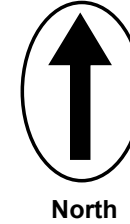


Date: 04/14/26

Count Number: TMC 2616

Location: CSAH 17  
@ 35W South Ramps

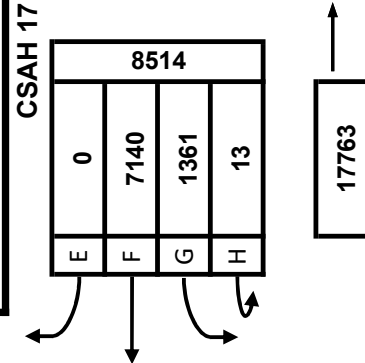
Collection Period: 24 HR



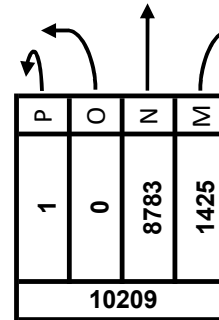
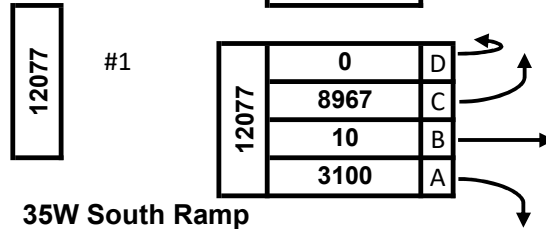
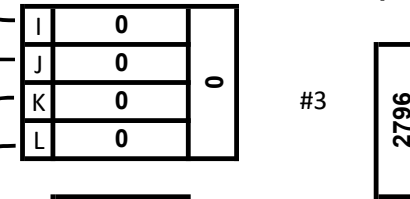
North

26277

#2



35W South Ramp



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

Anoka County  
 Highway Department  
 Traffic Volume and Turning  
 Movement Study

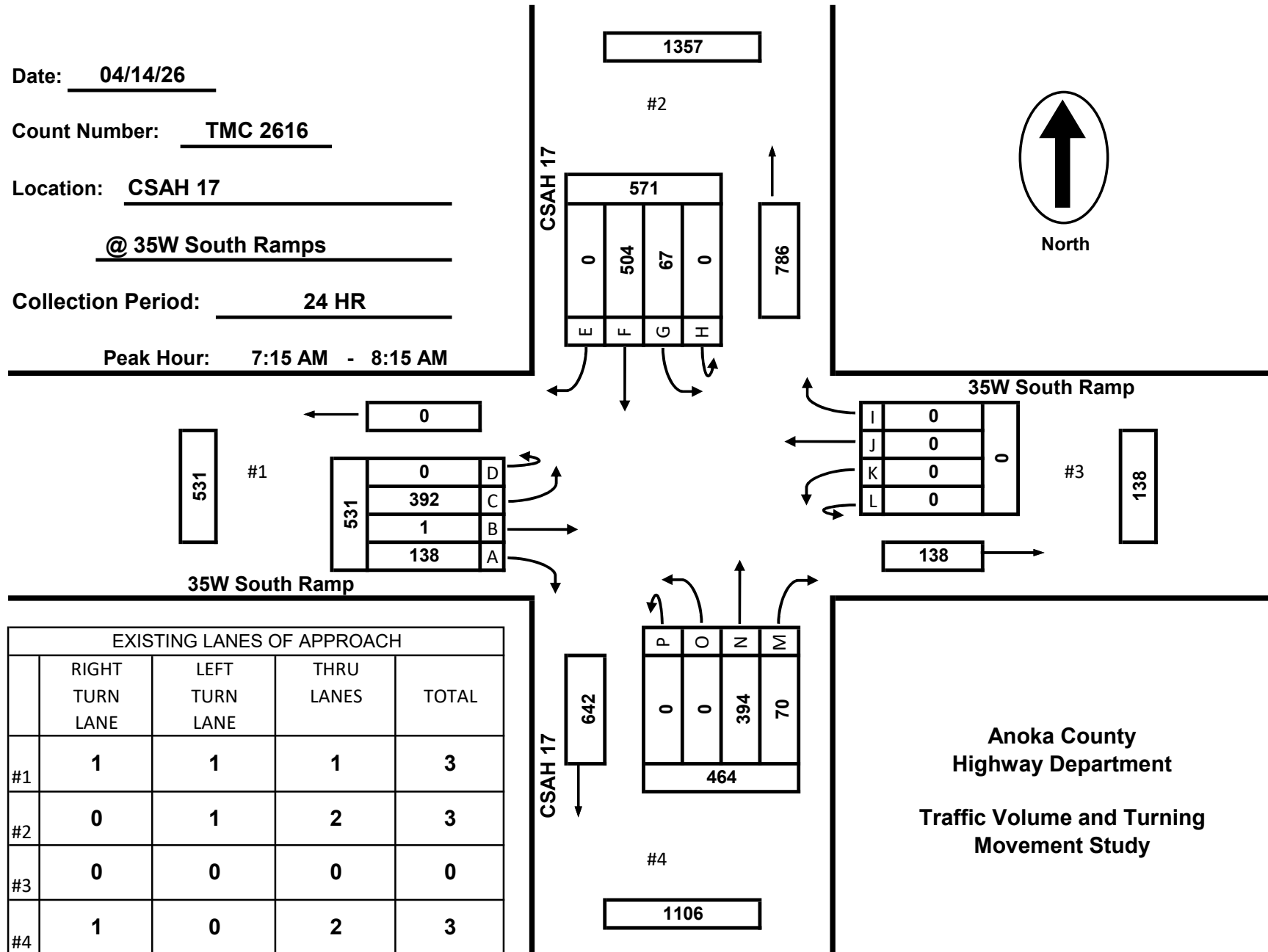
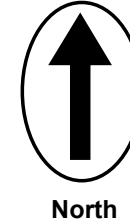
Date: 04/14/26

Count Number: TMC 2616

Location: CSAH 17  
@ 35W South Ramps

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	1	1	1	3
#2	0	1	2	3
#3	0	0	0	0
#4	1	0	2	3

Anoka County  
 Highway Department  
 Traffic Volume and Turning  
 Movement Study

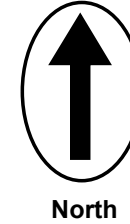
Date: 04/14/26

Count Number: TMC 2616

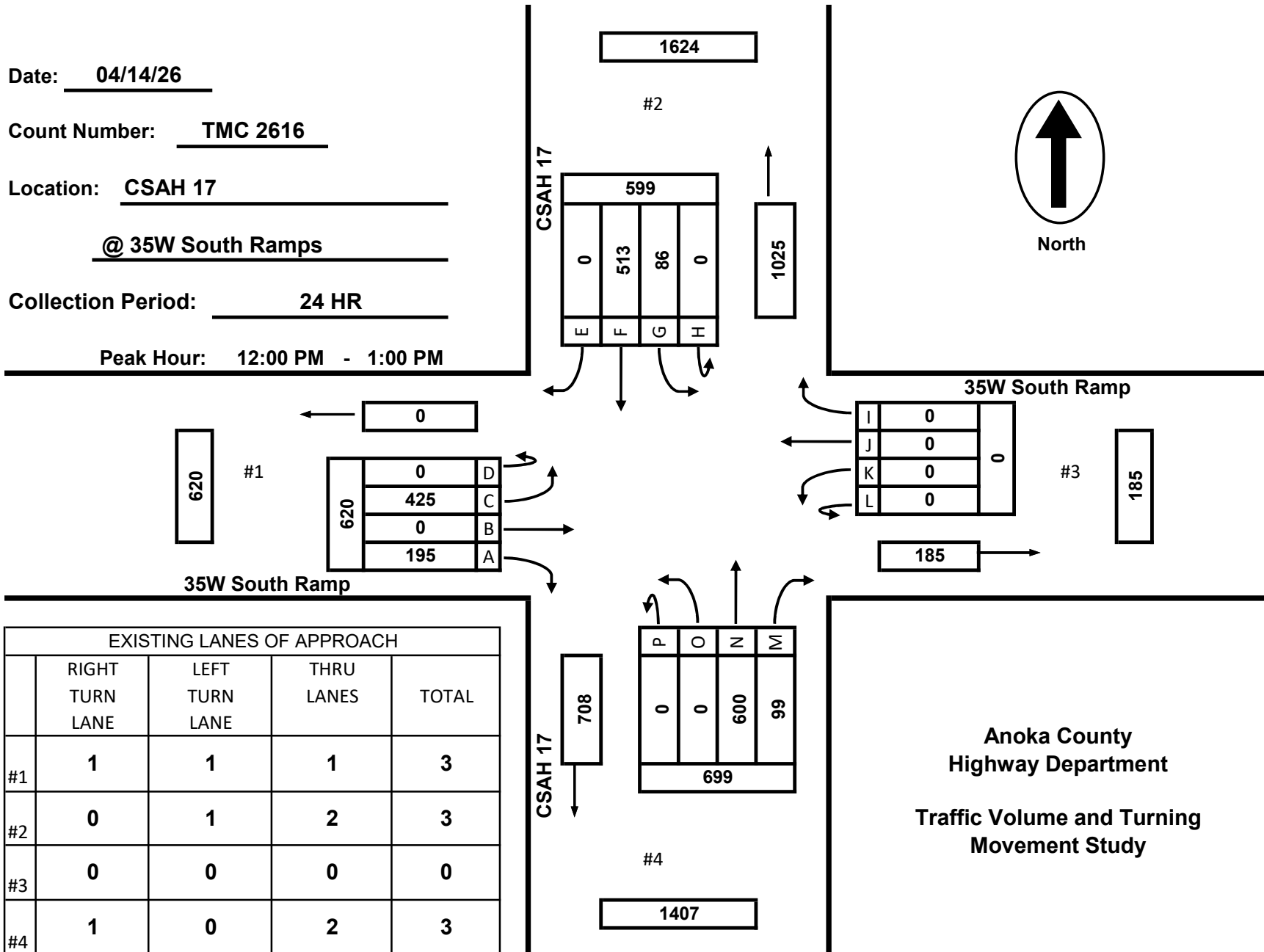
Location: CSAH 17  
@ 35W South Ramps

Collection Period: 24 HR

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



North



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

Anoka County  
 Highway Department  
 Traffic Volume and Turning  
 Movement Study

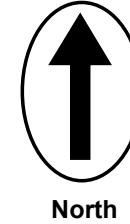
Date: 04/14/26

Count Number: TMC 2616

Location: CSAH 17  
@ 35W South Ramps

Collection Period: 24 HR

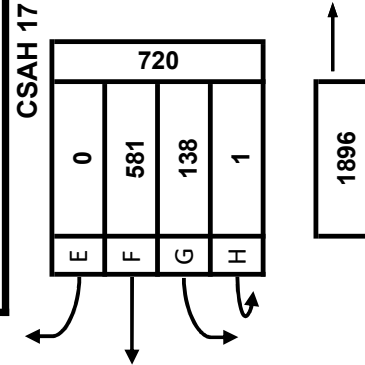
Peak Hour: 3:30 PM - 4:30 PM



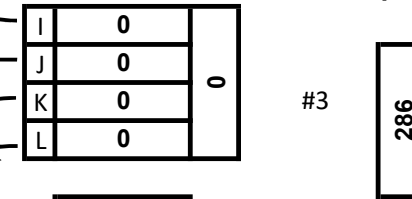
North

2616

#2

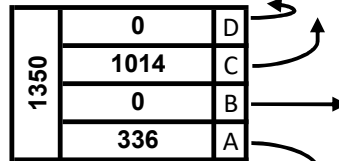


35W South Ramp



1350

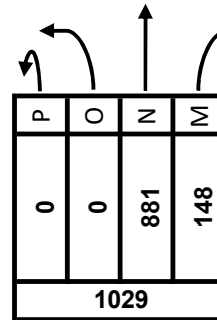
#1



35W South Ramp

917

CSAH 17



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

Anoka County  
 Highway Department  
 Traffic Volume and Turning  
 Movement Study

TMC 2616 - CSAH 17 at 35W South Ramps  
Blaine Minnesota  
Tuesday, April 14, 2026

Time	Southbound CSAH 17						Westbound 35W South Ramp						Northbound CSAH 17						Eastbound 35W South Ramp						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	7	0	0	9	0	0	0	0	0	0	0	0	6	1	0	7	0	23	0	3	0	26	42
12:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4	1	0	5	0	19	0	1	0	20	27
12:30 AM	0	1	5	0	0	6	0	0	0	0	0	0	0	0	4	1	0	5	0	14	0	2	0	16	27
12:45 AM	0	1	2	0	0	3	0	0	0	0	0	0	0	0	3	1	0	4	0	16	0	2	0	18	25
Hourly Total	0	4	16	0	0	20	0	0	0	0	0	0	0	0	17	4	0	21	0	72	0	8	0	80	121
1:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	5	3	0	8	0	15	1	2	0	18	28
1:15 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	4	0	15	18
1:30 AM	0	0	6	0	0	6	0	0	0	0	0	0	0	0	8	0	0	8	0	13	0	1	0	14	28
1:45 AM	0	2	4	0	0	6	0	0	0	0	0	0	0	0	3	1	0	4	0	17	0	2	0	19	29
Hourly Total	0	4	13	0	0	17	0	0	0	0	0	0	0	0	16	4	0	20	0	56	1	9	0	66	103
2:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4	0	0	4	0	9	0	1	0	10	16
2:15 AM	0	0	5	0	0	5	0	0	0	0	0	0	0	0	1	1	0	2	0	5	0	1	1	6	13
2:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	9	1	0	10	0	2	0	5	0	7	18
2:45 AM	0	0	6	0	0	6	0	0	0	0	0	0	0	0	5	2	0	7	0	4	0	1	0	5	18
Hourly Total	0	0	14	0	0	14	0	0	0	0	0	0	0	0	19	4	0	23	0	20	0	8	1	28	65
3:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	1	0	4	0	2	0	2	0	4	10
3:15 AM	0	1	4	0	0	5	0	0	0	0	0	0	0	0	9	0	0	9	0	10	0	3	0	13	27
3:30 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	6	1	0	7	0	4	0	3	0	7	18
3:45 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	1	0	7	10
Hourly Total	0	1	12	0	0	13	0	0	0	0	0	0	0	0	18	3	0	21	0	22	0	9	0	31	65
4:00 AM	0	1	2	0	0	3	0	0	0	0	0	0	0	0	9	0	0	9	0	5	0	0	0	5	17
4:15 AM	0	1	9	0	0	10	0	0	0	0	0	0	0	0	3	2	0	5	0	8	0	1	0	9	24
4:30 AM	0	0	22	0	0	22	0	0	0	0	0	0	0	0	10	1	0	11	0	6	0	8	0	14	47
4:45 AM	0	1	14	0	0	15	0	0	0	0	0	0	0	0	17	3	0	20	0	4	0	9	0	13	48
Hourly Total	0	3	47	0	0	50	0	0	0	0	0	0	0	0	39	6	0	45	0	23	0	18	0	41	136
5:00 AM	0	0	20	0	0	20	0	0	0	0	0	0	0	0	27	3	0	30	0	5	0	4	0	9	59
5:15 AM	0	1	25	0	0	26	0	0	0	0	0	0	0	0	23	6	0	29	0	10	0	6	0	16	71
5:30 AM	0	10	38	0	0	48	0	0	0	0	0	0	0	0	34	7	0	41	0	13	0	15	0	28	117
5:45 AM	0	4	41	0	0	45	0	0	0	0	0	0	0	0	41	2	0	43	0	46	0	31	0	77	165
Hourly Total	0	15	124	0	0	139	0	0	0	0	0	0	0	0	125	18	0	143	0	74	0	56	0	130	412
6:00 AM	0	8	44	0	0	52	0	0	0	0	0	0	0	0	49	8	0	57	0	31	0	20	0	51	160
6:15 AM	0	12	54	0	0	66	0	0	0	0	0	0	0	0	47	8	0	55	0	55	0	21	0	76	197
6:30 AM	0	14	68	0	0	82	0	0	0	0	0	0	0	0	61	5	0	66	0	63	0	24	0	87	235
6:45 AM	0	12	83	0	0	95	0	0	0	0	0	0	0	0	83	9	0	92	0	107	0	46	1	153	340
Hourly Total	0	46	249	0	0	295	0	0	0	0	0	0	0	0	240	30	0	270	0	256	0	111	1	367	932
7:00 AM	0	12	97	0	0	109	0	0	0	0	0	0	0	0	79	18	0	97	0	81	0	33	0	114	320
7:15 AM	0	19	114	0	0	133	0	0	0	0	0	0	0	0	80	16	0	96	0	76	0	30	1	106	335
7:30 AM	0	18	148	0	0	166	0	0	0	0	0	0	0	0	102	23	0	125	0	83	1	40	0	124	415
7:45 AM	0	10	134	0	0	144	0	0	0	0	0	0	0	0	118	16	0	134	0	121	0	36	0	157	435
Hourly Total	0	59	493	0	0	552	0	0	0	0	0	0	0	0	379	73	0	452	0	361	1	139	1	501	1505

**TMC 2616 - CSAH 17 at 35W South Ramps  
Blaine Minnesota  
Tuesday, April 14, 2026**

Time	Southbound CSAH 17						Westbound 35W South Ramp						Northbound CSAH 17						Eastbound 35W South Ramp						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	20	108	0	0	128	0	0	0	0	0	0	0	0	94	15	0	109	0	112	0	32	0	144	381
8:15 AM	0	18	74	0	0	92	0	0	0	0	0	0	0	0	74	11	0	85	0	129	0	29	0	158	335
8:30 AM	1	20	83	0	0	104	0	0	0	0	0	0	0	0	90	16	0	106	0	88	0	23	1	111	321
8:45 AM	0	13	101	0	0	114	0	0	0	0	0	0	0	0	73	16	0	89	0	128	0	30	0	158	361
Hourly Total	1	71	366	0	0	438	0	0	0	0	0	0	0	0	331	58	0	389	0	457	0	114	1	571	1398
9:00 AM	0	13	72	0	0	85	0	0	0	0	0	0	1	0	119	7	0	127	0	92	0	28	1	120	332
9:15 AM	0	14	80	0	0	94	0	0	0	0	0	0	0	0	96	6	0	102	0	101	0	43	0	144	340
9:30 AM	0	15	88	0	0	103	0	0	0	0	0	0	0	0	111	12	0	123	0	79	0	31	0	110	336
9:45 AM	0	8	87	0	0	95	0	0	0	0	0	0	0	0	104	16	0	120	0	97	0	20	2	117	332
Hourly Total	0	50	327	0	0	377	0	0	0	0	0	0	1	0	430	41	0	472	0	369	0	122	3	491	1340
10:00 AM	0	11	94	0	0	105	0	0	0	0	0	0	0	0	91	17	0	108	0	70	0	27	0	97	310
10:15 AM	0	12	105	0	0	117	0	0	0	0	0	0	0	0	96	19	0	115	0	79	2	40	1	121	353
10:30 AM	0	11	87	0	0	98	0	0	0	0	0	0	0	0	112	20	0	132	0	70	0	29	1	99	329
10:45 AM	0	19	99	0	0	118	0	0	0	0	0	0	0	0	108	17	0	125	0	67	0	30	1	97	340
Hourly Total	0	53	385	0	0	438	0	0	0	0	0	0	0	0	407	73	0	480	0	286	2	126	3	414	1332
11:00 AM	0	16	131	0	0	147	0	0	0	0	0	0	0	0	118	22	0	140	0	83	0	26	0	109	396
11:15 AM	0	15	125	0	0	140	0	0	0	0	0	0	0	0	121	25	0	146	0	85	0	37	0	122	408
11:30 AM	0	26	133	0	0	159	0	0	0	0	0	0	0	0	146	25	0	171	0	93	0	44	0	137	467
11:45 AM	0	16	119	0	0	135	0	0	0	0	0	0	0	0	142	21	0	163	0	103	0	35	0	138	436
Hourly Total	0	73	508	0	0	581	0	0	0	0	0	0	0	0	527	93	0	620	0	364	0	142	0	506	1707
12:00 PM	0	24	140	0	0	164	0	0	0	0	0	0	0	0	169	21	0	190	0	104	0	47	1	151	505
12:15 PM	0	21	115	0	0	136	0	0	0	0	0	0	0	0	151	27	0	178	0	108	0	45	0	153	467
12:30 PM	0	18	128	0	0	146	0	0	0	0	0	0	0	0	141	31	0	172	0	106	0	53	0	159	477
12:45 PM	0	23	130	0	0	153	0	0	0	0	0	0	0	0	139	20	0	159	0	107	0	50	0	157	469
Hourly Total	0	86	513	0	0	599	0	0	0	0	0	0	0	0	600	99	0	699	0	425	0	195	1	620	1918
1:00 PM	0	20	109	0	0	129	0	0	0	0	0	0	0	0	136	25	0	161	0	91	1	42	0	134	424
1:15 PM	0	20	102	0	0	122	0	0	0	0	0	0	0	0	132	28	0	160	0	124	0	35	1	159	441
1:30 PM	0	28	117	0	0	145	0	0	0	0	0	0	0	0	112	18	0	130	0	118	0	52	1	170	445
1:45 PM	1	23	109	0	0	133	0	0	0	0	0	0	0	0	138	17	0	155	0	123	0	60	0	183	471
Hourly Total	1	91	437	0	0	529	0	0	0	0	0	0	0	0	518	88	0	606	0	456	1	189	2	646	1781
2:00 PM	0	18	125	0	0	143	0	0	0	0	0	0	0	0	147	23	0	170	0	154	0	68	0	222	535
2:15 PM	0	15	107	0	0	122	0	0	0	0	0	0	0	0	147	27	0	174	0	152	0	78	1	230	526
2:30 PM	0	25	149	0	0	174	0	0	0	0	0	0	0	0	173	38	0	211	0	185	0	85	0	270	655
2:45 PM	2	26	137	0	0	165	0	0	0	0	0	0	0	0	210	52	0	262	0	214	0	80	1	294	721
Hourly Total	2	84	518	0	0	604	0	0	0	0	0	0	0	0	677	140	0	817	0	705	0	311	2	1016	2437
3:00 PM	0	24	120	0	0	144	0	0	0	0	0	0	0	0	219	43	0	262	0	209	0	74	0	283	689
3:15 PM	0	31	122	0	0	153	0	0	0	0	0	0	0	0	201	31	0	232	0	208	0	79	0	287	672
3:30 PM	0	42	161	0	0	203	0	0	0	0	0	0	0	0	226	32	0	258	0	220	0	81	1	301	762
3:45 PM	0	35	148	0	0	183	0	0	0	0	0	0	0	0	210	32	0	242	0	243	0	91	3	334	759
Hourly Total	0	132	551	0	0	683	0	0	0	0	0	0	0	0	856	138	0	994	0	880	0	325	4	1205	2882

TMC 2616 - CSAH 17 at 35W South Ramps  
Blaine Minnesota  
Tuesday, April 14, 2026

Time	Southbound CSAH 17						Westbound 35W South Ramp						Northbound CSAH 17						Eastbound 35W South Ramp						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	0	36	121	0	0	157	0	0	0	0	0	0	0	0	223	36	0	259	0	266	0	78	1	344	760
4:15 PM	1	25	151	0	0	177	0	0	0	0	0	0	0	0	222	48	0	270	0	285	0	86	0	371	818
4:30 PM	0	28	142	0	0	170	0	0	0	0	0	0	0	0	235	40	0	275	0	240	0	70	1	310	755
4:45 PM	0	40	158	0	0	198	0	0	0	0	0	0	0	0	202	31	0	233	0	232	0	84	0	316	747
Hourly Total	1	129	572	0	0	702	0	0	0	0	0	0	0	0	882	155	0	1037	0	1023	0	318	2	1341	3080
5:00 PM	0	25	138	0	0	163	0	0	0	0	0	0	0	0	204	31	0	235	0	279	1	66	0	346	744
5:15 PM	0	35	139	0	0	174	0	0	0	0	0	0	0	0	207	33	0	240	0	241	1	88	0	330	744
5:30 PM	1	28	152	0	0	181	0	0	0	0	0	0	0	0	197	25	0	222	0	215	0	57	0	272	675
5:45 PM	0	22	136	0	0	158	0	0	0	0	0	0	0	0	194	39	0	233	0	225	1	64	1	290	681
Hourly Total	1	110	565	0	0	676	0	0	0	0	0	0	0	0	802	128	0	930	0	960	3	275	1	1238	2844
6:00 PM	0	34	112	0	0	146	0	0	0	0	0	0	0	0	202	21	0	223	0	188	0	49	5	237	606
6:15 PM	0	26	121	0	0	147	0	0	0	0	0	0	0	0	181	17	0	198	0	173	0	55	1	228	573
6:30 PM	1	26	127	0	0	154	0	0	0	0	0	0	0	0	159	27	0	186	0	133	0	55	2	188	528
6:45 PM	0	26	114	0	0	140	0	0	0	0	0	0	0	0	129	19	0	148	0	124	1	56	0	181	469
Hourly Total	1	112	474	0	0	587	0	0	0	0	0	0	0	0	671	84	0	755	0	618	1	215	8	834	2176
7:00 PM	0	20	120	0	0	140	0	0	0	0	1	0	0	0	149	30	0	179	0	109	0	47	0	156	475
7:15 PM	0	25	91	0	0	116	0	0	0	0	0	0	0	0	120	16	0	136	0	103	0	32	6	135	387
7:30 PM	0	21	91	0	0	112	0	0	0	0	0	0	0	0	112	14	0	126	0	106	0	26	0	132	370
7:45 PM	1	19	90	0	0	110	0	0	0	0	0	0	0	0	107	10	0	117	0	103	0	38	0	141	368
Hourly Total	1	85	392	0	0	478	0	0	0	0	1	0	0	0	488	70	0	558	0	421	0	143	6	564	1600
8:00 PM	0	13	89	0	0	102	0	0	0	0	0	0	0	0	96	19	0	115	0	111	0	40	0	151	368
8:15 PM	0	16	57	0	0	73	0	0	0	0	0	0	0	0	92	15	0	107	0	91	1	27	0	119	299
8:30 PM	0	20	62	0	0	82	0	0	0	0	0	0	0	0	90	19	0	109	0	78	0	30	0	108	299
8:45 PM	1	18	59	0	0	78	0	0	0	0	0	0	0	0	57	11	0	68	0	81	0	23	0	104	250
Hourly Total	1	67	267	0	0	335	0	0	0	0	0	0	0	0	335	64	0	399	0	361	1	120	0	482	1216
9:00 PM	0	8	46	0	0	54	0	0	0	0	0	0	0	0	67	7	0	74	0	98	0	18	0	116	244
9:15 PM	0	19	35	0	0	54	0	0	0	0	0	0	0	0	60	8	0	68	0	99	0	22	0	121	243
9:30 PM	1	6	43	0	0	50	0	0	0	0	0	0	0	0	47	4	0	51	0	93	0	23	0	116	217
9:45 PM	0	11	33	0	0	44	0	0	0	0	0	0	0	0	39	8	0	47	0	65	0	20	0	85	176
Hourly Total	1	44	157	0	0	202	0	0	0	0	0	0	0	0	213	27	0	240	0	355	0	83	0	438	880
10:00 PM	0	9	30	0	0	39	0	0	0	0	0	0	0	0	42	2	0	44	0	74	0	11	0	85	168
10:15 PM	1	9	28	0	0	38	0	0	0	0	0	0	0	0	33	6	0	39	0	75	0	20	0	95	172
10:30 PM	2	4	18	0	0	24	0	0	0	0	0	0	0	0	29	6	0	35	0	63	0	9	0	72	131
10:45 PM	0	2	15	0	0	17	0	0	0	0	0	0	0	0	27	3	0	30	0	64	0	3	0	67	114
Hourly Total	3	24	91	0	0	118	0	0	0	0	0	0	0	0	131	17	0	148	0	276	0	43	0	319	585
11:00 PM	0	3	12	0	0	15	0	0	0	0	0	0	0	0	20	3	0	23	0	31	0	5	0	36	74
11:15 PM	0	5	11	0	0	16	0	0	0	0	0	0	0	0	15	3	0	18	0	43	0	8	0	51	85
11:30 PM	0	7	16	0	0	23	0	0	0	0	0	0	0	0	17	2	0	19	0	23	0	4	0	27	69
11:45 PM	0	3	10	0	0	13	0	0	0	0	0	0	0	0	10	0	0	10	0	30	0	4	0	34	57
Hourly Total	0	18	49	0	0	67	0	0	0	0	0	0	0	0	62	8	0	70	0	127	0	21	0	148	285
<b>DAILY TOTAL</b>	<b>13</b>	<b>1361</b>	<b>7140</b>	<b>0</b>	<b>0</b>	<b>8514</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8783</b>	<b>1425</b>	<b>0</b>	<b>10209</b>	<b>0</b>	<b>8967</b>	<b>10</b>	<b>3100</b>	<b>36</b>	<b>12077</b>	<b>30800</b>
<b>Cars</b>	13	1331	7070	0	0	8414	0	0	0	0	0	0	1	0	8688	1402	0	10091	0	8793	8	3043	12	11844	30349
<b>Heavy Vehicles</b>	0	30	70	0	0	100	0	0	0	0	1	0	0	0	95	23	0	118	0	174	2	57	24	233	451
<b>Heavy Vehicle %</b>	0.00%	2.20%	0.98%	0.00%	0.00%	1.17%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	1.08%	1.61%	0.00%	1.16%	0.00%	1.94%	20.00%	1.84%	66.67%	1.93%	1.46%

**TMC 2616 - CSAH 17 at 35W South Ramps  
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	19	114	0	0	133	0	0	0	0	0	0	0	0	80	16	0	96	0	76	0	30	1	106	0	0	0	0	0	0	335
7:30 AM	0	18	148	0	0	166	0	0	0	0	0	0	0	0	102	23	0	125	0	83	1	40	0	124	0	0	0	0	0	0	415
7:45 AM	0	10	134	0	0	144	0	0	0	0	0	0	0	0	118	16	0	134	0	121	0	36	0	157	0	0	0	0	0	0	435
8:00 AM	0	20	108	0	0	128	0	0	0	0	0	0	0	0	94	15	0	109	0	112	0	32	0	144	0	0	0	0	0	0	381
Peak Hour Total	0	67	504	0	0	571	0	0	0	0	0	0	0	0	394	70	0	464	0	392	1	138	1	531	0	0	0	0	0	0	1566
Peak Hour Heavy Vehicle	0	2	7	0	0	9	0	0	0	0	0	0	0	0	2	2	0	4	0	13	0	5	1	18	0	0	0	0	0	0	31
Peak Hour Heavy Vehicle PHF	0.00%	2.99%	1.39%	0.00%	0.00%	1.58%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.51%	2.86%	0.00%	0.86%	0.00%	3.32%	0.00%	3.62%	100.00%	3.39%	0.00%	0.810	0.250	0.863	0.250	0.846	1.98%
	0.000	0.838	0.851	0.000	0.000	0.860	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.835	0.761	0.000	0.866	0.000	0.810	0.250	0.863	0.250	0.846	0.000	0.810	0.250	0.863	0.250	0.846	0.900

**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	24	140	0	0	164	0	0	0	0	0	0	0	0	169	21	0	190	0	104	0	47	1	151	0	0	0	0	0	0	505
12:15 PM	0	21	115	0	0	136	0	0	0	0	0	0	0	0	151	27	0	178	0	108	0	45	0	153	0	0	0	0	0	0	467
12:30 PM	0	18	128	0	0	146	0	0	0	0	0	0	0	0	141	31	0	172	0	106	0	53	0	159	0	0	0	0	0	0	477
12:45 PM	0	23	130	0	0	153	0	0	0	0	0	0	0	0	139	20	0	159	0	107	0	50	0	157	0	0	0	0	0	0	469
Peak Hour Total	0	86	513	0	0	599	0	0	0	0	0	0	0	0	600	99	0	699	0	425	0	195	1	620	0	0	0	0	0	0	1918
Peak Hour Heavy Vehicle	0	1	6	0	0	7	0	0	0	0	0	0	0	0	11	1	0	12	0	11	0	4	1	15	0	0	0	0	0	0	34
Peak Hour Heavy Vehicle PHF	0.00%	1.16%	1.17%	0.00%	0.00%	1.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.83%	1.01%	0.00%	1.72%	0.00%	2.59%	0.00%	2.05%	100.00%	2.42%	0.00%	0.984	0.000	0.920	0.250	0.975	1.77%
	0.000	0.896	0.916	0.000	0.000	0.913	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.888	0.798	0.000	0.920	0.000	0.984	0.000	0.920	0.250	0.975	0.000	0.984	0.000	0.920	0.250	0.975	1.77%

**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	0	42	161	0	0	203	0	0	0	0	0	0	0	0	226	32	0	258	0	220	0	81	1	301	0	0	0	0	0	0	762
3:45 PM	0	35	148	0	0	183	0	0	0	0	0	0	0	0	210	32	0	242	0	243	0	91	3	334	0	0	0	0	0	0	759
4:00 PM	0	36	121	0	0	157	0	0	0	0	0	0	0	0	223	36	0	259	0	266	0	78	1	344	0	0	0	0	0	0	760
4:15 PM	1	25	151	0	0	177	0	0	0	0	0	0	0	0	222	48	0	270	0	285	0	86	0	371	0	0	0	0	0	0	818
Peak Hour Total	1	138	581	0	0	720	0	0	0	0	0	0	0	0	881	148	0	1029	0	1014	0	336	5	1350	0	0	0	0	0	0	3099
Peak Hour Heavy Vehicle	0	2	7	0	0	9	0	0	0	0	0	0	0	0	8	1	0	9	0	1	0	3	5	4	0	0	0	0	0	0	22
Peak Hour Heavy Vehicle PHF	0.00%	1.45%	1.20%	0.00%	0.00%	1.25%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.91%	0.68%	0.00%	0.87%	0.00%	0.10%	0.00%	0.89%	100.00%	0.30%	0.00%	0.889	0.000	0.923	0.417	0.910	0.71%
	0.250	0.821	0.902	0.000	0.000	0.887	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.975	0.771	0.000	0.953	0.000	0.889	0.000	0.923	0.417	0.910	0.000	0.889	0.000	0.923	0.417	0.910	0.947

Total Vehicles On Leg		26277	
Vehicles Entering Intersection	8514	Vehicles Exiting Intersection	17763
<b>Southbound</b>			
Cars	0	7070	1331
Heavy	0	70	30
<b>Total</b>	<b>0</b>	<b>7140</b>	<b>1361</b>

Total Vehicles on Leg 12077	Vehicles Entering Intersection 0	Eastbound	Cars	Heavy	Total
			12	24	36
	0		0	0	
	8793		174	8967	
Vehicles Exiting Intersection 0	Westbound	Cars	Heavy	Total	
		8	2	10	
			3043	57	3100

Daily Volumes

Total Vehicles on Leg 2796	Westbound	Cars	Heavy	Total
		0	0	0
		0	0	0
		0	0	0
Vehicles Entering Intersection 0	Eastbound	Cars	Heavy	Total
		0	0	0
Vehicles Exiting Intersection 2796	Westbound	Cars	Heavy	Total
		0	1	1

Total Vehicles On Leg		20450	
Vehicles Entering Intersection	10209	Vehicles Exiting Intersection	10241
<b>Northbound</b>			
Cars	0	1	0
Heavy	0	0	95
<b>Total</b>	<b>0</b>	<b>1</b>	<b>95</b>

TMC 2616 - CSAH 17 at 35W South Ramps  
Blaine Minnesota  
Tuesday, April 14, 2026

Time	Southbound Heavy CSAH 17						Westbound Heavy 35W South Ramp						Northbound Heavy CSAH 17						Eastbound Heavy 35W South Ramp						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
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	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	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
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
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
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	0	1
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
1:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	1	0	1	4	4
Hourly 'Heavy Vehicles'	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	1	0	2	0	3	0	1	0	1	4	8
2:00 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	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	1	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	0
2:45 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	0	2
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	1	0	3
3:00 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	0	1
3:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
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
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Hourly 'Heavy Vehicles'	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	2	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
4:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2
4:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	3
Hourly 'Heavy Vehicles'	0	1	1	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	1	0	0	3	7
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
5:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	0	2	5
5:30 AM	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	6
5:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	3
Hourly 'Heavy Vehicles'	0	5	2	0	0	7	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	2	0	0	6	15
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	1	0	1	0	0	2	6
6:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
6:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	3
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	1	0	0	4	5
Hourly 'Heavy Vehicles'	0	0	2	0	0	2	0	0	0	0	0	0	0	0	4	2	0	6	0	5	0	4	0	0	9	17
7:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	8	9
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	1	0	4	5
7:30 AM	0	1	2	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	2	0	0	5	9
7:45 AM	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0	0	3	7
Hourly 'Heavy Vehicles'	0	2	5	0	0	7	0	0	0	0	0	0	0	0	1	2	0	3	0	15	0	5	1	0	20	30

TMC 2616 - CSAH 17 at 35W South Ramps  
Blaine Minnesota  
Tuesday, April 14, 2026

Time	Southbound Heavy CSAH 17						Westbound Heavy 35W South Ramp						Northbound Heavy CSAH 17						Eastbound Heavy 35W South Ramp						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	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	5	0	1	0	6	10
8:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	2	0	4	0	3	0	0	0	3	8
8:30 AM	0	1	2	0	0	3	0	0	0	0	0	0	0	0	2	2	0	4	0	4	0	0	1	4	11
8:45 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	9	0	0	0	9	12
Hourly 'Heavy Vehicles'	0	1	8	0	0	9	0	0	0	0	0	0	0	0	5	5	0	10	0	21	0	1	1	22	41
9:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2	1	7	8
9:15 AM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	0	8	0	1	0	9	14
9:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	0	3	0	3	0	6	12
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	7	0	0	1	7	10
Hourly 'Heavy Vehicles'	0	3	1	0	0	4	0	0	0	0	0	0	0	0	11	0	0	11	0	23	0	6	2	29	44
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	5	0	0	0	5	6
10:15 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	4	1	3	1	8	11
10:30 AM	0	2	1	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	2	1	5	9
10:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	5	3	0	8	0	6	0	0	1	6	15
Hourly 'Heavy Vehicles'	0	2	4	0	0	6	0	0	0	0	0	0	0	0	7	4	0	11	0	18	1	5	3	24	41
11:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	1	0	3	6
11:15 AM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	2	0	7	14
11:30 AM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	1	0	3	7
11:45 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	0	7	0	0	0	7	12
Hourly 'Heavy Vehicles'	0	1	8	0	0	9	0	0	0	0	0	0	0	0	10	0	0	10	0	16	0	4	0	20	39
12:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	2	1	3	8
12:15 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	1	0	5	10
12:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	1	0	3	5
12:45 PM	0	1	2	0	0	3	0	0	0	0	0	0	0	0	3	1	0	4	0	4	0	0	0	4	11
Hourly 'Heavy Vehicles'	0	1	6	0	0	7	0	0	0	0	0	0	0	0	11	1	0	12	0	11	0	4	1	15	34
1:00 PM	0	4	4	0	0	8	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	1	0	5	15
1:15 PM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	1	1	3	6
1:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	0	5	0	1	1	6	10
1:45 PM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	6	8
Hourly 'Heavy Vehicles'	0	5	8	0	0	13	0	0	0	0	0	0	0	0	5	1	0	6	0	16	0	4	2	20	39
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	3	0	3	0	6	10
2:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	1	1	2	5
2:30 PM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	6	0	0	6	0	5	0	2	0	7	15
2:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	1	4	7
Hourly 'Heavy Vehicles'	0	1	3	0	0	4	0	0	0	0	0	0	0	0	13	1	0	14	0	13	0	6	2	19	37
3:00 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	1	0	2	7
3:15 PM	0	2	1	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	1	0	3	8
3:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	1	0	6
3:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	3	0	3
Hourly 'Heavy Vehicles'	0	2	6	0	0	8	0	0	0	0	0	0	0	0	11	0	0	11	0	3	0	2	4	5	24

TMC 2616 - CSAH 17 at 35W South Ramps  
Blaine, Minnesota

Tuesday, April 14, 2026

Time	Southbound Heavy CSAH 17						Westbound Heavy 35W South Ramp						Northbound Heavy CSAH 17						Eastbound Heavy 35W South Ramp						VEHICLE 'Heavy Vehicles'
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach 'Heavy Vehicles'	
4:00 PM	0	1	2	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	2	1	3	7
4:15 PM	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	6
4:30 PM	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	1	1	2	7
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	1	0	3	4
Hourly 'Heavy Vehicles'	0	2	8	0	0	10	0	0	0	0	0	0	0	0	4	1	0	5	0	4	0	5	2	9	24
5:00 PM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	1	0	2	5
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
5:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	0	1	1	0	1	2	5
Hourly 'Heavy Vehicles'	0	1	2	0	0	3	0	0	0	0	0	0	0	0	4	1	0	5	0	5	1	1	1	7	15
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	3	3
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2	2
6:45 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
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	2	3	8	8
7:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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	1	0	0
7:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
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	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	1	2	3
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
8:15 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
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	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	2	0	0	2	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	4
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	1	2
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	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	0	1	0	1	0	1	0	0	0	1	4
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
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	2	0	1	0	3	3
10:45 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
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	0	6	6
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	2
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	1	0	0	1	0	0	0	1	0	1	2
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	1	0	2	4
<b>DAILY 'Heavy Vehicles'</b>	<b>0</b>	<b>30</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>23</b>	<b>0</b>	<b>118</b>	<b>0</b>	<b>174</b>	<b>2</b>	<b>57</b>	<b>24</b>	<b>233</b>	<b>451</b>

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: 2616

Study Date : 06/10/2026

## Signal Warrants - Summary

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### Major Street Approaches

Northbound: CSAH 17

Number of Lanes : 2+

Total Approach Volume: 10,209

Southbound: CSAH 17

Number of Lanes :2+

Total Approach Volume: 8,514

### Minor Street Approaches

Eastbound: 35W South Ramp

Number of Lanes :2+

Total Approach Volume: 8,977

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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 17 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 18 hours, 8 are needed

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

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

Number of hours (17) 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: 2616

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 = **42 31**

Time	Major Road				Total	Minor Road		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
	<b>CSAH 17</b>					<b>35W South Ramp</b>		
15:30 - 16:30	1029	+	720	=	1749	1014	0	Yes
16:30 - 17:30	983	+	705	=	1688	994	0	Yes
14:30 - 15:30	967	+	636	=	1603	816	0	Yes
17:30 - 18:30	876	+	632	=	1508	802	0	Yes
11:30 - 12:30	702	+	594	=	1296	408	0	Yes
12:30 - 13:30	652	+	550	=	1202	429	0	Yes
18:30 - 19:30	649	+	550	=	1199	470	0	Yes
13:30 - 14:30	629	+	543	=	1172	547	0	Yes
10:30 - 11:30	543	+	503	=	1046	305	0	Yes
07:30 - 08:30	453	+	530	=	983	446	0	Yes
09:30 - 10:30	466	+	420	=	886	327	0	Yes
19:30 - 20:30	465	+	397	=	862	412	0	Yes
08:30 - 09:30	424	+	397	=	821	409	0	Yes
06:30 - 07:30	351	+	419	=	770	327	0	Yes
20:30 - 21:30	319	+	268	=	587	356	0	Yes
05:30 - 06:30	196	+	211	=	407	145	0	Yes
21:30 - 22:30	181	+	171	=	352	307	0	No
05:15 - 06:15	170	+	171	=	341	100	0	No
21:45 - 22:45	165	+	145	=	310	277	0	No
05:00 - 06:00	143	+	139	=	282	74	0	No
22:00 - 23:00	148	+	118	=	266	276	0	No
04:45 - 05:45	120	+	109	=	229	32	0	No
22:15 - 23:15	127	+	94	=	221	233	0	No
22:30 - 23:30	106	+	72	=	178	201	0	No
04:30 - 05:30	90		83		173	25	0	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: 2616

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

18 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 = **67 34**  
Veh/Hr Minor WB = **50 25**

#### Major Road CSAH 17

#### Minor Road 35W South Ramp

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
16:00 - 17:00	1037	+	702	=	1739	1023	0	Yes
15:00 - 16:00	994	+	683	=	1677	880	0	Yes
17:00 - 18:00	930	+	676	=	1606	963	0	Yes
14:00 - 15:00	817	+	604	=	1421	705	0	Yes
18:00 - 19:00	755	+	587	=	1342	619	0	Yes
12:00 - 13:00	699	+	599	=	1298	425	0	Yes
11:00 - 12:00	620	+	581	=	1201	364	0	Yes
13:00 - 14:00	606	+	529	=	1135	457	0	Yes
19:00 - 20:00	558	+	478	=	1036	421	0	Yes
07:00 - 08:00	452	+	552	=	1004	362	0	Yes
10:00 - 11:00	480	+	438	=	918	288	0	Yes
09:00 - 10:00	472	+	377	=	849	369	0	Yes

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
16:15 - 17:15	1013	+	708	=	1721	1037	0	Yes
15:15 - 16:15	991	+	696	=	1687	937	0	Yes
17:15 - 18:15	918	+	659	=	1577	871	0	Yes
14:15 - 15:15	909	+	605	=	1514	760	0	Yes
18:15 - 19:15	711	+	581	=	1292	540	0	Yes
11:15 - 12:15	670	+	598	=	1268	385	0	Yes
12:15 - 13:15	670	+	564	=	1234	413	0	Yes
13:15 - 14:15	615	+	543	=	1158	519	0	Yes
07:15 - 08:15	464	+	571	=	1035	393	0	Yes
10:15 - 11:15	512	+	480	=	992	301	0	Yes
19:15 - 20:15	494	+	440	=	934	423	0	Yes
09:15 - 10:15	453	+	397	=	850	347	0	Yes

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: 2616

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.

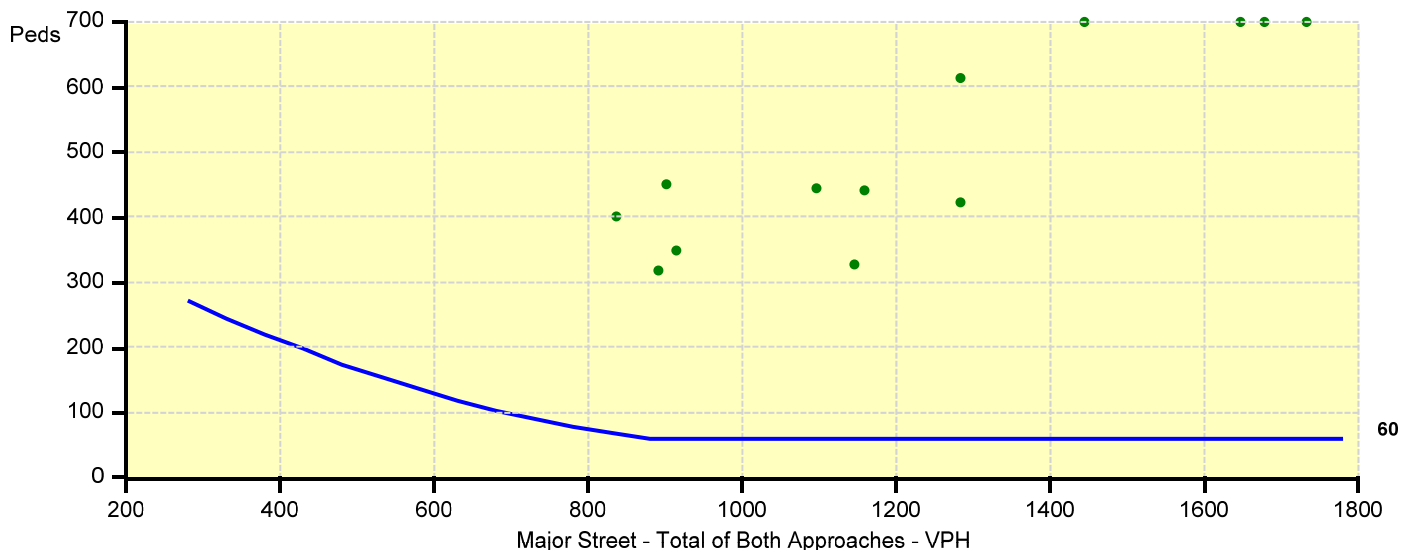
#### Summary

17 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 CSAH 17				Total	Minor Road 35W South Ramp		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
15:45 - 16:45	1046	+	687	=	1733	1034	0	Yes
14:45 - 15:45	1014	+	665	=	1679	851	0	Yes
16:45 - 17:45	930	+	716	=	1646	969	0	Yes
17:45 - 18:45	840	+	605	=	1445	720	0	Yes
11:45 - 12:45	703	+	581	=	1284	421	0	Yes
13:45 - 14:45	710	+	572	=	1282	614	0	Yes
12:45 - 13:45	610	+	549	=	1159	441	0	Yes
10:45 - 11:45	582	+	564	=	1146	328	0	Yes
18:45 - 19:45	589	+	508	=	1097	443	0	Yes
06:45 - 07:45	410	+	503	=	913	348	0	Yes
07:45 - 08:45	434	+	468	=	902	450	0	Yes
09:45 - 10:45	475	+	415	=	890	318	0	Yes



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: 2616

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

61 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 CSAH 17				Total	Minor Road 35W South Ramp		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
15:30 - 16:30	1029	+	720	=	1749	1014	0	Yes
16:00 - 17:00	1037	+	702	=	1739	1023	0	Yes
15:45 - 16:45	1046	+	687	=	1733	1034	0	Yes
16:15 - 17:15	1013	+	708	=	1721	1037	0	Yes
16:30 - 17:30	983	+	705	=	1688	994	0	Yes
15:15 - 16:15	991	+	696	=	1687	937	0	Yes
14:45 - 15:45	1014	+	665	=	1679	851	0	Yes
15:00 - 16:00	994	+	683	=	1677	880	0	Yes
16:45 - 17:45	930	+	716	=	1646	969	0	Yes
17:00 - 18:00	930	+	676	=	1606	963	0	Yes
14:30 - 15:30	967	+	636	=	1603	816	0	Yes
17:15 - 18:15	918	+	659	=	1577	871	0	Yes

