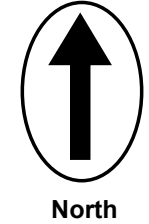


Date: 04/14/26

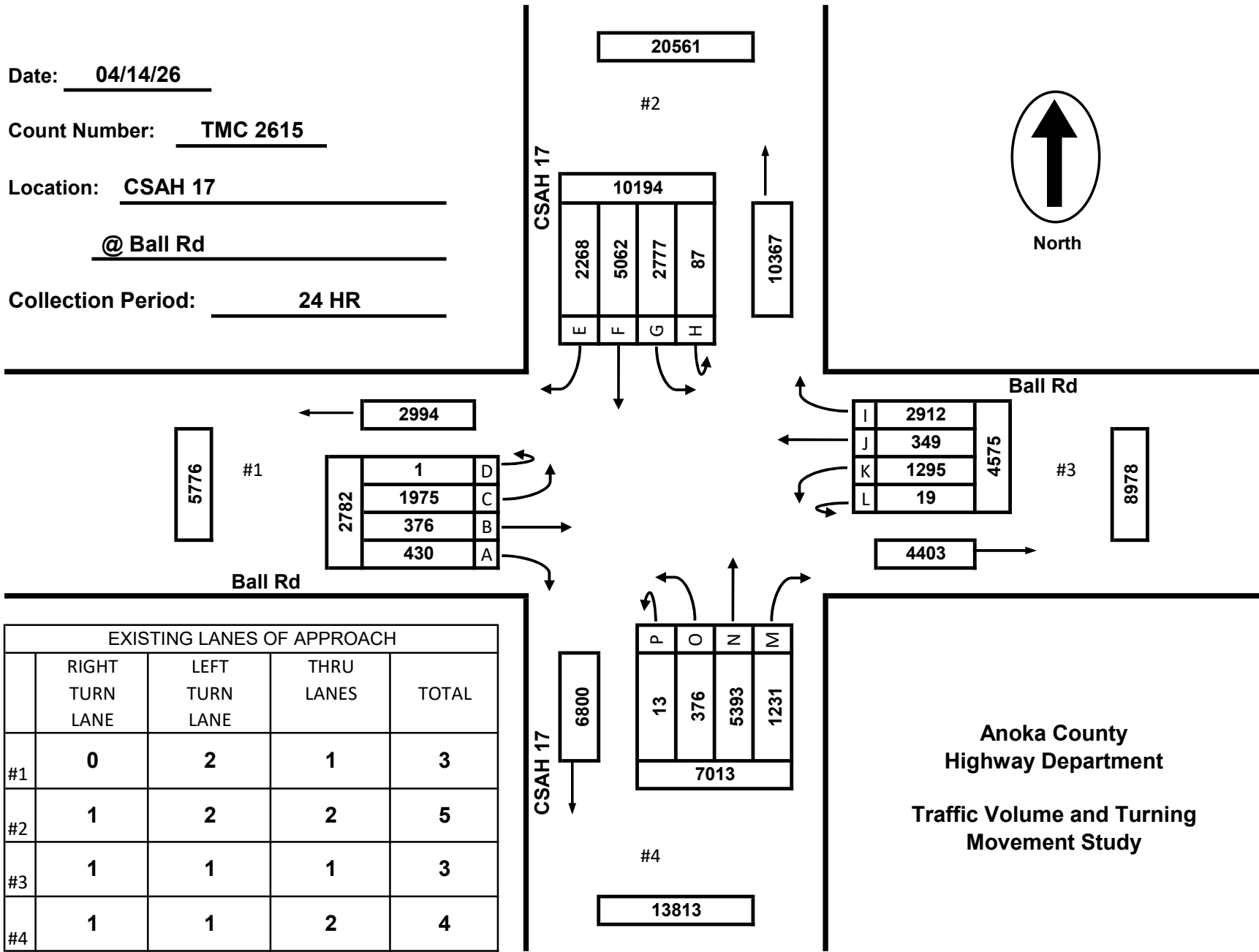
Count Number: TMC 2615

Location: CSAH 17  
@ Ball Rd

Collection Period: 24 HR



North



EXISTING LANES OF APPROACH				
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	TOTAL
#1	0	2	1	3
#2	1	2	2	5
#3	1	1	1	3
#4	1	1	2	4

Anoka County  
 Highway Department  
 Traffic Volume and Turning  
 Movement Study

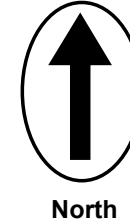
Date: 04/14/26

Count Number: TMC 2615

Location: CSAH 17  
@ Ball Rd

Collection Period: 24 HR

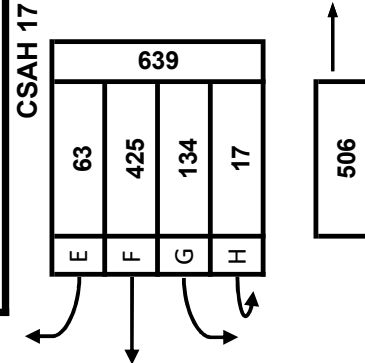
Peak Hour: 7:15 AM - 8:15 AM



North

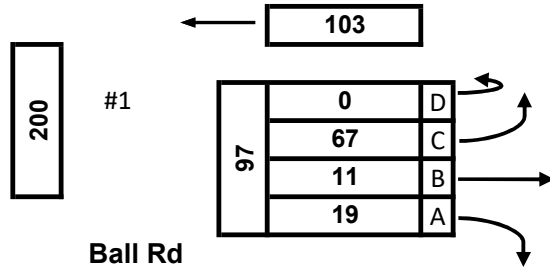
1145

#2

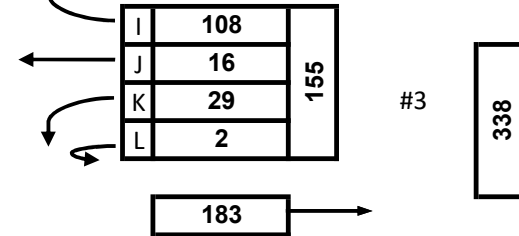


CSAH 17

Ball Rd



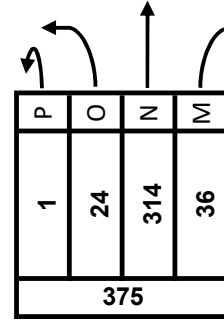
Ball Rd



EXISTING LANES OF APPROACH				
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	TOTAL
#1	0	2	1	3
#2	1	2	2	5
#3	1	1	1	3
#4	1	1	2	4

CSAH 17

474



Anoka County  
Highway Department

Traffic Volume and Turning  
Movement Study

Date: 04/14/26

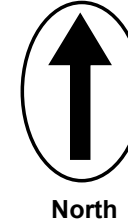
Count Number: TMC 2615

Location: CSAH 17

@ Ball Rd

Collection Period: 24 HR

Peak Hour: 12:00 PM - 1:00 PM



North

1400

#2

CSAH 17

703			
165	314	221	3
E	F	G	H

697

Ball Rd

416

#1

209	0	D
	156	C
	28	B
	25	A

Ball Rd

I	195	301
J	20	
K	85	
L	1	

#3

655

354

424

CSAH 17

P	O	N	M
0	22	343	104
469			

#4

893

EXISTING LANES OF APPROACH				
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	TOTAL
#1	0	2	1	3
#2	1	2	2	5
#3	1	1	1	3
#4	1	1	2	4

Anoka County  
Highway Department  
Traffic Volume and Turning  
Movement Study

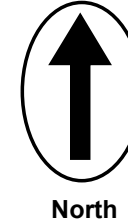
Date: 04/14/26

Count Number: TMC 2615

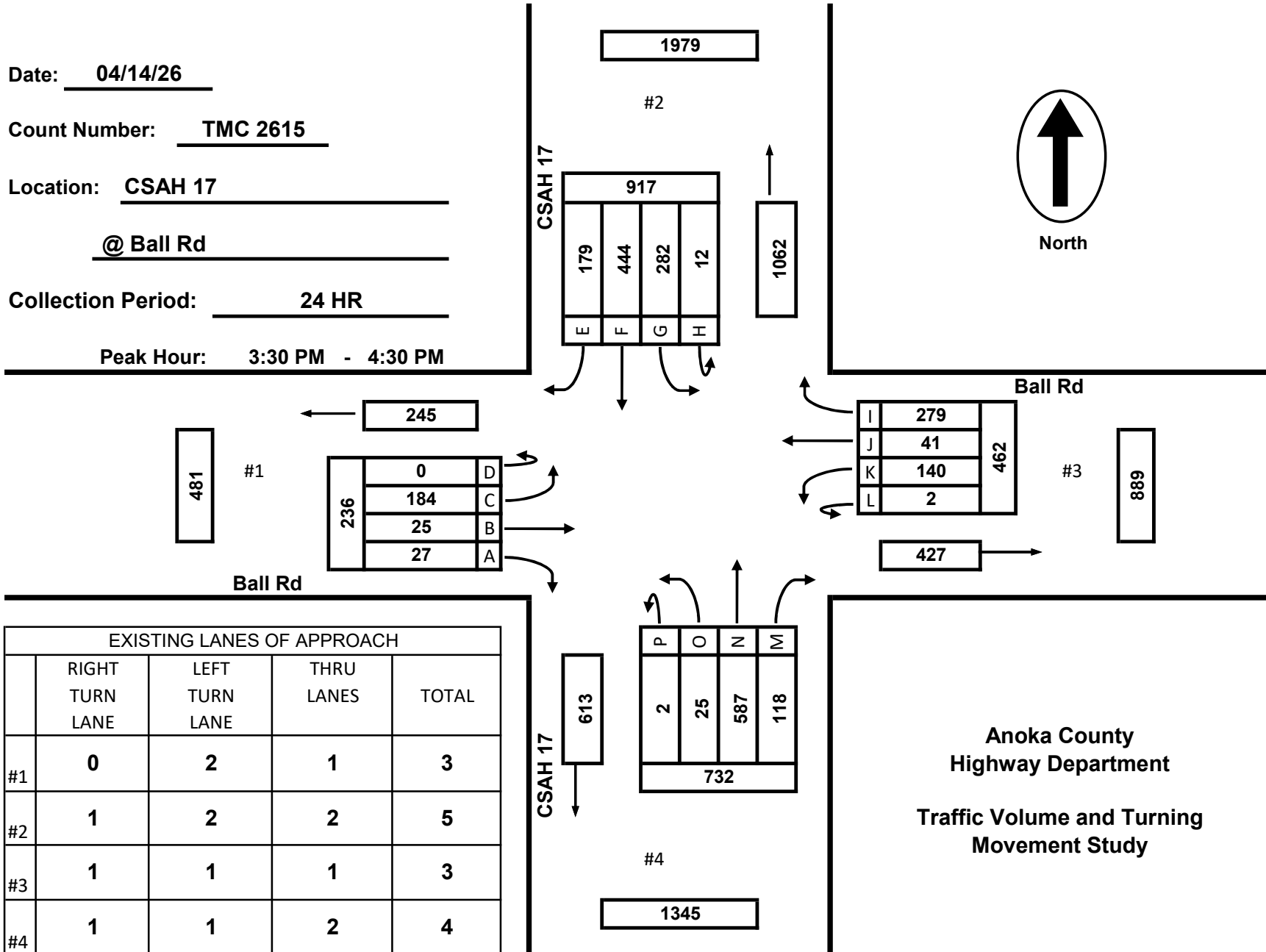
Location: CSAH 17  
@ Ball Rd

Collection Period: 24 HR

Peak Hour: 3:30 PM - 4:30 PM



North



EXISTING LANES OF APPROACH				
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	TOTAL
#1	0	2	1	3
#2	1	2	2	5
#3	1	1	1	3
#4	1	1	2	4

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

TMC 2615 - CSAH 17 at Ball Rd  
Blaine Minnesota  
Tuesday, April 14, 2026

Time	Southbound CSAH 17						Westbound Ball Rd						Northbound CSAH 17						Eastbound Ball Rd						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	6	3	0	9	0	0	1	3	0	4	0	0	3	0	0	3	0	1	0	1	0	2	18
12:15 AM	0	2	1	1	0	4	0	0	0	1	0	1	1	0	1	0	0	2	0	4	0	1	0	5	12
12:30 AM	0	2	3	2	0	7	0	0	0	1	0	1	0	0	2	0	0	2	0	1	0	0	0	1	11
12:45 AM	0	2	2	0	0	4	0	0	0	2	0	2	0	0	2	0	0	2	0	0	0	0	0	0	8
Hourly Total	0	6	12	6	0	24	0	0	1	7	0	8	1	0	8	0	0	9	0	6	0	2	0	8	49
1:00 AM	0	0	2	0	0	2	0	1	1	5	0	7	0	0	2	0	0	2	0	1	0	0	0	1	12
1:15 AM	0	3	3	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1:30 AM	0	2	1	4	0	7	0	0	0	1	0	1	0	0	2	0	0	2	0	5	0	0	0	5	15
1:45 AM	0	2	3	1	0	6	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	0	2	10
Hourly Total	0	7	9	6	0	22	0	1	1	6	0	8	0	0	6	0	0	6	0	8	0	0	0	8	44
2:00 AM	0	0	2	1	0	3	0	0	0	3	0	3	0	0	1	0	0	1	0	0	0	0	0	0	7
2:15 AM	0	1	3	2	0	6	0	0	1	0	0	1	0	0	2	0	0	2	0	0	1	1	0	2	11
2:30 AM	0	1	2	3	0	6	0	0	0	5	0	5	0	1	1	0	0	2	0	4	2	0	0	6	19
2:45 AM	0	1	3	3	0	7	0	0	0	2	0	2	0	1	4	0	0	5	0	2	0	0	0	2	16
Hourly Total	0	3	10	9	0	22	0	0	1	10	0	11	0	2	8	0	0	10	0	6	3	1	0	10	53
3:00 AM	1	1	2	0	0	4	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6
3:15 AM	0	2	0	5	0	7	0	0	0	2	0	2	0	2	3	0	0	5	0	5	1	2	0	8	22
3:30 AM	0	3	3	1	0	7	0	0	1	1	0	2	0	0	2	0	0	2	0	4	0	0	0	4	15
3:45 AM	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	1	0	1	6
Hourly Total	1	6	7	7	0	21	0	0	1	3	0	4	0	2	7	2	0	11	0	9	1	3	0	13	49
4:00 AM	0	0	2	0	0	2	0	1	0	2	0	3	0	0	7	1	0	8	0	0	0	0	0	0	13
4:15 AM	0	4	4	2	0	10	0	0	1	0	0	1	0	0	6	2	0	8	0	0	0	0	0	0	19
4:30 AM	0	11	10	7	0	28	0	0	0	0	0	0	0	2	6	0	0	8	0	5	1	1	0	7	43
4:45 AM	0	17	7	1	0	25	0	2	1	8	0	11	0	3	10	1	0	14	0	1	0	0	0	1	51
Hourly Total	0	32	23	10	0	65	0	3	2	10	0	15	0	5	29	4	0	38	0	6	1	1	0	8	126
5:00 AM	0	9	13	0	0	22	0	0	0	13	0	13	0	1	14	3	0	18	0	3	0	2	0	5	58
5:15 AM	0	12	14	7	0	33	0	1	1	5	0	7	0	5	19	3	0	27	0	5	1	2	0	8	75
5:30 AM	0	22	19	10	0	51	0	0	0	14	0	14	0	3	21	3	0	27	0	8	3	0	0	11	103
5:45 AM	0	35	23	12	0	70	0	0	0	11	0	11	0	5	24	8	0	37	0	8	2	4	0	14	132
Hourly Total	0	78	69	29	0	176	0	1	1	43	0	45	0	14	78	17	0	109	0	24	6	8	0	38	368
6:00 AM	1	19	26	15	1	61	0	4	2	19	0	25	0	4	35	7	0	46	0	7	1	6	0	14	146
6:15 AM	1	19	43	15	0	78	0	7	2	14	0	23	0	2	32	1	0	35	0	12	1	4	0	17	153
6:30 AM	1	34	40	19	0	94	0	3	2	15	0	20	0	6	44	7	0	57	0	11	3	7	0	21	192
6:45 AM	3	39	58	20	1	120	0	4	3	28	0	35	0	8	52	7	0	67	0	12	3	10	0	25	247
Hourly Total	6	111	167	69	2	353	0	18	9	76	0	103	0	20	163	22	0	205	0	42	8	27	0	77	738
7:00 AM	1	29	74	26	1	130	0	3	4	34	0	41	0	4	49	4	0	57	0	15	2	7	0	24	252
7:15 AM	0	18	112	11	0	141	1	5	4	20	0	30	0	4	66	7	0	77	0	19	6	4	0	29	277
7:30 AM	4	48	114	20	0	186	0	7	5	31	0	43	1	6	87	10	1	104	0	8	2	7	0	17	350
7:45 AM	6	34	114	14	0	168	0	8	2	25	0	35	0	7	95	10	0	112	0	22	1	3	0	26	341
Hourly Total	11	129	414	71	1	625	1	23	15	110	0	149	1	21	297	31	1	350	0	64	11	21	0	96	1220

**TMC 2615 - CSAH 17 at Ball Rd  
Blaine Minnesota  
Tuesday, April 14, 2026**

Time	Southbound CSAH 17						Westbound Ball Rd						Northbound CSAH 17						Eastbound Ball Rd						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	7	34	85	18	0	144	1	9	5	32	0	47	0	7	66	9	0	82	0	18	2	5	0	25	298
8:15 AM	1	26	59	19	0	105	0	11	2	20	0	33	0	3	55	7	0	65	0	14	3	5	0	22	225
8:30 AM	2	29	50	17	0	98	0	32	3	24	0	59	0	5	55	10	0	70	0	23	5	2	1	30	257
8:45 AM	3	27	79	25	0	134	1	11	1	20	0	33	0	9	55	15	0	79	0	20	3	6	1	29	275
Hourly Total	13	116	273	79	0	481	2	63	11	96	0	172	0	24	231	41	0	296	0	75	13	18	2	106	1055
9:00 AM	5	25	55	18	0	103	0	14	6	44	0	64	0	6	69	9	0	84	0	14	7	5	0	26	277
9:15 AM	1	38	61	26	0	126	0	9	3	28	0	40	0	8	60	25	0	93	0	16	6	7	0	29	288
9:30 AM	1	36	54	29	0	120	0	15	3	36	0	54	0	5	66	21	0	92	0	18	3	3	0	24	290
9:45 AM	1	34	45	24	0	104	0	7	4	32	0	43	0	5	60	20	0	85	0	28	6	3	0	37	269
Hourly Total	8	133	215	97	0	453	0	45	16	140	0	201	0	24	255	75	0	354	0	76	22	18	0	116	1124
10:00 AM	3	40	58	22	0	123	1	24	9	27	0	61	0	8	64	18	0	90	0	23	6	6	0	35	309
10:15 AM	0	38	60	39	0	137	0	21	11	39	0	71	0	10	45	15	0	70	0	28	6	6	1	40	318
10:30 AM	1	35	62	23	0	121	0	19	6	40	0	65	0	7	64	19	0	90	0	24	10	7	0	41	317
10:45 AM	1	30	57	37	0	125	0	12	3	35	0	50	0	3	76	16	0	95	0	21	10	9	1	40	310
Hourly Total	5	143	237	121	0	506	1	76	29	141	0	247	0	28	249	68	0	345	0	96	32	28	2	156	1254
11:00 AM	0	43	61	54	0	158	0	24	11	34	0	69	0	5	73	20	0	98	0	31	12	3	0	46	371
11:15 AM	0	47	72	40	0	159	0	24	12	30	0	66	1	8	74	30	0	113	0	42	21	8	0	71	409
11:30 AM	0	63	73	37	0	173	0	25	7	56	0	88	1	6	72	24	1	103	0	41	14	7	0	62	426
11:45 AM	0	38	72	47	0	157	0	26	7	34	0	67	0	7	85	19	0	111	0	46	9	5	0	60	395
Hourly Total	0	191	278	178	0	647	0	99	37	154	0	290	2	26	304	93	1	425	0	160	56	23	0	239	1601
12:00 PM	0	55	81	41	0	177	0	25	4	57	0	86	0	8	86	19	0	113	0	40	11	9	0	60	436
12:15 PM	1	51	73	42	0	167	1	22	4	53	1	80	0	6	81	24	3	111	0	44	8	5	0	57	415
12:30 PM	1	58	77	45	0	181	0	25	7	40	0	72	0	5	96	28	0	129	0	37	3	7	0	47	429
12:45 PM	1	57	83	37	0	178	0	13	5	45	0	63	0	3	80	33	0	116	0	35	6	4	0	45	402
Hourly Total	3	221	314	165	0	703	1	85	20	195	1	301	0	22	343	104	3	469	0	156	28	25	0	209	1682
1:00 PM	0	47	62	42	0	151	0	25	10	52	0	87	0	9	66	22	0	97	0	41	6	10	0	57	392
1:15 PM	1	43	62	35	1	141	0	26	9	49	0	84	1	2	66	30	0	99	0	43	6	11	0	60	384
1:30 PM	1	31	76	52	0	160	0	25	6	35	0	66	0	8	65	23	0	96	0	28	10	12	1	50	372
1:45 PM	0	53	76	41	0	170	0	27	3	47	0	77	0	5	69	21	0	95	0	39	9	8	0	56	398
Hourly Total	2	174	276	170	1	622	0	103	28	183	0	314	1	24	266	96	0	387	0	151	31	41	1	223	1546
2:00 PM	0	53	98	40	0	191	0	24	7	63	0	94	1	4	79	29	0	113	0	31	10	7	0	48	446
2:15 PM	0	65	65	53	0	183	0	34	7	48	0	89	0	7	78	23	0	108	0	50	11	7	0	68	448
2:30 PM	2	71	108	56	0	237	0	20	5	47	0	72	0	10	108	29	0	147	0	56	8	9	0	73	529
2:45 PM	3	59	89	53	0	204	0	34	5	97	0	136	0	4	128	26	0	158	0	53	10	5	1	68	566
Hourly Total	5	248	360	202	0	815	0	112	24	255	0	391	1	25	393	107	0	526	0	190	39	28	1	257	1989
3:00 PM	1	60	91	53	0	205	1	40	9	90	0	140	1	8	112	29	0	150	0	49	3	10	1	62	557
3:15 PM	1	54	86	50	0	191	0	25	6	60	0	91	0	3	125	28	0	156	0	43	3	8	0	54	492
3:30 PM	1	71	125	51	0	248	1	36	14	63	0	114	0	7	142	27	0	176	0	49	3	7	1	59	597
3:45 PM	5	82	99	50	0	236	0	34	10	65	0	109	1	6	137	28	0	172	0	46	7	11	2	64	581
Hourly Total	8	267	401	204	0	880	2	135	39	278	0	454	2	24	516	112	0	654	0	187	16	36	4	239	2227

TMC 2615 - CSAH 17 at Ball Rd  
Blaine Minnesota  
Tuesday, April 14, 2026

Time	Southbound CSAH 17						Westbound Ball Rd						Northbound CSAH 17						Eastbound Ball Rd						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	51	107	40	0	199	1	31	7	86	0	125	1	8	143	27	0	179	0	45	8	4	0	57	560
4:15 PM	5	78	113	38	0	234	0	39	10	65	0	114	0	4	165	36	0	205	0	44	7	5	0	56	609
4:30 PM	2	51	113	50	0	216	0	32	7	75	0	114	0	8	152	20	0	180	0	54	4	6	1	64	574
4:45 PM	4	56	131	41	0	232	1	18	5	66	0	90	0	5	114	39	0	158	0	42	11	7	0	60	540
Hourly Total	12	236	464	169	0	881	2	120	29	292	0	443	1	25	574	122	0	722	0	185	30	22	1	237	2283
5:00 PM	6	67	102	40	0	215	0	35	5	63	0	103	1	8	138	28	5	175	0	44	6	10	0	60	553
5:15 PM	2	62	118	44	1	226	0	17	8	60	0	85	0	3	149	28	0	180	0	37	4	8	1	49	540
5:30 PM	1	57	117	30	0	205	1	31	5	72	0	109	0	8	112	18	0	138	0	44	5	6	0	55	507
5:45 PM	1	55	108	33	0	197	1	28	6	62	0	97	0	5	134	25	0	164	0	29	6	6	0	41	499
Hourly Total	10	241	445	147	1	843	2	111	24	257	0	394	1	24	533	99	5	657	0	154	21	30	1	205	2099
6:00 PM	0	30	81	48	6	159	2	31	6	60	0	99	0	8	125	17	0	150	0	34	3	8	0	45	453
6:15 PM	0	29	99	56	0	184	0	26	4	62	0	92	0	2	116	26	0	144	0	25	6	7	1	38	458
6:30 PM	0	34	94	45	0	173	0	20	5	42	0	67	0	6	113	19	1	138	0	37	4	6	1	47	425
6:45 PM	0	28	92	53	0	173	0	18	7	40	0	65	0	3	75	20	0	98	0	28	6	7	1	41	377
Hourly Total	0	121	366	202	6	689	2	95	22	204	0	323	0	19	429	82	1	530	0	124	19	28	3	171	1713
7:00 PM	0	43	76	45	1	164	0	25	11	58	1	94	0	6	88	18	0	112	1	34	5	6	0	46	416
7:15 PM	0	26	64	38	1	128	0	23	3	37	1	63	1	3	65	10	2	79	0	26	3	6	4	35	305
7:30 PM	1	16	56	40	0	113	0	19	4	28	0	51	0	4	66	18	0	88	0	32	5	8	0	45	297
7:45 PM	1	30	61	38	0	130	3	23	1	46	0	73	1	2	55	18	0	76	0	18	5	6	0	29	308
Hourly Total	2	115	257	161	2	535	3	90	19	169	2	281	2	15	274	64	2	355	1	110	18	26	4	155	1326
8:00 PM	0	19	67	43	0	129	1	17	5	36	0	59	0	0	56	13	0	69	0	25	2	5	0	32	289
8:15 PM	0	14	47	22	0	83	0	11	4	39	0	54	0	5	46	13	0	64	0	22	5	4	0	31	232
8:30 PM	1	14	57	22	0	94	0	13	2	34	0	49	0	5	54	9	0	68	0	21	2	10	0	33	244
8:45 PM	0	7	46	26	0	79	1	10	0	16	0	27	0	1	39	8	0	48	0	14	1	0	0	15	169
Hourly Total	1	54	217	113	0	385	2	51	11	125	0	189	0	11	195	43	0	249	0	82	10	19	0	111	934
9:00 PM	0	20	36	10	0	66	0	13	1	22	0	36	0	1	38	9	0	48	0	13	1	7	0	21	171
9:15 PM	0	20	31	6	0	57	0	8	2	14	0	24	0	5	47	9	0	61	0	7	4	1	0	12	154
9:30 PM	0	25	31	7	0	63	0	8	0	18	0	26	0	1	23	9	0	33	0	10	1	2	0	13	135
9:45 PM	0	25	25	5	0	55	0	5	1	19	0	25	0	1	21	7	0	29	0	6	2	3	0	11	120
Hourly Total	0	90	123	28	0	241	0	34	4	73	0	111	0	8	129	34	0	171	0	36	8	13	0	57	580
10:00 PM	0	12	28	1	0	41	0	10	2	23	0	35	0	3	19	2	0	24	0	4	0	1	0	5	105
10:15 PM	0	14	28	4	0	46	1	7	2	12	0	22	0	4	22	5	0	31	0	3	3	5	0	11	110
10:30 PM	0	10	16	3	0	29	0	5	1	18	0	24	0	0	15	1	0	16	0	3	0	1	0	4	73
10:45 PM	0	3	13	2	0	18	0	1	0	14	0	15	0	0	13	5	0	18	0	3	0	0	0	3	54
Hourly Total	0	39	85	10	0	134	1	23	5	67	0	96	0	7	69	13	0	89	0	13	3	7	0	23	342
11:00 PM	0	6	8	3	0	17	0	6	0	12	1	18	0	5	8	2	1	15	0	3	0	2	0	5	55
11:15 PM	0	7	9	3	0	19	0	1	0	2	0	3	0	0	15	0	0	15	0	1	0	1	0	2	39
11:30 PM	0	2	14	5	0	21	0	0	0	4	0	4	0	0	7	0	0	7	0	8	0	0	0	8	40
11:45 PM	0	1	9	4	0	14	0	0	0	0	0	0	1	1	7	0	0	9	0	3	0	2	0	5	28
Hourly Total	0	16	40	15	0	71	0	7	0	18	1	25	1	6	37	2	1	46	0	15	0	5	0	20	162
<b>DAILY TOTAL</b>	<b>87</b>	<b>2777</b>	<b>5062</b>	<b>2268</b>	<b>13</b>	<b>10194</b>	<b>19</b>	<b>1295</b>	<b>349</b>	<b>2912</b>	<b>4</b>	<b>4575</b>	<b>13</b>	<b>376</b>	<b>5393</b>	<b>1231</b>	<b>14</b>	<b>7013</b>	<b>1</b>	<b>1975</b>	<b>376</b>	<b>430</b>	<b>19</b>	<b>2782</b>	<b>24564</b>
<b>Cars</b>	87	2733	5004	2241	10	10065	19	1286	345	2870	2	4520	13	373	5338	1221	10	6945	1	1950	372	425	9	2748	24278
<b>Heavy Vehicles</b>	0	44	58	27	3	129	0	9	4	42	2	55	0	3	55	10	4	68	0	25	4	5	10	34	286
<b>Heavy Vehicle %</b>	0.00%	1.58%	1.15%	1.19%	23.08%	1.27%	0.00%	0.69%	1.15%	1.44%	50.00%	1.20%	0.00%	0.80%	1.02%	0.81%	28.57%	0.97%	0.00%	1.27%	1.06%	1.16%	52.63%	1.22%	1.16%

**TMC 2615 - CSAH 17 at Ball Rd  
Blaine Minnesota  
Tuesday, April 14, 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	18	112	11	0	141	1	5	4	20	0	30	0	4	66	7	0	77	0	19	6	4	0	29	
7:30 AM	4	48	114	20	0	186	0	7	5	31	0	43	1	6	87	10	1	104	0	8	2	7	0	17	
7:45 AM	6	34	114	14	0	168	0	8	2	25	0	35	0	7	95	10	0	112	0	22	1	3	0	26	
8:00 AM	7	34	85	18	0	144	1	9	5	32	0	47	0	7	66	9	0	82	0	18	2	5	0	25	
Peak Hour Total	17	134	425	63	0	639	2	29	16	108	0	155	1	24	314	36	1	375	0	67	11	19	0	97	
Peak Hour Heavy Vehicle	0	2	6	4	0	12	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	0	0	2	
Peak Hour Heavy Vehicle PHF	0.00%	1.49%	1.41%	6.35%	0.00%	1.88%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.96%	0.00%	0.00%	0.80%	0.00%	2.99%	0.00%	0.00%	0.00%	2.06%	
	0.607	0.698	0.932	0.788	0.000	0.859	0.500	0.806	0.800	0.844	0.000	0.824	0.250	0.857	0.826	0.900	0.250	0.837	0.000	0.761	0.458	0.679	0.000	0.836	

**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	
12:00 PM	0	55	81	41	0	177	0	25	4	57	0	86	0	8	86	19	0	113	0	40	11	9	0	60	
12:15 PM	1	51	73	42	0	167	1	22	4	53	1	80	0	6	81	24	3	111	0	44	8	5	0	57	
12:30 PM	1	58	77	45	0	181	0	25	7	40	0	72	0	5	96	28	0	129	0	37	3	7	0	47	
12:45 PM	1	57	83	37	0	178	0	13	5	45	0	63	0	3	80	33	0	116	0	35	6	4	0	45	
Peak Hour Total	3	221	314	165	0	703	1	85	20	195	1	301	0	22	343	104	3	469	0	156	28	25	0	209	
Peak Hour Heavy Vehicle	0	4	6	2	0	12	0	0	1	4	0	5	0	0	6	0	0	6	0	2	1	0	0	3	
Peak Hour Heavy Vehicle PHF	0.00%	1.81%	1.91%	1.21%	0.00%	1.71%	0.00%	0.00%	5.00%	2.05%	0.00%	1.66%	0.00%	0.00%	1.75%	0.00%	0.00%	1.28%	0.00%	1.28%	3.57%	0.00%	0.00%	1.44%	
	0.750	0.953	0.946	0.917	0.000	0.971	0.250	0.850	0.714	0.855	0.250	0.875	0.000	0.688	0.893	0.788	0.250	0.909	0.000	0.886	0.636	0.694	0.000	0.871	

**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	
3:30 PM	1	71	125	51	0	248	1	36	14	63	0	114	0	7	142	27	0	176	0	49	3	7	1	59	
3:45 PM	5	82	99	50	0	236	0	34	10	65	0	109	1	6	137	28	0	172	0	46	7	11	2	64	
4:00 PM	1	51	107	40	0	199	1	31	7	86	0	125	1	8	143	27	0	179	0	45	8	4	0	57	
4:15 PM	5	78	113	38	0	234	0	39	10	65	0	114	0	4	165	36	0	205	0	44	7	5	0	56	
Peak Hour Total	12	282	444	179	0	917	2	140	41	279	0	462	2	25	587	118	0	732	0	184	25	27	3	236	
Peak Hour Heavy Vehicle	0	2	7	1	0	10	0	3	0	3	0	6	0	0	5	1	0	6	0	3	0	0	0	3	
Peak Hour Heavy Vehicle PHF	0.00%	0.71%	1.58%	0.56%	0.00%	1.09%	0.00%	2.14%	0.00%	1.08%	0.00%	1.30%	0.00%	0.00%	0.85%	0.85%	0.00%	0.82%	0.00%	1.63%	0.00%	0.00%	100.00%	1.27%	
	0.600	0.860	0.888	0.877	0.000	0.924	0.500	0.897	0.732	0.811	0.000	0.924	0.500	0.781	0.889	0.819	0.000	0.893	0.000	0.939	0.781	0.614	0.375	0.922	

Total Vehicles On Leg		20561			
Vehicles Entering Intersection		10194		Vehicles Exiting Intersection	
				10367	
Southbound					
Cars	2241	5004	2733	87	10
Heavy	27	58	44	0	3
<b>Total</b>	<b>2268</b>	<b>5062</b>	<b>2777</b>	<b>87</b>	<b>13</b>

Total Vehicles on Leg 5776	Vehicles Entering Intersection	Eastbound	Cars	Heavy	<b>Total</b>
	2782		9	10	<b>19</b>
	Vehicles Exiting Intersection		1	0	<b>1</b>
	2994		1950	25	<b>1975</b>
			372	4	<b>376</b>
			425	5	<b>430</b>

**Daily Volumes**

Cars	10	13	373	5338	1221
Heavy	4	0	3	55	10
<b>Total</b>	<b>14</b>	<b>13</b>	<b>376</b>	<b>5393</b>	<b>1231</b>
Northbound					
Vehicles Entering Intersection			Vehicles Exiting Intersection		
7013			6800		
Total Vehicles On Leg			13813		

Cars	Heavy	<b>Total</b>	Westbound	Vehicles Entering Intersection	Total Vehicles on Leg 8978
2870	42	<b>2912</b>		4575	
345	4	<b>349</b>		Vehicles Exiting Intersection	
1286	9	<b>1295</b>		4403	
19	0	<b>19</b>			
2	2	<b>4</b>			

TMC 2615 - CSAH 17 at Ball Rd  
Blaine Minnesota  
Tuesday, April 14, 2026

Time	Southbound Heavy CSAH 17						Westbound Heavy Ball Rd						Northbound Heavy CSAH 17						Eastbound Heavy Ball Rd						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	1	0	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	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	1	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	4
Hourly 'Heavy Vehicles'	0	2	0	1	0	3	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	5
2:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	0	0	1	0	1	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
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	1	0	0	0	1	0	0	1	0	0	2
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	1	0	0	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	3
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	2
4:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly 'Heavy Vehicles'	0	1	1	0	0	2	0	0	1	0	0	1	0	0	1	1	0	2	0	1	0	0	0	1	6
5:00 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
5:15 AM	0	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	4
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
5:45 AM	0	1	0	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	2	1	1	0	4	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	6
6:00 AM	0	0	0	1	0	1	0	0	0	1	0	1	0	0	3	0	0	3	0	0	0	0	0	0	5
6:15 AM	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4
6:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
6:45 AM	0	0	1	0	0	1	0	0	1	1	0	2	0	0	0	0	0	0	0	1	1	0	0	2	5
Hourly 'Heavy Vehicles'	0	0	3	3	0	6	0	0	1	2	0	3	0	0	4	0	0	4	0	0	2	1	0	3	16
7:00 AM	0	0	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
7:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
7:30 AM	0	0	3	2	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:45 AM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
Hourly 'Heavy Vehicles'	0	1	6	3	1	10	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	1	0	3	15

TMC 2615 - CSAH 17 at Ball Rd  
Blaine Minnesota  
Tuesday, April 14, 2026

Time	Southbound Heavy CSAH 17						Westbound Heavy Ball Rd						Northbound Heavy CSAH 17						Eastbound Heavy Ball Rd						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	2	1	0	4	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
8:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	0	0	0	1	0	0	0	1	5
8:30 AM	0	1	1	0	0	2	0	2	0	2	0	4	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	9
8:45 AM	0	0	2	0	0	2	0	0	0	0	0	4	0	0	1	1	0	2	0	0	0	0	0	1	0	0	0	0	1	0	4
Hourly 'Heavy Vehicles'	0	2	6	1	0	9	0	2	0	2	0	4	0	0	8	1	0	9	0	1	0	0	1	1	0	1	0	0	1	1	23
9:00 AM	0	2	0	0	0	2	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
9:15 AM	0	1	0	1	0	2	0	0	0	2	0	2	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6
9:30 AM	0	3	0	0	0	3	0	1	0	3	0	4	0	0	1	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	9
9:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	2
Hourly 'Heavy Vehicles'	0	6	0	1	0	7	0	1	0	6	0	7	0	0	2	1	0	3	0	2	0	0	0	0	0	2	0	0	0	2	19
10:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15 AM	0	1	2	1	0	4	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	1	0	0	0	0	1	0	6
10:30 AM	0	3	1	0	0	4	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
10:45 AM	0	0	0	1	0	1	0	0	0	1	0	1	0	0	6	0	0	6	0	1	0	1	1	2	0	1	0	1	2	0	10
Hourly 'Heavy Vehicles'	0	4	3	2	0	9	0	1	0	3	0	4	0	1	7	0	0	8	0	1	0	1	2	2	0	1	0	1	2	2	23
11:00 AM	0	0	2	0	0	2	0	0	0	1	0	1	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5
11:15 AM	0	3	1	2	0	6	0	0	0	1	0	1	0	0	0	1	0	1	0	2	0	0	0	0	0	2	0	0	0	2	10
11:30 AM	0	0	1	1	0	2	0	0	0	2	0	2	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
11:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0	2	0	0	0	2	5
Hourly 'Heavy Vehicles'	0	5	4	3	0	12	0	0	0	4	0	4	0	1	2	2	0	5	0	4	0	0	0	0	0	4	0	0	0	4	25
12:00 PM	0	2	1	0	0	3	0	0	0	2	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	7
12:15 PM	0	0	1	2	0	3	0	0	0	1	0	1	0	0	1	0	1	1	0	1	1	0	0	0	0	1	0	0	0	2	7
12:30 PM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	1	3
12:45 PM	0	1	3	0	0	4	0	0	1	1	0	2	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	9
Hourly 'Heavy Vehicles'	0	4	6	2	0	12	0	0	1	4	0	5	0	0	6	0	1	6	0	2	1	0	0	0	0	2	1	0	0	3	26
1:00 PM	0	1	3	1	0	5	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	8
1:15 PM	0	1	0	1	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
1:30 PM	0	0	2	0	0	2	0	1	0	1	0	2	0	0	1	0	0	1	0	1	0	0	0	1	0	1	0	0	1	1	6
1:45 PM	0	1	1	1	0	3	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly 'Heavy Vehicles'	0	3	6	3	0	12	0	1	0	2	0	3	0	0	3	2	0	5	0	1	0	0	0	1	0	1	0	0	1	1	21
2:00 PM	0	2	1	0	0	3	0	0	0	3	0	3	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	0	2	8
2:15 PM	0	1	0	1	0	2	0	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	1	0	1	0	0	0	1	5
2:30 PM	0	0	2	1	0	3	0	0	1	3	0	4	0	1	2	0	0	3	0	1	0	0	0	1	0	1	0	0	0	1	11
2:45 PM	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
Hourly 'Heavy Vehicles'	0	3	4	2	0	9	0	0	1	8	0	9	0	1	3	0	0	4	0	3	1	0	0	4	0	3	1	0	1	4	26
3:00 PM	0	2	1	1	0	4	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	1	0	1	0	0	0	1	7
3:15 PM	0	0	1	1	0	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:30 PM	0	1	0	0	0	1	0	0	0	1	0	1	0	0	2	1	0	3	0	2	0	0	0	1	0	2	0	0	1	2	7
3:45 PM	0	0	1	0	0	1	0	1	0	1	0	2	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	0	2	0	4
Hourly 'Heavy Vehicles'	0	3	3	2	0	8	0	1	0	3	0	4	0	0	5	1	0	6	0	3	0	0	3	3	0	3	0	0	3	3	21

TMC 2615 - CSAH 17 at Ball Rd  
Blaine, Minnesota  
Tuesday, April 14, 2026

Time	Southbound Heavy CSAH 17						Westbound Heavy Ball Rd						Northbound Heavy CSAH 17						Eastbound Heavy Ball Rd						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	1	0	1	0	2	0	0	1	0	0	1	0	0	0	0	0	0	7
4:15 PM	0	1	2	1	0	4	0	1	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	1	7
4:30 PM	0	1	3	0	0	4	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	1	0	6
4:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	3
Hourly 'Heavy Vehicles'	0	2	10	1	0	13	0	2	0	2	0	4	0	0	4	0	0	4	0	1	0	1	1	2	23
5:00 PM	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	3
5:15 PM	0	1	0	0	0	1	0	0	0	2	0	2	0	0	1	1	0	2	0	0	0	0	0	0	5
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	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
Hourly 'Heavy Vehicles'	0	2	1	0	0	3	0	1	0	3	0	4	0	0	2	2	0	4	0	0	0	0	0	0	11
6:00 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
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0
Hourly 'Heavy Vehicles'	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
7:00 PM	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	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	1	0	0	2	1	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	1
8:00 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
8:15 PM	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
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	1	0	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	1	1	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	1	5
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
10:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	1	0	0	0	0	0	0	0	1
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	1	0	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	1	0	0	0	1	0	0	0	1	1	1	0	0	1	0	1	1	0	0	0	0	0	0	3
<b>DAILY 'Heavy Vehicles'</b>	<b>0</b>	<b>44</b>	<b>58</b>	<b>27</b>	<b>3</b>	<b>129</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>42</b>	<b>2</b>	<b>55</b>	<b>0</b>	<b>3</b>	<b>55</b>	<b>10</b>	<b>4</b>	<b>68</b>	<b>0</b>	<b>25</b>	<b>4</b>	<b>5</b>	<b>10</b>	<b>34</b>	<b>286</b>

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: 2615

Study Date : 06/10/2026

## Signal Warrants - Summary

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### Major Street Approaches

Northbound: CSAH17

Number of Lanes : 2+

Total Approach Volume: 7,013

Southbound: CSAH17

Number of Lanes :2+

Total Approach Volume: 10,194

### Minor Street Approaches

Eastbound: Ball Rd

Number of Lanes :1

Total Approach Volume: 2,782

Westbound: Ball Rd

Number of Lanes :2+

Total Approach Volume: 1,663

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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 15 hours, 8 are needed

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

Required volumes reached for 16 hours, 8 are needed

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

Required 1A volumes reached for 16 hours, 8 are needed

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

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

Number of hours (14) 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: 2615

Study Date : 06/10/2026

## 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

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 = **Mixed**

#### Volume Requirements

Rural Factor of 70 % applied  
 Veh/Hr Major = **252**

Veh/Hr Minor = **63 84**

Time	Major Road CSAH17				Total	Minor Road Ball Rd		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
15:45 - 16:45	736	+	885	=	1621	241	171	Yes
16:45 - 17:45	651	+	878	=	1529	224	126	Yes
14:45 - 15:45	640	+	848	=	1488	243	171	Yes
17:45 - 18:45	596	+	713	=	1309	171	129	Yes
13:45 - 14:45	463	+	781	=	1244	245	127	Yes
11:45 - 12:45	464	+	682	=	1146	224	121	Yes
12:45 - 13:45	408	+	630	=	1038	212	119	Yes
10:45 - 11:45	409	+	615	=	1024	219	118	Yes
18:45 - 19:45	377	+	578	=	955	167	110	Yes
06:45 - 07:45	305	+	577	=	882	95	36	Yes
07:45 - 08:45	329	+	515	=	844	103	73	Yes
08:45 - 09:45	348	+	483	=	831	108	63	Yes
09:45 - 10:45	335	+	485	=	820	153	102	Yes
19:45 - 20:45	277	+	436	=	713	125	80	Yes
05:45 - 06:45	175	+	303	=	478	66	20	Yes
20:45 - 21:45	190	+	265	=	455	61	43	No
21:00 - 22:00	171	+	241	=	412	57	38	No
05:30 - 06:30	145	+	260	=	405	56	15	No
21:15 - 22:15	147	+	216	=	363	41	36	No
05:15 - 06:15	137	+	215	=	352	47	8	No
21:30 - 22:30	117	+	205	=	322	40	36	No
05:00 - 06:00	109	+	176	=	285	38	2	No
21:45 - 22:45	100	+	171	=	271	31	34	No
22:00 - 23:00	89	+	134	=	223	23	29	No
04:45 - 05:45	86		131		217	25	5	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: 2615

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

16 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 = **Mixed**

#### Volume Requirements

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

Veh/Hr Minor = **31 42**

Time	Major Road CSAH17				Total	Minor Road Ball Rd		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
15:30 - 16:30	732	+	917	=	1649	236	183	Yes
16:30 - 17:30	693	+	889	=	1582	233	128	Yes
14:30 - 15:30	611	+	837	=	1448	257	145	Yes
17:30 - 18:30	596	+	745	=	1341	179	141	Yes
13:30 - 14:30	412	+	704	=	1116	222	133	Yes
11:30 - 12:30	438	+	674	=	1112	239	121	Yes
12:30 - 13:30	441	+	651	=	1092	209	120	Yes
18:30 - 19:30	427	+	638	=	1065	169	112	Yes
07:30 - 08:30	363	+	603	=	966	90	50	Yes
10:30 - 11:30	396	+	563	=	959	198	111	Yes
09:30 - 10:30	337	+	484	=	821	136	95	Yes
08:30 - 09:30	326	+	461	=	787	114	80	Yes
19:30 - 20:30	297	+	455	=	752	137	88	Yes
06:30 - 07:30	258	+	485	=	743	99	29	Yes
20:30 - 21:30	225	+	296	=	521	81	50	Yes
05:30 - 06:30	145	+	260	=	405	56	15	Yes
05:15 - 06:15	137	+	215	=	352	47	8	No
21:30 - 22:30	117	+	205	=	322	40	36	No
05:00 - 06:00	109	+	176	=	285	38	2	No
21:45 - 22:45	100	+	171	=	271	31	34	No
22:00 - 23:00	89	+	134	=	223	23	29	No
04:45 - 05:45	86	+	131	=	217	25	5	No
22:15 - 23:15	80	+	110	=	190	23	23	No
04:30 - 05:30	67	+	108	=	175	21	5	No
22:30 - 23:30	64		83		147	14	14	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: 2615

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

16 hours meet 1A minimums.  
17 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 = **Mixed**

#### Volume Requirements

Rural Factor of 70% applied  
Warrant 1A 1B  
Veh/Hr Major = **202 302**  
Veh/Hr Minor EB = **50 25**  
Veh/Hr Minor WB = **67 34**

#### Major Road CSAH17

#### Minor Road Ball Rd

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
15:30 - 16:30	732	+	917	=	1649	236	183	Yes
16:30 - 17:30	693	+	889	=	1582	233	128	Yes
14:30 - 15:30	611	+	837	=	1448	257	145	Yes
17:30 - 18:30	596	+	745	=	1341	179	141	Yes
13:30 - 14:30	412	+	704	=	1116	222	133	Yes
11:30 - 12:30	438	+	674	=	1112	239	121	Yes
12:30 - 13:30	441	+	651	=	1092	209	120	Yes
18:30 - 19:30	427	+	638	=	1065	169	112	Yes
07:30 - 08:30	363	+	603	=	966	90	50	Yes
10:30 - 11:30	396	+	563	=	959	198	111	Yes
09:30 - 10:30	337	+	484	=	821	136	95	Yes
08:30 - 09:30	326	+	461	=	787	114	80	Yes

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
16:15 - 17:15	718	+	897	=	1615	240	152	Yes
15:15 - 16:15	683	+	874	=	1557	234	165	Yes
17:15 - 18:15	632	+	787	=	1419	190	136	Yes
14:15 - 15:15	563	+	829	=	1392	271	155	Yes
18:15 - 19:15	492	+	694	=	1186	172	116	Yes
12:15 - 13:15	453	+	677	=	1130	206	112	Yes
11:15 - 12:15	440	+	666	=	1106	253	130	Yes
13:15 - 14:15	403	+	662	=	1065	214	127	Yes
07:15 - 08:15	375	+	639	=	1014	97	47	Yes
10:15 - 11:15	353	+	541	=	894	167	107	Yes
09:15 - 10:15	360	+	473	=	833	125	75	Yes
19:15 - 20:15	312	+	500	=	812	141	99	Yes

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: 2615

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.

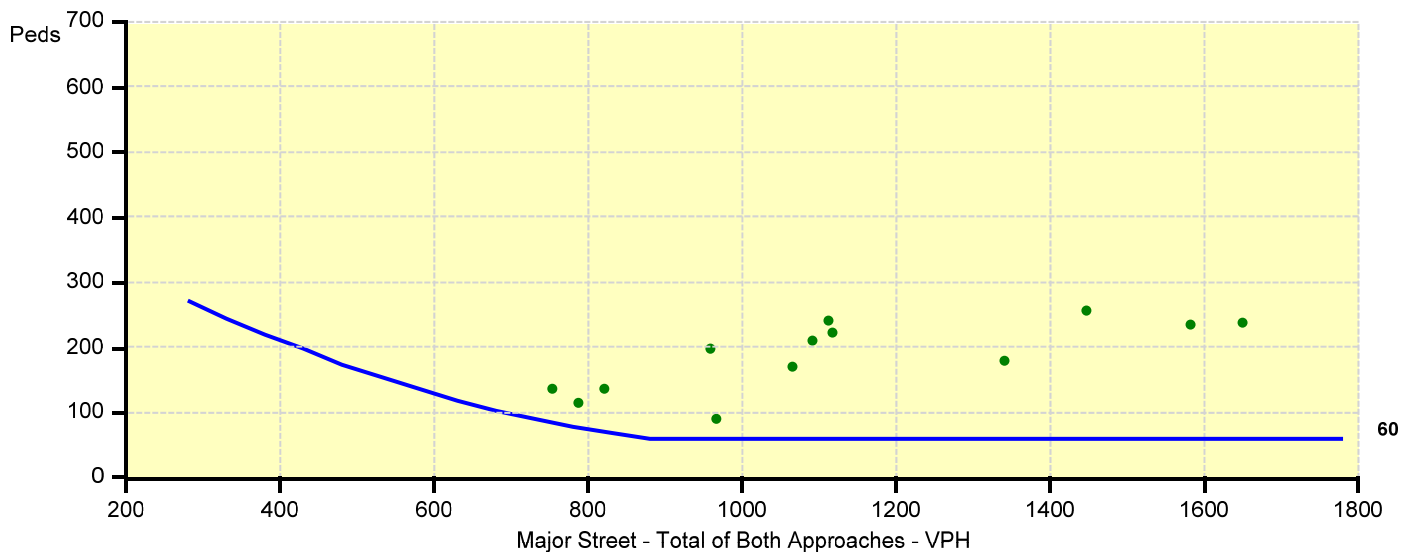
#### Summary

14 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 = **Mixed**

Time	Major Road CSAH17				Total	Minor Road Ball Rd		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
15:30 - 16:30	732	+	917	=	1649	236	183	Yes
16:30 - 17:30	693	+	889	=	1582	233	128	Yes
14:30 - 15:30	611	+	837	=	1448	257	145	Yes
17:30 - 18:30	596	+	745	=	1341	179	141	Yes
13:30 - 14:30	412	+	704	=	1116	222	133	Yes
11:30 - 12:30	438	+	674	=	1112	239	121	Yes
12:30 - 13:30	441	+	651	=	1092	209	120	Yes
18:30 - 19:30	427	+	638	=	1065	169	112	Yes
07:30 - 08:30	363	+	603	=	966	90	50	Yes
10:30 - 11:30	396	+	563	=	959	198	111	Yes
09:30 - 10:30	337	+	484	=	821	136	95	Yes
08:30 - 09:30	326	+	461	=	787	114	80	Yes



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: 2615

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

37 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 = **Mixed**

Time	Major Road CSAH17				Total	Minor Road Ball Rd		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
15:30 - 16:30	732	+	917	=	1649	236	183	Yes
15:45 - 16:45	736	+	885	=	1621	241	171	Yes
16:15 - 17:15	718	+	897	=	1615	240	152	Yes
16:00 - 17:00	722	+	881	=	1603	237	151	Yes
16:30 - 17:30	693	+	889	=	1582	233	128	Yes
15:15 - 16:15	683	+	874	=	1557	234	165	Yes
15:00 - 16:00	654	+	880	=	1534	239	176	Yes
16:45 - 17:45	651	+	878	=	1529	224	126	Yes
17:00 - 18:00	657	+	843	=	1500	205	137	Yes
14:45 - 15:45	640	+	848	=	1488	243	171	Yes
14:30 - 15:30	611	+	837	=	1448	257	145	Yes
17:15 - 18:15	632	+	787	=	1419	190	136	Yes

