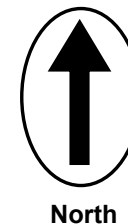
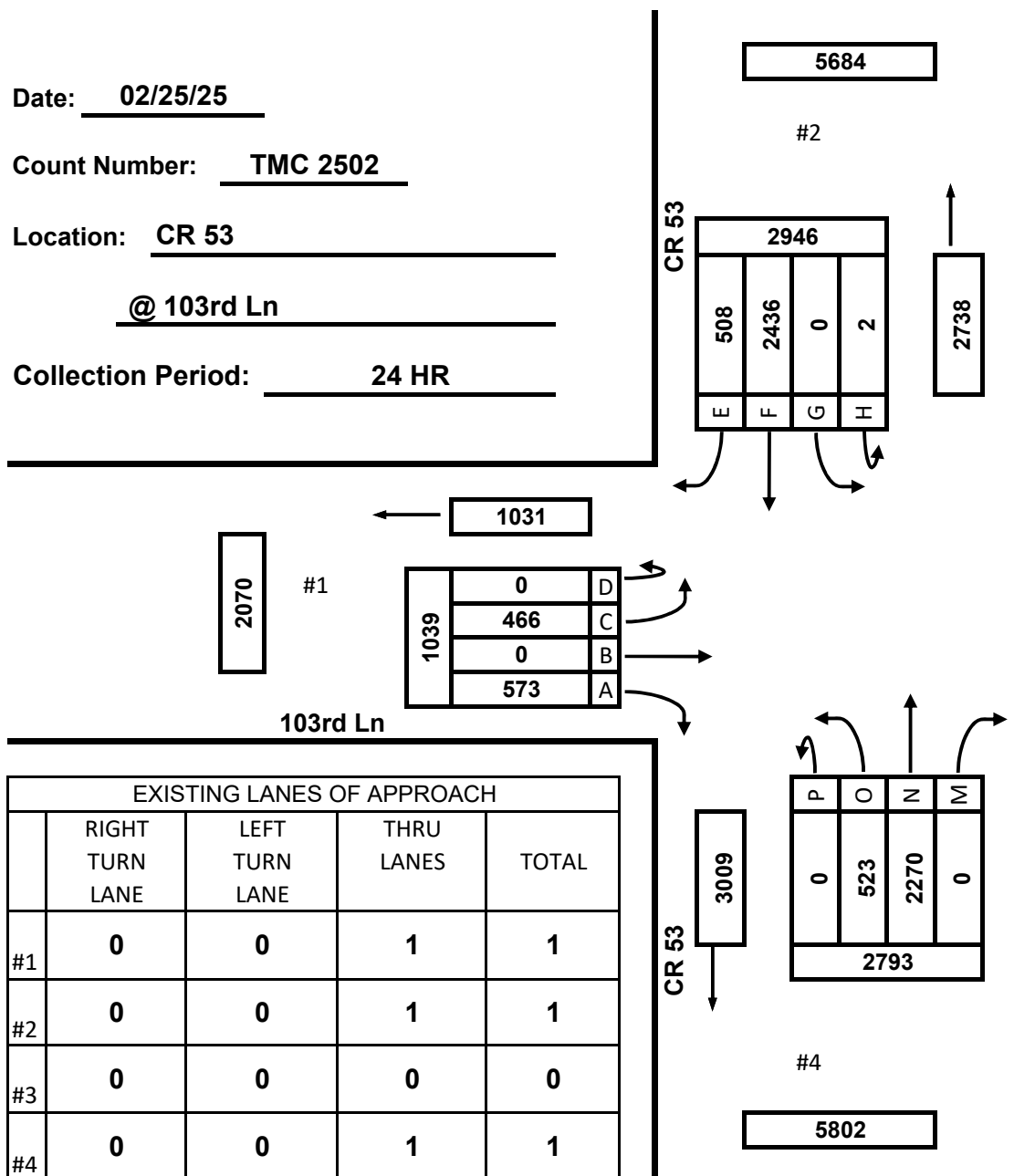


Date: 02/25/25

Count Number: TMC 2502

Location: CR 53
@ 103rd Ln

Collection Period: 24 HR



Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

Date: 02/25/25

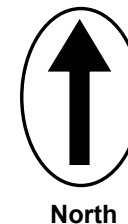
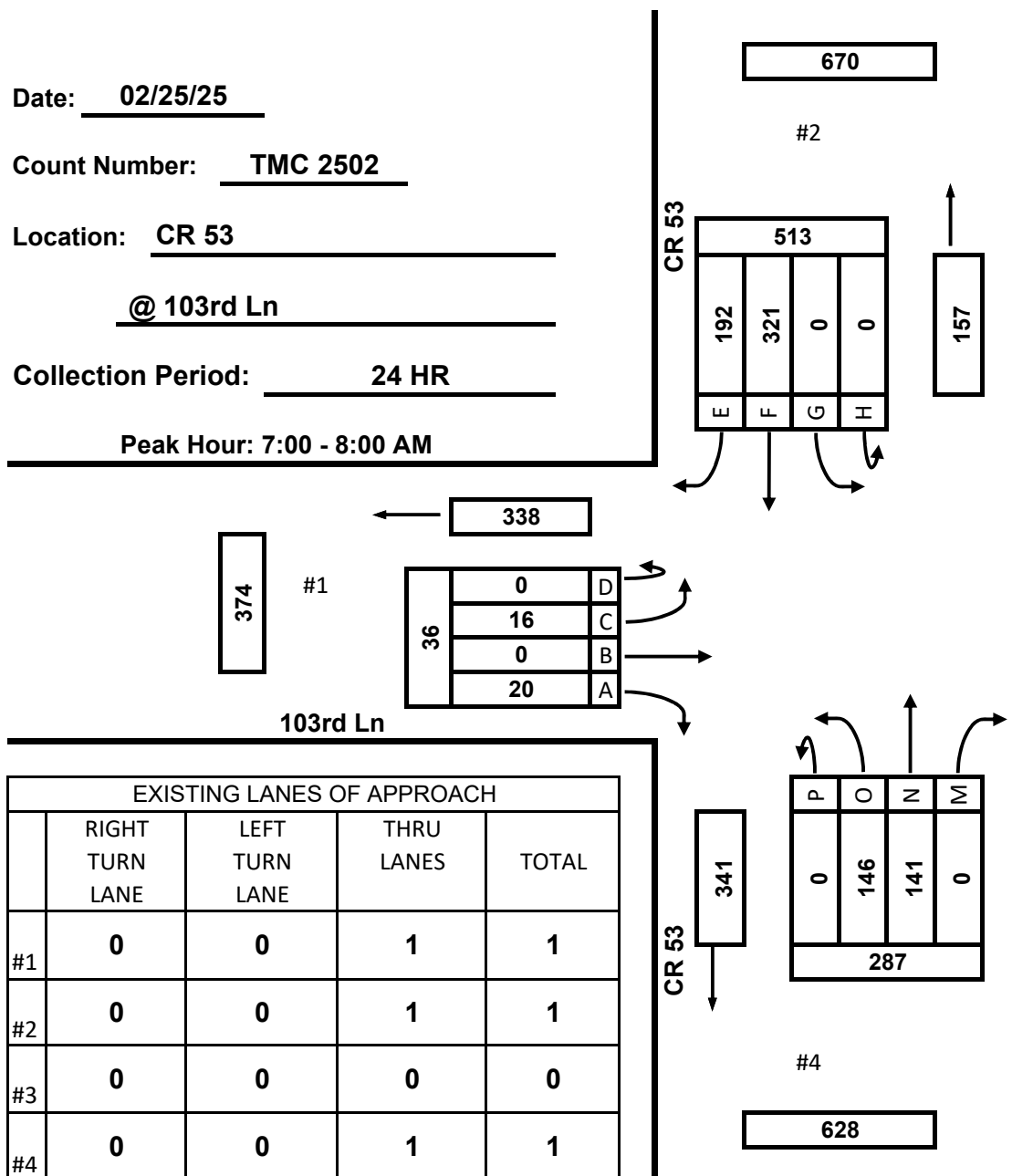
Count Number: TMC 2502

Location: CR 53

@ 103rd Ln

Collection Period: 24 HR

Peak Hour: 7:00 - 8:00 AM



Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

Date: 02/25/25

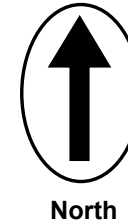
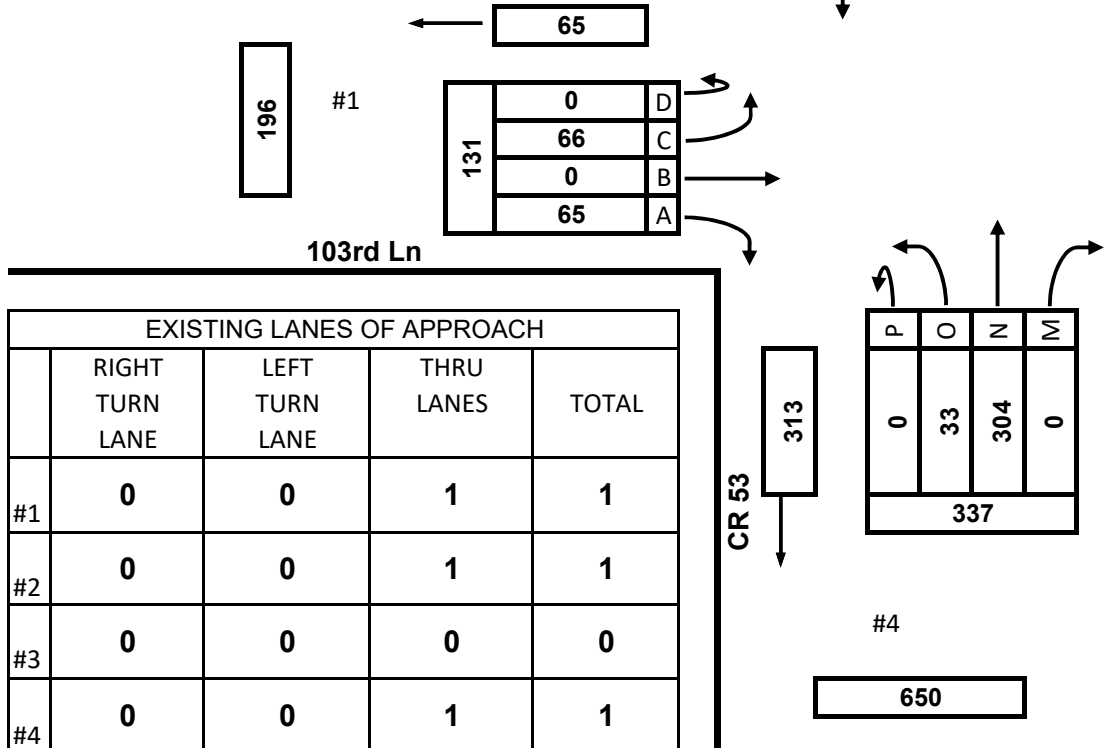
Count Number: TMC 2502

Location: CR 53

@ 103rd Ln

Collection Period: 24 HR

Peak Hour: 3:45 - 4:45 PM



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

**TMC 2502 - CR 53 @ 103rd Ln
Blaine MN
Tuesday, February 25, 2025**

Time	Southbound CR 53						Westbound 0						Northbound CR 53						Eastbound 103rd Ln						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	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5
12:15 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
12:30 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
12:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	3
Hourly Total	0	0	5	0	0	5	0	0	0	0	0	0	0	0	7	0	0	7	0	1	0	0	0	1	13
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	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
1:30 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
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 Total	0	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
2:30 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
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 Total	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
3:00 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	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
3:30 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
3:45 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 Total	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	6
4:00 AM	1	0	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:15 AM	0	0	2	2	0	4	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6
4:30 AM	0	0	1	1	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
4:45 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
Hourly Total	1	0	7	4	0	12	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	18
5:00 AM	0	0	6	0	0	6	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	1	0	1	13
5:15 AM	0	0	10	0	0	10	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	15
5:30 AM	0	0	13	0	0	13	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	2	0	2	21
5:45 AM	0	0	16	0	0	16	0	0	0	0	0	0	0	2	8	0	0	10	0	0	0	0	0	0	26
Hourly Total	0	0	45	0	0	45	0	0	0	0	0	0	0	4	23	0	0	27	0	0	0	3	0	3	75
6:00 AM	0	0	13	1	0	14	0	0	0	0	0	0	0	2	16	0	0	18	0	0	0	3	0	3	35
6:15 AM	0	0	25	0	0	25	0	0	0	0	0	0	0	1	8	0	0	9	0	2	0	1	0	3	37
6:30 AM	0	0	35	2	0	37	0	0	0	0	0	0	0	7	23	0	0	30	0	2	0	3	0	5	72
6:45 AM	0	0	42	4	0	46	0	0	0	0	0	0	0	4	25	0	0	29	0	0	0	2	0	2	77
Hourly Total	0	0	115	7	0	122	0	0	0	0	0	0	0	14	72	0	0	86	0	4	0	9	0	13	221
7:00 AM	0	0	48	8	1	56	0	0	0	0	0	0	0	9	18	0	0	27	0	1	0	3	1	4	87
7:15 AM	0	0	72	16	0	88	0	0	0	0	0	0	0	23	33	0	0	56	0	2	0	4	0	6	150
7:30 AM	0	0	100	105	0	205	0	0	0	0	0	0	0	69	34	0	0	103	0	7	0	9	0	16	324
7:45 AM	0	0	101	63	0	164	0	0	0	0	0	0	0	45	56	0	0	101	0	6	0	4	0	10	275
Hourly Total	0	0	321	192	1	513	0	0	0	0	0	0	0	146	141	0	0	287	0	16	0	20	1	36	836

**TMC 2502 - CR 53 @ 103rd Ln
Blaine MN**

Tuesday, February 25, 2025

Time	Southbound CR 53						Westbound 0						Northbound CR 53						Eastbound 103rd Ln						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>	
8:00 AM	0	0	45	5	0	50	0	0	0	0	0	0	0	6	20	0	0	26	0	1	0	4	0	5	81
8:15 AM	0	0	31	5	0	36	0	0	0	0	0	0	0	5	20	0	0	25	0	0	0	4	0	4	65
8:30 AM	0	0	28	9	0	37	0	0	0	0	0	0	0	11	22	0	0	33	0	0	0	2	0	2	72
8:45 AM	0	0	47	8	0	55	0	0	0	0	0	0	0	5	30	0	0	35	0	0	0	4	0	4	94
Hourly Total	0	0	151	27	0	178	0	0	0	0	0	0	0	27	92	0	0	119	0	1	0	14	0	15	312
9:00 AM	0	0	48	11	0	59	0	0	0	0	0	0	0	0	29	0	0	29	0	13	0	9	0	22	110
9:15 AM	0	0	39	2	0	41	0	0	0	0	0	0	0	4	33	0	0	37	0	5	0	2	0	7	85
9:30 AM	0	0	24	4	0	28	0	0	0	0	0	0	0	8	27	0	0	35	0	2	0	2	0	4	67
9:45 AM	0	0	17	5	0	22	0	0	0	0	0	0	0	5	21	0	0	26	0	9	0	13	0	22	70
Hourly Total	0	0	128	22	0	150	0	0	0	0	0	0	0	17	110	0	0	127	0	29	0	26	0	55	332
10:00 AM	0	0	23	3	0	26	0	0	0	0	0	0	0	3	34	0	0	37	0	1	0	5	0	6	69
10:15 AM	0	0	32	1	0	33	0	0	0	0	0	0	0	5	16	0	0	21	0	0	0	8	0	8	62
10:30 AM	0	0	19	1	0	20	0	0	0	0	0	0	0	2	27	0	0	29	0	1	0	2	0	3	52
10:45 AM	0	0	21	4	0	25	0	0	0	0	0	0	0	4	26	0	0	30	0	21	0	34	0	55	110
Hourly Total	0	0	95	9	0	104	0	0	0	0	0	0	0	14	103	0	0	117	0	23	0	49	0	72	293
11:00 AM	0	0	31	1	0	32	0	0	0	0	0	0	0	5	22	0	0	27	0	1	0	8	0	9	68
11:15 AM	0	0	26	2	0	28	0	0	0	0	0	0	0	3	28	0	0	31	0	1	0	4	0	5	64
11:30 AM	0	0	32	1	0	33	0	0	0	0	0	0	0	8	40	0	0	48	0	2	0	8	0	10	91
11:45 AM	0	0	23	8	0	31	0	0	0	0	0	0	0	5	34	0	0	39	0	7	0	8	0	15	85
Hourly Total	0	0	112	12	0	124	0	0	0	0	0	0	0	21	124	0	0	145	0	11	0	28	0	39	308
12:00 PM	0	0	30	2	0	32	0	0	0	0	0	0	0	4	35	0	0	39	0	1	0	4	0	5	76
12:15 PM	0	0	30	3	0	33	0	0	0	0	0	0	0	3	18	0	0	21	0	2	0	5	0	7	61
12:30 PM	0	0	24	6	0	30	0	0	0	0	0	0	0	2	30	0	0	32	0	1	0	4	0	5	67
12:45 PM	0	0	32	3	0	35	0	0	0	0	0	0	0	1	40	0	0	41	0	18	0	8	0	26	102
Hourly Total	0	0	116	14	0	130	0	0	0	0	0	0	0	10	123	0	0	133	0	22	0	21	0	43	306
1:00 PM	0	0	31	2	0	33	0	0	0	0	0	0	0	0	29	0	0	29	0	4	0	2	0	6	68
1:15 PM	0	0	28	3	0	31	0	0	0	0	0	0	0	3	31	0	0	34	0	1	0	3	0	4	69
1:30 PM	0	0	50	4	0	54	0	0	0	0	0	0	0	1	19	0	0	20	0	2	0	4	0	6	80
1:45 PM	0	0	42	4	0	46	0	0	0	0	0	0	0	5	30	0	0	35	0	15	0	12	0	27	108
Hourly Total	0	0	151	13	0	164	0	0	0	0	0	0	0	9	109	0	0	118	0	22	0	21	0	43	325
2:00 PM	0	0	27	1	0	28	0	0	0	0	0	0	0	8	23	0	0	31	0	1	0	7	0	8	67
2:15 PM	0	0	44	4	0	48	0	0	0	0	0	0	0	17	34	0	0	51	0	8	0	11	0	19	118
2:30 PM	0	0	40	15	0	55	0	0	0	0	0	0	0	15	47	0	0	62	0	22	0	34	0	56	173
2:45 PM	0	0	43	7	0	50	0	0	0	0	0	0	0	11	107	0	2	118	0	46	0	48	0	94	262
Hourly Total	0	0	154	27	0	181	0	0	0	0	0	0	0	51	211	0	2	262	0	77	0	100	0	177	620
3:00 PM	0	0	49	9	0	58	0	0	0	0	0	0	0	10	55	0	0	65	0	14	0	18	0	32	155
3:15 PM	0	0	46	11	0	57	0	0	0	0	0	0	0	10	55	0	2	65	0	11	0	13	0	24	146
3:30 PM	0	0	47	7	0	54	0	0	0	0	0	0	0	4	45	0	0	49	0	9	0	7	0	16	119
3:45 PM	0	0	54	15	0	69	0	0	0	0	0	0	0	9	78	0	0	87	0	22	0	20	0	42	198
Hourly Total	0	0	196	42	0	238	0	0	0	0	0	0	0	33	233	0	2	266	0	56	0	58	0	114	618

**TMC 2502 - CR 53 @ 103rd Ln
Blaine MN**

Tuesday, February 25, 2025

Time	Southbound CR 53						Westbound 0						Northbound CR 53						Eastbound 103rd Ln						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehcle Approach Total</i>	
4:00 PM	0	0	55	8	0	63	0	0	0	0	0	0	0	10	81	0	0	0	0	21	0	19	0	40	194
4:15 PM	0	0	69	5	0	74	0	0	0	0	0	0	0	10	68	0	0	0	0	15	0	20	0	35	187
4:30 PM	0	0	70	4	0	74	0	0	0	0	0	0	0	4	77	0	0	0	0	8	0	6	0	14	169
4:45 PM	0	0	63	5	0	68	0	0	0	0	0	0	0	10	71	0	0	0	0	14	0	4	0	18	167
Hourly Total	0	0	257	22	0	279	0	0	0	0	0	0	0	34	297	0	0	0	0	58	0	49	0	107	717
5:00 PM	0	0	49	13	0	62	0	0	0	0	0	0	0	19	57	0	0	0	0	21	0	17	0	38	176
5:15 PM	0	0	57	4	0	61	0	0	0	0	0	0	0	3	56	0	0	0	0	7	0	12	0	19	139
5:30 PM	0	0	49	6	0	55	0	0	0	0	0	0	0	7	58	0	0	0	0	4	0	4	0	8	128
5:45 PM	0	0	46	13	0	59	0	0	0	0	0	0	0	16	42	0	0	0	0	6	0	4	0	10	127
Hourly Total	0	0	201	36	0	237	0	0	0	0	0	0	0	45	213	0	0	0	0	38	0	37	0	75	570
6:00 PM	0	0	30	6	0	36	0	0	0	0	0	0	0	7	46	0	0	0	0	2	0	4	0	6	95
6:15 PM	0	0	35	4	0	39	0	0	0	0	0	0	0	4	52	0	0	0	0	3	0	2	0	5	100
6:30 PM	0	0	28	6	0	34	0	0	0	0	0	0	0	8	35	0	0	0	0	8	0	13	0	21	98
6:45 PM	0	0	27	15	0	42	0	0	0	0	0	0	0	11	28	0	0	0	0	7	0	9	0	16	97
Hourly Total	0	0	120	31	0	151	0	0	0	0	0	0	0	30	161	0	0	0	0	20	0	28	0	48	390
7:00 PM	0	0	41	5	0	46	0	0	0	0	0	0	0	5	24	0	0	0	0	10	0	13	0	23	98
7:15 PM	0	0	27	6	0	33	0	0	0	0	0	0	0	8	30	0	0	0	0	5	0	8	0	13	84
7:30 PM	0	0	19	1	0	20	0	0	0	0	0	0	0	1	29	0	0	0	0	2	0	4	0	6	56
7:45 PM	0	0	25	6	0	31	0	0	0	0	0	0	0	10	15	0	0	0	0	12	0	17	0	29	85
Hourly Total	0	0	112	18	0	130	0	0	0	0	0	0	0	24	98	0	0	0	0	29	0	42	0	71	323
8:00 PM	0	0	22	2	0	24	0	0	0	0	0	0	0	3	20	0	0	0	0	10	0	9	0	19	66
8:15 PM	0	0	18	7	0	25	0	0	0	0	0	0	0	8	20	0	0	0	0	3	0	2	1	5	58
8:30 PM	1	0	16	1	0	18	0	0	0	0	0	0	0	4	19	0	0	0	0	21	0	15	0	36	77
8:45 PM	0	0	15	6	0	21	0	0	0	0	0	0	0	7	11	0	0	0	0	4	0	1	0	5	44
Hourly Total	1	0	71	16	0	88	0	0	0	0	0	0	0	22	70	0	0	0	0	38	0	27	1	65	245
9:00 PM	0	0	15	6	0	21	0	0	0	0	0	0	0	4	12	0	0	0	0	2	0	3	0	5	42
9:15 PM	0	0	7	7	0	14	0	0	0	0	0	0	0	10	13	0	0	0	0	5	0	7	0	12	49
9:30 PM	0	0	12	0	0	12	0	0	0	0	0	0	0	1	8	0	0	0	0	6	0	12	0	18	39
9:45 PM	0	0	10	0	0	10	0	0	0	0	0	0	0	1	5	0	0	0	0	0	0	3	0	3	19
Hourly Total	0	0	44	13	0	57	0	0	0	0	0	0	0	16	38	0	0	0	0	13	0	25	0	38	149
10:00 PM	0	0	5	1	0	6	0	0	0	0	0	0	0	1	10	0	0	0	0	0	0	1	0	1	18
10:15 PM	0	0	7	2	0	9	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	17
10:30 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	5	0	6	15
10:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	9	0	0	0	0	6	0	7	0	13	24
Hourly Total	0	0	17	3	0	20	0	0	0	0	0	0	0	4	30	0	0	0	0	7	0	13	0	20	74
11:00 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	1	7
11:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	4
11:30 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0	2	6
11:45 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	0	9	0	0	9	0	0	0	0	0	0	0	1	8	0	0	0	0	0	0	3	1	3	21
DAILY TOTAL	2	0	2436	508	1	2946	0	0	0	0	0	0	0	523	2270	0	4	2793	0	466	0	573	3	1039	6778
Cars	2	0	2382	500	1	2884	0	0	0	0	0	0	0	499	2195	0	4	2694	0	451	0	555	3	1006	6584
Heavy Vehicles	0	0	54	8	0	62	0	0	0	0	0	0	0	24	75	0	0	99	0	15	0	18	0	33	194
Heavy Vehicle %	0.00%	0.00%	2.22%	1.57%	0.00%	2.10%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.59%	3.30%	0.00%	0.00%	3.54%	0.00%	3.22%	0.00%	3.14%	0.00%	3.18%	2.86%

**TMC 2502 - CR 53 @ 103rd Ln
Blaine MN**

Tuesday, February 25, 2025

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	0	48	8	1	56	0	0	0	0	0	0	0	9	18	0	0	27	0	1	0	3	1	4	87
7:15 AM	0	0	72	16	0	88	0	0	0	0	0	0	0	23	33	0	0	56	0	2	0	4	0	6	150
7:30 AM	0	0	100	105	0	205	0	0	0	0	0	0	0	69	34	0	0	103	0	7	0	9	0	16	324
7:45 AM	0	0	101	63	0	164	0	0	0	0	0	0	0	45	56	0	0	101	0	6	0	4	0	10	275
Peak Hour Total PHF	0	0	321	192	1	513	0	0	0	0	0	0	0	146	141	0	0	287	0	16	0	20	1	36	836
	0.000	0.000	0.795	0.457	0.250	0.626	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.529	0.629	0.000	0.000	0.697	0.000	0.571	0.000	0.556	0.250	0.563	0.645

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	
3:45 PM	0	0	54	15	0	69	0	0	0	0	0	0	0	9	78	0	0	87	0	22	0	20	0	42	198
4:00 PM	0	0	55	8	0	63	0	0	0	0	0	0	0	10	81	0	0	91	0	21	0	19	0	40	194
4:15 PM	0	0	69	5	0	74	0	0	0	0	0	0	0	10	68	0	0	78	0	15	0	20	0	35	187
4:30 PM	0	0	70	4	0	74	0	0	0	0	0	0	0	4	77	0	0	81	0	8	0	6	0	14	169
Peak Hour Total PHF	0	0	248	32	0	280	0	0	0	0	0	0	0	33	304	0	0	337	0	66	0	65	0	131	748
	0.000	0.000	0.886	0.533	0.000	0.946	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.825	0.938	0.000	0.000	0.926	0.000	0.750	0.000	0.813	0.000	0.780	0.944

Total Vehicles On Leg			5684		
Vehicles Entering Intersection 2946			Vehicles Exiting Intersection 2738		
Southbound					
Cars	500	2382	0	2	1
Heavy	8	54	0	0	0
Total	508	2436	0	2	1

Total Vehicles on Leg 2070	Vehicles Entering Intersection 1039	Eastbound	Cars	Heavy	Total
	Vehicles Exiting Intersection 1031		3	0	3
			0	0	0
			451	15	466
			0	0	0
			555	18	573

Daily Volumes					

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

Cars	4	0	499	2195	0
Heavy	0	0	24	75	0
Total	4	0	523	2270	0
Northbound					
Vehicles Entering Intersection 2793			Vehicles Exiting Intersection 3009		
Total Vehicles On Leg			5802		

Heavy Vehicles

		Southbound						Northbound						Eastbound						
Date	Time	U Turns	Left Turns	Straight Through	Right Turns	EB Bicycles in Crosswalk	WB Bicycles in Crosswalk	U Turns	Left Turns	Straight Through	Right Turns	EB Bicycles in Crosswalk	WB Bicycles in Crosswalk	U Turns	Left Turns	Straight Through	Right Turns	NB Bicycles in Crosswalk	SB Bicycles in Crosswalk	
02/25/2025	0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	6:30	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0
	6:45	0	0	1	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0
	7:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
	7:15	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	0	0	0	0
	7:30	0	0	8	1	0	0	0	0	3	9	0	0	0	0	4	0	3	0	0
	7:45	0	0	8	1	0	0	0	0	1	17	0	0	0	0	1	0	1	0	0
	8:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0
	8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
	8:45	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
	9:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
	9:15	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0
	9:30	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0
	9:45	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
	10:00	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	10:30	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
	10:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	11:00	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0
	11:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	11:30	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0
	11:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	12:15	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
	12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
	12:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	13:45	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0
14:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	
14:15	0	0	1	0	0	0	0	0	8	0	0	0	0	0	0	0	1	0	0	
14:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	7	0	1	0	0	
14:45	0	0	0	0	0	0	0	0	1	18	0	0	0	0	0	0	0	0	0	
15:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:15	0	0	4	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2502

Study Date : 03/06/2025

Signal Warrants - Summary

Major Street Approaches

Northbound: CR 53

Number of Lanes : 1

Total Approach Volume: 2,793

Southbound: CR 53

Number of Lanes :1

Total Approach Volume: 2,946

Minor Street Approaches

Eastbound: 103rd Ln

Number of Lanes :1

Total Approach Volume: 1,039

Warrant Summary (Urban Values Apply)

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

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

Required volumes reached for 1 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 2 hours, 8 are needed

Required 1B volumes reached for 1 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.....Satisfied

Warrant 3A - Peak Hour Delay.....Satisfied

Number of one hour periods (8) volumes exceed minimum >= required (1). 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 2502

Study Date : 03/06/2025

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

Site Data Required

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

Volume Requirements

Veh/Hr Major = **500**

Veh/Hr Minor = **150**

Major Road						Minor Road		
CR 53						103rd Ln		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
14:15 - 15:15	296	+	211	=	507	201	0	Yes
07:00 - 08:00	287	+	513	=	800	36	0	No
07:15 - 08:15	286	+	507	=	793	37	0	No
07:30 - 08:30	255	+	455	=	710	35	0	No
15:45 - 16:45	337	+	280	=	617	131	0	No
16:00 - 17:00	331	+	279	=	610	107	0	No
06:45 - 07:45	215	+	395	=	610	28	0	No
16:15 - 17:15	316	+	278	=	594	105	0	No
15:30 - 16:30	305	+	260	=	565	133	0	No
16:30 - 17:30	297	+	265	=	562	89	0	No
15:15 - 16:15	292	+	243	=	535	122	0	No
16:45 - 17:45	281	+	246	=	527	83	0	No
17:00 - 18:00	258	+	237	=	495	75	0	No
07:45 - 08:45	185	+	287	=	472	21	0	No
17:15 - 18:15	235	+	211	=	446	43	0	No
14:00 - 15:00	262	+	181	=	443	177	0	No
17:30 - 18:30	232	+	189	=	421	29	0	No
17:45 - 18:45	210	+	168	=	378	42	0	No
06:30 - 07:30	142	+	227	=	369	17	0	No
13:45 - 14:45	179	+	177	=	356	110	0	No
18:00 - 19:00	191	+	151	=	342	48	0	No
18:15 - 19:15	167	+	161	=	328	65	0	No
08:30 - 09:30	134	+	192	=	326	35	0	No
08:45 - 09:45	136	+	183	=	319	37	0	No
13:30 - 14:30	137		176		313	60	0	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2502

Study Date : 03/06/2025

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 = **False**
Number of Major Lanes = **1**
Number of Minor Lanes = **1**

Volume Requirements

Veh/Hr Major = **750**

Veh/Hr Minor = **75**

Major Road						Minor Road		
CR 53						103rd Ln		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
07:00 - 08:00	287	+	513	=	800	36	0	No
07:15 - 08:15	286	+	507	=	793	37	0	No
07:30 - 08:30	255	+	455	=	710	35	0	No
15:45 - 16:45	337	+	280	=	617	131	0	No
16:00 - 17:00	331	+	279	=	610	107	0	No
06:45 - 07:45	215	+	395	=	610	28	0	No
16:15 - 17:15	316	+	278	=	594	105	0	No
15:30 - 16:30	305	+	260	=	565	133	0	No
16:30 - 17:30	297	+	265	=	562	89	0	No
15:15 - 16:15	292	+	243	=	535	122	0	No
14:30 - 15:30	310	+	220	=	530	206	0	No
16:45 - 17:45	281	+	246	=	527	83	0	No
14:45 - 15:45	297	+	219	=	516	166	0	No
14:15 - 15:15	296	+	211	=	507	201	0	No
15:00 - 16:00	266	+	238	=	504	114	0	No
17:00 - 18:00	258	+	237	=	495	75	0	No
07:45 - 08:45	185	+	287	=	472	21	0	No
17:15 - 18:15	235	+	211	=	446	43	0	No
14:00 - 15:00	262	+	181	=	443	177	0	No
17:30 - 18:30	232	+	189	=	421	29	0	No
17:45 - 18:45	210	+	168	=	378	42	0	No
06:30 - 07:30	142	+	227	=	369	17	0	No
13:45 - 14:45	179	+	177	=	356	110	0	No
18:00 - 19:00	191	+	151	=	342	48	0	No
18:15 - 19:15	167		161		328	65	0	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2502

Study Date : 03/06/2025

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

Site Data Required

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

Volume Requirements

Warrant 1A 1B
Veh/Hr Major = **400 600**
Veh/Hr Minor = **120 60**

Major Road						Minor Road					
CR 53						103rd Ln					
Time	Major NB	+	Major SB	=	Total		Minor EB		Minor WB		Met1A?
15:15 - 16:15	292	+	243	=	535		122		0		Yes
14:00 - 15:00	262	+	181	=	443		177		0		Yes
07:00 - 08:00	287	+	513	=	800		36		0		No
07:15 - 08:15	286	+	507	=	793		37		0		No
07:30 - 08:30	255	+	455	=	710		35		0		No
06:45 - 07:45	215	+	395	=	610		28		0		No
16:15 - 17:15	316	+	278	=	594		105		0		No
16:30 - 17:30	297	+	265	=	562		89		0		No
16:45 - 17:45	281	+	246	=	527		83		0		No
15:00 - 16:00	266	+	238	=	504		114		0		No
17:00 - 18:00	258	+	237	=	495		75		0		No
07:45 - 08:45	185		287		472		21		0		No

Time	Major NB	+	Major SB	=	Total	Minor EB		Minor WB		Met1B?
15:45 - 16:45	337	+	280	=	617	131		0		Yes
07:00 - 08:00	287	+	513	=	800	36		0		No
07:15 - 08:15	286	+	507	=	793	37		0		No
07:30 - 08:30	255	+	455	=	710	35		0		No
06:45 - 07:45	215	+	395	=	610	28		0		No
15:30 - 16:30	305	+	260	=	565	133		0		No
15:15 - 16:15	292	+	243	=	535	122		0		No
14:30 - 15:30	310	+	220	=	530	206		0		No
16:45 - 17:45	281	+	246	=	527	83		0		No
14:45 - 15:45	297	+	219	=	516	166		0		No
14:15 - 15:15	296	+	211	=	507	201		0		No
15:00 - 16:00	266		238		504	114		0		No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2502

Study Date : 03/06/2025

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.

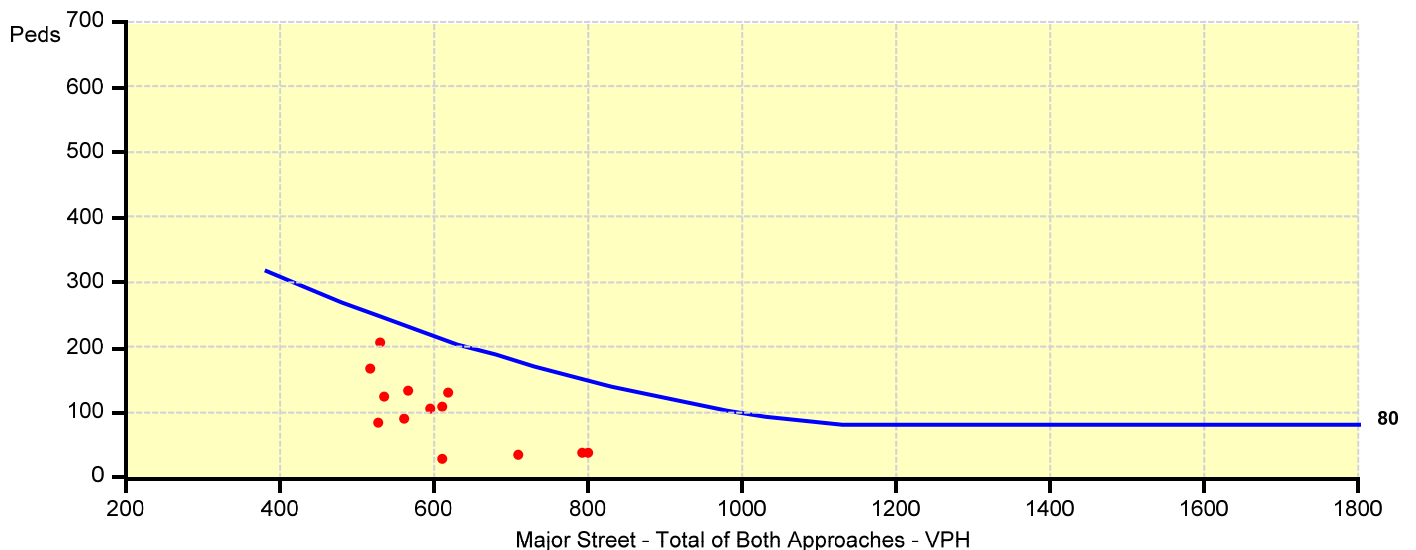
Summary

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

Site Data Required

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

Major Road						Minor Road		
CR 53						103rd Ln		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
07:00 - 08:00	287	+	513	=	800	36	0	No
07:15 - 08:15	286	+	507	=	793	37	0	No
07:30 - 08:30	255	+	455	=	710	35	0	No
15:45 - 16:45	337	+	280	=	617	131	0	No
16:00 - 17:00	331	+	279	=	610	107	0	No
06:45 - 07:45	215	+	395	=	610	28	0	No
16:15 - 17:15	316	+	278	=	594	105	0	No
15:30 - 16:30	305	+	260	=	565	133	0	No
16:30 - 17:30	297	+	265	=	562	89	0	No
15:15 - 16:15	292	+	243	=	535	122	0	No
14:30 - 15:30	310	+	220	=	530	206	0	No
16:45 - 17:45	281	+	246	=	527	83	0	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2502

Study Date : 03/06/2025

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.

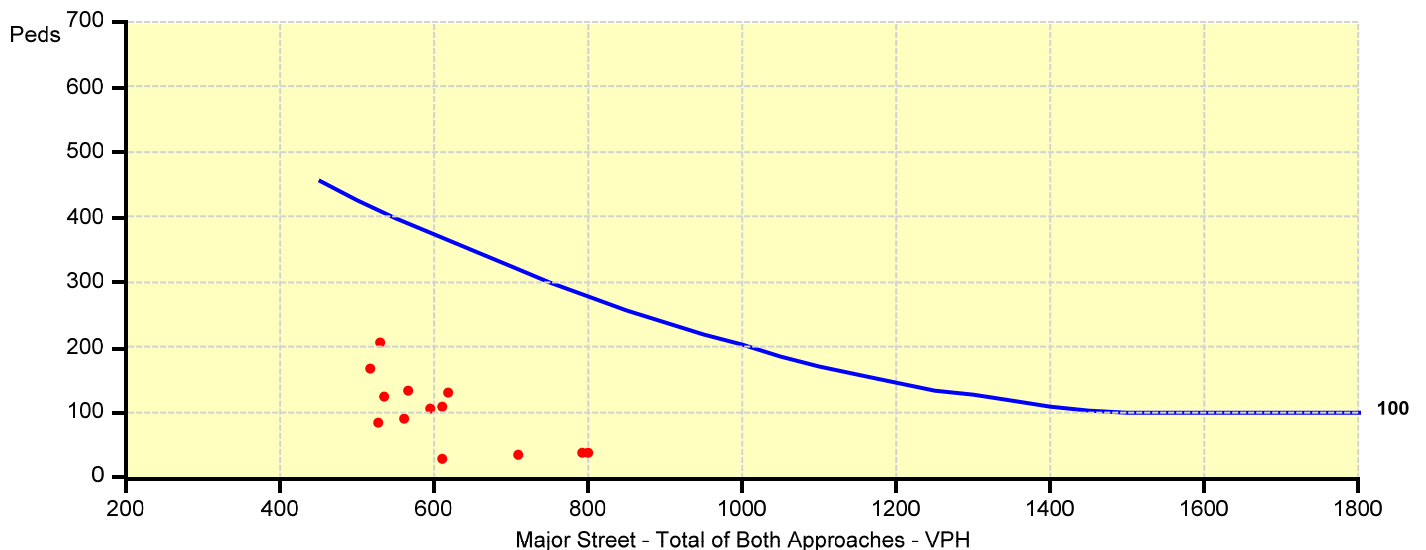
Summary

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

Site Data Required

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

Major Road						Minor Road			
CR 53						103rd Ln			
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?	
07:00 - 08:00	287	+	513	=	800	36	0	No	
07:15 - 08:15	286	+	507	=	793	37	0	No	
07:30 - 08:30	255	+	455	=	710	35	0	No	
15:45 - 16:45	337	+	280	=	617	131	0	No	
16:00 - 17:00	331	+	279	=	610	107	0	No	
06:45 - 07:45	215	+	395	=	610	28	0	No	
16:15 - 17:15	316	+	278	=	594	105	0	No	
15:30 - 16:30	305	+	260	=	565	133	0	No	
16:30 - 17:30	297	+	265	=	562	89	0	No	
15:15 - 16:15	292	+	243	=	535	122	0	No	
14:30 - 15:30	310	+	220	=	530	206	0	No	
16:45 - 17:45	281	+	246	=	527	83	0	No	



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2502

Study Date : 03/06/2025

Multiway Stop Warrants - Summary

Major Street Approaches

Northbound: CR 53

Number of Lanes : 1

Total Approach Volume: 2,793

Southbound: CR 53

Number of Lanes : 1

Total Approach Volume: 2,946

Minor Street Approaches

Eastbound: 103rd Ln

Number of Lanes : 1

Total Approach Volume: 1,039

Westbound:

Number of Lanes : 2+

Total Approach Volume: 0

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?
07:00 - 08:00	800	471.0	37	81.5	300	200	No
15:45 - 16:45	617		131				
14:30 - 15:30	530		206				
16:45 - 17:45	527		83				
17:45 - 18:45	378		42				
13:30 - 14:30	313		60				
08:30 - 09:30	326		35				
18:45 - 19:45	277		58				
10:45 - 11:45	254		79				
12:00 - 13:00	263		43				
19:45 - 20:45	197		89				
09:30 - 10:30	228		40				

Criteria D Volume Summary

Time	Major Total	Major Avg	Minor Total	Minor Avg	Major Crit	Minor Crit	Meets?
07:00 - 08:00	800	471.0	37	81.5	240	160	No
15:45 - 16:45	617		131				
14:30 - 15:30	530		206				
16:45 - 17:45	527		83				
17:45 - 18:45	378		42				
13:30 - 14:30	313		60				
08:30 - 09:30	326		35				
18:45 - 19:45	277		58				
10:45 - 11:45	254		79				
12:00 - 13:00	263		43				
19:45 - 20:45	197		89				
09:30 - 10:30	228		40				