:00 PM	0	0	7	0	0	<i>7</i>	0	0	0	0	0	<i>0</i>	0	0	1	0	0	<i>1</i>	0	0	0	0	0	<i>0</i>	8
3:15 PM	0	1	3	0	0	<i>4</i>	0	0	0	0	0	<i>0</i>	0	0	3	0	0	<i>3</i>	0	0	0	0	0	<i>0</i>	7
3:30 PM	0	0	4	0	0	<i>4</i>	0	0	0	0	0	<i>0</i>	0	0	6	0	0	<i>6</i>	0	1	0	0	0	<i>1</i>	11
3:45 PM	0	0	4	1	0	<i>5</i>	0	0	0	0	0	<i>0</i>	0	0	2	0	0	<i>2</i>	0	0	0	0	0	<i>0</i>	7
Hourly 'Heavy Vehicles'	0	1	18	1	0	<i>20</i>	0	0	0	0	0	<i>0</i>	0	0	12	0	0	<i>12</i>	0	1	0	0	0	<i>1</i>	33

TMC 2581 - CSAH 23 @ Pointcross Dr
Circle Pines MN
Thursday, September 11, 2025

Time	Southbound Heavy CSAH 23						Westbound Heavy Pointcross Dr						Northbound Heavy CSAH 23						Eastbound Heavy Pointcross Dr						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	1	5	0	0	6	0	0	0	0	0	0	0	0	11	0	2	11	0	0	0	1	0	0	18
4:15 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10
4:30 PM	0	0	3	0	0	3	0	0	0	0	1	0	0	0	3	0	0	3	0	0	0	0	0	0	6
4:45 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
Hourly 'Heavy Vehicles'	0	1	12	0	0	13	0	0	0	0	1	0	0	0	24	0	2	24	0	0	0	1	0	1	38
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	3
5:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 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
5:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	1	0	1	8
6:00 PM	0	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
6:15 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
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	2	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	4
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	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
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	1	0	1	3
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
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	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
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY 'Heavy Vehicles'	0	4	149	19	2	172	0	2	2	0	2	4	0	7	141	2	3	150	0	4	0	9	0	13	339

Traffic Signal Warrant Analysis

Warrants 1 - 3 (Volume Warrants)

TMC	2581
Date	09/11/2025
Intersection Geometrics	Thru-Stop

Intersection Information			
Major Street (N/S Road)	CSAH 23	Minor Street (E/W Road)	Pointcross Dr.
Analyzed with	2 or more approach lanes	Analyzed with	1 Approach Lane
Total Approach Volume	10700 vehicles	Total Approach Volume	1793 vehicles
Total Ped/Bike Volume	14 crossings	Total Ped/Bike Volume	3 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

No high speed or isolated community reduction applied to the Volume Warrant thresholds.

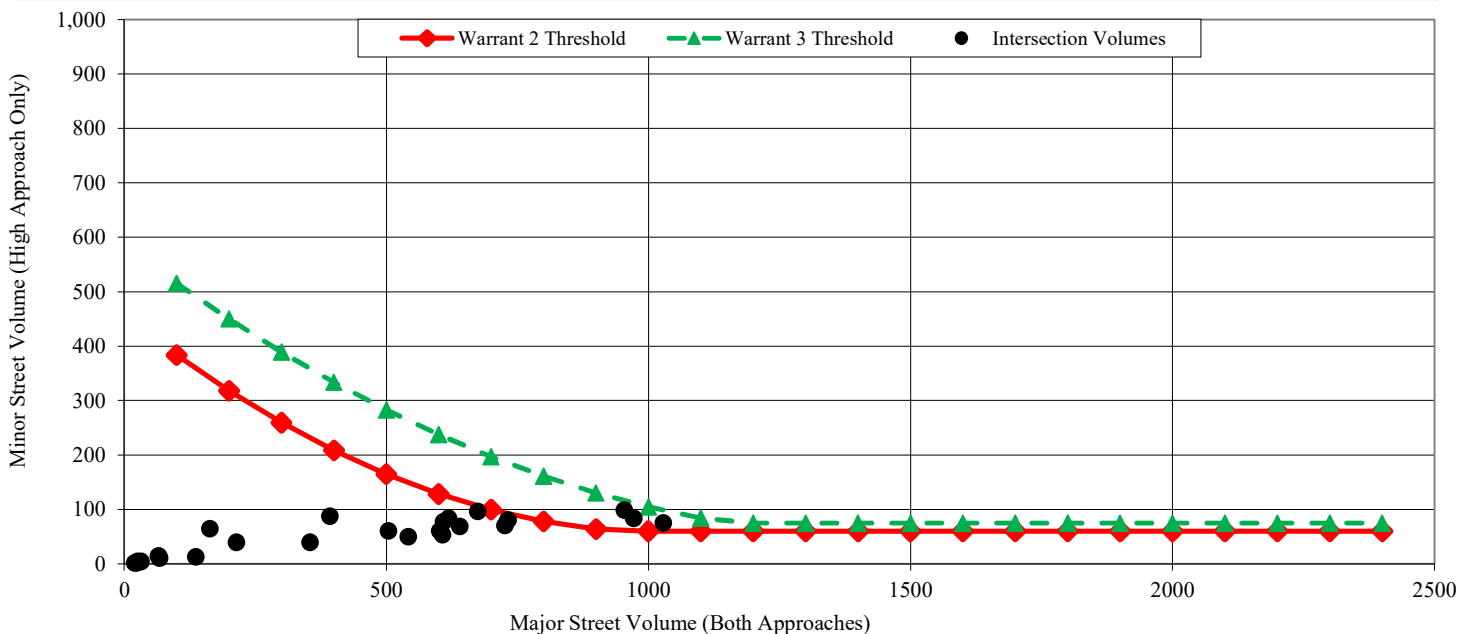
Warrant 1, Eight Hour Vehicular Volume			
	Condition A	Condition B	Condition A+B*
Condition Satisfied?	Not Satisfied	Not Satisfied	Not Satisfied
Required values reached for	0 hours	7 hours	5 (Cond. A) & 13 (Cond. B)
Criteria - Major Street (veh/hr)	420	630	336 (Cond. A) & 504 (Cond. B)
Criteria - Minor Street (veh/hr)	105	53	84 (Cond. A) & 42 (Cond. B)

* Should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

Warrant 2, Four Hour Vehicular Volume	
Condition Satisfied?	Not Satisfied
Required values reached for	3 hours
Criteria	See Figure Below

Warrant 3, Peak Hour Vehicular Volume		
	Condition A	Condition B
Condition Satisfied?	Not Examined	Not Satisfied
Required values reached for		0 hours
Criteria - Total Approach Volume (veh in one hour)		See Figure Below
Criteria - Minor Street High Side Volume (veh in one hour)		
Criteria - Minor Street High Side Delay (veh-hrs)		

Figure 4C-2 (Warrant 2 - 70% Factor) & Figure 4C-4 (Warrant 3 - 70% Factor)



Traffic Signal Warrant Analysis

Multi-Way Stop Warrants

TMC	2581
Date	09/11/2025
Intersection Geometrics	Thru-Stop

Intersection Information			
Major Street (N/S Road)	CSAH 23	Minor Street (E/W Road)	Pointcross Dr.
Analyzed with	2 or more approach lanes	Analyzed with	1 Approach Lane
Total Approach Volume	10700 vehicles	Total Approach Volume	1793 vehicles
Total Ped/Bike Volume	14 crossings	Total Ped/Bike Volume	3 crossings
Right turn reduction of	0 percent applied	Right turn reduction of	0 percent applied

Reduction applied to Multi-Way Stop Warrant thresholds due to high speeds on CSAH 23.

Condition A - Traffic Signal Warrant	
Condition Satisfied?	Not Examined
Criteria*	

* Multi-way stop control may be used as an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

Condition B - Crash Experience	
Condition Satisfied?	Not Examined
Required values reached for	
Criteria - Crash Experience	

Condition C - Intersection Volume & Delay	
Condition Satisfied?	Not Satisfied
Required values reached for	2 hours & sec. average delay/veh
Criteria - Major Street (veh/hr)	210 for any 8 hours of an average day
Criteria - Minor Street (total vol-veh, ped, & bikes/hr)	140 for the same 8 hours of an average day
Criteria - Delay (average sec/veh)	30 during the highest hour

Condition D - Combination Volume, Crash Experience, & Delay	
Condition Satisfied?	Not Examined
Required values reached for	
Criteria - Major Street (veh/hr)	
Criteria - Minor Street (total vol-veh, ped, & bikes/hr)	
Criteria - Crash Experience	
Criteria - Delay (average sec/veh)	