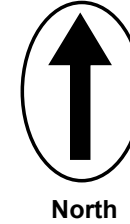


Date: 04/14/26

Count Number: TMC 2617

Location: CSAH 17
@ 35W North Ramps

Collection Period: 24 HR



34276

#2

CSAH 17

17361			
9918	7443	0	0
E	F	G	H

16915

35W North Ramp

I	1442	2479
J	6	
K	1031	
L	0	

#3

2479

0

12266

#1

0	0	D
	0	C
	0	B
	0	A

35W North Ramp

8491

CSAH 17

P	O	N	M
17	2342	15473	0
17832			

#4

26323

EXISTING LANES OF APPROACH

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

Anoka County
Highway Department

Traffic Volume and Turning
Movement Study

Date: 04/14/26

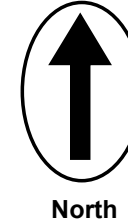
Count Number: TMC 2617

Location: CSAH 17

@ 35W North Ramps

Collection Period: 24 HR

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



2445

#2

CSAH 17

1702			
1202	500	0	0
E	F	G	H

743

35W North Ramp

I	113	183
J	1	
K	69	
L	0	

#3

183

0

1371

#1

0	0	D
	0	C
	0	B
	0	A

35W North Ramp

P	O	Z	M
0	168	630	0
798			

#4

1367

CSAH 17

569

Anoka County Highway Department

Traffic Volume and Turning Movement Study

EXISTING LANES OF APPROACH

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

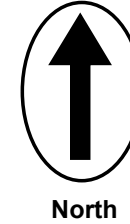
Date: 04/14/26

Count Number: TMC 2617

Location: CSAH 17
@ 35W North Ramps

Collection Period: 24 HR

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



1972

#2

CSAH 17

1000			
461	539	0	0
E	F	G	H

972

35W North Ramp

I	92	144
J	0	
K	52	
L	0	

#3

144

0

600

#1

0	0	D
	0	C
	0	B
	0	A

35W North Ramp

P	O	N	M
1	139	880	0
1020			

#4

1612

CSAH 17

592

Anoka County
Highway Department

Traffic Volume and Turning
Movement Study

EXISTING LANES OF APPROACH

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

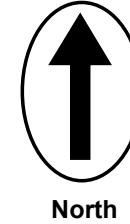
Date: 04/14/26

Count Number: TMC 2617

Location: CSAH 17
@ 35W North Ramps

Collection Period: 24 HR

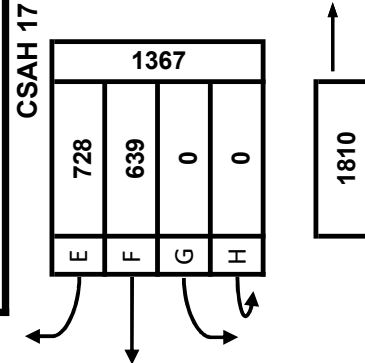
Peak Hour: 3:30 PM - 4:30 PM



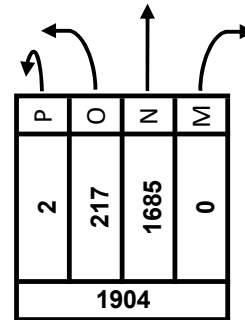
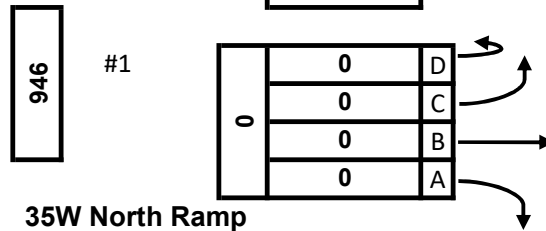
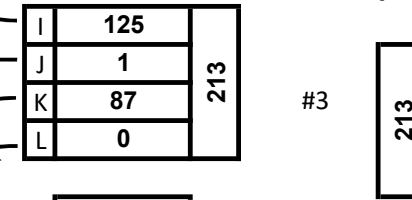
North

3177

#2



35W North Ramp



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

Anoka County
 Highway Department
 Traffic Volume and Turning
 Movement Study

TMC 2617 - CSAH 17 @ 35W North Ramps
Blaine Minnesota
Tuesday, April 14, 2026

Time	Southbound CSAH 17						Westbound 35W North Ramp						Northbound CSAH 17						Eastbound 35W North 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	8	11	0	19	0	0	0	2	0	2	0	3	27	0	0	30	0	0	0	0	0	0	51
12:15 AM	0	0	2	8	0	10	0	0	0	0	0	0	0	2	27	0	0	23	0	0	0	0	0	0	33
12:30 AM	0	0	6	6	0	12	0	0	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	0	30
12:45 AM	0	0	2	8	0	10	0	0	0	0	0	0	1	1	16	0	0	18	0	0	0	0	0	0	28
Hourly Total	0	0	18	33	0	51	0	0	0	2	0	2	1	7	81	0	0	89	0	0	0	0	0	0	142
1:00 AM	0	0	2	6	0	8	0	0	0	2	0	2	0	3	18	0	0	21	0	0	0	0	0	0	31
1:15 AM	0	0	2	3	0	5	0	1	0	0	0	1	0	0	11	0	0	11	0	0	0	0	0	0	17
1:30 AM	0	0	4	7	0	11	0	2	0	1	0	3	0	4	16	0	0	20	0	0	0	0	0	0	34
1:45 AM	0	0	6	12	0	18	0	0	0	0	0	0	0	3	18	0	0	21	0	0	0	0	0	0	39
Hourly Total	0	0	14	28	0	42	0	3	0	3	0	6	0	10	63	0	0	73	0	0	0	0	0	0	121
2:00 AM	0	0	1	6	0	7	0	1	0	0	0	1	0	1	11	0	0	12	0	0	0	0	0	0	20
2:15 AM	0	0	4	2	0	6	0	1	0	0	0	1	0	0	7	0	0	7	0	0	0	0	0	0	14
2:30 AM	0	0	1	6	0	7	0	0	0	2	0	2	0	5	6	0	0	11	0	0	0	0	0	0	20
2:45 AM	0	0	6	6	0	12	0	0	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	0	21
Hourly Total	0	0	12	20	0	32	0	2	0	2	0	4	0	8	31	0	0	39	0	0	0	0	0	0	75
3:00 AM	0	0	1	6	0	7	0	1	0	0	0	1	0	2	4	0	0	6	0	0	0	0	0	0	14
3:15 AM	0	0	5	9	0	14	0	1	0	1	0	2	0	8	11	0	0	19	0	0	0	0	0	0	35
3:30 AM	0	0	4	17	0	21	0	0	0	4	0	4	0	2	7	0	0	9	0	0	0	0	0	0	34
3:45 AM	0	0	1	11	0	12	0	0	0	2	0	2	0	0	7	0	0	7	0	0	0	0	0	0	21
Hourly Total	0	0	11	43	0	54	0	2	0	7	0	9	0	12	29	0	0	41	0	0	0	0	0	0	104
4:00 AM	0	0	2	18	0	20	0	1	0	0	0	1	0	3	10	0	0	13	0	0	0	0	0	0	34
4:15 AM	0	0	7	26	0	33	0	3	0	5	0	8	0	3	9	0	0	12	0	0	0	0	0	0	53
4:30 AM	0	0	14	48	0	62	0	8	0	4	0	12	0	6	9	0	0	15	0	0	0	0	0	0	89
4:45 AM	0	0	14	50	0	64	0	3	0	5	0	8	0	8	14	0	0	22	0	0	0	0	0	0	94
Hourly Total	0	0	37	142	0	179	0	15	0	14	0	29	0	20	42	0	0	62	0	0	0	0	0	0	270
5:00 AM	0	0	16	63	0	79	0	5	0	4	0	9	0	20	12	0	0	32	0	0	0	0	0	0	120
5:15 AM	0	0	23	101	0	124	0	3	0	3	0	6	0	10	23	0	0	33	0	0	0	0	0	0	163
5:30 AM	0	0	38	133	0	171	0	10	0	10	0	20	0	19	27	0	0	46	0	0	0	0	0	0	237
5:45 AM	0	0	33	128	0	161	0	10	0	15	0	25	0	27	61	0	0	88	0	0	0	0	0	0	274
Hourly Total	0	0	110	425	0	535	0	28	0	32	0	60	0	76	123	0	0	199	0	0	0	0	0	0	794
6:00 AM	0	0	37	160	0	197	0	15	0	20	0	35	0	19	62	0	0	81	0	0	0	0	1	0	313
6:15 AM	0	0	58	210	0	268	0	11	0	22	0	33	0	25	74	0	0	99	0	0	0	0	0	0	400
6:30 AM	0	0	63	254	0	317	0	18	0	19	0	37	0	33	94	0	0	127	0	0	0	0	0	0	481
6:45 AM	0	0	71	287	0	358	0	24	0	33	0	57	0	40	151	0	0	191	0	0	0	0	1	0	606
Hourly Total	0	0	229	911	0	1140	0	68	0	94	0	162	0	117	381	0	0	498	0	0	0	0	2	0	1800
7:00 AM	0	0	93	293	0	386	0	15	0	21	0	36	0	44	112	0	0	156	0	0	0	0	0	0	578
7:15 AM	0	0	122	380	0	502	0	10	0	34	0	44	0	40	120	0	0	160	0	0	0	0	1	0	706
7:30 AM	0	0	162	327	0	489	0	17	0	22	0	39	0	46	145	0	0	191	0	0	0	0	0	0	719
7:45 AM	0	0	107	277	0	384	0	24	1	33	0	58	0	50	185	0	0	235	0	0	0	0	0	0	677
Hourly Total	0	0	484	1277	0	1761	0	66	1	110	0	177	0	180	562	0	0	742	0	0	0	0	1	0	2680

**TMC 2617 - CSAH 17 @ 35W North Ramps
Blaine Minnesota
Tuesday, April 14, 2026**

Time	Southbound CSAH 17						Westbound 35W North Ramp						Northbound CSAH 17						Eastbound 35W North 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	0	109	218	0	327	0	18	0	24	0	42	0	32	180	0	0	212	0	0	0	0	0	0	581
8:15 AM	0	0	79	214	0	293	0	15	1	21	0	37	0	36	171	0	0	207	0	0	0	0	0	0	537
8:30 AM	0	0	90	232	0	322	0	11	0	21	0	32	0	28	155	0	0	183	0	0	0	0	1	0	537
8:45 AM	0	0	95	196	0	291	0	19	0	22	0	41	1	24	174	0	0	199	0	0	0	0	0	0	531
Hourly Total	0	0	373	860	0	1233	0	63	1	88	0	152	1	120	680	0	0	801	0	0	0	0	1	0	2186
9:00 AM	0	0	77	180	0	257	0	9	0	17	0	26	0	39	172	0	0	211	0	0	0	0	1	0	494
9:15 AM	0	0	82	166	0	248	0	10	0	17	0	27	0	33	161	0	0	194	0	0	0	0	0	0	469
9:30 AM	0	0	83	168	0	251	0	18	0	16	0	34	0	31	164	0	0	195	0	0	0	0	0	0	480
9:45 AM	0	0	83	137	0	220	0	13	0	15	0	28	1	27	174	0	0	202	0	0	0	0	2	0	450
Hourly Total	0	0	325	651	0	976	0	50	0	65	0	115	1	130	671	0	0	802	0	0	0	0	3	0	1893
10:00 AM	0	0	101	124	0	225	0	6	0	12	0	18	0	24	136	0	0	160	0	0	0	0	0	0	403
10:15 AM	0	0	94	105	0	199	0	19	0	25	0	44	0	19	156	0	0	175	0	0	0	0	1	0	418
10:30 AM	0	0	91	120	0	211	0	7	1	21	0	29	0	22	154	0	0	176	0	0	0	0	1	0	416
10:45 AM	0	0	104	107	0	211	0	13	0	14	0	27	0	23	150	0	0	173	0	0	0	0	1	0	411
Hourly Total	0	0	390	456	0	846	0	45	1	72	0	118	0	88	596	0	0	684	0	0	0	0	3	0	1648
11:00 AM	0	0	127	119	0	246	0	19	0	28	0	47	0	37	174	0	0	211	0	0	0	0	0	0	504
11:15 AM	0	0	134	118	0	252	0	12	0	17	0	29	1	15	182	0	0	198	0	0	0	0	0	0	479
11:30 AM	0	0	133	98	0	231	0	19	0	26	0	45	0	32	211	0	0	243	0	0	0	0	0	0	519
11:45 AM	0	0	123	102	0	225	0	15	0	28	0	43	0	22	227	0	0	249	0	0	0	0	0	0	517
Hourly Total	0	0	517	437	0	954	0	65	0	99	0	164	1	106	794	0	0	901	0	0	0	0	0	0	2019
12:00 PM	0	0	145	118	0	263	0	19	0	24	0	43	1	39	226	0	0	266	0	0	0	0	1	0	572
12:15 PM	0	0	117	118	0	235	0	12	0	24	0	36	0	31	236	0	0	267	0	0	0	0	0	0	538
12:30 PM	0	0	141	110	0	251	0	9	0	25	0	34	0	30	212	0	0	242	0	0	0	0	0	0	527
12:45 PM	0	0	136	115	0	251	0	12	0	19	0	31	0	39	206	0	0	245	0	0	0	0	0	0	527
Hourly Total	0	0	539	461	0	1000	0	52	0	92	0	144	1	139	880	0	0	1020	0	0	0	0	1	0	2164
1:00 PM	0	0	119	106	0	225	0	10	0	17	0	27	0	27	199	0	0	226	0	0	0	0	0	0	478
1:15 PM	0	0	113	111	0	224	0	11	0	10	0	21	0	32	226	0	0	258	0	0	0	0	1	0	503
1:30 PM	0	0	132	119	0	251	0	15	0	20	0	35	0	23	203	0	0	226	0	0	0	0	0	0	512
1:45 PM	0	0	120	138	0	258	0	12	0	12	0	24	1	32	239	0	0	272	0	0	0	0	0	0	554
Hourly Total	0	0	484	474	0	958	0	48	0	59	0	107	1	114	867	0	0	982	0	0	0	0	1	0	2047
2:00 PM	0	0	121	132	0	253	0	16	0	16	0	32	0	45	253	0	0	298	0	0	0	0	0	0	583
2:15 PM	0	0	112	139	0	251	0	15	0	22	0	37	1	39	252	0	0	292	0	0	0	0	1	0	580
2:30 PM	0	0	144	120	0	264	0	31	1	21	0	53	0	39	313	0	0	352	0	0	0	0	0	0	669
2:45 PM	0	0	143	113	0	256	0	20	0	29	0	49	2	49	405	0	0	456	0	0	0	0	1	0	761
Hourly Total	0	0	520	504	0	1024	0	82	1	88	0	171	3	172	1223	0	0	1398	0	0	0	0	2	0	2593
3:00 PM	0	0	124	139	0	263	0	22	0	26	0	48	0	57	371	0	0	428	0	0	0	0	0	0	739
3:15 PM	0	0	129	144	0	273	0	15	0	19	0	34	0	46	358	0	0	404	0	0	0	0	0	0	711
3:30 PM	0	0	185	195	0	380	0	25	1	22	0	48	0	51	396	0	0	447	0	0	0	0	1	0	875
3:45 PM	0	0	161	157	0	318	0	17	0	38	0	55	1	59	392	0	0	452	0	0	0	0	2	0	825
Hourly Total	0	0	599	635	0	1234	0	79	1	105	0	185	1	213	1517	0	0	1731	0	0	0	0	3	0	3150

**TMC 2617 - CSAH 17 @ 35W North Ramps
Blaine Minnesota
Tuesday, April 14, 2026**

Time	Southbound CSAH 17						Westbound 35W North Ramp						Northbound CSAH 17						Eastbound 35W North 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	0	134	198	0	332	0	22	0	42	0	64	1	55	429	0	0	485	0	0	0	0	0	0	881
4:15 PM	0	0	159	178	0	337	0	23	0	23	0	46	0	52	468	0	0	520	0	0	0	0	1	0	903
4:30 PM	0	0	147	186	0	333	0	22	0	21	0	43	0	56	412	0	0	468	0	0	0	0	1	0	844
4:45 PM	0	0	175	149	0	324	0	14	0	33	0	47	0	41	395	0	0	436	0	0	0	0	0	0	807
Hourly Total	0	0	615	711	0	1326	0	81	0	119	0	200	1	204	1704	0	0	1909	0	0	0	0	2	0	3435
5:00 PM	0	0	145	168	0	313	0	22	1	36	0	59	0	39	433	0	0	472	0	0	0	0	0	0	844
5:15 PM	0	0	140	129	0	269	0	23	0	26	0	49	2	43	420	0	0	465	0	0	0	0	0	0	783
5:30 PM	0	0	160	140	0	300	0	21	0	27	0	48	0	52	366	0	0	418	0	0	0	0	0	0	766
5:45 PM	0	0	139	129	0	268	0	22	0	21	0	43	0	42	380	0	0	422	0	0	0	0	1	0	733
Hourly Total	0	0	584	566	0	1150	0	88	1	110	0	199	2	176	1599	0	0	1777	0	0	0	0	1	0	3126
6:00 PM	0	0	133	121	0	254	0	16	0	26	0	42	0	40	347	0	0	387	0	0	0	0	0	0	683
6:15 PM	0	0	131	122	0	253	0	18	0	22	0	40	0	42	314	0	0	356	0	0	0	0	6	0	649
6:30 PM	0	0	130	100	0	230	0	17	0	22	0	39	1	26	275	0	0	302	0	0	0	0	1	0	571
6:45 PM	0	0	118	85	0	203	0	17	0	30	0	47	1	23	220	0	0	244	0	0	0	0	0	0	494
Hourly Total	0	0	512	428	0	940	0	68	0	100	0	168	2	131	1156	0	0	1289	0	0	0	0	7	0	2397
7:00 PM	0	0	128	70	0	198	0	18	0	16	1	34	0	38	224	0	0	262	0	0	0	0	0	0	494
7:15 PM	0	0	98	68	0	166	0	14	0	18	0	32	0	26	204	0	0	230	0	0	0	0	6	0	428
7:30 PM	0	0	99	53	0	152	0	13	0	21	0	34	0	19	196	0	0	215	0	0	0	0	0	0	401
7:45 PM	0	0	99	62	0	161	0	8	0	13	0	21	2	28	180	0	0	210	0	0	0	0	0	0	392
Hourly Total	0	0	424	253	0	677	0	53	0	68	1	121	2	111	804	0	0	917	0	0	0	0	6	0	1715
8:00 PM	0	0	90	70	0	160	0	12	0	12	0	24	0	23	184	0	0	207	0	0	0	0	0	0	391
8:15 PM	0	0	67	58	0	125	0	9	0	12	0	21	0	29	160	0	0	189	0	0	0	0	0	0	335
8:30 PM	0	0	74	61	0	135	0	6	0	12	0	18	0	23	144	0	0	167	0	0	0	0	0	0	320
8:45 PM	0	0	67	45	0	112	0	9	0	12	0	21	0	9	132	0	0	141	0	0	0	0	0	0	274
Hourly Total	0	0	298	234	0	532	0	36	0	48	0	84	0	84	620	0	0	704	0	0	0	0	0	0	1320
9:00 PM	0	0	52	48	0	100	0	4	0	8	0	12	0	19	145	0	0	164	0	0	0	0	0	0	276
9:15 PM	0	0	46	40	0	86	0	6	0	13	0	19	0	17	143	0	0	160	0	0	0	0	0	0	265
9:30 PM	0	0	45	39	0	84	0	3	0	4	0	7	0	14	123	0	0	137	0	0	0	0	0	0	228
9:45 PM	0	0	37	30	0	67	0	6	0	8	0	14	0	16	91	0	0	107	0	0	0	0	0	0	188
Hourly Total	0	0	180	157	0	337	0	19	0	33	0	52	0	66	502	0	0	568	0	0	0	0	0	0	957
10:00 PM	0	0	37	31	0	68	0	3	0	6	0	9	0	9	108	0	0	117	0	0	0	0	0	0	194
10:15 PM	0	0	37	47	0	84	0	3	0	3	0	6	0	10	102	0	0	112	0	0	0	0	0	0	202
10:30 PM	0	0	19	31	0	50	0	3	0	5	0	8	0	7	89	0	0	96	0	0	0	0	0	0	154
10:45 PM	0	0	13	19	0	32	0	4	0	3	0	7	0	7	83	0	0	90	0	0	0	0	0	0	129
Hourly Total	0	0	106	128	0	234	0	13	0	17	0	30	0	33	382	0	0	415	0	0	0	0	0	0	679
11:00 PM	0	0	17	11	0	28	0	0	0	5	0	5	0	11	41	0	0	52	0	0	0	0	0	0	85
11:15 PM	0	0	13	26	0	39	0	1	0	2	0	3	0	5	50	0	0	55	0	0	0	0	0	0	97
11:30 PM	0	0	20	35	0	55	0	3	0	5	0	8	0	5	38	0	0	43	0	0	0	0	0	0	106
11:45 PM	0	0	12	12	0	24	0	1	0	3	0	4	0	4	37	0	0	41	0	0	0	0	0	0	69
Hourly Total	0	0	62	84	0	146	0	5	0	15	0	20	0	25	166	0	0	191	0	0	0	0	0	0	357
DAILY TOTAL	0	0	7443	9918	0	17361	0	1031	6	1442	1	2479	17	2342	15473	0	0	17832	0	0	0	0	33	0	37672
Cars	0	0	7363	9734	0	17097	0	1012	4	1419	0	2435	17	2294	15251	0	0	17562	0	0	0	0	13	0	37094
Heavy Vehicles	0	0	80	184	0	264	0	19	2	23	1	44	0	48	222	0	0	270	0	0	0	0	20	0	578
Heavy Vehicle %	0.00%	0.00%	1.07%	1.86%	0.00%	1.52%	0.00%	1.84%	33.33%	1.60%	100.00%	1.77%	0.00%	2.05%	1.43%	0.00%	0.00%	1.51%	0.00%	0.00%	0.00%	0.00%	60.61%	0.00%	1.53%

TMC 2617 - CSAH 17 @ 35W North 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	0	122	380	0	502	0	10	0	34	0	44	0	40	120	0	0	160	0	0	0	0	1	0	706
7:30 AM	0	0	162	327	0	489	0	17	0	22	0	39	0	46	145	0	0	191	0	0	0	0	0	0	719
7:45 AM	0	0	107	277	0	384	0	24	1	33	0	58	0	50	185	0	0	235	0	0	0	0	0	0	677
8:00 AM	0	0	109	218	0	327	0	18	0	24	0	42	0	32	180	0	0	212	0	0	0	0	0	0	581
Peak Hour Total	0	0	500	1202	0	1702	0	69	1	113	0	183	0	168	630	0	0	798	0	0	0	0	1	0	2683
Peak Hour Heavy Vehicle	0	0	7	18	0	25	0	2	0	4	0	6	0	0	15	0	0	15	0	0	0	0	1	0	46
Peak Hour Heavy Vehicle PHF	0.00%	0.00%	1.40%	1.50%	0.00%	1.47%	0.00%	2.90%	0.00%	3.54%	0.00%	3.28%	0.00%	0.00%	2.38%	0.00%	0.00%	1.88%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	1.71%
	0.00%	0.00%	0.772	0.791	0.000	0.848	0.000	0.719	0.000	0.831	0.000	0.789	0.000	0.840	0.851	0.000	0.000	0.849	0.000	0.000	0.000	0.000	0.250	0.000	0.933

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	0	145	118	0	263	0	19	0	24	0	43	1	39	226	0	0	266	0	0	0	0	1	0	572
12:15 PM	0	0	117	118	0	235	0	12	0	24	0	36	0	31	236	0	0	267	0	0	0	0	0	0	538
12:30 PM	0	0	141	110	0	251	0	9	0	25	0	34	0	30	212	0	0	242	0	0	0	0	0	0	527
12:45 PM	0	0	136	115	0	251	0	12	0	19	0	31	0	39	206	0	0	245	0	0	0	0	0	0	527
Peak Hour Total	0	0	539	461	0	1000	0	52	0	92	0	144	1	139	880	0	0	1020	0	0	0	0	1	0	2164
Peak Hour Heavy Vehicle	0	0	4	11	0	15	0	2	0	3	0	5	0	7	15	0	0	22	0	0	0	0	1	0	42
Peak Hour Heavy Vehicle PHF	0.00%	0.00%	0.74%	2.39%	0.00%	1.50%	0.00%	3.85%	0.00%	3.26%	0.00%	3.47%	0.00%	5.04%	1.70%	0.00%	0.00%	2.16%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	1.94%
	0.00%	0.00%	0.929	0.977	0.000	0.951	0.000	0.684	0.000	0.920	0.000	0.837	0.250	0.891	0.932	0.000	0.000	0.955	0.000	0.000	0.000	0.000	0.250	0.000	0.946

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	0	185	195	0	380	0	25	1	22	0	48	0	51	396	0	0	447	0	0	0	0	1	0	875
3:45 PM	0	0	161	157	0	318	0	17	0	38	0	55	1	59	392	0	0	452	0	0	0	0	2	0	825
4:00 PM	0	0	134	198	0	332	0	22	0	42	0	64	1	55	429	0	0	485	0	0	0	0	0	0	881
4:15 PM	0	0	159	178	0	337	0	23	0	23	0	46	0	52	468	0	0	520	0	0	0	0	1	0	903
Peak Hour Total	0	0	639	728	0	1367	0	87	1	125	0	213	2	217	1685	0	0	1904	0	0	0	0	4	0	3484
Peak Hour Heavy Vehicle	0	0	7	13	0	20	0	2	0	0	0	2	0	4	5	0	0	9	0	0	0	0	4	0	31
Peak Hour Heavy Vehicle PHF	0.00%	0.00%	1.10%	1.79%	0.00%	1.46%	0.00%	2.30%	0.00%	0.00%	0.00%	0.94%	0.00%	1.84%	0.30%	0.00%	0.00%	0.47%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.89%
	0.00%	0.00%	0.864	0.919	0.000	0.899	0.000	0.870	0.250	0.744	0.000	0.832	0.500	0.919	0.900	0.000	0.000	0.915	0.000	0.000	0.000	0.000	0.500	0.000	0.965

Total Vehicles On Leg		34276	
Vehicles Entering Intersection	17361	Vehicles Exiting Intersection	16915
Southbound			
Cars	9734	7363	0
Heavy	184	80	0
Total	9918	7443	0

Total Vehicles on Leg 12266	Vehicles Entering Intersection	Eastbound	Cars	Heavy	Total
	0		13	20	33
	Vehicles Exiting Intersection		0	0	0
	12266		0	0	0
	0		0	0	

Daily Volumes

Cars	0	17	2294	15251	0
Heavy	0	0	48	222	0
Total	0	17	2342	15473	0
Northbound					
Vehicles Entering Intersection	17832	Vehicles Exiting Intersection	8491		
Total Vehicles On Leg		26323			

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection	Total Vehicles on Leg 2479
1419	23	1442		2479	
4	2	6		Vehicles Exiting Intersection	
1012	19	1031		0	
0	0	0		0	

TMC 2617 - CSAH 17 @ 35W North Ramps
Blaine Minnesota
Tuesday, April 14, 2026

Time	Southbound Heavy CSAH 17						Westbound Heavy 35W North Ramp						Northbound Heavy CSAH 17						Eastbound Heavy 35W North 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	2	0	0	0	2	0	0	0	0	0	0	0	2
1:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	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	1	0	0	0	1	0	0	0	0	0	0	0	1
1:45 AM	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	3
Hourly 'Heavy Vehicles'	0	0	1	1	0	2	0	1	0	0	0	1	0	1	3	0	0	4	0	0	0	0	0	0	0	7
2:00 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	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	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	1	0	0	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	1	1	1	0	0	2	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	0	1
3:15 AM	0	0	1	0	0	1	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	3
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	1	0	0	0	1	0	0	0	0	0	0	0	1
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	0	0	1	0	1	0	0	3	0	0	3	0	0	0	0	0	0	0	5
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	1	0	0	0	1	0	0	0	0	0	0	0	2
4:30 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3
4:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	0	2	1	0	3	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	7
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	3	2	0	5	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	6
5:30 AM	0	0	3	0	0	3	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	5
5:45 AM	0	0	1	1	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	4
Hourly 'Heavy Vehicles'	0	0	7	3	0	10	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	15
6:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	5
6:15 AM	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	3
6:30 AM	0	0	1	1	0	2	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	4
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	4
Hourly 'Heavy Vehicles'	0	0	2	3	0	5	0	0	0	2	0	2	0	1	8	0	0	9	0	0	0	0	0	0	0	16
7:00 AM	0	0	1	3	0	4	0	0	0	1	0	1	0	0	7	0	0	7	0	0	0	0	0	0	0	12
7:15 AM	0	0	0	6	0	6	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	8
7:30 AM	0	0	4	4	0	8	0	0	0	1	0	1	0	0	4	0	0	4	0	0	0	0	0	0	0	13
7:45 AM	0	0	1	5	0	6	0	1	0	3	0	4	0	0	3	0	0	3	0	0	0	0	0	0	0	13
Hourly 'Heavy Vehicles'	0	0	6	18	0	24	0	1	0	5	0	6	0	0	16	0	0	16	0	0	0	0	1	0	0	46

TMC 2617 - CSAH 17 @ 35W North Ramps
Blaine Minnesota
Tuesday, April 14, 2026

Time	Southbound Heavy CSAH 17						Westbound Heavy 35W North Ramp						Northbound Heavy CSAH 17						Eastbound Heavy 35W North 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	2	3	0	5	0	1	0	0	0	1	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	12
8:15 AM	0	0	1	2	0	3	0	0	1	0	0	1	0	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	9
8:30 AM	0	0	2	2	0	4	0	1	0	0	0	1	0	1	5	0	0	6	0	0	0	0	0	1	0	0	0	0	0	11	
8:45 AM	0	0	2	4	0	6	0	0	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	1	0	0	0	0	0	15	
Hourly 'Heavy Vehicles'	0	0	7	11	0	18	0	2	1	0	0	3	0	3	23	0	0	26	0	0	0	0	1	0	0	0	0	0	1	47	
9:00 AM	0	0	1	5	0	6	0	0	0	1	0	1	0	0	5	0	0	5	0	0	0	0	1	0	0	0	0	0	1	12	
9:15 AM	0	0	1	5	0	6	0	1	0	0	0	1	0	3	8	0	0	11	0	0	0	0	0	0	0	0	0	0	0	18	
9:30 AM	0	0	1	10	0	11	0	0	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	0	0	0	0	0	0	19	
9:45 AM	0	0	0	4	0	4	0	0	0	0	0	0	0	2	8	0	0	10	0	0	0	0	0	1	0	0	0	0	1	14	
Hourly 'Heavy Vehicles'	0	0	3	24	0	27	0	1	0	1	0	2	0	7	27	0	0	34	0	0	0	0	2	0	0	0	0	0	2	63	
10:00 AM	0	0	0	3	0	3	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	8	
10:15 AM	0	0	3	3	0	6	0	0	0	1	0	1	0	0	5	0	0	5	0	0	0	0	0	1	0	0	0	0	1	12	
10:30 AM	0	0	0	6	0	6	0	2	1	0	0	3	0	1	3	0	0	4	0	0	0	0	0	1	0	0	0	0	1	13	
10:45 AM	0	0	0	5	0	5	0	1	0	0	0	1	0	2	8	0	0	10	0	0	0	0	0	1	0	0	0	0	1	16	
Hourly 'Heavy Vehicles'	0	0	3	17	0	20	0	3	1	1	0	5	0	4	20	0	0	24	0	0	0	0	3	0	0	0	0	0	3	49	
11:00 AM	0	0	1	5	0	6	0	0	0	2	0	2	0	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	0	13	
11:15 AM	0	0	3	8	0	11	0	1	0	1	0	2	0	1	7	0	0	8	0	0	0	0	0	0	0	0	0	0	0	21	
11:30 AM	0	0	2	4	0	6	0	0	0	1	0	1	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	11	
11:45 AM	0	0	2	8	0	10	0	0	0	0	0	0	0	2	8	0	0	10	0	0	0	0	0	0	0	0	0	0	0	20	
Hourly 'Heavy Vehicles'	0	0	8	25	0	33	0	1	0	4	0	5	0	4	23	0	0	27	0	0	0	0	0	0	0	0	0	0	0	65	
12:00 PM	0	0	1	4	0	5	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	1	0	0	0	0	0	1	8	
12:15 PM	0	0	1	4	0	5	0	1	0	0	0	1	0	1	8	0	0	9	0	0	0	0	0	0	0	0	0	0	0	15	
12:30 PM	0	0	0	1	0	1	0	1	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5	
12:45 PM	0	0	2	2	0	4	0	0	0	3	0	3	0	3	4	0	0	7	0	0	0	0	0	0	0	0	0	0	0	14	
Hourly 'Heavy Vehicles'	0	0	4	11	0	15	0	2	0	3	0	5	0	7	15	0	0	22	0	0	0	0	0	1	0	0	0	0	1	42	
1:00 PM	0	0	7	5	0	12	0	1	0	0	0	1	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	0	19	
1:15 PM	0	0	2	5	0	7	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	0	1	9	
1:30 PM	0	0	1	4	0	5	0	0	0	1	0	1	0	2	6	0	0	8	0	0	0	0	0	0	0	0	0	0	0	14	
1:45 PM	0	0	0	6	0	6	0	2	0	0	0	2	0	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	13	
Hourly 'Heavy Vehicles'	0	0	10	20	0	30	0	3	0	1	0	4	0	2	19	0	0	21	0	0	0	0	0	1	0	0	0	0	1	55	
2:00 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	0	0	0	0	0	0	9	
2:15 PM	0	0	2	4	0	6	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	0	1	8	
2:30 PM	0	0	1	5	0	6	0	0	0	1	0	1	0	1	10	0	0	11	0	0	0	0	0	0	0	0	0	0	0	18	
2:45 PM	0	0	1	2	0	3	0	0	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	1	0	0	0	0	1	9	
Hourly 'Heavy Vehicles'	0	0	4	13	0	17	0	0	0	1	0	1	0	5	21	0	0	26	0	0	0	0	0	2	0	0	0	0	2	44	
3:00 PM	0	0	1	4	0	5	0	2	0	0	0	2	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	10	
3:15 PM	0	0	3	1	0	4	0	0	0	1	0	1	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	0	9	
3:30 PM	0	0	0	3	0	3	0	1	0	0	0	1	0	3	2	0	0	5	0	0	0	0	0	1	0	0	0	0	1	9	
3:45 PM	0	0	1	7	0	8	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2	0	0	0	0	2	10	
Hourly 'Heavy Vehicles'	0	0	5	15	0	20	0	3	0	1	0	4	0	6	8	0	0	14	0	0	0	0	3	0	0	0	0	0	3	38	

TMC 2617 - CSAH 17 @ 35W North Ramps
Blaine, Minnesota

Tuesday, April 14, 2026

Time	Southbound Heavy CSAH 17						Westbound Heavy 35W North Ramp						Northbound Heavy CSAH 17						Eastbound Heavy 35W North 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	0	3	2	0	5	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	7
4:15 PM	0	0	3	1	0	4	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5
4:30 PM	0	0	3	2	0	5	0	0	0	1	0	1	0	1	2	0	0	0	3	0	0	0	0	1	0	0	0	0	1	0	9
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hourly 'Heavy Vehicles'	0	0	9	5	0	14	0	1	0	1	0	2	0	1	7	0	0	0	8	0	0	0	0	0	0	0	0	0	2	0	24
5:00 PM	0	0	2	2	0	4	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	0	1	0	1	0	0	0	1	0	1	0	2	2	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	6
5:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	1	0	0	0	0	1	0	4
Hourly 'Heavy Vehicles'	0	0	3	5	0	8	0	0	0	1	0	1	0	2	7	0	0	0	9	0	0	0	0	1	0	0	0	0	1	0	18
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	1	0	0	0	0	1	0	3
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	1	0	0	0	0	1	0	2
6:45 PM	0	0	0	3	0	3	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4
Hourly 'Heavy Vehicles'	0	0	0	4	0	4	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	2	0	0	0	0	2	0	10
7:00 PM	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	1	0	0	0	0	1	0	0
7:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	1	1	0	2	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	3
8:00 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	0	0	0	0	0	0	1
8:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
8:30 PM	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
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	0	0	0	0	0	0	1
Hourly 'Heavy Vehicles'	0	0	2	1	0	3	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:15 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	0	0	0	0	0	0	1
9:30 PM	0	0	0	0	0	0	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
9:45 PM	0	0	1	1	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
Hourly 'Heavy Vehicles'	0	0	1	2	0	3	0	1	0	0	0	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	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	0	0	0	0	0	0
10:30 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
10:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	0	0	2	0	2	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	6
11:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
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	0	0	0	0	0	0
11:30 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	0	0	0	0	0	0	1
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hourly 'Heavy Vehicles'	0	0	0	2	0	2	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	5
DAILY 'Heavy Vehicles'	0	0	80	184	0	264	0	19	2	23	1	44	0	48	222	0	0	270	0	0	0	0	20	0	0	0	0	0	20	0	578

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: 2617

Study Date : 06/11/2026

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 17

Number of Lanes : 2+

Total Approach Volume: 17,832

Southbound: CSAH 17

Number of Lanes :2+

Total Approach Volume: 17,361

Minor Street Approaches

Westbound: 35W North Ramp

Number of Lanes :1

Total Approach Volume: 1,037

Warrant Summary (Rural Values Apply)

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

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

Required volumes reached for 9 hours, 8 are needed

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

Required volumes reached for 15 hours, 8 are needed

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

Required 1A volumes reached for 12 hours, 8 are needed

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

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

Number of hours (10) 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: 2617

Study Date : 06/11/2026

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

12 hours meet 1A minimums.
16 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 North Ramp

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
16:15 - 17:15	1896	+	1307	=	3203	0	82	Yes
15:15 - 16:15	1788	+	1303	=	3091	0	80	Yes
17:15 - 18:15	1692	+	1091	=	2783	0	82	Yes
14:15 - 15:15	1528	+	1034	=	2562	0	89	Yes
06:45 - 07:45	698	+	1735	=	2433	0	66	Yes
07:45 - 08:45	837	+	1326	=	2163	0	70	Yes
18:15 - 19:15	1164	+	884	=	2048	0	70	Yes
13:15 - 14:15	1054	+	986	=	2040	0	54	Yes
11:15 - 12:15	956	+	971	=	1927	0	65	Yes
08:45 - 09:45	799	+	1047	=	1846	0	56	Yes
10:15 - 11:15	735	+	867	=	1602	0	59	Yes
05:45 - 06:45	395	+	943	=	1338	0	54	Yes

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
16:00 - 17:00	1909	+	1326	=	3235	0	81	Yes
15:00 - 16:00	1731	+	1234	=	2965	0	80	Yes
17:00 - 18:00	1777	+	1150	=	2927	0	89	Yes
07:00 - 08:00	742	+	1761	=	2503	0	67	Yes
14:00 - 15:00	1398	+	1024	=	2422	0	83	Yes
18:00 - 19:00	1289	+	940	=	2229	0	68	Yes
08:00 - 09:00	801	+	1233	=	2034	0	64	Yes
12:00 - 13:00	1020	+	1000	=	2020	0	52	Yes
13:00 - 14:00	982	+	958	=	1940	0	48	Yes
11:00 - 12:00	901	+	954	=	1855	0	65	Yes
09:00 - 10:00	802	+	976	=	1778	0	50	Yes
06:00 - 07:00	498	+	1140	=	1638	0	68	Yes

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: 2617

Study Date : 06/11/2026

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.

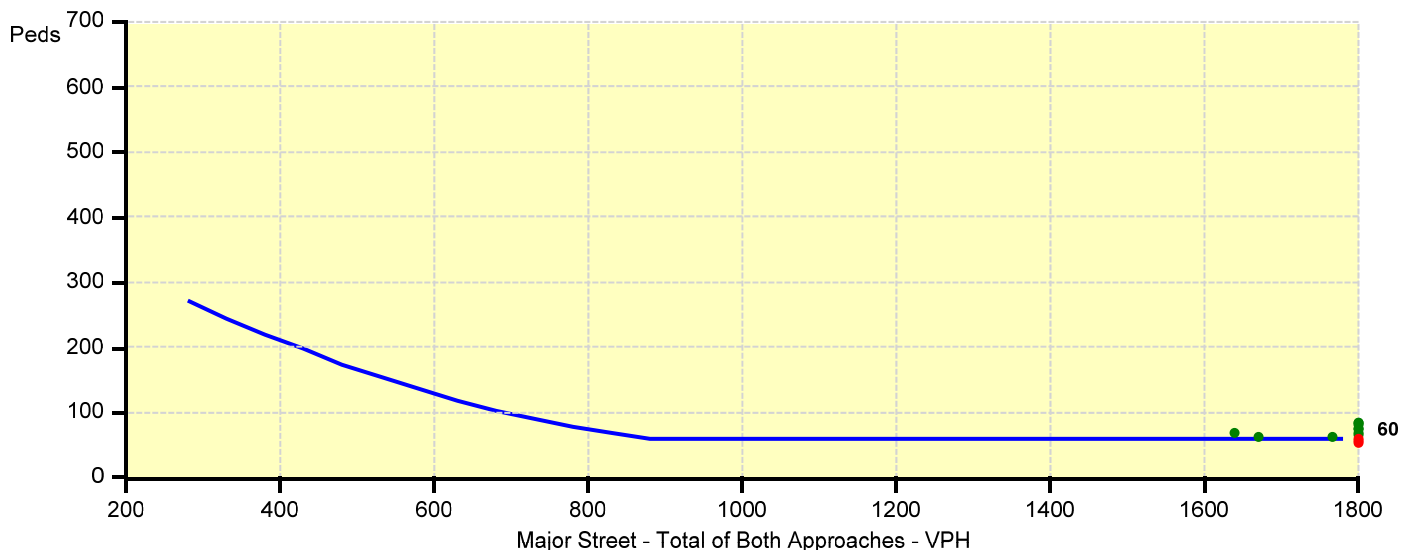
Summary

10 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 North Ramp		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
15:45 - 16:45	1925	+	1320	=	3245	0	84	Yes
16:45 - 17:45	1791	+	1206	=	2997	0	81	Yes
14:45 - 15:45	1735	+	1172	=	2907	0	83	Yes
07:00 - 08:00	742	+	1761	=	2503	0	67	Yes
17:45 - 18:45	1467	+	1005	=	2472	0	73	Yes
13:45 - 14:45	1214	+	1026	=	2240	0	75	Yes
08:00 - 09:00	801	+	1233	=	2034	0	64	Yes
10:45 - 11:45	825	+	940	=	1765	0	63	Yes
18:45 - 19:45	951	+	719	=	1670	0	62	Yes
06:00 - 07:00	498	+	1140	=	1638	0	68	Yes
13:30 - 14:30	1088	+	1013	=	2101	0	58	No
13:15 - 14:15	1054	+	986	=	2040	0	54	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: 2617

Study Date : 06/11/2026

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

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 North Ramp		Met?
	Major NB	+	Major SB	=		Minor EB	Minor WB	
15:30 - 16:30	1904	+	1367	=	3271	0	88	Yes
15:45 - 16:45	1925	+	1320	=	3245	0	84	Yes
16:00 - 17:00	1909	+	1326	=	3235	0	81	Yes
16:15 - 17:15	1896	+	1307	=	3203	0	82	Yes
15:15 - 16:15	1788	+	1303	=	3091	0	80	Yes
16:30 - 17:30	1841	+	1239	=	3080	0	82	Yes
16:45 - 17:45	1791	+	1206	=	2997	0	81	Yes
15:00 - 16:00	1731	+	1234	=	2965	0	80	Yes
17:00 - 18:00	1777	+	1150	=	2927	0	89	Yes
14:45 - 15:45	1735	+	1172	=	2907	0	83	Yes
17:15 - 18:15	1692	+	1091	=	2783	0	82	Yes
14:30 - 15:30	1640		1056		2696	0	89	Yes

