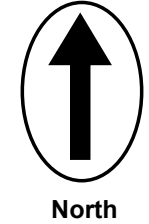


Date: 03/11/26

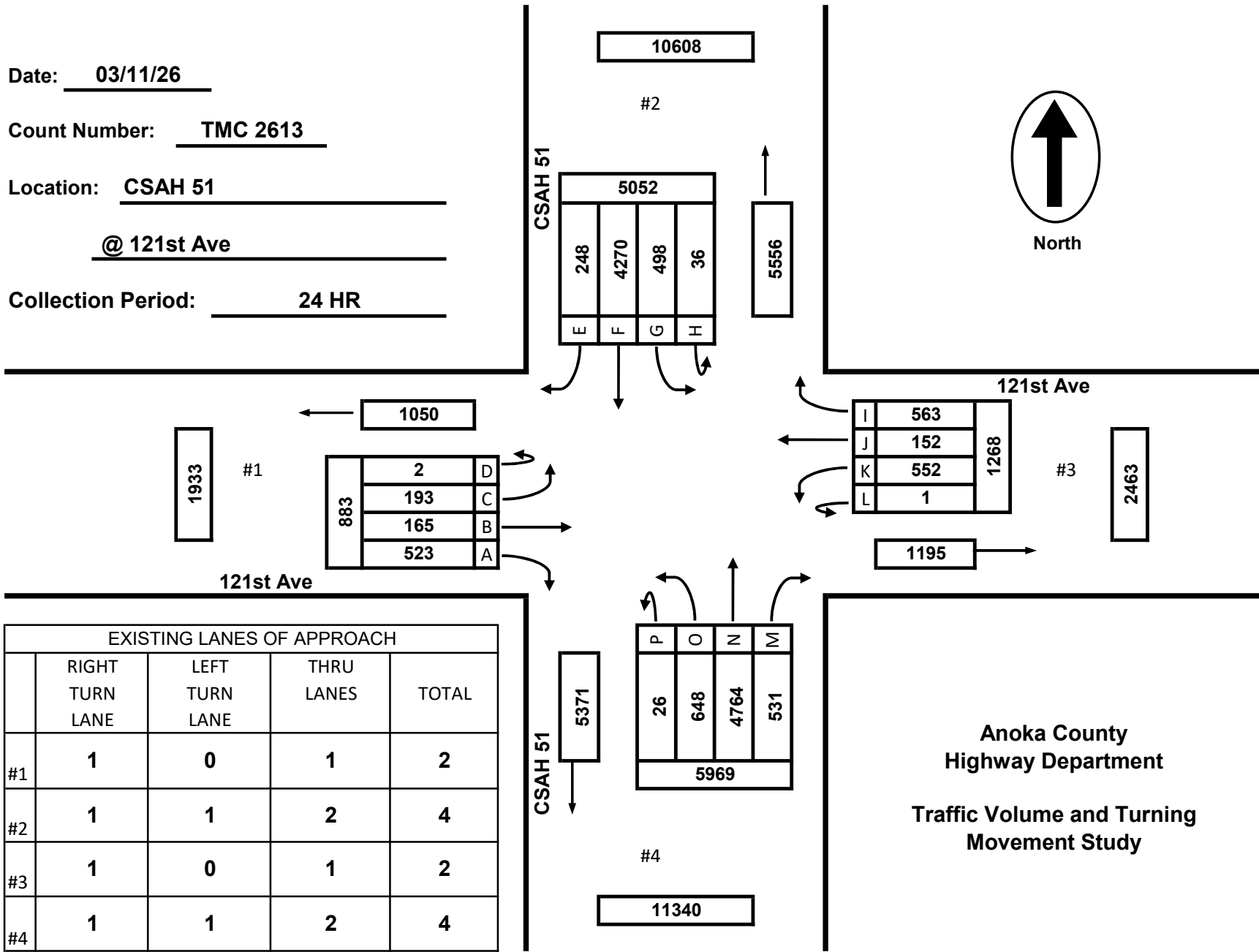
Count Number: TMC 2613

Location: CSAH 51  
@ 121st Ave

Collection Period: 24 HR



North



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

Anoka County  
 Highway Department  
 Traffic Volume and Turning  
 Movement Study

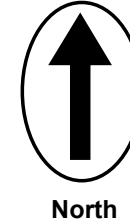
Date: 03/11/26

Count Number: TMC 2613

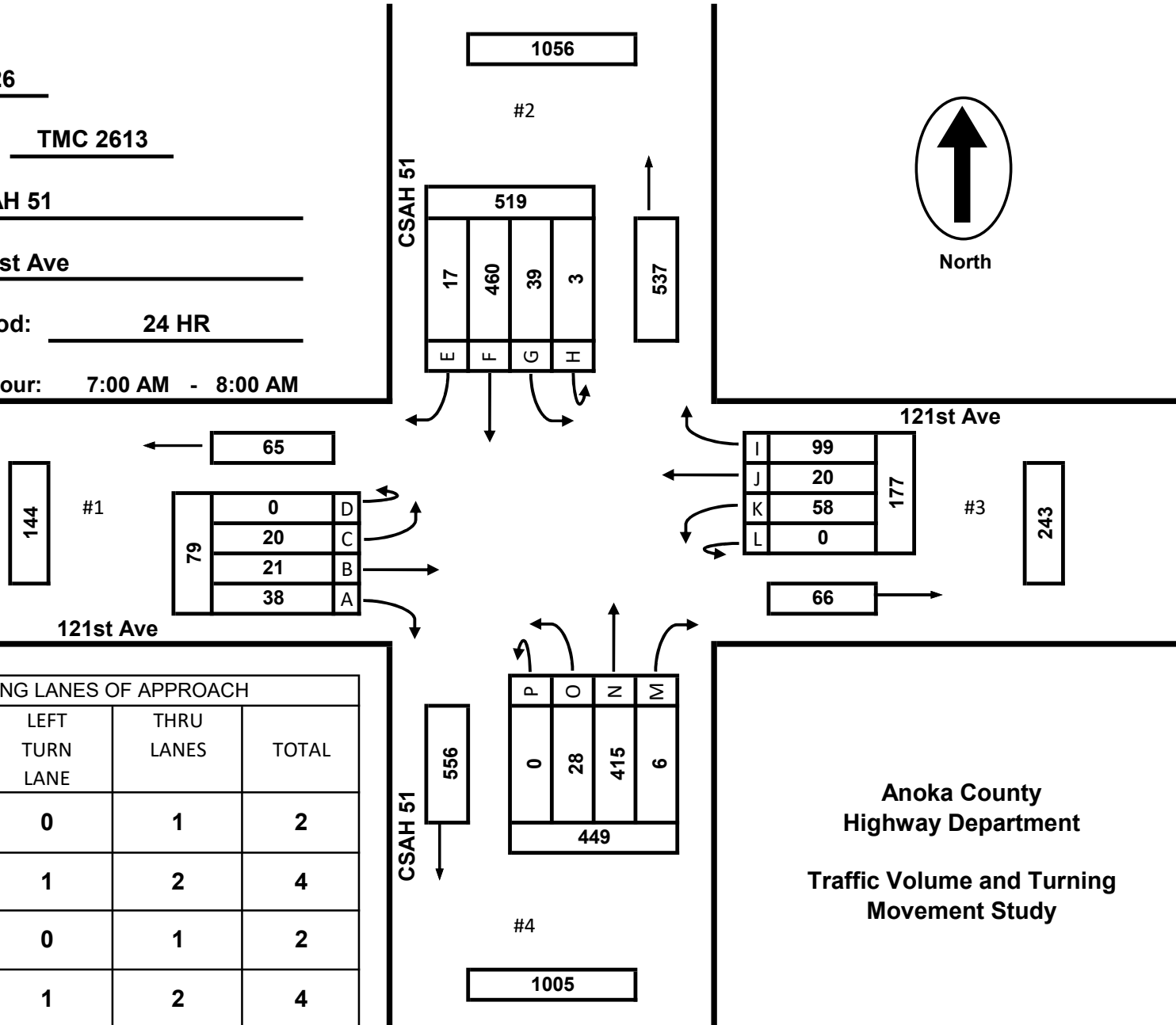
Location: CSAH 51  
@ 121st Ave

Collection Period: 24 HR

Peak Hour: 7:00 AM - 8:00 AM



North



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

Anoka County  
 Highway Department  
 Traffic Volume and Turning  
 Movement Study

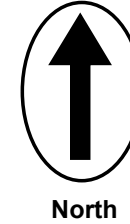
Date: 03/11/26

Count Number: TMC 2613

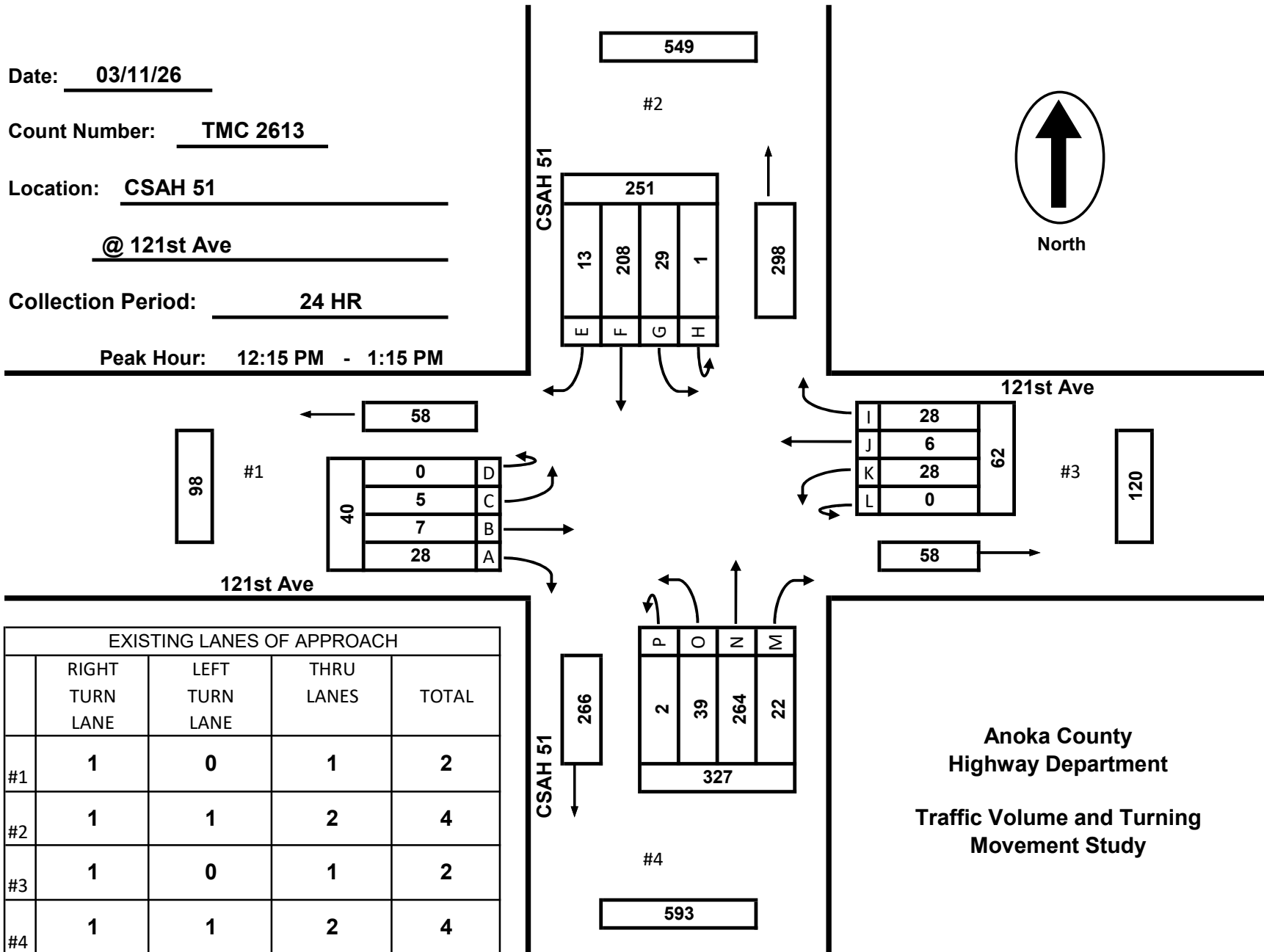
Location: CSAH 51  
@ 121st Ave

Collection Period: 24 HR

Peak Hour: 12:15 PM - 1:15 PM



North



Anoka County  
 Highway Department  
 Traffic Volume and Turning  
 Movement Study

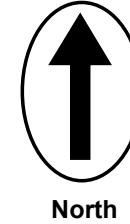
Date: 03/11/26

Count Number: TMC 2613

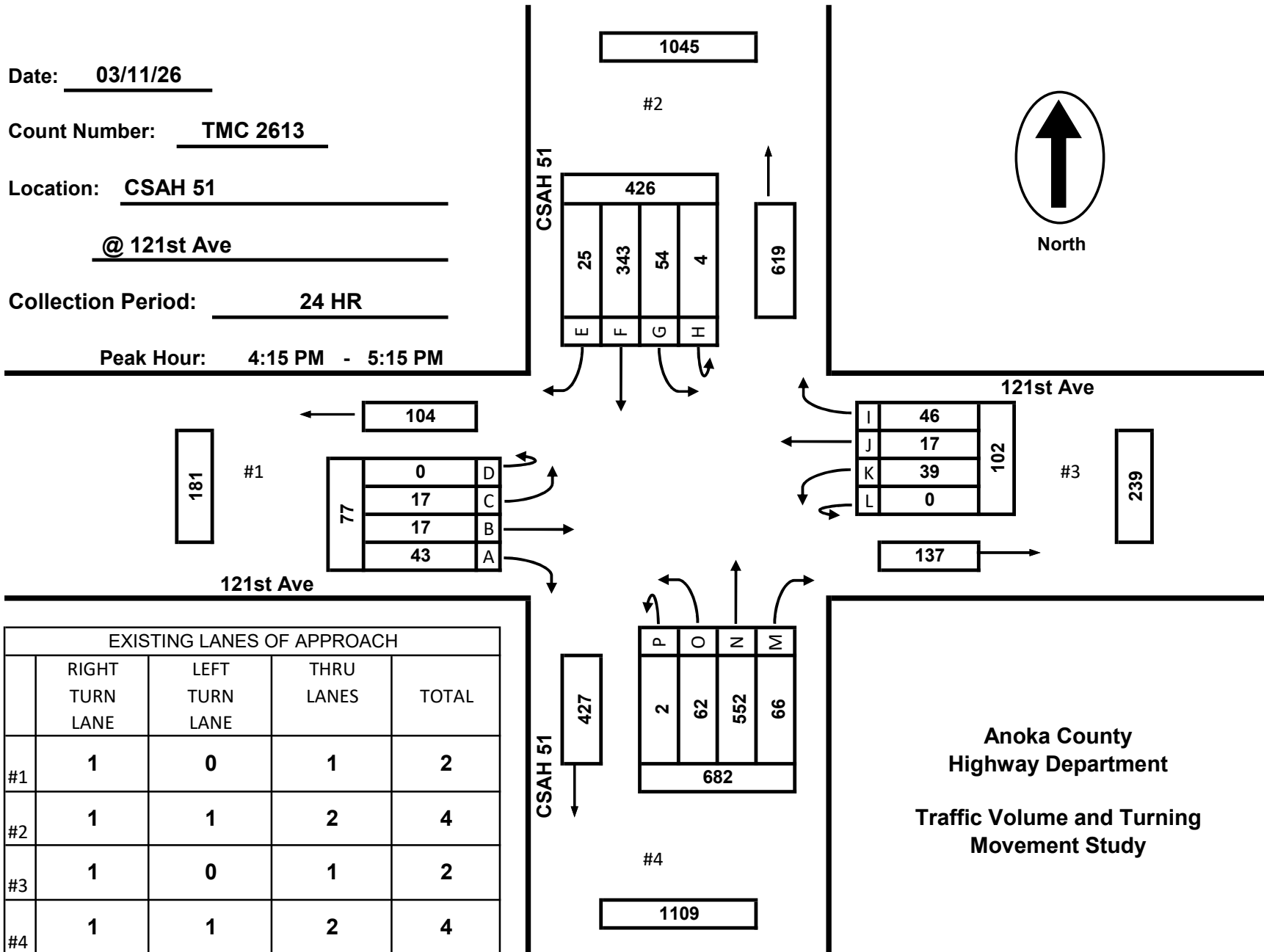
Location: CSAH 51  
@ 121st Ave

Collection Period: 24 HR

Peak Hour: 4:15 PM - 5:15 PM



North



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

Anoka County  
 Highway Department  
 Traffic Volume and Turning  
 Movement Study

TMC 2613 - CSAH 51 @ 121st Ave  
Blaine MN  
Wednesday, March 11, 2026

Time	Southbound CSAH 51						Westbound 121st Ave						Northbound CSAH 51						Eastbound 121st Ave						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	2	4	0	0	6	0	0	3	0	0	3	0	1	8	2	0	11	0	1	1	0	0	2	22
12:15 AM	1	3	5	0	0	9	0	0	3	0	0	3	0	0	9	1	0	10	0	0	1	0	0	1	20
12:30 AM	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
12:45 AM	0	0	3	0	0	3	0	1	0	0	0	1	0	0	2	1	0	3	0	0	0	0	0	0	7
Hourly Total	1	5	17	0	0	23	0	1	3	0	0	4	0	1	21	4	0	26	0	1	2	0	0	3	56
1:00 AM	0	0	5	0	0	5	0	0	0	1	0	1	0	0	5	2	0	7	0	0	0	0	0	0	13
1:15 AM	0	0	3	0	0	3	0	1	0	0	0	1	0	2	5	2	0	9	0	0	0	0	0	0	13
1:30 AM	0	0	2	0	0	2	0	1	0	2	0	3	0	1	4	1	0	6	0	0	0	1	0	1	12
1:45 AM	0	1	4	0	0	5	0	0	0	1	0	1	0	0	4	1	0	5	0	0	0	1	0	1	12
Hourly Total	0	1	14	0	0	15	0	2	0	4	0	6	0	3	18	6	0	27	0	0	0	2	0	2	50
2:00 AM	0	0	4	0	0	4	0	1	0	0	0	1	0	0	2	1	0	3	0	0	0	0	0	0	8
2:15 AM	0	1	3	0	0	4	0	0	0	1	0	1	0	0	3	0	0	3	0	0	0	0	0	0	8
2:30 AM	0	1	5	0	0	6	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	1	0	1	10
2:45 AM	0	0	2	0	0	2	0	1	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	6
Hourly Total	0	2	14	0	0	16	0	2	0	1	0	3	0	0	11	1	0	12	0	0	0	1	0	1	32
3:00 AM	0	0	7	0	0	7	0	1	0	1	0	2	0	0	3	1	0	4	0	0	0	0	0	0	13
3:15 AM	0	0	3	0	0	3	0	0	0	1	0	1	0	1	3	0	0	4	0	0	0	1	0	1	9
3:30 AM	0	1	8	0	0	9	0	1	0	0	0	1	0	0	4	0	0	4	0	0	0	0	0	0	14
3:45 AM	0	0	5	0	0	5	0	2	0	2	0	4	0	0	7	1	0	8	0	0	0	0	0	0	17
Hourly Total	0	1	23	0	0	24	0	4	0	4	0	8	0	1	17	2	0	20	0	0	0	1	0	1	53
4:00 AM	0	0	5	0	0	5	0	0	0	1	0	1	0	1	2	1	0	4	0	0	0	1	0	1	11
4:15 AM	0	0	8	0	0	8	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	1	0	1	14
4:30 AM	0	0	14	0	0	14	0	3	0	1	0	4	0	0	4	2	0	6	0	1	0	1	0	2	26
4:45 AM	0	0	8	0	0	8	0	2	0	2	0	4	1	1	10	0	0	12	0	0	0	2	0	2	26
Hourly Total	0	0	35	0	0	35	0	5	0	4	0	9	1	2	21	3	0	27	0	1	0	5	0	6	77
5:00 AM	0	0	13	0	0	13	0	4	0	0	0	4	0	0	10	0	0	10	2	0	0	0	0	2	29
5:15 AM	0	4	26	0	0	30	0	4	0	1	0	5	0	1	10	1	0	12	0	1	1	5	0	7	54
5:30 AM	0	0	35	0	0	35	0	8	1	1	0	10	2	2	22	0	0	26	0	0	0	3	0	3	74
5:45 AM	0	0	28	1	0	29	0	4	2	6	0	12	1	0	27	2	0	30	0	0	0	4	0	4	75
Hourly Total	0	4	102	1	0	107	0	20	3	8	0	31	3	3	69	3	0	78	2	1	1	12	0	16	232
6:00 AM	0	1	40	2	0	43	1	5	1	3	0	10	0	2	25	1	0	28	0	2	2	6	0	10	91
6:15 AM	1	0	49	1	0	51	0	10	1	6	0	17	0	2	28	1	0	31	0	2	0	13	0	15	114
6:30 AM	0	0	60	3	0	63	0	14	1	5	0	20	0	6	50	2	0	58	0	2	1	5	0	8	149
6:45 AM	2	2	62	5	1	71	0	15	4	7	0	26	1	8	86	1	0	96	0	5	1	11	0	17	210
Hourly Total	3	3	211	11	1	228	1	44	7	21	0	73	1	18	189	5	0	213	0	11	4	35	0	50	564
7:00 AM	0	10	85	5	0	100	0	10	5	31	0	46	0	8	129	0	0	137	0	8	4	8	0	20	303
7:15 AM	0	11	136	5	0	152	0	23	6	34	0	63	0	7	139	4	0	150	0	6	4	13	0	23	388
7:30 AM	3	11	140	4	0	158	0	14	8	18	1	40	0	5	71	1	0	77	0	2	6	9	0	17	292
7:45 AM	0	7	99	3	0	109	0	11	1	16	0	28	0	8	76	1	0	85	0	4	7	8	0	19	241
Hourly Total	3	39	460	17	0	519	0	58	20	99	1	177	0	28	415	6	0	449	0	20	21	38	0	79	1224

TMC 2613 - CSAH 51 @ 121st Ave  
Blaine MN  
Wednesday, March 11, 2026

Time	Southbound CSAH 51						Westbound 121st Ave						Northbound CSAH 51						Eastbound 121st Ave						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	7	110	4	0	121	0	13	4	19	0	36	0	3	54	2	0	59	0	2	0	8	0	10	226
8:15 AM	0	15	89	4	0	108	0	13	1	11	0	25	0	6	76	8	0	90	0	0	1	9	0	10	233
8:30 AM	0	9	65	4	0	78	0	11	3	12	0	26	0	4	62	2	0	68	0	3	4	4	0	11	183
8:45 AM	0	7	117	11	0	135	0	11	3	7	0	21	1	9	48	5	0	63	0	7	2	21	0	30	249
Hourly Total	0	38	381	23	0	442	0	48	11	49	0	108	1	22	240	17	0	280	0	12	7	42	0	61	891
9:00 AM	0	1	45	1	0	47	0	10	2	7	0	19	1	9	40	4	0	54	0	4	2	8	0	14	134
9:15 AM	0	2	52	2	0	56	0	4	3	4	0	11	1	3	50	3	0	57	0	3	1	6	0	10	134
9:30 AM	0	6	33	4	0	43	0	11	0	2	1	13	0	8	45	5	0	58	0	4	0	6	0	10	124
9:45 AM	0	7	46	4	0	57	0	8	2	5	0	15	0	6	40	6	0	52	0	6	3	4	1	13	137
Hourly Total	0	16	176	11	0	203	0	33	7	18	1	58	2	26	175	18	0	221	0	17	6	24	1	47	529
10:00 AM	1	8	43	5	1	57	0	9	3	4	0	16	0	1	41	4	0	46	0	5	1	9	0	15	134
10:15 AM	0	3	35	5	0	43	0	13	1	4	0	18	0	2	36	2	0	40	0	6	4	3	0	13	114
10:30 AM	0	2	51	2	0	55	0	6	3	4	1	13	0	9	48	6	0	63	0	4	0	5	0	9	140
10:45 AM	1	5	47	1	1	54	0	4	1	8	0	13	0	6	48	4	0	58	0	1	0	2	0	3	128
Hourly Total	2	18	176	13	2	209	0	32	8	20	1	60	0	18	173	16	0	207	0	16	5	19	0	40	516
11:00 AM	2	5	52	1	0	60	0	5	1	2	0	8	0	8	31	4	0	43	0	3	2	10	0	15	126
11:15 AM	1	1	28	1	0	31	0	13	3	5	0	21	1	5	54	6	0	66	0	6	2	6	0	14	132
11:30 AM	1	3	35	5	0	44	0	8	0	4	0	12	0	13	59	2	0	74	0	0	2	6	0	8	138
11:45 AM	0	5	37	4	0	46	0	10	4	7	0	21	0	6	41	7	0	54	0	2	1	6	0	9	130
Hourly Total	4	14	152	11	0	181	0	36	8	18	0	62	1	32	185	19	0	237	0	11	7	28	0	46	526
12:00 PM	0	5	44	1	0	50	0	6	1	4	0	11	0	10	65	7	0	82	0	2	5	11	0	18	161
12:15 PM	0	1	53	2	0	56	0	5	1	8	0	14	0	11	71	6	0	88	0	0	1	2	0	3	161
12:30 PM	0	12	49	4	0	65	0	4	2	4	0	10	0	12	73	3	0	88	0	1	2	5	0	8	171
12:45 PM	0	3	44	5	0	52	0	11	2	8	0	21	1	6	59	5	0	71	0	2	1	10	0	13	157
Hourly Total	0	21	190	12	0	223	0	26	6	24	0	56	1	39	268	21	0	329	0	5	9	28	0	42	650
1:00 PM	1	13	62	2	0	78	0	8	1	8	5	17	1	10	61	8	0	80	0	2	3	11	0	16	191
1:15 PM	1	5	45	3	0	54	0	7	0	8	0	15	0	7	53	3	0	63	0	2	4	13	0	19	151
1:30 PM	0	1	52	4	0	57	0	5	2	3	0	10	1	9	57	1	0	68	0	3	0	5	0	8	143
1:45 PM	1	6	48	1	1	56	0	4	3	8	0	15	1	9	82	9	0	101	0	2	3	8	0	13	185
Hourly Total	3	25	207	10	1	245	0	24	6	27	5	57	3	35	253	21	0	312	0	9	10	37	0	56	670
2:00 PM	0	11	84	4	0	99	0	8	3	5	0	16	0	13	93	6	0	112	0	3	2	3	0	8	235
2:15 PM	2	10	123	11	4	146	0	8	1	4	5	13	1	13	100	9	0	123	0	3	5	10	0	18	300
2:30 PM	0	8	55	4	0	67	0	11	2	15	0	28	1	8	74	11	0	94	0	4	6	7	0	17	206
2:45 PM	0	7	74	2	0	83	0	4	2	3	0	9	1	22	96	8	0	127	0	4	4	4	2	12	231
Hourly Total	2	36	336	21	4	395	0	31	8	27	5	66	3	56	363	34	0	466	0	14	17	24	2	55	972
3:00 PM	0	7	92	5	0	104	0	5	3	7	0	15	2	15	91	11	0	119	0	3	7	10	0	20	258
3:15 PM	1	9	89	2	0	101	0	4	3	11	0	18	0	20	94	9	0	123	0	7	5	14	0	26	268
3:30 PM	0	8	85	8	0	101	0	9	1	9	0	19	0	16	136	13	2	165	0	8	1	8	0	17	302
3:45 PM	1	7	77	6	0	91	0	5	1	10	1	16	0	19	123	14	0	156	0	3	4	12	0	19	282
Hourly Total	2	31	343	21	0	397	0	23	8	37	1	68	2	70	444	47	2	563	0	21	17	44	0	82	1110

TMC 2613 - CSAH 51 @ 121st Ave  
Blaine MN  
Wednesday, March 11, 2026

Time	Southbound CSAH 51						Westbound 121st Ave						Northbound CSAH 51						Eastbound 121st Ave						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	11	76	4	0	92	0	7	6	11	0	24	0	17	141	13	0	171	0	5	4	9	3	18	305
4:15 PM	1	10	92	4	0	107	0	7	1	14	1	22	2	14	149	12	0	177	0	7	1	9	0	17	323
4:30 PM	1	20	71	6	0	98	0	9	5	7	1	21	0	19	125	21	0	165	0	1	7	12	0	20	304
4:45 PM	1	13	92	7	0	113	0	12	7	13	0	32	0	16	149	17	0	182	0	6	7	10	0	23	350
Hourly Total	4	54	331	21	0	410	0	35	19	45	2	99	2	66	564	63	0	695	0	19	19	40	3	78	1282
5:00 PM	1	11	88	8	0	108	0	11	4	12	0	27	0	13	129	16	0	158	0	3	2	12	0	17	310
5:15 PM	0	11	75	5	0	91	0	7	2	8	0	17	0	15	115	17	0	147	0	1	4	14	0	19	274
5:30 PM	0	8	74	4	0	86	0	5	6	10	0	21	1	16	111	19	0	147	0	4	4	8	0	16	270
5:45 PM	0	8	66	2	0	76	0	12	2	8	0	22	0	20	88	11	0	119	0	4	4	13	0	21	238
Hourly Total	1	38	303	19	0	361	0	35	14	38	0	87	1	64	443	63	0	571	0	12	14	47	0	73	1092
6:00 PM	2	10	75	10	0	97	0	5	4	9	0	18	0	4	74	13	0	91	0	5	2	5	0	12	218
6:15 PM	0	7	58	3	0	68	0	13	2	8	0	23	0	11	78	15	0	104	0	0	4	17	1	21	216
6:30 PM	1	8	62	0	0	71	0	9	2	13	0	24	0	19	75	10	0	104	0	4	2	9	0	15	214
6:45 PM	0	22	55	1	0	78	0	5	2	6	0	13	0	16	60	9	0	85	0	2	0	2	0	4	180
Hourly Total	3	47	250	14	0	314	0	32	10	36	0	78	0	50	287	47	0	384	0	11	8	33	1	52	828
7:00 PM	0	10	50	3	0	63	0	6	2	8	1	16	0	10	57	13	0	80	0	1	0	4	1	5	164
7:15 PM	0	7	39	6	0	52	0	2	2	8	1	12	0	6	35	11	0	52	0	0	1	11	0	12	128
7:30 PM	3	6	32	1	1	42	0	3	3	4	0	10	0	8	54	11	0	73	0	0	1	3	0	4	129
7:45 PM	0	9	56	2	0	67	0	6	0	4	0	10	0	4	37	9	0	50	0	1	1	8	0	10	137
Hourly Total	3	32	177	12	1	224	0	17	7	24	2	48	0	28	183	44	0	255	0	2	3	26	1	31	558
8:00 PM	1	9	45	4	0	59	0	6	0	6	0	12	0	8	58	10	0	76	0	4	2	2	0	8	155
8:15 PM	0	10	41	4	0	55	0	2	1	5	0	8	0	14	41	6	0	61	0	1	2	2	0	5	129
8:30 PM	1	6	43	3	0	53	0	4	1	9	0	14	2	8	39	6	0	55	0	1	4	3	0	8	130
8:45 PM	1	2	35	0	0	38	0	6	2	17	0	25	1	5	44	6	0	56	0	1	1	7	0	9	128
Hourly Total	3	27	164	11	0	205	0	18	4	37	0	59	3	35	182	28	0	248	0	7	9	14	0	30	542
9:00 PM	1	9	40	5	0	55	0	6	0	4	0	10	0	11	39	7	0	57	0	3	1	3	0	7	129
9:15 PM	1	5	30	2	0	38	0	1	0	3	0	4	0	2	36	9	0	47	0	0	1	5	0	6	95
9:30 PM	0	5	25	3	0	33	0	2	0	2	1	4	0	5	26	3	0	34	0	0	3	6	0	9	80
9:45 PM	0	7	26	2	0	35	0	2	0	2	0	4	0	7	22	5	0	34	0	0	0	1	0	1	74
Hourly Total	2	26	121	12	0	161	0	11	0	11	1	22	0	25	123	24	0	172	0	3	5	15	0	23	378
10:00 PM	0	2	19	3	0	24	0	4	0	1	0	5	0	2	24	5	0	31	0	0	1	3	0	4	64
10:15 PM	0	3	10	1	0	14	0	6	1	2	0	9	0	6	17	5	0	28	0	0	0	1	0	1	52
10:30 PM	0	5	11	1	0	17	0	1	2	0	0	3	0	7	19	7	0	33	0	0	0	2	0	2	55
10:45 PM	0	0	11	0	0	11	0	1	0	2	0	3	0	6	17	7	0	30	0	0	0	0	0	0	44
Hourly Total	0	10	51	5	0	66	0	12	3	5	0	20	0	21	77	24	0	122	0	0	1	6	0	7	215
11:00 PM	0	3	16	2	0	21	0	1	0	3	0	4	1	2	12	4	0	19	0	0	0	1	0	1	45
11:15 PM	0	3	5	1	0	9	0	1	0	0	0	1	1	0	12	1	0	14	0	0	0	0	0	0	24
11:30 PM	0	2	9	0	0	11	0	1	0	2	0	3	0	1	11	7	0	19	0	0	0	1	0	1	34
11:45 PM	0	2	6	0	0	8	0	0	0	1	0	1	0	2	8	3	0	13	0	0	0	0	0	0	22
Hourly Total	0	10	36	3	0	49	0	3	0	6	0	9	2	5	43	15	0	65	0	0	0	2	0	2	125
<b>DAILY TOTAL</b>	<b>36</b>	<b>498</b>	<b>4270</b>	<b>248</b>	<b>9</b>	<b>5052</b>	<b>1</b>	<b>552</b>	<b>152</b>	<b>563</b>	<b>19</b>	<b>1268</b>	<b>26</b>	<b>648</b>	<b>4764</b>	<b>531</b>	<b>2</b>	<b>5969</b>	<b>2</b>	<b>193</b>	<b>165</b>	<b>523</b>	<b>8</b>	<b>883</b>	<b>13172</b>
<b>Cars</b>	<b>35</b>	<b>490</b>	<b>4163</b>	<b>238</b>	<b>9</b>	<b>4926</b>	<b>0</b>	<b>549</b>	<b>148</b>	<b>552</b>	<b>18</b>	<b>1249</b>	<b>25</b>	<b>633</b>	<b>4649</b>	<b>523</b>	<b>2</b>	<b>5830</b>	<b>0</b>	<b>181</b>	<b>160</b>	<b>505</b>	<b>8</b>	<b>846</b>	<b>12851</b>
<b>Heavy Vehicles</b>	<b>1</b>	<b>8</b>	<b>107</b>	<b>10</b>	<b>0</b>	<b>126</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>11</b>	<b>1</b>	<b>19</b>	<b>1</b>	<b>15</b>	<b>115</b>	<b>8</b>	<b>0</b>	<b>139</b>	<b>2</b>	<b>12</b>	<b>5</b>	<b>18</b>	<b>0</b>	<b>37</b>	<b>321</b>
<b>Heavy Vehicle %</b>	<b>2.78%</b>	<b>1.61%</b>	<b>2.51%</b>	<b>4.03%</b>	<b>0.00%</b>	<b>2.49%</b>	<b>100.00%</b>	<b>0.54%</b>	<b>2.63%</b>	<b>1.95%</b>	<b>5.26%</b>	<b>1.50%</b>	<b>3.85%</b>	<b>2.31%</b>	<b>2.41%</b>	<b>1.51%</b>	<b>0.00%</b>	<b>2.33%</b>	<b>100.00%</b>	<b>6.22%</b>	<b>3.03%</b>	<b>3.44%</b>	<b>0.00%</b>	<b>4.19%</b>	<b>2.44%</b>

**TMC 2613 - CSAH 51 @ 121st Ave  
Blaine MN  
Wednesday, March 11, 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	
7:00 AM	0	10	85	5	0	100	0	10	5	31	0	46	0	8	129	0	0	137	0	8	4	8	0	20	
7:15 AM	0	11	136	5	0	152	0	23	6	34	0	63	0	7	139	4	0	150	0	6	4	13	0	23	
7:30 AM	3	11	140	4	0	158	0	14	8	18	1	40	0	5	71	1	0	77	0	2	6	9	0	17	
7:45 AM	0	7	99	3	0	109	0	11	1	16	0	28	0	8	76	1	0	85	0	4	7	8	0	19	
Peak Hour Total	3	39	460	17	0	519	0	58	20	99	1	177	0	28	415	6	0	449	0	20	21	38	0	79	
Peak Hour Heavy Vehicle	0	5	14	0	0	19	0	1	0	2	0	3	0	2	16	1	0	19	0	2	1	2	0	5	
Peak Hour Heavy Vehicle PHF	0.00%	12.82%	3.04%	0.00%	0.00%	3.66%	0.00%	1.72%	0.00%	2.02%	0.00%	1.69%	0.00%	7.14%	3.86%	16.67%	0.00%	4.23%	0.00%	10.00%	4.76%	5.26%	0.00%	6.33%	
	0.250	0.886	0.821	0.850	0.000	0.821	0.000	0.630	0.625	0.728	0.250	0.702	0.000	0.875	0.746	0.375	0.000	0.748	0.000	0.625	0.750	0.731	0.000	0.859	

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

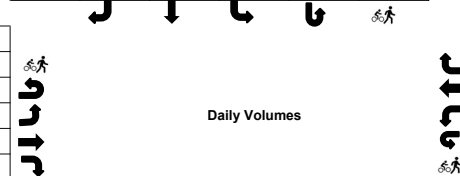
Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:15 PM	0	1	53	2	0	56	0	5	1	8	0	14	0	11	71	6	0	88	0	0	1	2	0	3	
12:30 PM	0	12	49	4	0	65	0	4	2	4	0	10	0	12	73	3	0	88	0	1	2	5	0	8	
12:45 PM	0	3	44	5	0	52	0	11	2	8	0	21	1	6	59	5	0	71	0	2	1	10	0	13	
1:00 PM	1	13	62	2	0	78	0	8	1	8	5	17	1	10	61	8	0	80	0	2	3	11	0	16	
Peak Hour Total	1	29	208	13	0	251	0	28	6	28	5	62	2	39	264	22	0	327	0	5	7	28	0	40	
Peak Hour Heavy Vehicle	0	0	4	0	0	4	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	
Peak Hour Heavy Vehicle PHF	0.00%	0.00%	1.92%	0.00%	0.00%	1.59%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	4.55%	0.00%	0.00%	3.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	0.250	0.558	0.839	0.650	0.000	0.804	0.000	0.636	0.750	0.875	0.250	0.738	0.000	0.813	0.904	0.688	0.000	0.929	0.000	0.625	0.583	0.636	0.000	0.625	

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

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:15 PM	1	10	92	4	0	107	0	7	1	14	1	22	2	14	149	12	0	177	0	7	1	9	0	17	
4:30 PM	1	20	71	6	0	98	0	9	5	7	1	21	0	19	125	21	0	165	0	1	7	12	0	20	
4:45 PM	1	13	92	7	0	113	0	12	7	13	0	32	0	16	149	17	0	182	0	6	7	10	0	23	
5:00 PM	1	11	88	8	0	108	0	11	4	12	0	27	0	13	129	16	0	158	0	3	2	12	0	17	
Peak Hour Total	4	54	343	25	0	426	0	39	17	46	2	102	2	62	552	66	0	622	0	17	17	43	0	77	
Peak Hour Heavy Vehicle	0	0	3	0	0	3	0	0	0	0	0	0	0	0	7	0	0	7	0	1	0	1	0	2	
Peak Hour Heavy Vehicle PHF	0.00%	0.00%	0.87%	0.00%	0.00%	0.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.27%	0.00%	0.00%	1.03%	0.00%	5.88%	0.00%	2.33%	0.00%	2.60%	
	1.000	0.675	0.932	0.781	0.000	0.942	0.000	0.813	0.607	0.821	0.500	0.797	0.250	0.816	0.926	0.786	0.000	0.937	0.000	0.607	0.607	0.896	0.000	0.837	

Total Vehicles On Leg		10608	
Vehicles Entering Intersection	5052	Vehicles Exiting Intersection	5556
<b>Southbound</b>			
Cars	238	4163	490
Heavy	10	107	8
<b>Total</b>	<b>248</b>	<b>4270</b>	<b>498</b>

Total Vehicles on Leg 1933	Vehicles Entering Intersection 883	<b>Eastbound</b>	Cars	Heavy	<b>Total</b>
			8	0	<b>8</b>
	0		2	<b>2</b>	
	181		12	<b>193</b>	
	160		5	<b>165</b>	
Vehicles Exiting Intersection 1050			505	18	<b>523</b>



Cars	Heavy	<b>Total</b>	<b>Westbound</b>	Vehicles Entering Intersection 1268	Total Vehicles on Leg 2463
552	11	<b>563</b>			
148	4	<b>152</b>			
549	3	<b>552</b>			
0	1	<b>1</b>			
18	1	<b>19</b>	Vehicles Exiting Intersection 1195		

Cars	2	25	633	4649	523
Heavy	0	1	15	115	8
<b>Total</b>	<b>2</b>	<b>26</b>	<b>648</b>	<b>4764</b>	<b>531</b>
<b>Northbound</b>					
Vehicles Entering Intersection 5969			Vehicles Exiting Intersection 5371		
Total Vehicles On Leg			11340		

TMC 2613 - CSAH 51 @ 121st Ave  
Blaine MN  
Wednesday, March 11, 2026

Time	Southbound Heavy CSAH 51						Westbound Heavy 121st Ave						Northbound Heavy CSAH 51						Eastbound Heavy 121st Ave						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	0	0	0	0	0	0
12:15 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
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	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	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
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	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	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	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	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	1
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	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	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	0	0	0	0	0	0	1
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	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	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	0	0	0	0	0	0
3:45 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly 'Heavy Vehicles'	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
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	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	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	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	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	2
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	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	2	0	0	0	0	0	1
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	3
6:00 AM	0	0	3	0	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	5
6:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6
6:30 AM	0	0	5	1	0	6	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	8
6:45 AM	0	0	3	2	0	5	0	0	1	0	0	1	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly 'Heavy Vehicles'	0	0	13	3	0	16	1	0	1	0	0	2	0	2	6	0	0	8	0	0	1	1	0	2	0	0	0	0	0	2	28
7:00 AM	0	3	5	0	0	8	0	0	0	1	0	1	0	0	12	0	0	12	0	2	1	0	0	3	0	0	0	0	0	3	24
7:15 AM	0	2	7	0	0	9	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	11
7:30 AM	0	0	1	0	0	1	0	1	0	1	0	2	0	1	2	0	0	3	0	0	0	1	0	1	0	0	0	0	0	1	7
7:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly 'Heavy Vehicles'	0	5	14	0	0	19	0	1	0	2	0	3	0	2	16	1	0	19	0	2	1	2	0	5	0	0	0	0	0	5	46

TMC 2613 - CSAH 51 @ 121st Ave  
Blaine MN  
Wednesday, March 11, 2026

Time	Southbound Heavy CSAH 51						Westbound Heavy 121st Ave						Northbound Heavy CSAH 51						Eastbound Heavy 121st Ave						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	1	8	1	0	10	0	0	0	2	0	2	0	0	1	0	0	1	0	0	0	2	0	2	15
8:15 AM	0	1	4	0	0	5	0	0	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	15
8:30 AM	0	0	3	1	0	4	0	1	0	0	0	1	0	1	3	0	0	4	0	0	0	0	0	0	9
8:45 AM	0	0	7	0	0	7	0	0	0	1	0	1	0	1	0	0	0	1	0	1	0	4	0	5	14
Hourly 'Heavy Vehicles'	0	2	22	2	0	26	0	1	0	3	0	4	0	2	13	1	0	16	0	1	0	6	0	7	53
9:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	2	0	2	6
9:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	1	0	12	0	0	13	0	0	0	0	0	0	14
9:30 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
9:45 AM	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
Hourly 'Heavy Vehicles'	0	0	5	0	0	5	0	0	0	0	0	0	1	1	17	1	0	20	0	0	0	2	0	2	27
10:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
10:15 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
10:30 AM	0	0	1	0	0	1	0	0	1	0	0	1	0	0	2	1	0	3	0	0	0	0	0	0	5
10:45 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
Hourly 'Heavy Vehicles'	0	0	3	0	0	3	0	0	1	0	0	1	0	0	6	1	0	7	0	1	0	0	0	1	12
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3
11:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	1	4
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	1	0	1	5
11:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	0	0	1	0	1	0	1	8	1	0	10	0	1	0	1	0	2	14
12:00 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
12:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5
12:30 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7
12:45 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	5	0	0	5	0	0	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	17
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1:30 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
1:45 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	2	5
Hourly 'Heavy Vehicles'	0	0	2	0	0	2	0	0	0	0	0	0	0	0	7	0	0	7	0	0	1	2	0	3	12
2:00 PM	0	0	1	0	0	1	0	0	1	1	0	2	0	0	4	0	0	4	0	0	0	0	0	0	7
2:15 PM	0	0	18	1	0	19	0	0	0	0	0	0	0	1	3	0	0	4	0	0	1	0	0	1	24
2:30 PM	0	0	2	1	0	3	0	0	0	1	0	1	0	0	1	0	0	1	0	2	0	2	0	4	9
2:45 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	6
Hourly 'Heavy Vehicles'	0	0	24	2	0	26	0	0	1	2	0	3	0	2	10	0	0	12	0	2	1	2	0	5	46
3:00 PM	0	0	2	1	0	3	0	1	0	0	0	1	0	2	0	0	0	2	0	1	1	0	0	2	8
3:15 PM	0	1	1	0	0	2	0	0	1	0	0	1	0	2	6	0	0	8	0	2	0	0	0	2	13
3:30 PM	0	0	0	2	0	2	0	0	0	1	0	1	0	1	2	1	0	4	0	0	0	1	0	1	8
3:45 PM	0	0	4	0	0	4	0	0	0	1	1	1	0	0	0	0	0	0	0	1	0	0	0	1	6
Hourly 'Heavy Vehicles'	0	1	7	3	0	11	0	1	1	2	1	4	0	5	8	1	0	14	0	4	1	1	0	6	35

TMC 2613 - CSAH 51 @ 121st Ave  
Blaine MN  
Wednesday, March 11, 2026

Time	Southbound Heavy CSAH 51						Westbound Heavy 121st Ave						Northbound Heavy CSAH 51						Eastbound Heavy 121st Ave						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	4	0	0	4	0	0	0	1	0	1	0	0	1	2	0	3	0	0	0	0	0	0	8
4:15 PM	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
4:30 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
4:45 PM	0	0	1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	1	3
Hourly 'Heavy Vehicles'	0	0	5	0	0	5	0	0	0	1	0	1	0	0	7	2	0	9	0	1	0	1	0	2	17
5:00 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
5:15 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
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	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	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
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	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
<b>DAILY 'Heavy Vehicles'</b>	<b>1</b>	<b>8</b>	<b>107</b>	<b>10</b>	<b>0</b>	<b>126</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>11</b>	<b>1</b>	<b>19</b>	<b>1</b>	<b>15</b>	<b>115</b>	<b>8</b>	<b>0</b>	<b>139</b>	<b>2</b>	<b>12</b>	<b>5</b>	<b>18</b>	<b>0</b>	<b>37</b>	<b>321</b>

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: 2613

Study Date : 06/10/2026

## Signal Warrants - Summary

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### Major Street Approaches

Northbound: CSAH 51

Number of Lanes : 2+

Total Approach Volume: 12,892

Southbound: CSAH 51

Number of Lanes :2+

Total Approach Volume: 10,441

### Minor Street Approaches

Eastbound: 121st Ave

Number of Lanes :1

Total Approach Volume: 802

Westbound: 121st Ave

Number of Lanes :1

Total Approach Volume: 2,651

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### Warrant Summary (Rural Values Apply)

**Warrant 1 - Eight Hour Vehicular Volumes.....Satisfied**

**Warrant 1A - Minimum Vehicular Volume.....Satisfied**

Required volumes reached for 16 hours, 8 are needed

**Warrant 1B - Interruption of Continuous Traffic.....Satisfied**

Required volumes reached for 18 hours, 8 are needed

**Warrant 1C - Combination of Warrants.....Satisfied**

Required 1A volumes reached for 17 hours, 8 are needed

Required 1B volumes reached for 18 hours, 8 are needed

**Warrant 2 - Four Hour Volumes.....Satisfied**

Number of hours (15) volumes exceed minimum >= minimum required (4).

**Warrant 3 - Peak Hour.....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.....Satisfied**

Volumes exceed minimums for at least 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: 2613

Study Date : 06/10/2026

## 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

18 one hour periods meet minimums.  
Warrant IS met.

#### Site Data Required

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

#### Volume Requirements

Rural Factor of 70 % applied  
 Veh/Hr Major = **378**  
 Veh/Hr Minor = **32**

Time	Major Road				Total	Minor Road		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
	<b>CSAH 51</b>					<b>121st Ave</b>		
16:00 - 17:00	1530	+	805	=	2335	95	175	Yes
17:00 - 18:00	1331	+	740	=	2071	65	163	Yes
15:00 - 16:00	1256	+	804	=	2060	103	165	Yes
07:00 - 08:00	806	+	1080	=	1886	76	284	Yes
14:00 - 15:00	1005	+	777	=	1782	56	175	Yes
18:00 - 19:00	863	+	634	=	1497	43	146	Yes
08:00 - 09:00	549	+	920	=	1469	73	183	Yes
13:00 - 14:00	699	+	508	=	1207	32	120	Yes
12:00 - 13:00	721	+	465	=	1186	30	137	Yes
19:00 - 20:00	564	+	441	=	1005	16	118	Yes
20:00 - 21:00	542	+	400	=	942	35	104	Yes
06:00 - 07:00	402	+	536	=	938	27	199	Yes
11:00 - 12:00	510	+	410	=	920	35	143	Yes
09:00 - 10:00	453	+	459	=	912	38	136	Yes
10:00 - 11:00	442	+	443	=	885	33	135	Yes
21:00 - 22:00	390	+	298	=	688	17	44	Yes
22:00 - 23:00	282	+	130	=	412	7	45	Yes
05:00 - 06:00	142	+	251	=	393	5	86	Yes
04:45 - 05:45	110	+	210	=	320	5	82	No
23:00 - 00:00	159	+	94	=	253	6	14	No
04:30 - 05:30	73	+	156	=	229	6	67	No
23:15 - 00:15	116	+	52	=	168	5	8	No
04:15 - 05:15	60	+	108	=	168	5	51	No
04:00 - 05:00	48	+	86	=	134	3	44	No
03:45 - 04:45	44		74		118	4	32	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: 2613

Study Date : 06/10/2026

## 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

17 hours meet 1A minimums.  
18 hours meet 1B minimums.  
Warrant IS met.

#### Site Data Required

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

#### Volume Requirements

Rural Factor of 70% applied  
Warrant 1A 1B  
Veh/Hr Major = **202 302**

Veh/Hr Minor = **50 26**

#### Major Road CSAH 51

#### Minor Road 121st Ave

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
16:30 - 17:30	1495	+	813	=	2308	78	177	Yes
15:30 - 16:30	1468	+	781	=	2249	92	169	Yes
14:30 - 15:30	1047	+	727	=	1774	96	172	Yes
17:30 - 18:30	1040	+	677	=	1717	53	151	Yes
06:30 - 07:30	800	+	849	=	1649	44	281	Yes
07:30 - 08:30	591	+	1030	=	1621	94	210	Yes
13:30 - 14:30	874	+	708	=	1582	41	134	Yes
18:30 - 19:30	717	+	521	=	1238	28	138	Yes
12:30 - 13:30	671	+	506	=	1177	24	150	Yes
08:30 - 09:30	480	+	688	=	1168	46	161	Yes
11:30 - 12:30	641	+	428	=	1069	32	132	Yes
19:30 - 20:30	581	+	423	=	1004	27	109	Yes

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
15:45 - 16:45	1489	+	757	=	2246	87	160	Yes
16:45 - 17:45	1444	+	800	=	2244	72	178	Yes
14:45 - 15:45	1181	+	795	=	1976	104	172	Yes
06:45 - 07:45	834	+	1019	=	1853	56	293	Yes
13:45 - 14:45	946	+	738	=	1684	51	155	Yes
17:45 - 18:45	933	+	657	=	1590	52	156	Yes
07:45 - 08:45	568	+	859	=	1427	87	196	Yes
12:45 - 13:45	639	+	501	=	1140	27	142	Yes
11:45 - 12:45	679	+	452	=	1131	34	131	Yes
08:45 - 09:45	478	+	632	=	1110	41	151	Yes
18:45 - 19:45	653	+	444	=	1097	16	120	Yes
19:45 - 20:45	542	+	451	=	993	34	106	Yes

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: 2613

Study Date : 06/10/2026

## 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.

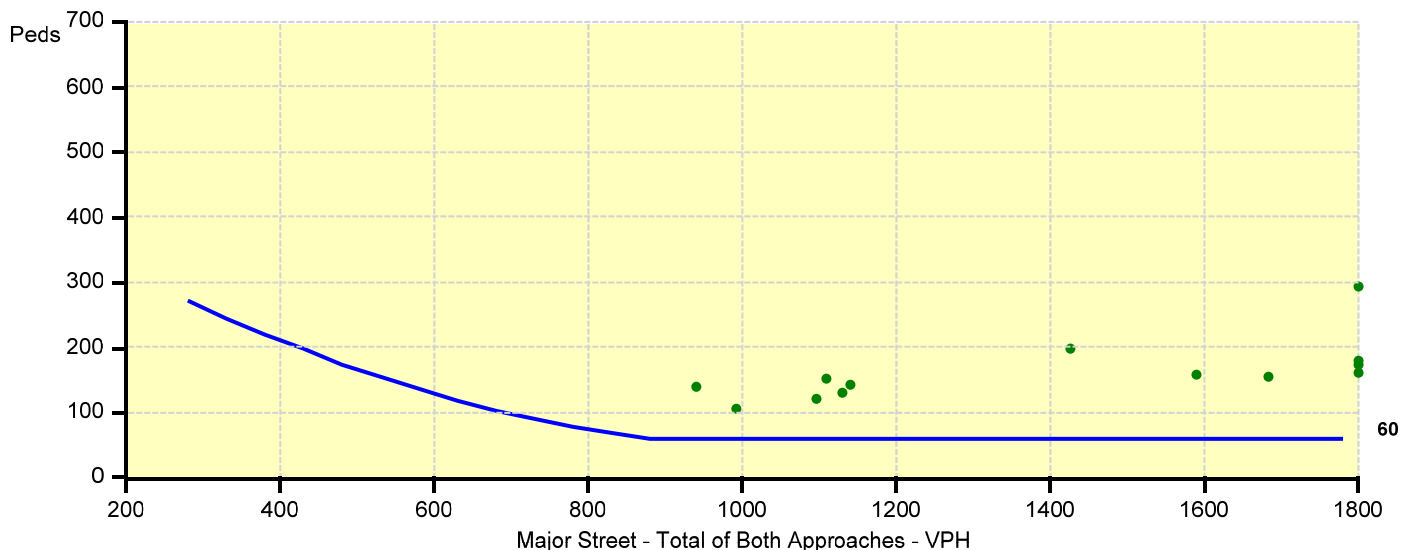
#### Summary

15 one hour periods meet minimums.  
Warrant IS met.

#### Site Data Required

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

Time	Major Road CSAH 51				Total	Minor Road 121st Ave		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
15:45 - 16:45	1489	+	757	=	2246	87	160	Yes
16:45 - 17:45	1444	+	800	=	2244	72	178	Yes
14:45 - 15:45	1181	+	795	=	1976	104	172	Yes
06:45 - 07:45	834	+	1019	=	1853	56	293	Yes
13:45 - 14:45	946	+	738	=	1684	51	155	Yes
17:45 - 18:45	933	+	657	=	1590	52	156	Yes
07:45 - 08:45	568	+	859	=	1427	87	196	Yes
12:45 - 13:45	639	+	501	=	1140	27	142	Yes
11:45 - 12:45	679	+	452	=	1131	34	131	Yes
08:45 - 09:45	478	+	632	=	1110	41	151	Yes
18:45 - 19:45	653	+	444	=	1097	16	120	Yes
19:45 - 20:45	542		451		993	34	106	Yes



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: 2613

Study Date : 06/10/2026

## 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

49 one hour periods meet minimums.  
Warrant IS met.

#### Site Data Required

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

Time	Major Road CSAH 51				Total	Minor Road 121st Ave		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
16:00 - 17:00	1530	+	805	=	2335	95	175	Yes
16:15 - 17:15	1495	+	839	=	2334	82	174	Yes
16:30 - 17:30	1495	+	813	=	2308	78	177	Yes
15:30 - 16:30	1468	+	781	=	2249	92	169	Yes
15:45 - 16:45	1489	+	757	=	2246	87	160	Yes
16:45 - 17:45	1444	+	800	=	2244	72	178	Yes
15:15 - 16:15	1403	+	781	=	2184	105	172	Yes
17:00 - 18:00	1331	+	740	=	2071	65	163	Yes
15:00 - 16:00	1256	+	804	=	2060	103	165	Yes
14:45 - 15:45	1181	+	795	=	1976	104	172	Yes
07:00 - 08:00	806	+	1080	=	1886	76	284	Yes
17:15 - 18:15	1167	+	716	=	1883	54	152	Yes

