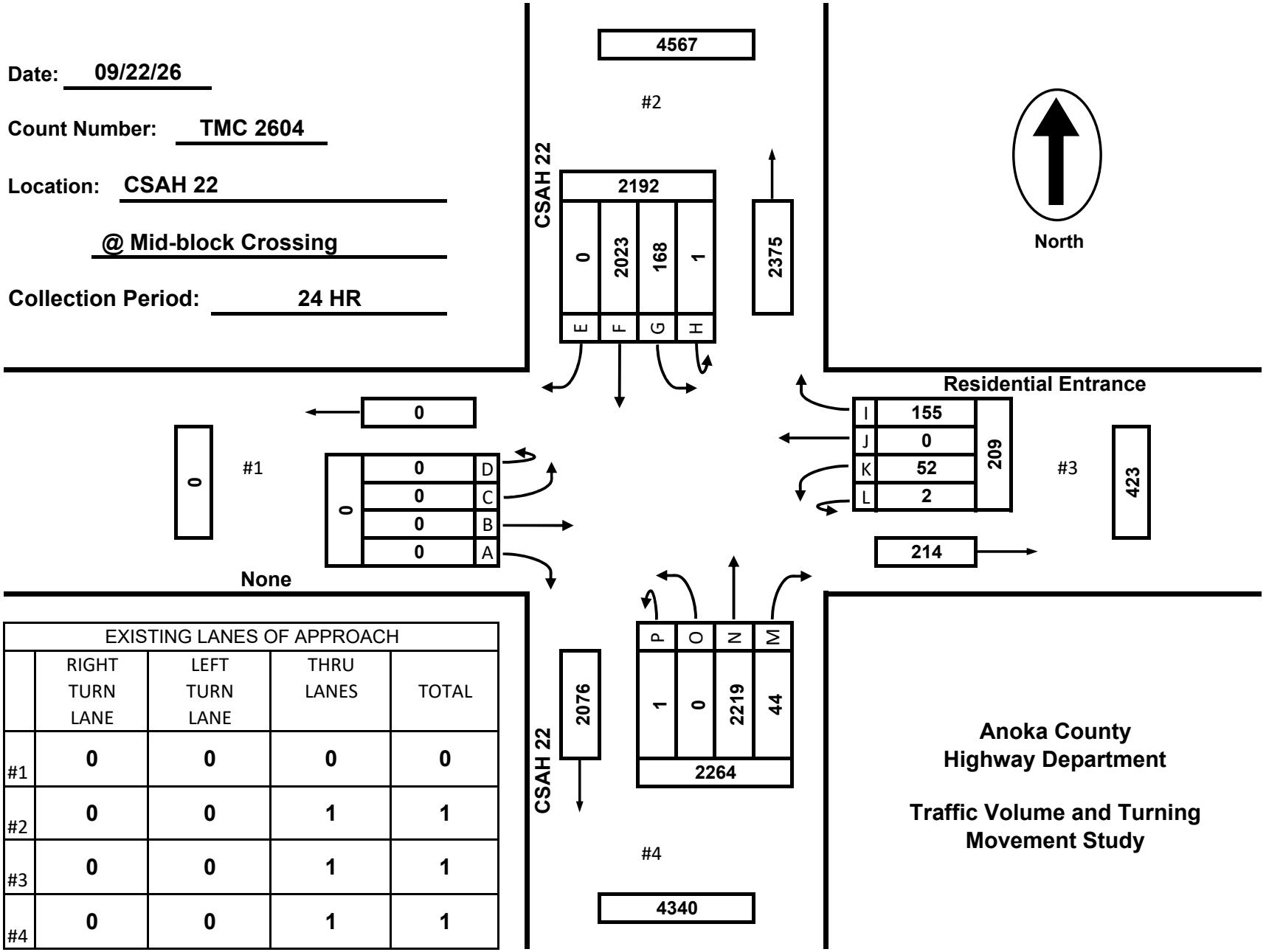
Date: 09/22/26

Count Number: TMC 2604

Location: CSAH 22

@ Mid-block Crossing

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	0	0	1	1

Date: 09/22/26

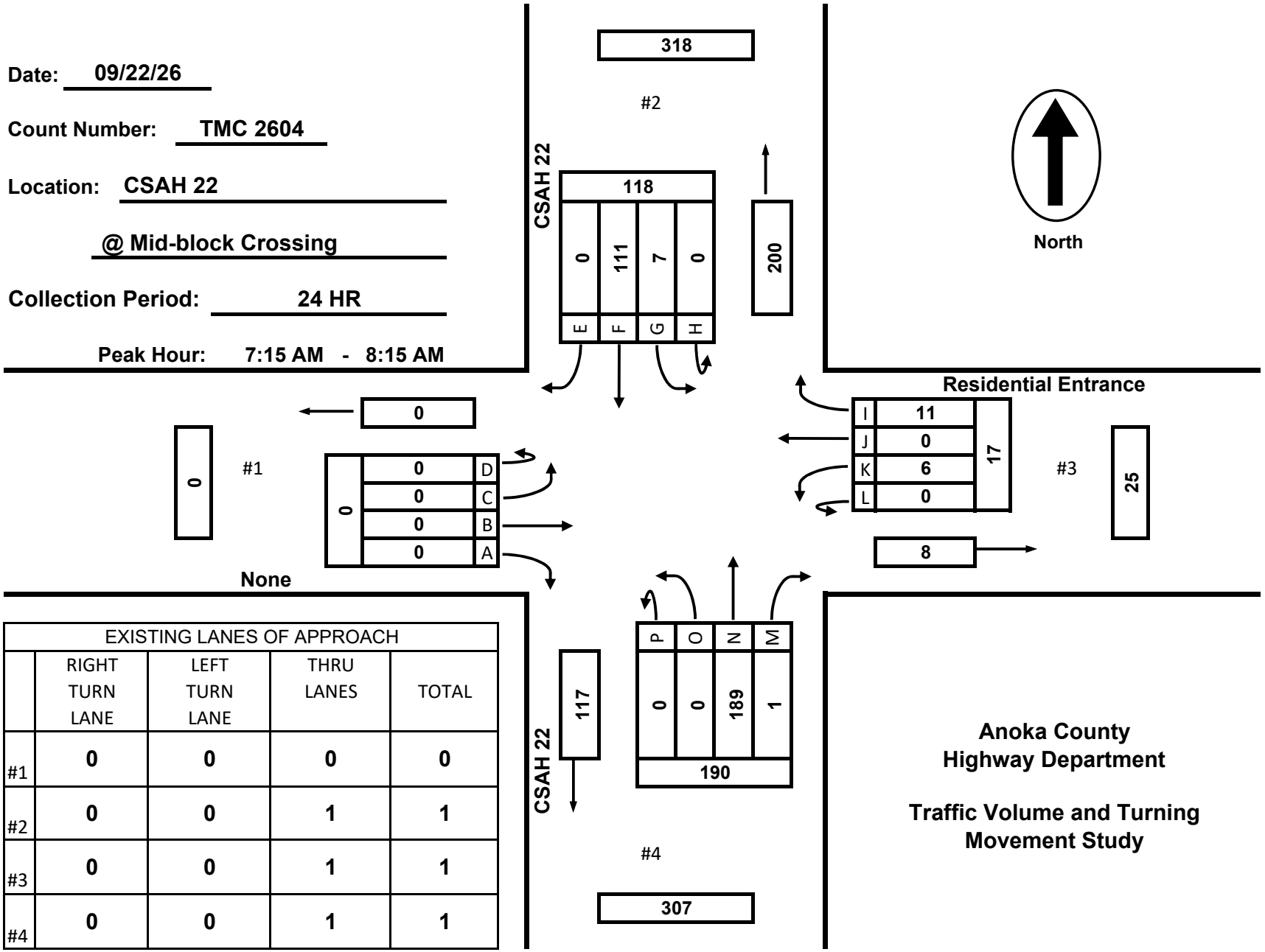
Count Number: TMC 2604

Location: CSAH 22

@ Mid-block Crossing

Collection Period: 24 HR

Peak Hour: 7:15 AM - 8:15 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	0	0	1	1

Anoka County
Highway Department

Traffic Volume and Turning Movement Study

Date: 09/22/26

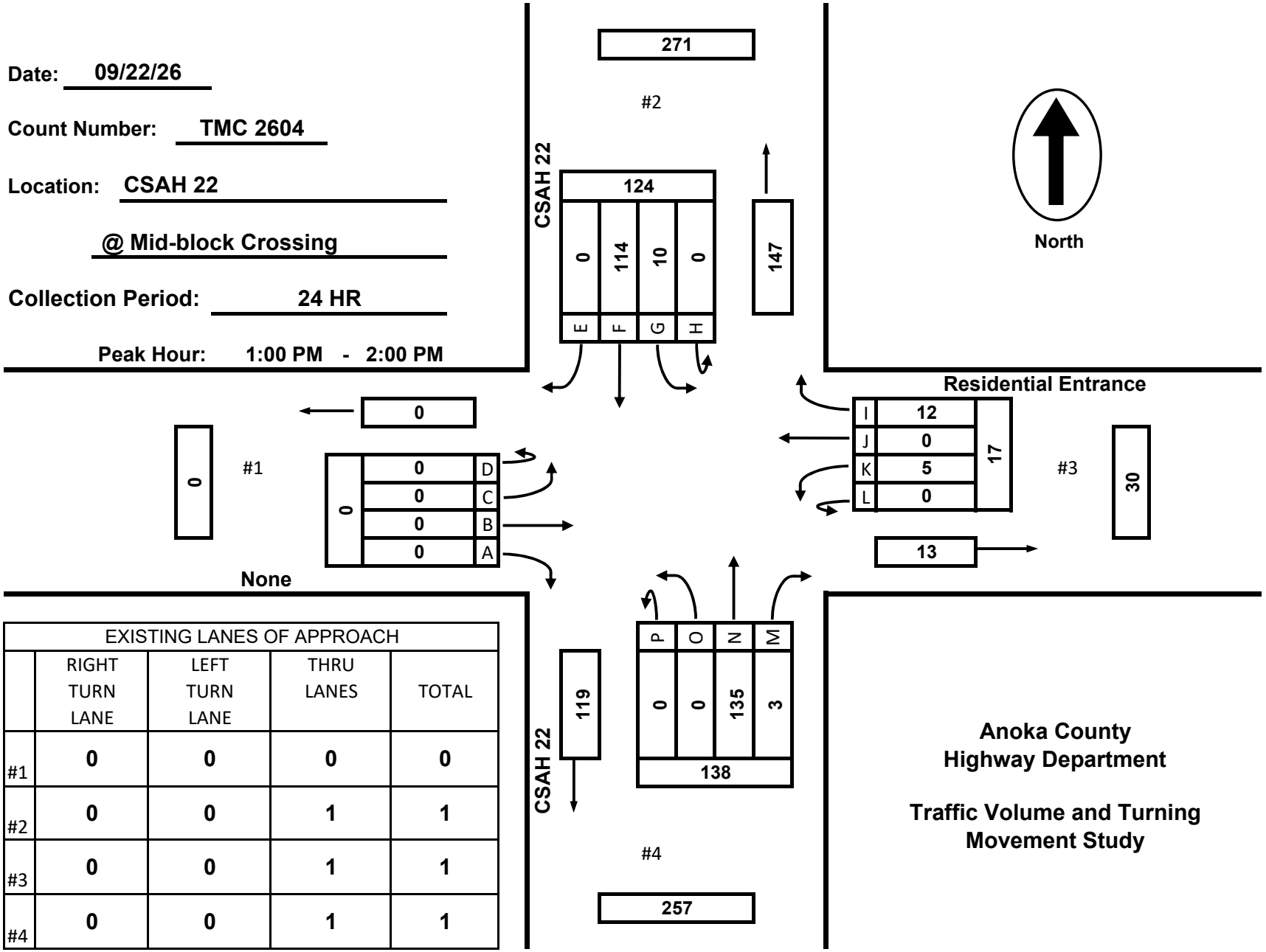
Count Number: TMC 2604

Location: CSAH 22

@ Mid-block Crossing

Collection Period: 24 HR

Peak Hour: 1:00 PM - 2:00 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	0	0	1	1

Anoka County
Highway Department

Traffic Volume and Turning Movement Study

Date: 09/22/26

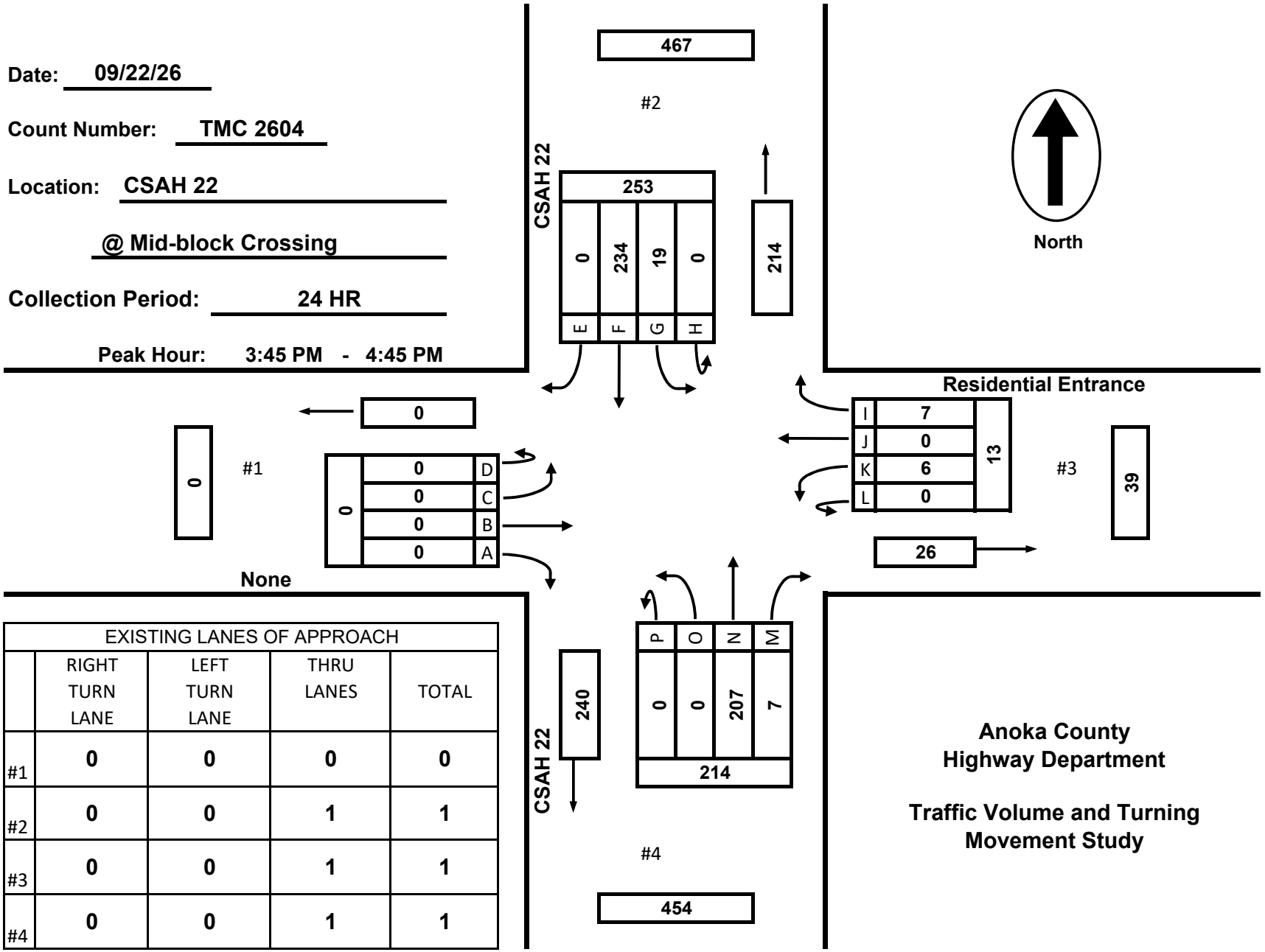
Count Number: TMC 2604

Location: CSAH 22

@ Mid-block Crossing

Collection Period: 24 HR

Peak Hour: 3:45 PM - 4:45 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	0	0	1	1

Anoka County
Highway Department

Traffic Volume and Turning Movement Study

TMC 2604 - CSAH 22 @ Mid-block Crossing
Linwood MN
Tuesday, September 22, 2026

	Southbound CSAH 22						Westbound Residential Entrance						Northbound CSAH 22						Eastbound None						
Time	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*	VEHICLE TOTAL
12:00 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**
12:15 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**
12:30 AM	0	1	1	0	0	*2*	0	0	0	0	0	*0*	0	0	1	1	0	*2*	0	0	0	0	0	*0*	**4**
12:45 AM	0	2	1	0	0	*3*	0	0	0	1	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**4**
Hourly Total	0	3	3	0	0	*6*	0	0	0	1	0	*1*	0	0	2	1	0	*3*	0	0	0	0	0	*0*	**10**
1:00 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**
1:15 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**
1:30 AM	0	1	0	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**2**
1:45 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 Total	0	1	5	0	0	*6*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**9**
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	1	0	0	*1*	0	0	0	0	0	*0*	**2**
2:45 AM	0	0	1	0	0	*1*	0	1	0	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**2**
Hourly Total	0	0	3	0	0	*3*	0	1	0	0	0	*1*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**5**
3:00 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**
3:15 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**
3:30 AM	0	1	2	0	0	*3*	0	1	0	1	0	*2*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**6**
3:45 AM	0	0	1	0	0	*1*	0	0	0	2	0	*2*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**6**
Hourly Total	0	1	7	0	0	*8*	0	1	0	3	0	*4*	0	0	8	1	0	*9*	0	0	0	0	0	*0*	**21**
4:00 AM	0	0	5	0	0	*5*	0	2	0	0	0	*2*	0	0	11	0	0	*11*	0	0	0	0	0	*0*	**18**
4:15 AM	0	0	7	0	0	*7*	0	1	0	0	0	*1*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**13**
4:30 AM	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	**11**
4:45 AM	0	0	5	0	0	*5*	0	1	0	0	0	*1*	0	0	8	0	0	*8*	0	0	0	0	0	*0*	**14**
Hourly Total	0	0	21	0	0	*21*	0	4	0	0	0	*4*	0	0	31	0	0	*31*	0	0	0	0	0	*0*	**56**
5:00 AM	0	0	8	0	0	*8*	0	0	0	2	0	*2*	0	0	15	0	0	*15*	0	0	0	0	0	*0*	**25**
5:15 AM	0	2	5	0	0	*7*	0	0	0	3	0	*3*	0	0	22	0	0	*22*	0	0	0	0	0	*0*	**32**
5:30 AM	0	1	14	0	0	*15*	0	0	0	7	0	*7*	0	0	27	0	0	*27*	0	0	0	0	0	*0*	**49**
5:45 AM	0	2	18	0	0	*20*	1	0	0	3	0	*4*	0	0	21	0	0	*21*	0	0	0	0	0	*0*	**45**
Hourly Total	0	5	45	0	0	*50*	1	0	0	15	0	*16*	0	0	85	0	0	*85*	0	0	0	0	0	*0*	**151**
6:00 AM	0	0	24	0	0	*24*	0	1	0	2	0	*3*	0	0	23	0	0	*23*	0	0	0	0	0	*0*	**50**
6:15 AM	0	0	14	0	0	*14*	0	1	0	2	0	*3*	0	0	23	0	0	*23*	0	0	0	0	0	*0*	**40**
6:30 AM	0	0	21	0	0	*21*	0	2	0	4	0	*6*	0	0	40	0	0	*40*	0	0	0	0	0	*0*	**67**
6:45 AM	0	0	20	0	0	*20*	0	0	0	1	0	*1*	0	0	53	0	0	*53*	0	0	0	0	0	*0*	**74**
Hourly Total	0	0	79	0	0	*79*	0	4	0	9	0	*13*	0	0	139	0	0	*139*	0	0	0	0	0	*0*	**231**
7:00 AM	0	0	17	0	0	*17*	0	0	0	3	0	*3*	0	0	39	0	0	*39*	0	0	0	0	0	*0*	**59**
7:15 AM	0	0	29	0	0	*29*	0	0	0	4	0	*4*	0	0	62	0	0	*62*	0	0	0	0	0	*0*	**95**
7:30 AM	0	1	33	0	0	*34*	0	0	0	2	0	*2*	0	0	46	0	0	*46*	0	0	0	0	0	*0*	**82**
7:45 AM	0	3	24	0	0	*27*	0	2	0	1	0	*3*	0	0	40	1	0	*41*	0	0	0	0	0	*0*	**71**
Hourly Total	0	4	103	0	0	*107*	0	2	0	10	0	*12*	0	0	187	1	0	*188*	0	0	0	0	0	*0*	**307**

TMC 2604 - CSAH 22 @ Mid-block Crossing
Linwood MN
Tuesday, September 22, 2026

	Southbound CSAH 22						Westbound Residential Entrance						Northbound CSAH 22						Eastbound None						
Time	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*	VEHICLE TOTAL
8:00 AM	0	3	25	0	0	*28*	0	4	0	4	0	*8*	0	0	41	0	0	*41*	0	0	0	0	0	*0*	**77**
8:15 AM	0	1	32	0	0	*33*	0	0	0	1	0	*1*	0	0	29	0	0	*29*	0	0	0	0	0	*0*	**63**
8:30 AM	0	1	17	0	0	*18*	0	0	0	3	0	*3*	0	0	49	0	0	*49*	0	0	0	0	0	*0*	**70**
8:45 AM	0	1	20	0	0	*21*	0	0	0	5	0	*5*	0	0	37	2	0	*39*	0	0	0	0	0	*0*	**65**
Hourly Total	0	6	94	0	0	*100*	0	4	0	13	0	*17*	0	0	156	2	0	*158*	0	0	0	0	0	*0*	**275**
9:00 AM	0	4	24	0	0	*28*	0	0	0	2	0	*2*	1	0	46	0	0	*47*	0	0	0	0	0	*0*	**77**
9:15 AM	0	1	29	0	1	*30*	0	0	0	6	1	*6*	0	0	41	1	0	*42*	0	0	0	0	0	*0*	**78**
9:30 AM	0	1	19	0	0	*20*	0	0	0	5	0	*5*	0	0	24	2	0	*26*	0	0	0	0	0	*0*	**51**
9:45 AM	0	3	22	0	0	*25*	0	0	0	1	0	*1*	0	0	24	0	0	*24*	0	0	0	0	0	*0*	**50**
Hourly Total	0	9	94	0	1	*103*	0	0	0	14	1	*14*	1	0	135	3	0	*139*	0	0	0	0	0	*0*	**256**
10:00 AM	0	2	22	0	0	*24*	0	0	0	1	0	*1*	0	0	25	0	0	*25*	0	0	0	0	0	*0*	**50**
10:15 AM	1	3	22	0	0	*26*	0	2	0	3	0	*5*	0	0	35	0	0	*35*	0	0	0	0	0	*0*	**66**
10:30 AM	0	5	19	0	0	*24*	0	0	0	4	0	*4*	0	0	24	1	0	*25*	0	0	0	0	0	*0*	**53**
10:45 AM	0	4	18	0	0	*22*	0	1	0	4	0	*5*	0	0	37	0	0	*37*	0	0	0	0	0	*0*	**64**
Hourly Total	1	14	81	0	0	*96*	0	3	0	12	0	*15*	0	0	121	1	0	*122*	0	0	0	0	0	*0*	**233**
11:00 AM	0	1	25	0	0	*26*	0	2	0	4	0	*6*	0	0	27	0	0	*27*	0	0	0	0	0	*0*	**59**
11:15 AM	0	1	27	0	0	*28*	0	0	0	0	0	*0*	0	0	34	0	0	*34*	0	0	0	0	0	*0*	**62**
11:30 AM	0	0	33	0	0	*33*	0	1	0	3	0	*4*	0	0	31	1	0	*32*	0	0	0	0	0	*0*	**69**
11:45 AM	0	4	20	0	0	*24*	0	0	0	1	0	*1*	0	0	26	0	0	*26*	0	0	0	0	0	*0*	**51**
Hourly Total	0	6	105	0	0	*111*	0	3	0	8	0	*11*	0	0	118	1	0	*119*	0	0	0	0	0	*0*	**241**
12:00 PM	0	3	25	0	0	*28*	0	0	0	1	0	*1*	0	0	30	0	0	*30*	0	0	0	0	0	*0*	**59**
12:15 PM	0	3	31	0	1	*34*	0	2	0	0	0	*2*	0	0	38	1	0	*39*	0	0	0	0	0	*0*	**75**
12:30 PM	0	3	33	0	0	*36*	0	0	0	5	0	*5*	0	0	29	1	0	*30*	0	0	0	0	0	*0*	**71**
12:45 PM	0	2	20	0	0	*22*	0	3	0	4	0	*7*	0	0	22	0	0	*22*	0	0	0	0	0	*0*	**51**
Hourly Total	0	11	109	0	1	*120*	0	5	0	10	0	*15*	0	0	119	2	0	*121*	0	0	0	0	0	*0*	**256**
1:00 PM	0	4	31	0	0	*35*	0	2	0	4	0	*6*	0	0	31	1	0	*32*	0	0	0	0	0	*0*	**73**
1:15 PM	0	3	19	0	0	*22*	0	1	0	1	0	*2*	0	0	32	1	0	*33*	0	0	0	0	0	*0*	**57**
1:30 PM	0	2	39	0	0	*41*	0	2	0	4	0	*6*	0	0	29	0	0	*29*	0	0	0	0	0	*0*	**76**
1:45 PM	0	1	25	0	0	*26*	0	0	0	3	0	*3*	0	0	43	1	0	*44*	0	0	0	0	0	*0*	**73**
Hourly Total	0	10	114	0	0	*124*	0	5	0	12	0	*17*	0	0	135	3	0	*138*	0	0	0	0	0	*0*	**279**
2:00 PM	0	3	38	0	0	*41*	0	0	0	2	0	*2*	0	0	30	1	0	*31*	0	0	0	0	0	*0*	**74**
2:15 PM	0	1	41	0	0	*42*	0	1	0	1	0	*2*	0	0	23	1	0	*24*	0	0	0	0	0	*0*	**68**
2:30 PM	0	6	54	0	0	*60*	0	1	0	2	0	*3*	0	0	41	1	0	*42*	0	0	0	0	0	*0*	**105**
2:45 PM	0	1	42	0	2	*43*	0	1	0	4	0	*5*	0	0	41	1	0	*42*	0	0	0	0	0	*0*	**90**
Hourly Total	0	11	175	0	2	*186*	0	3	0	9	0	*12*	0	0	135	4	0	*139*	0	0	0	0	0	*0*	**337**
3:00 PM	0	2	47	0	0	*49*	0	2	0	3	0	*5*	0	0	31	0	0	*31*	0	0	0	0	0	*0*	**85**
3:15 PM	0	3	39	0	0	*42*	0	0	0	2	0	*2*	0	0	50	0	0	*50*	0	0	0	0	0	*0*	**94**
3:30 PM	0	4	45	0	0	*49*	0	0	0	4	0	*4*	0	0	50	1	0	*51*	0	0	0	0	0	*0*	**104**
3:45 PM	0	6	67	0	0	*73*	0	3	0	1	0	*4*	0	0	48	4	0	*52*	0	0	0	0	0	*0*	**129**
Hourly Total	0	15	198	0	0	*213*	0	5	0	10	0	*15*	0	0	179	5	0	*184*	0	0	0	0	0	*0*	**412**

TMC 2604 - CSAH 22 @ Mid-block Crossing
Linwood MN
Tuesday, September 22, 2026

	Southbound CSAH 22						Westbound Residential Entrance						Northbound CSAH 22						Eastbound None						
Time	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*	VEHICLE TOTAL
4:00 PM	0	5	49	0	0	*54*	0	1	0	4	0	*5*	0	0	42	2	0	*44*	0	0	0	0	0	*0*	**103**
4:15 PM	0	4	53	0	0	*57*	0	2	0	2	0	*4*	0	0	51	0	0	*51*	0	0	0	0	0	*0*	**112**
4:30 PM	0	4	65	0	0	*69*	0	0	0	0	0	*0*	0	0	66	1	0	*67*	0	0	0	0	0	*0*	**136**
4:45 PM	0	6	55	0	0	*61*	0	0	0	1	0	*1*	0	0	47	1	0	*48*	0	0	0	0	0	*0*	**110**
Hourly Total	0	19	222	0	0	*241*	0	3	0	7	0	*10*	0	0	206	4	0	*210*	0	0	0	0	0	*0*	**461**
5:00 PM	0	3	47	0	0	*50*	0	1	0	1	0	*2*	0	0	52	1	0	*53*	0	0	0	0	0	*0*	**105**
5:15 PM	0	4	53	0	0	*57*	0	1	0	2	0	*3*	0	0	38	3	0	*41*	0	0	0	0	0	*0*	**101**
5:30 PM	0	3	42	0	0	*45*	0	0	0	3	0	*3*	0	0	44	0	0	*44*	0	0	0	0	0	*0*	**92**
5:45 PM	0	2	37	0	0	*39*	0	0	0	0	0	*0*	0	0	29	0	0	*29*	0	0	0	0	0	*0*	**68**
Hourly Total	0	12	179	0	0	*191*	0	2	0	6	0	*8*	0	0	163	4	0	*167*	0	0	0	0	0	*0*	**366**
6:00 PM	0	4	42	0	0	*46*	0	1	0	0	0	*1*	0	0	18	0	0	*18*	0	0	0	0	0	*0*	**65**
6:15 PM	0	5	39	0	0	*44*	0	2	0	1	0	*3*	0	0	26	0	0	*26*	0	0	0	0	0	*0*	**73**
6:30 PM	0	3	27	0	0	*30*	0	0	0	1	0	*1*	0	0	31	1	0	*32*	0	0	0	0	0	*0*	**63**
6:45 PM	0	0	32	0	0	*32*	0	0	0	2	0	*2*	0	0	38	0	0	*38*	0	0	0	0	0	*0*	**72**
Hourly Total	0	12	140	0	0	*152*	0	3	0	4	0	*7*	0	0	113	1	0	*114*	0	0	0	0	0	*0*	**273**
7:00 PM	0	2	24	0	0	*26*	1	0	0	0	0	*1*	0	0	33	0	0	*33*	0	0	0	0	0	*0*	**60**
7:15 PM	0	2	29	0	0	*31*	0	0	0	2	0	*2*	0	0	25	2	0	*27*	0	0	0	0	0	*0*	**60**
7:30 PM	0	4	28	0	0	*32*	0	2	0	3	0	*5*	0	0	16	2	0	*18*	0	0	0	0	0	*0*	**55**
7:45 PM	0	3	23	0	0	*26*	0	0	0	1	0	*1*	0	0	12	1	0	*13*	0	0	0	0	0	*0*	**40**
Hourly Total	0	11	104	0	0	*115*	1	2	0	6	0	*9*	0	0	86	5	0	*91*	0	0	0	0	0	*0*	**215**
8:00 PM	0	0	31	0	0	*31*	0	0	0	0	0	*0*	0	0	11	1	0	*12*	0	0	0	0	0	*0*	**43**
8:15 PM	0	1	13	0	0	*14*	0	0	0	2	0	*2*	0	0	16	1	0	*17*	0	0	0	0	0	*0*	**33**
8:30 PM	0	4	12	0	0	*16*	0	0	0	0	0	*0*	0	0	12	0	0	*12*	0	0	0	0	0	*0*	**28**
8:45 PM	0	2	17	0	0	*19*	0	1	0	0	0	*1*	0	0	11	1	0	*12*	0	0	0	0	0	*0*	**32**
Hourly Total	0	7	73	0	0	*80*	0	1	0	2	0	*3*	0	0	50	3	0	*53*	0	0	0	0	0	*0*	**136**
9:00 PM	0	1	12	0	0	*13*	0	0	0	2	0	*2*	0	0	14	1	0	*15*	0	0	0	0	0	*0*	**30**
9:15 PM	0	1	17	0	0	*18*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	**24**
9:30 PM	0	1	11	0	0	*12*	0	0	0	0	0	*0*	0	0	9	1	0	*10*	0	0	0	0	0	*0*	**22**
9:45 PM	0	1	6	0	0	*7*	0	1	0	1	0	*2*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**13**
Hourly Total	0	4	46	0	0	*50*	0	1	0	3	0	*4*	0	0	33	2	0	*35*	0	0	0	0	0	*0*	**89**
10:00 PM	0	1	1	0	0	*2*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**6**
10:15 PM	0	1	4	0	0	*5*	0	0	0	0	0	*0*	0	0	4	1	0	*5*	0	0	0	0	0	*0*	**10**
10:30 PM	0	1	3	0	0	*4*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**8**
10:45 PM	0	1	1	0	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**2**
Hourly Total	0	4	9	0	0	*13*	0	0	0	0	0	*0*	0	0	12	1	0	*13*	0	0	0	0	0	*0*	**26**
11:00 PM	0	0	4	0	0	*4*	0	0	0	1	0	*1*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**6**
11:15 PM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**3**
11:30 PM	0	2	5	0	0	*7*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**8**
11:45 PM	0	1	2	0	0	*3*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**3**
Hourly Total	0	3	14	0	0	*17*	0	0	0	1	0	*1*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**20**
DAILY TOTAL	**1**	**168**	**2023**	**0**	**4**	***2192***	**2**	**52**	**0**	**155**	**1**	***209***	**1**	**0**	**2219**	**44**	**0**	***2264***	**0**	**0**	**0**	**0**	**0**	***0***	**4665**
Cars	0	163	1945	0	4	*2108*	2	48	0	152	0	*202*	1	0	2137	42	0	*2180*	0	0	0	0	0	*0*	**4490**
Heavy Vehicles	1	5	78	0	0	*84*	0	4	0	3	1	*7*	0	0	82	2	0	*84*	0	0	0	0	0	*0*	**175**
Heavy Vehicle %	100.00%	2.98%	3.86%	0.00%	0.00%	*3.83%*	0.00%	7.69%	0.00%	1.94%	100.00%	*3.35%*	0.00%	0.00%	3.70%	4.55%	0.00%	*3.71%*	0.00%	0.00%	0.00%	0.00%	0.00%	*0.00%*	**3.75%**

TMC 2604 - CSAH 22 @ Mid-block Crossing
Linwood MN
Tuesday, September 22, 2026
AM Peak Hour (00:00 to 10:00)

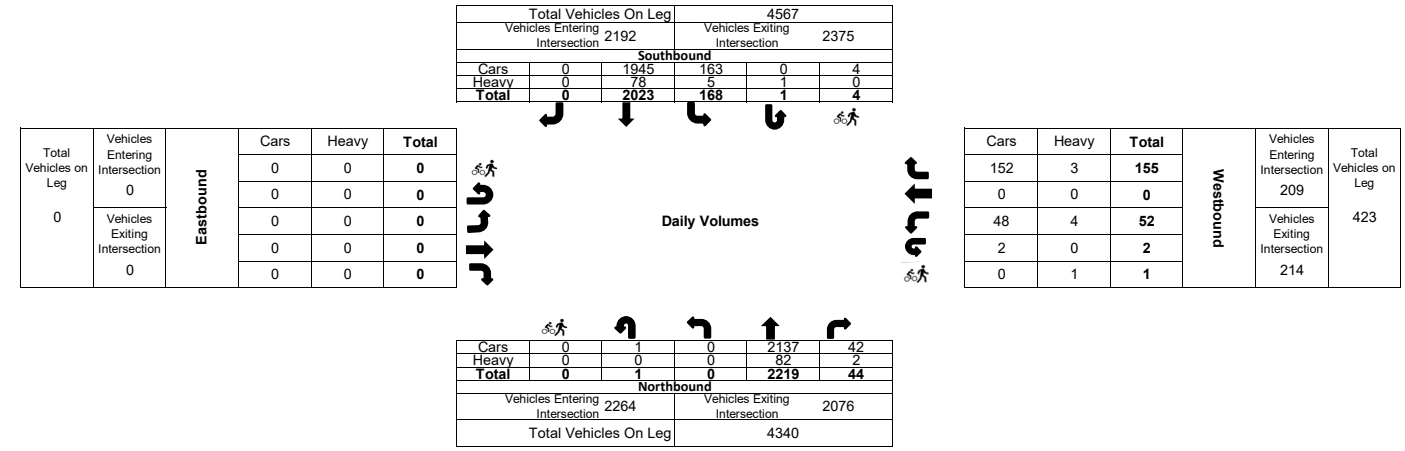
Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:15 AM	0	0	29	0	0	*29*	0	0	0	4	0	*4*	0	0	62	0	0	*62*	0	0	0	0	0	*0*	**95**
7:30 AM	0	1	33	0	0	*34*	0	0	0	2	0	*2*	0	0	46	0	0	*46*	0	0	0	0	0	*0*	**82**
7:45 AM	0	3	24	0	0	*27*	0	2	0	1	0	*3*	0	0	40	1	0	*41*	0	0	0	0	0	*0*	**71**
8:00 AM	0	3	25	0	0	*28*	0	4	0	4	0	*8*	0	0	41	0	0	*41*	0	0	0	0	0	*0*	**77**
Peak Hour Total	0	7	111	0	0	*118*	0	6	0	11	0	*17*	0	0	189	1	0	*190*	0	0	0	0	0	*0*	**325**
Peak Hour Heavy Vehicles	0	1	2	0	0	*3*	0	1	0	0	0	*1*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	**11**
Peak Hour Heavy Vehicles %	0.00%	14.29%	1.80%	0.00%	0.00%	2.54%	0.00%	16.67%	0.00%	0.00%	0.00%	5.88%	0.00%	0.00%	3.70%	0.00%	0.00%	3.68%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.38%
PHF	0.000	0.583	0.841	0.000	0.000	*0.868*	0.000	0.375	0.000	0.688	0.000	*0.531*	0.000	0.000	0.762	0.250	0.000	*0.766*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.855**

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*	
1:00 PM	0	4	31	0	0	*35*	0	2	0	4	0	*6*	0	0	31	1	0	*32*	0	0	0	0	0	*0*	**73**
1:15 PM	0	3	19	0	0	*22*	0	1	0	1	0	*2*	0	0	32	1	0	*33*	0	0	0	0	0	*0*	**57**
1:30 PM	0	2	39	0	0	*41*	0	2	0	4	0	*6*	0	0	29	0	0	*29*	0	0	0	0	0	*0*	**76**
1:45 PM	0	1	25	0	0	*26*	0	0	0	3	0	*3*	0	0	43	1	0	*44*	0	0	0	0	0	*0*	**73**
Peak Hour Total	0	10	114	0	0	*124*	0	5	0	12	0	*17*	0	0	135	3	0	*138*	0	0	0	0	0	*0*	**279**
Peak Hour Heavy Vehicles	0	0	7	0	0	*7*	0	0	0	0	0	*0*	0	0	12	0	0	*12*	0	0	0	0	0	*0*	**19**
Peak Hour Heavy Vehicles %	0.00%	0.00%	6.14%	0.00%	0.00%	5.65%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	8.89%	0.00%	0.00%	8.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	6.81%
PHF	0.000	0.625	0.731	0.000	0.000	*0.756*	0.000	0.625	0.000	0.750	0.000	*0.708*	0.000	0.000	0.785	0.750	0.000	*0.784*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.918**

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*	
3:45 PM	0	6	67	0	0	*73*	0	3	0	1	0	*4*	0	0	48	4	0	*52*	0	0	0	0	0	*0*	**129**
4:00 PM	0	5	49	0	0	*54*	0	1	0	4	0	*5*	0	0	42	2	0	*44*	0	0	0	0	0	*0*	**103**
4:15 PM	0	4	53	0	0	*57*	0	2	0	2	0	*4*	0	0	51	0	0	*51*	0	0	0	0	0	*0*	**112**
4:30 PM	0	4	65	0	0	*69*	0	0	0	0	0	*0*	0	0	66	1	0	*67*	0	0	0	0	0	*0*	**136**
Peak Hour Total	0	19	234	0	0	*253*	0	6	0	7	0	*13*	0	0	207	7	0	*214*	0	0	0	0	0	*0*	**480**
Peak Hour Heavy Vehicles	0	2	16	0	0	*18*	0	2	0	0	0	*2*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	**27**
Peak Hour Heavy Vehicles %	0.00%	10.53%	6.84%	0.00%	0.00%	7.11%	0.00%	33.33%	0.00%	0.00%	0.00%	15.38%	0.00%	0.00%	3.38%	0.00%	0.00%	3.27%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.63%
PHF	0.000	0.792	0.873	0.000	0.000	*0.866*	0.000	0.500	0.000	0.438	0.000	*0.650*	0.000	0.000	0.784	0.438	0.000	*0.799*	0.000	0.000	0.000	0.000	0.000	*0.000*	**0.882**



TMC 2604 - CSAH 22 @ Mid-block Crossing
Linwood MN
Tuesday, September 22, 2026

Time	Southbound Heavy CSAH 22						Westbound Heavy Residential Entrance						Northbound Heavy CSAH 22						Eastbound Heavy None						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	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
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	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
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	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 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**
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	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
6:00 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**
6:15 AM	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**7**
6:30 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**
6:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	**7**
Hourly 'Heavy Vehicles'	0	0	6	0	0	*6*	0	0	0	0	0	*0*	0	0	15	0	0	*15*	0	0	0	0	0	*0*	**21**
7:00 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**
7:15 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**
7:30 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**
7:45 AM	0	1	1	0	0	*2*	0	1	0	0	0	*1*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**5**
Hourly 'Heavy Vehicles'	0	1	1	0	0	*2*	0	1	0	0	0	*1*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	**9**

TMC 2604 - CSAH 22 @ Mid-block Crossing
Linwood MN
Tuesday, September 22, 2026

Time	Southbound Heavy CSAH 22						Westbound Heavy Residential Entrance						Northbound Heavy CSAH 22						Eastbound Heavy None						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'*	
8:00 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**
8:15 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**
8:30 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**
8:45 AM	0	0	0	0	0	*0*	0	0	0	2	0	*2*	0	0	3	2	0	*5*	0	0	0	0	0	*0*	**7**
Hourly 'Heavy Vehicles'	0	0	4	0	0	*4*	0	0	0	2	0	*2*	0	0	8	2	0	*10*	0	0	0	0	0	*0*	**16**
9:00 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**
9:15 AM	0	0	1	0	0	*1*	0	0	0	0	1	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
9:30 AM	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**
9:45 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	4	0	0	*4*	0	0	0	0	1	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**5**
10:00 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**
10:15 AM	1	0	1	0	0	*2*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**4**
10:30 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**
10:45 AM	0	1	0	0	0	*1*	0	1	0	0	0	*1*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**4**
Hourly 'Heavy Vehicles'	1	1	4	0	0	*6*	0	1	0	0	0	*1*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**12**
11:00 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**3**
11:15 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**
11:30 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**
11:45 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**
Hourly 'Heavy Vehicles'	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**8**
12:00 PM	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**
12:15 PM	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**
12:30 PM	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**
12:45 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	8	0	0	*8*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**13**
1:00 PM	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**
1:15 PM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**4**
1:30 PM	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**8**
1:45 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**
Hourly 'Heavy Vehicles'	0	0	7	0	0	*7*	0	0	0	0	0	*0*	0	0	12	0	0	*12*	0	0	0	0	0	*0*	**19**
2:00 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**
2:15 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**
2:30 PM	0	1	3	0	0	*4*	0	0	0	1	0	*1*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**7**
2:45 PM	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**7**
Hourly 'Heavy Vehicles'	0	1	10	0	0	*11*	0	0	0	1	0	*1*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**17**
3:00 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**
3:15 PM	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**
3:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	0	0	*0*	**5**
3:45 PM	0	2	7	0	0	*9*	0	2	0	0	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**11**
Hourly 'Heavy Vehicles'	0	2	10	0	0	*12*	0	2	0	0	0	*2*	0	0	10	0	0	*10*	0	0	0	0	0	*0*	**24**

TMC 2604 - CSAH 22 @ Mid-block Crossing
Linwood MN
Tuesday, September 22, 2026

Time	Southbound Heavy CSAH 22						Westbound Heavy Residential Entrance						Northbound Heavy CSAH 22						Eastbound Heavy None						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	5	0	0	*5*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**6**
4:15 PM	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**7**
4:30 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**
4:45 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**
Hourly 'Heavy Vehicles'	0	0	11	0	0	*11*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	**18**
5:00 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**
5:15 PM	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**
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**
5:45 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**
Hourly 'Heavy Vehicles'	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**
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**
6:15 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**
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	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	2	0	0	*2*	0	0	0	0	0	*0*	**3**
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	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**
8:00 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**
8:15 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**
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**
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**
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**
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'	**1**	**5**	**78**	**0**	**0**	***84***	**0**	**4**	**0**	**3**	**1**	***7***	**0**	**0**	**82**	**2**	**0**	***84***	**0**	**0**	**0**	**0**	**0**	***0***	**175**

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2604

Study Date : 10/20/2026

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 22
Number of Lanes : 1

Total Approach Volume: 2,264

Southbound: CSAH 22
Number of Lanes :1

Total Approach Volume: 2,192

Minor Street Approaches

Westbound: Residential Entrance
Number of Lanes :1

Total Approach Volume: 209

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 2604

Study Date : 10/20/2026

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 = **210**

Veh/Hr Minor = **63**

	Major Road					Minor Road		
	CSAH 22					None		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
15:45 - 16:45	214	+	253	=	467	0	13	No
16:15 - 17:15	219	+	237	=	456	0	7	No
16:00 - 17:00	210	+	241	=	451	0	10	No
16:30 - 17:30	209	+	237	=	446	0	6	No
15:30 - 16:30	198	+	233	=	431	0	17	No
15:15 - 16:15	197	+	218	=	415	0	15	No
16:45 - 17:45	186	+	213	=	399	0	9	No
15:00 - 16:00	184	+	213	=	397	0	15	No
14:30 - 15:30	165	+	194	=	359	0	15	No
17:00 - 18:00	167	+	191	=	358	0	8	No
14:45 - 15:45	174	+	183	=	357	0	16	No
14:15 - 15:15	139	+	194	=	333	0	15	No
14:00 - 15:00	139	+	186	=	325	0	12	No
17:15 - 18:15	132	+	187	=	319	0	7	No
13:45 - 14:45	141	+	169	=	310	0	10	No
07:15 - 08:15	190	+	118	=	308	0	17	No
06:45 - 07:45	200	+	100	=	300	0	10	No
07:00 - 08:00	188	+	107	=	295	0	12	No
17:30 - 18:30	117	+	174	=	291	0	7	No
06:30 - 07:30	194	+	87	=	281	0	14	No
07:30 - 08:30	157	+	122	=	279	0	14	No
13:30 - 14:30	128	+	150	=	278	0	13	No
08:30 - 09:30	177	+	97	=	274	0	16	No
13:15 - 14:15	137	+	130	=	267	0	13	No
07:45 - 08:45	160		106		266	0	15	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2604

Study Date : 10/20/2026

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 = **315**

Veh/Hr Minor = **31**

	Major Road					Minor Road		
	CSAH 22					None		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
15:45 - 16:45	214	+	253	=	467	0	13	No
16:15 - 17:15	219	+	237	=	456	0	7	No
16:00 - 17:00	210	+	241	=	451	0	10	No
16:30 - 17:30	209	+	237	=	446	0	6	No
15:30 - 16:30	198	+	233	=	431	0	17	No
15:15 - 16:15	197	+	218	=	415	0	15	No
16:45 - 17:45	186	+	213	=	399	0	9	No
15:00 - 16:00	184	+	213	=	397	0	15	No
14:30 - 15:30	165	+	194	=	359	0	15	No
17:00 - 18:00	167	+	191	=	358	0	8	No
14:45 - 15:45	174	+	183	=	357	0	16	No
14:15 - 15:15	139	+	194	=	333	0	15	No
14:00 - 15:00	139	+	186	=	325	0	12	No
17:15 - 18:15	132	+	187	=	319	0	7	No
13:45 - 14:45	141	+	169	=	310	0	10	No
07:15 - 08:15	190	+	118	=	308	0	17	No
06:45 - 07:45	200	+	100	=	300	0	10	No
07:00 - 08:00	188	+	107	=	295	0	12	No
17:30 - 18:30	117	+	174	=	291	0	7	No
06:30 - 07:30	194	+	87	=	281	0	14	No
07:30 - 08:30	157	+	122	=	279	0	14	No
13:30 - 14:30	128	+	150	=	278	0	13	No
08:30 - 09:30	177	+	97	=	274	0	16	No
13:15 - 14:15	137	+	130	=	267	0	13	No
07:45 - 08:45	160	+	106	=	266	0	15	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2604

Study Date : 10/20/2026

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 =	**168**	**252**
Veh/Hr Minor =	**50**	**25**

Major Road	Minor Road
CSAH 22	None

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
15:45 - 16:45	214	+	253	=	467	0	13	No
16:15 - 17:15	219	+	237	=	456	0	7	No
16:00 - 17:00	210	+	241	=	451	0	10	No
16:30 - 17:30	209	+	237	=	446	0	6	No
15:30 - 16:30	198	+	233	=	431	0	17	No
15:15 - 16:15	197	+	218	=	415	0	15	No
16:45 - 17:45	186	+	213	=	399	0	9	No
15:00 - 16:00	184	+	213	=	397	0	15	No
14:30 - 15:30	165	+	194	=	359	0	15	No
17:00 - 18:00	167	+	191	=	358	0	8	No
14:45 - 15:45	174	+	183	=	357	0	16	No
14:15 - 15:15	139		194		333	0	15	No

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
15:45 - 16:45	214	+	253	=	467	0	13	No
16:15 - 17:15	219	+	237	=	456	0	7	No
16:00 - 17:00	210	+	241	=	451	0	10	No
16:30 - 17:30	209	+	237	=	446	0	6	No
15:30 - 16:30	198	+	233	=	431	0	17	No
15:15 - 16:15	197	+	218	=	415	0	15	No
16:45 - 17:45	186	+	213	=	399	0	9	No
15:00 - 16:00	184	+	213	=	397	0	15	No
14:30 - 15:30	165	+	194	=	359	0	15	No
17:00 - 18:00	167	+	191	=	358	0	8	No
14:45 - 15:45	174	+	183	=	357	0	16	No
14:15 - 15:15	139		194		333	0	15	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2604

Study Date : 10/20/2026

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.

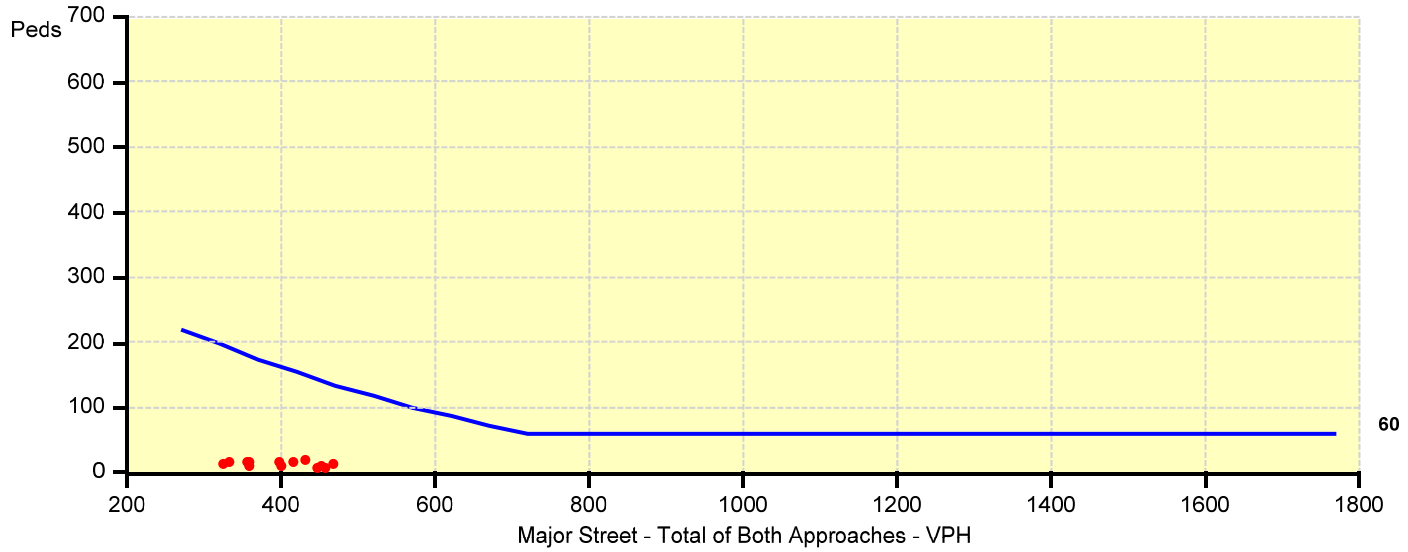
Summary

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					Minor Road		
	CSAH 22					None		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
15:45 - 16:45	214	+	253	=	467	0	13	No
16:15 - 17:15	219	+	237	=	456	0	7	No
16:00 - 17:00	210	+	241	=	451	0	10	No
16:30 - 17:30	209	+	237	=	446	0	6	No
15:30 - 16:30	198	+	233	=	431	0	17	No
15:15 - 16:15	197	+	218	=	415	0	15	No
16:45 - 17:45	186	+	213	=	399	0	9	No
15:00 - 16:00	184	+	213	=	397	0	15	No
14:30 - 15:30	165	+	194	=	359	0	15	No
17:00 - 18:00	167	+	191	=	358	0	8	No
14:45 - 15:45	174	+	183	=	357	0	16	No
14:15 - 15:15	139		194		333	0	15	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2604

Study Date : 10/20/2026

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 22					None		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
15:45 - 16:45	214	+	253	=	467	0	13	No
16:15 - 17:15	219	+	237	=	456	0	7	No
16:00 - 17:00	210	+	241	=	451	0	10	No
16:30 - 17:30	209	+	237	=	446	0	6	No
15:30 - 16:30	198	+	233	=	431	0	17	No
15:15 - 16:15	197	+	218	=	415	0	15	No
16:45 - 17:45	186	+	213	=	399	0	9	No
15:00 - 16:00	184	+	213	=	397	0	15	No
14:30 - 15:30	165	+	194	=	359	0	15	No
17:00 - 18:00	167	+	191	=	358	0	8	No
14:45 - 15:45	174	+	183	=	357	0	16	No
14:15 - 15:15	139		194		333	0	15	No

