

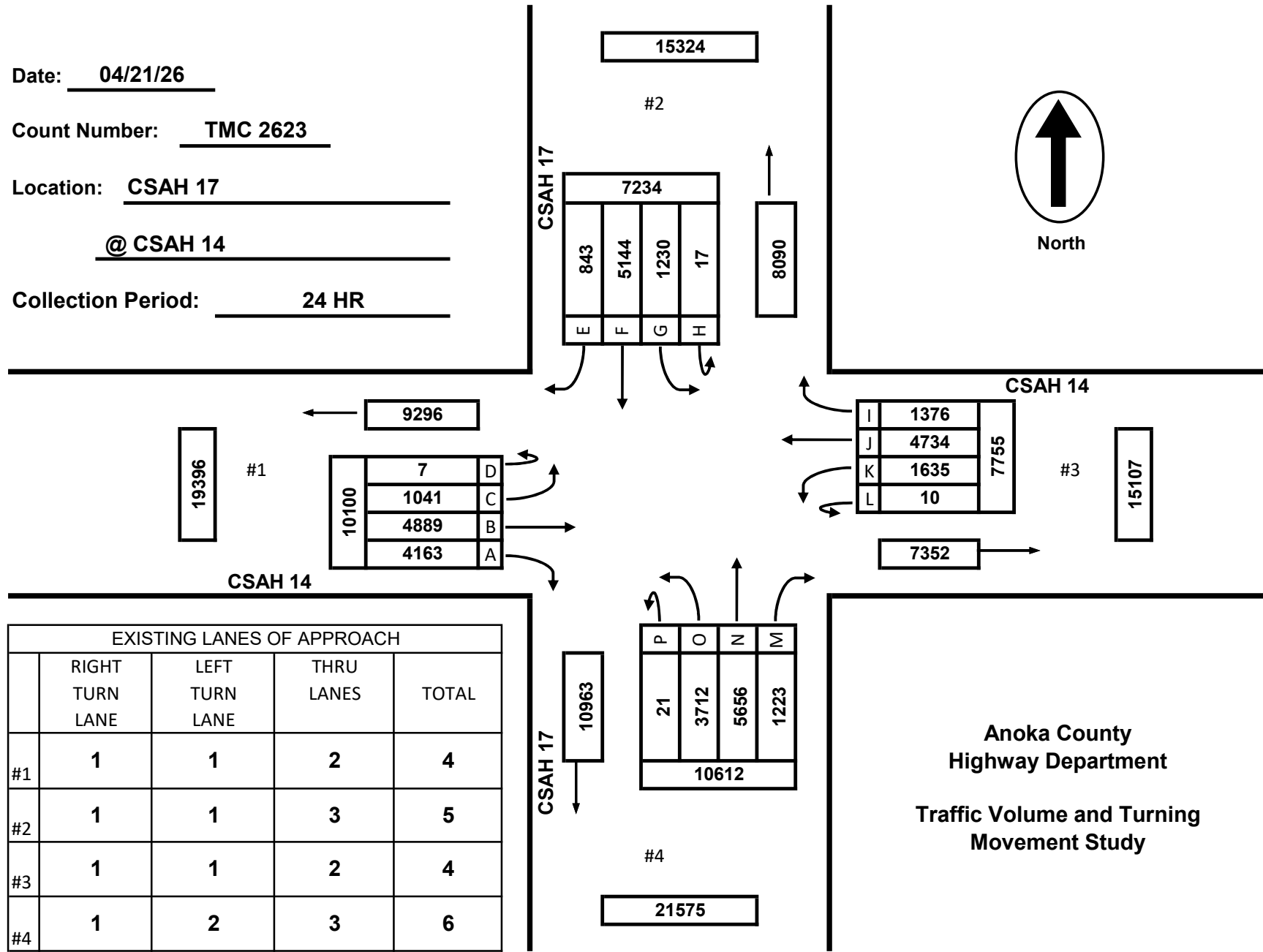
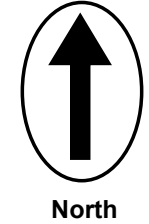
Date: 04/21/26

Count Number: TMC 2623

Location: CSAH 17

@ CSAH 14

Collection Period: 24 HR



EXISTING LANES OF APPROACH				
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	TOTAL
#1	1	1	2	4
#2	1	1	3	5
#3	1	1	2	4
#4	1	2	3	6

Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

Date: 04/21/26

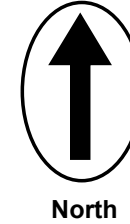
Count Number: TMC 2623

Location: CSAH 17

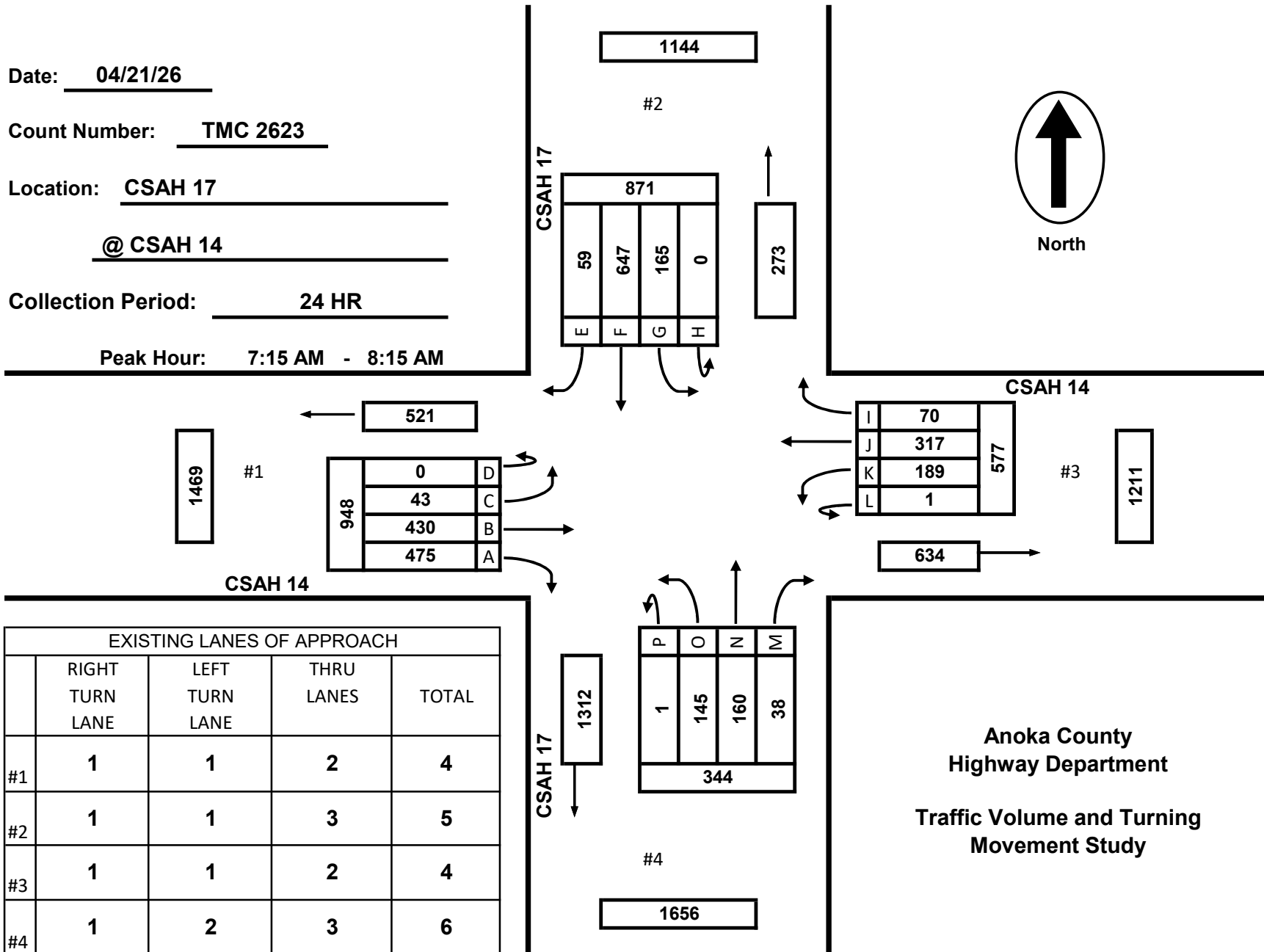
@ CSAH 14

Collection Period: 24 HR

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



North



EXISTING LANES OF APPROACH				
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	TOTAL
#1	1	1	2	4
#2	1	1	3	5
#3	1	1	2	4
#4	1	2	3	6

Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

Date: 04/21/26

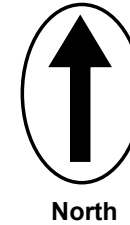
Count Number: TMC 2623

Location: CSAH 17

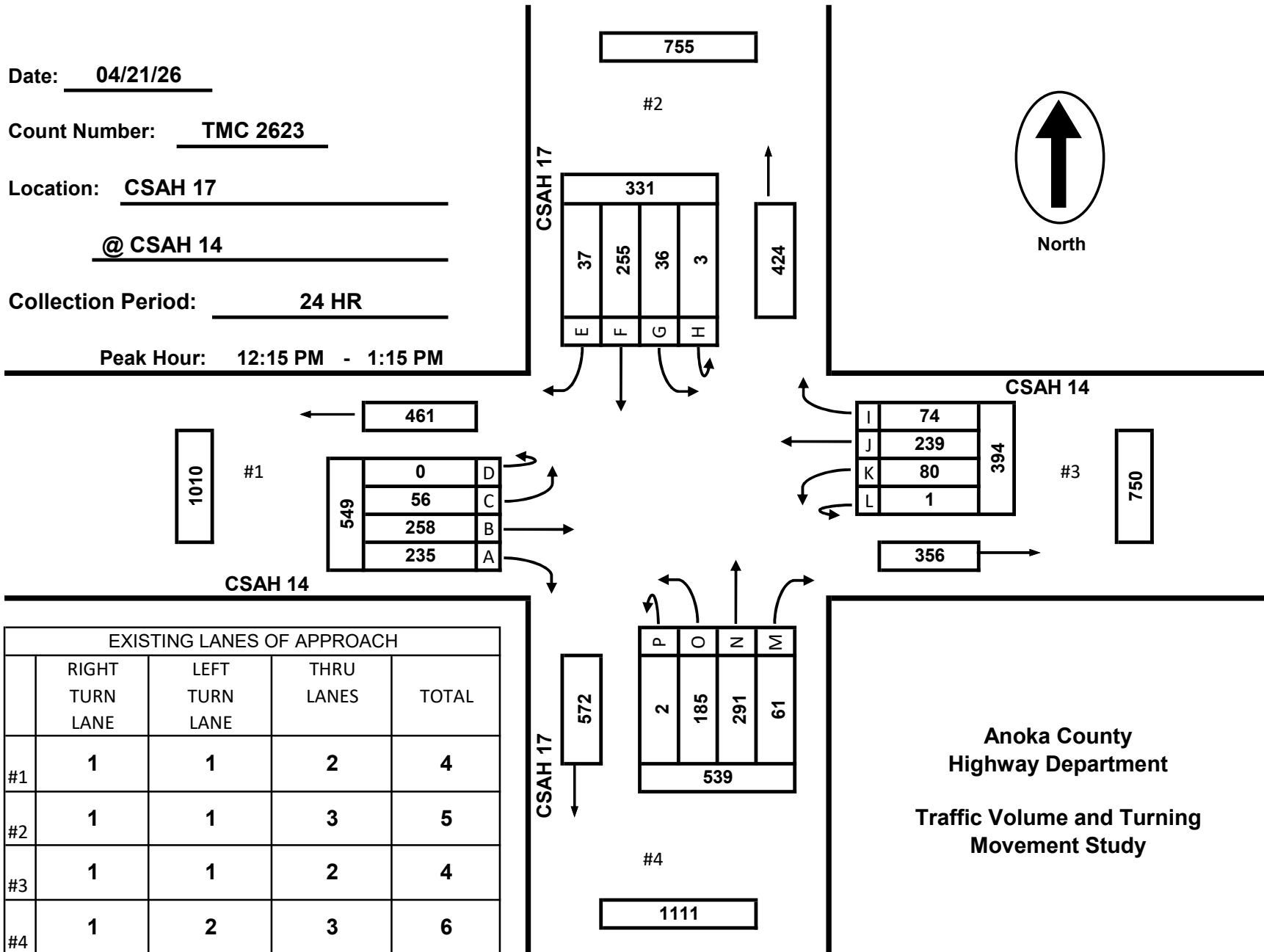
@ CSAH 14

Collection Period: 24 HR

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



North



EXISTING LANES OF APPROACH				
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	TOTAL
#1	1	1	2	4
#2	1	1	3	5
#3	1	1	2	4
#4	1	2	3	6

Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

Date: 04/21/26

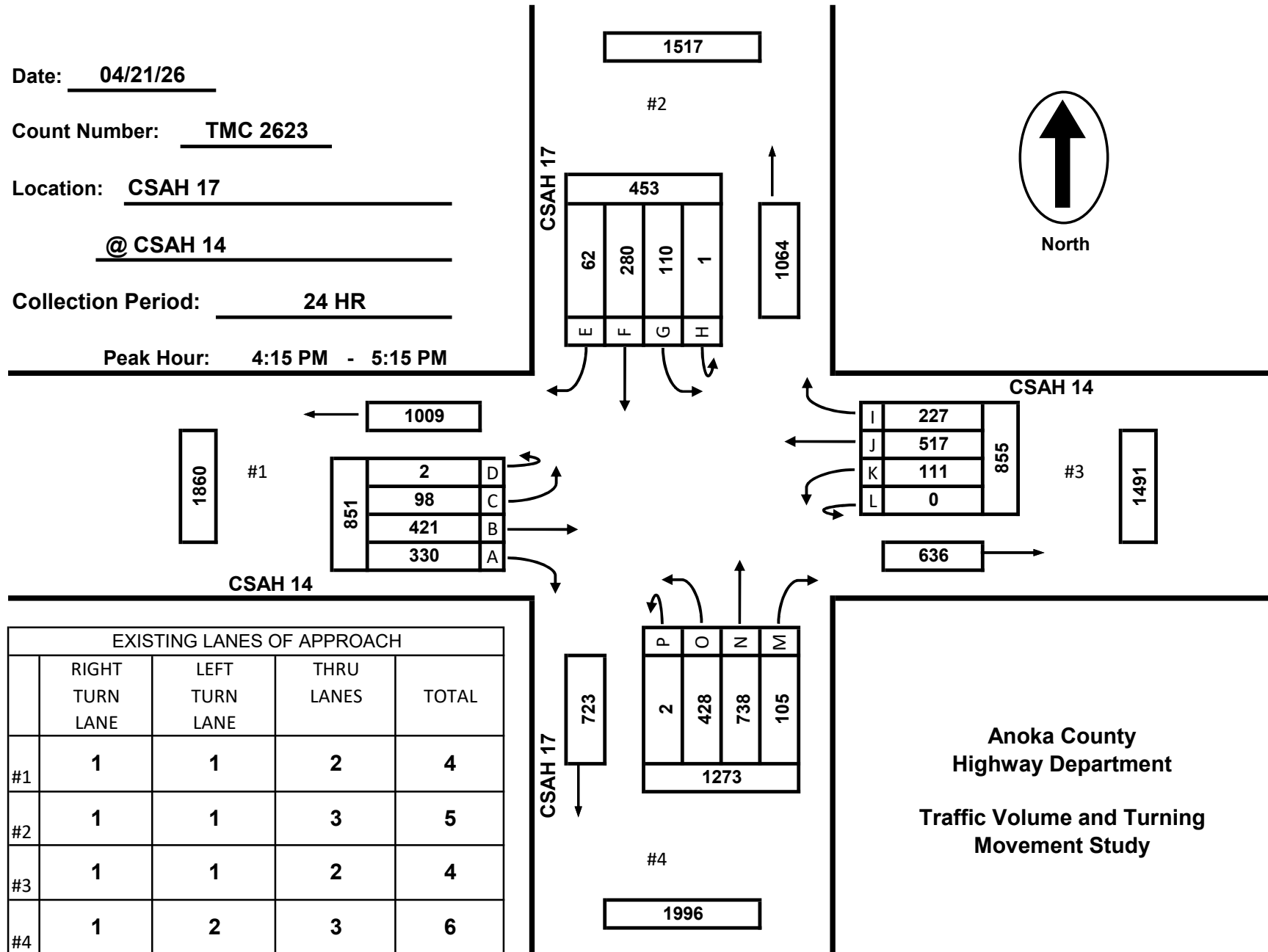
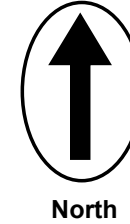
Count Number: TMC 2623

Location: CSAH 17

@ CSAH 14

Collection Period: 24 HR

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



EXISTING LANES OF APPROACH				
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	TOTAL
#1	1	1	2	4
#2	1	1	3	5
#3	1	1	2	4
#4	1	2	3	6

Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

TMC 2623 - CSAH 17 @ CSAH 14
Blaine Minnesota
Tuesday, April 21, 2026

Time	Southbound CSAH 17						Westbound CSAH 14						Northbound CSAH 17						Eastbound CSAH 14						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	1	5	1	0	7	0	0	7	2	0	9	0	8	15	5	0	28	0	4	4	5	0	13	57
12:15 AM	0	0	4	1	0	5	0	1	6	0	0	7	0	4	8	2	0	14	0	3	6	3	0	12	38
12:30 AM	0	1	2	2	0	5	0	2	3	1	0	6	1	3	6	3	0	13	0	4	8	3	0	15	39
12:45 AM	0	0	3	1	0	4	0	1	6	1	0	8	0	6	11	4	0	21	0	0	4	3	0	7	40
Hourly Total	0	2	14	5	0	21	0	4	22	4	0	30	1	21	40	14	0	76	0	11	22	14	0	47	174
1:00 AM	0	0	3	0	0	3	0	0	0	1	0	1	0	3	7	0	0	10	0	2	4	3	0	9	23
1:15 AM	0	0	1	0	0	1	0	0	3	1	0	4	0	3	7	0	0	10	0	0	2	3	0	5	20
1:30 AM	0	0	3	0	0	3	0	0	6	0	0	6	0	4	4	0	0	8	0	0	2	0	0	2	19
1:45 AM	0	0	1	0	0	1	0	0	1	0	0	1	0	3	11	2	0	16	0	0	4	1	0	5	23
Hourly Total	0	0	8	0	0	8	0	0	10	2	0	12	0	13	29	2	0	44	0	2	12	7	0	21	85
2:00 AM	0	0	2	2	0	4	0	2	4	0	0	6	0	2	2	2	0	6	0	0	4	0	0	4	20
2:15 AM	0	0	4	0	0	4	0	0	3	0	0	3	0	1	1	2	0	4	0	1	3	0	0	4	15
2:30 AM	0	0	3	0	0	3	0	0	2	1	0	3	0	1	4	1	0	6	0	1	3	1	0	5	17
2:45 AM	0	0	3	0	0	3	1	1	1	0	0	3	0	4	5	0	0	9	0	2	1	3	0	6	21
Hourly Total	0	0	12	2	0	14	1	3	10	1	0	15	0	8	12	5	0	25	0	4	11	4	0	19	73
3:00 AM	0	1	4	0	0	5	0	1	1	0	0	2	0	2	3	0	0	5	0	1	3	1	0	5	17
3:15 AM	0	6	6	0	0	12	0	0	1	0	0	1	0	0	3	2	0	5	0	0	2	1	0	3	21
3:30 AM	0	0	7	0	0	7	0	3	0	0	0	3	0	0	1	1	0	2	0	1	2	6	0	9	21
3:45 AM	0	1	12	0	0	13	0	2	3	0	0	5	0	0	3	0	0	3	0	1	3	6	0	10	31
Hourly Total	0	8	29	0	0	37	0	6	5	0	0	11	0	2	10	3	0	15	0	3	10	14	0	27	90
4:00 AM	0	1	14	0	0	15	0	1	2	0	0	3	0	2	3	0	0	5	0	0	2	7	0	9	32
4:15 AM	0	3	17	1	0	21	0	2	3	0	0	5	0	1	1	0	0	2	0	0	1	5	0	6	34
4:30 AM	0	5	32	3	0	40	0	9	10	0	0	19	0	4	1	0	0	5	0	0	3	14	0	17	81
4:45 AM	0	6	32	0	0	38	0	6	4	1	0	11	0	4	3	0	0	7	0	0	13	17	0	30	86
Hourly Total	0	15	95	4	0	114	0	18	19	1	0	38	0	11	8	0	0	19	0	0	19	43	0	62	233
5:00 AM	0	5	55	1	0	61	0	7	11	0	0	18	0	4	3	0	0	7	0	1	14	8	0	23	109
5:15 AM	0	6	71	2	0	79	0	11	7	0	0	18	0	3	2	1	0	6	0	0	23	20	0	43	146
5:30 AM	0	20	84	6	0	110	0	16	18	3	0	37	0	5	5	1	0	11	0	1	33	43	0	77	235
5:45 AM	0	17	85	2	0	104	0	20	17	5	0	42	1	5	12	6	0	24	0	2	31	41	0	74	244
Hourly Total	0	48	295	11	0	354	0	54	53	8	0	115	1	17	22	8	0	48	0	4	101	112	0	217	734
6:00 AM	0	17	98	3	0	118	0	20	26	11	0	57	0	18	10	4	0	32	0	2	47	47	0	96	303
6:15 AM	0	24	129	5	0	158	0	25	27	6	0	58	0	11	20	7	0	38	0	2	62	76	0	140	394
6:30 AM	0	35	158	12	0	205	0	27	61	10	0	98	0	21	31	9	0	61	1	1	78	70	0	150	514
6:45 AM	1	28	142	12	0	183	0	28	68	12	0	108	0	23	32	13	0	68	0	11	123	97	0	231	590
Hourly Total	1	104	527	32	0	664	0	100	182	39	0	321	0	73	93	33	0	199	1	16	310	290	0	617	1801
7:00 AM	0	31	189	11	0	231	0	40	50	13	0	103	1	31	31	17	0	80	0	7	68	103	0	178	592
7:15 AM	0	41	174	14	0	229	0	51	68	16	0	135	0	33	32	10	0	75	0	9	118	138	0	265	704
7:30 AM	0	52	201	14	0	267	0	51	78	20	0	149	1	29	44	4	1	78	0	5	107	128	0	240	734
7:45 AM	0	36	130	20	0	186	0	54	108	17	0	179	0	47	44	11	0	102	0	13	123	104	0	240	707
Hourly Total	0	160	694	59	0	913	0	196	304	66	0	566	2	140	151	42	1	335	0	34	416	473	0	923	2737

TMC 2623 - CSAH 17 @ CSAH 14
Blaine Minnesota
Tuesday, April 21, 2026

Time	Southbound CSAH 17						Westbound CSAH 14						Northbound CSAH 17						Eastbound CSAH 14						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	36	142	11	0	189	1	33	63	17	0	114	0	36	40	13	0	89	0	16	82	105	0	203	595
8:15 AM	1	21	134	10	0	166	0	26	63	13	0	102	0	23	29	19	0	71	0	13	94	95	0	202	541
8:30 AM	0	23	118	13	0	154	0	26	60	8	0	94	0	29	38	19	0	86	0	11	80	89	1	180	514
8:45 AM	0	29	92	14	0	135	0	23	51	13	0	87	0	33	34	14	0	81	0	11	83	79	0	173	476
Hourly Total	1	109	486	48	0	644	1	108	237	51	0	397	0	121	141	65	0	327	0	51	339	368	1	758	2126
9:00 AM	0	35	90	13	0	138	0	30	40	15	0	85	1	23	51	24	0	99	0	20	99	73	0	192	514
9:15 AM	0	20	76	13	0	109	0	60	112	20	0	192	1	35	47	13	0	96	0	14	73	71	0	158	555
9:30 AM	0	33	72	18	0	123	1	25	59	21	0	106	1	26	37	11	0	75	1	9	62	65	0	137	441
9:45 AM	0	8	92	10	0	110	0	23	42	8	0	73	0	43	51	14	0	108	0	17	52	54	1	123	414
Hourly Total	0	96	330	54	0	480	1	138	253	64	0	456	3	127	186	62	0	378	1	60	286	263	1	610	1924
10:00 AM	0	15	64	14	0	93	0	15	47	11	0	73	1	36	47	3	0	87	0	16	41	52	0	109	362
10:15 AM	0	13	71	11	0	95	0	15	46	11	0	72	0	38	49	22	0	109	1	11	46	57	0	115	391
10:30 AM	0	18	46	9	0	73	0	25	48	12	0	85	0	35	34	18	0	87	0	18	62	55	0	135	380
10:45 AM	1	14	70	10	0	95	0	17	46	11	0	74	0	36	54	7	0	97	0	7	43	43	1	93	359
Hourly Total	1	60	251	44	0	356	0	72	187	45	0	304	1	145	184	50	0	380	1	52	192	207	1	452	1492
11:00 AM	0	10	64	11	0	85	0	20	55	7	0	82	0	33	61	18	1	112	0	15	50	57	1	122	401
11:15 AM	0	11	51	13	0	75	0	36	62	16	0	114	1	33	59	17	0	110	0	16	55	47	0	118	417
11:30 AM	2	14	52	22	0	90	0	22	61	16	0	99	0	38	72	9	0	119	0	18	61	53	1	132	440
11:45 AM	1	12	53	15	1	81	0	18	67	8	0	93	0	37	50	14	0	101	0	16	55	59	0	130	405
Hourly Total	3	47	220	61	1	331	0	96	245	47	0	388	1	141	242	58	1	442	0	65	221	216	2	502	1663
12:00 PM	0	10	49	12	0	71	0	28	54	22	0	104	2	63	55	21	2	141	0	10	67	60	0	137	453
12:15 PM	2	7	51	8	0	68	1	17	61	16	0	95	0	45	78	17	0	140	0	18	66	61	1	145	448
12:30 PM	1	9	67	9	0	86	0	22	60	15	0	97	1	49	58	15	0	123	0	13	66	68	1	147	453
12:45 PM	0	12	76	9	0	97	0	19	58	25	0	102	0	47	63	17	0	127	0	12	67	52	0	131	457
Hourly Total	3	38	243	38	0	322	1	86	233	78	0	398	3	204	254	70	2	531	0	53	266	241	2	560	1811
1:00 PM	0	8	61	11	0	80	0	22	60	18	0	100	1	44	92	12	0	149	0	13	59	54	0	126	455
1:15 PM	0	10	50	9	0	69	0	25	68	22	0	115	0	50	57	14	0	121	1	18	54	50	0	123	428
1:30 PM	0	10	61	13	0	84	1	18	58	18	0	95	0	43	72	21	0	136	0	20	60	46	0	126	441
1:45 PM	0	11	55	16	0	82	2	28	71	19	0	120	1	42	84	14	0	141	0	14	74	49	0	137	480
Hourly Total	0	39	227	49	0	315	3	93	257	77	0	430	2	179	305	61	0	547	1	65	247	199	0	512	1804
2:00 PM	0	21	58	9	0	88	0	25	84	20	0	129	0	51	79	16	0	146	0	12	64	44	0	120	483
2:15 PM	0	17	57	10	1	84	0	31	62	26	0	119	0	77	116	19	0	212	0	17	83	50	0	150	565
2:30 PM	1	19	53	15	0	88	0	25	85	30	0	140	1	62	123	22	1	208	0	16	60	59	2	135	571
2:45 PM	0	16	53	13	0	82	1	26	89	28	0	144	0	65	145	30	0	240	0	13	78	50	1	141	607
Hourly Total	1	73	221	47	1	342	1	107	320	104	0	532	1	255	463	87	1	806	0	58	285	203	3	546	2226
3:00 PM	1	15	58	18	0	92	0	24	101	41	0	166	0	77	146	27	1	250	0	12	73	46	3	131	639
3:15 PM	0	17	47	20	1	84	0	26	110	41	0	177	0	102	158	31	0	291	0	21	75	66	1	162	714
3:30 PM	1	21	45	14	0	81	0	17	104	43	0	164	0	92	183	34	0	309	0	17	112	57	2	186	740
3:45 PM	0	17	49	26	0	92	0	22	130	53	0	205	0	88	173	30	0	291	0	17	118	79	0	214	802
Hourly Total	2	70	199	78	1	349	0	89	445	178	0	712	0	359	660	122	1	1141	0	67	378	248	6	693	2895

TMC 2623 - CSAH 17 @ CSAH 14
Blaine Minnesota
Tuesday, April 21, 2026

Time	Southbound CSAH 17						Westbound CSAH 14						Northbound CSAH 17						Eastbound CSAH 14						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	19	75	15	0	109	0	31	177	57	0	265	0	106	173	18	0	297	0	22	94	72	0	188	859
4:15 PM	1	24	57	15	0	97	0	26	151	62	0	239	1	118	180	24	0	323	1	19	103	81	1	204	863
4:30 PM	0	30	64	18	0	112	0	41	134	65	0	240	1	95	169	27	0	292	0	25	115	91	3	231	875
4:45 PM	0	23	81	9	0	113	0	28	117	52	0	197	0	114	176	26	0	316	0	27	96	60	0	183	809
Hourly Total	1	96	277	57	0	431	0	126	579	236	0	941	2	433	698	95	0	1228	1	93	408	304	4	806	3406
5:00 PM	0	33	78	20	0	131	0	16	115	48	0	179	0	101	213	28	0	342	1	27	107	98	1	233	885
5:15 PM	0	18	62	20	0	100	0	34	119	44	0	197	0	91	175	34	0	300	0	29	91	61	2	181	778
5:30 PM	0	19	85	16	0	120	0	26	114	33	0	173	0	81	188	19	0	288	0	33	82	56	0	171	752
5:45 PM	1	25	67	21	0	114	0	25	86	22	0	133	1	85	141	18	0	245	0	18	83	55	1	156	648
Hourly Total	1	95	292	77	0	465	0	101	434	147	0	682	1	358	717	99	0	1175	1	107	363	270	4	741	3063
6:00 PM	0	12	66	11	0	89	0	20	96	28	0	144	1	87	119	21	0	228	0	12	76	55	0	143	604
6:15 PM	0	12	69	20	0	101	0	27	80	17	0	124	0	68	100	32	0	200	0	27	86	61	1	174	599
6:30 PM	0	12	75	16	0	103	0	25	68	23	0	116	0	99	111	20	0	230	0	20	66	51	1	137	586
6:45 PM	0	18	41	16	0	75	0	20	87	25	0	132	0	76	83	26	0	185	1	14	99	59	2	173	565
Hourly Total	0	54	251	63	0	368	0	92	331	93	0	516	1	330	413	99	0	843	1	73	327	226	4	627	2354
7:00 PM	0	11	45	13	0	69	0	12	57	16	0	85	0	70	97	22	0	189	0	18	63	40	0	121	464
7:15 PM	2	16	41	10	0	69	0	14	61	10	0	85	0	75	78	14	0	167	0	21	59	36	0	116	437
7:30 PM	0	14	36	7	0	57	1	14	55	12	0	82	0	60	64	27	0	151	0	24	61	42	10	127	417
7:45 PM	0	9	43	9	0	61	0	15	52	16	0	83	0	66	79	15	0	160	0	21	62	42	0	125	429
Hourly Total	2	50	165	39	0	256	1	55	225	54	0	335	0	271	318	78	0	667	0	84	245	160	10	489	1747
8:00 PM	0	6	33	7	0	46	0	11	64	14	0	89	0	55	65	18	0	138	0	22	67	44	2	133	406
8:15 PM	1	6	29	13	0	49	0	11	49	8	0	68	0	63	72	20	1	155	0	21	47	35	1	103	375
8:30 PM	0	8	32	12	0	52	0	5	39	5	0	49	0	42	65	15	0	122	0	14	42	33	1	89	312
8:45 PM	0	6	37	5	0	48	0	4	37	12	0	53	0	40	65	11	0	116	0	13	55	33	0	101	318
Hourly Total	1	26	131	37	0	195	0	31	189	39	0	259	0	200	267	64	1	531	0	70	211	145	4	426	1411
9:00 PM	0	6	26	6	0	38	1	3	38	5	0	47	0	48	67	15	0	130	0	3	40	29	0	72	287
9:15 PM	0	4	32	5	0	41	0	8	35	9	0	52	0	46	62	17	0	125	0	14	37	17	1	68	286
9:30 PM	0	10	21	12	0	43	0	11	28	3	0	42	1	53	58	6	0	118	0	7	27	19	0	53	256
9:45 PM	0	1	14	6	0	21	0	7	20	2	0	29	1	27	42	11	0	81	0	9	33	21	0	63	194
Hourly Total	0	21	93	29	0	143	1	29	121	19	0	170	2	174	229	49	0	454	0	33	137	86	1	256	1023
10:00 PM	0	7	16	0	0	23	0	8	17	2	0	27	0	21	39	6	0	66	0	10	12	11	0	33	149
10:15 PM	0	5	15	3	0	23	0	6	9	5	0	20	0	19	42	12	0	73	0	6	13	12	0	31	147
10:30 PM	0	3	20	2	0	25	0	8	12	8	0	28	0	29	31	7	0	67	0	4	10	13	0	27	147
10:45 PM	0	1	8	0	0	9	0	2	8	5	0	15	0	12	22	12	0	46	0	9	14	11	0	34	104
Hourly Total	0	16	59	5	0	80	0	24	46	20	0	90	0	81	134	37	0	252	0	29	49	47	0	125	547
11:00 PM	0	1	9	2	0	12	0	1	8	2	0	11	0	13	25	8	0	46	0	0	9	6	0	15	84
11:15 PM	0	1	9	0	0	10	0	5	9	1	0	15	0	10	26	5	0	41	0	2	9	5	0	16	82
11:30 PM	0	0	3	2	0	5	0	1	6	0	0	7	0	14	15	6	0	35	0	2	11	8	0	21	68
11:45 PM	0	1	4	0	0	5	0	0	4	0	0	4	0	12	14	1	0	27	0	3	5	4	0	12	48
Hourly Total	0	3	25	4	0	32	0	7	27	3	0	37	0	49	80	20	0	149	0	7	34	23	0	64	282
DAILY TOTAL	17	1230	5144	843	3	7234	10	1635	4734	1376	0	7755	21	3712	5656	1223	7	10612	7	1041	4889	4163	43	10100	35701
Cars	17	1182	5092	831	1	7122	10	1613	4616	1324	0	7563	21	3674	5579	1211	1	10485	7	1019	4764	4126	13	9916	35086
Heavy Vehicles	0	48	52	12	2	112	0	22	118	52	0	192	0	38	77	12	6	127	0	22	125	37	30	184	615
Heavy Vehicle %	0.00%	3.90%	1.01%	1.42%	66.67%	1.55%	0.00%	1.35%	2.49%	3.78%	0.00%	2.48%	0.00%	1.02%	1.36%	0.98%	85.71%	1.20%	0.00%	2.11%	2.56%	0.89%	69.77%	1.82%	1.72%

TMC 2623 - CSAH 17 @ CSAH 14
Blaine Minnesota
Tuesday, April 21, 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	41	174	14	0	229	0	51	68	16	0	135	0	33	32	10	0	75	0	9	118	138	0	265	704
7:30 AM	0	52	201	14	0	267	0	51	78	20	0	149	1	29	44	4	1	78	0	5	107	128	0	240	734
7:45 AM	0	36	130	20	0	186	0	54	108	17	0	179	0	47	44	11	0	102	0	13	123	104	0	240	707
8:00 AM	0	36	142	11	0	189	1	33	63	17	0	114	0	36	40	13	0	89	0	16	82	105	0	203	595
Peak Hour Total	0	165	647	59	0	871	1	189	317	70	0	577	1	145	160	38	1	344	0	43	430	475	0	948	2740
Peak Hour Heavy Vehicle	0	5	8	1	0	14	0	0	13	2	0	15	0	5	9	2	0	16	0	4	9	6	0	19	64
Peak Hour Heavy Vehicle PHF	0.00%	3.03%	1.24%	1.69%	0.00%	1.61%	0.00%	0.00%	4.10%	2.86%	0.00%	2.60%	0.00%	3.45%	5.63%	5.26%	0.00%	4.65%	0.00%	9.30%	2.09%	1.26%	0.00%	2.00%	2.34%
	0.00%	0.793	0.805	0.738	0.000	0.816	0.250	0.875	0.734	0.875	0.000	0.806	0.250	0.771	0.909	0.731	0.250	0.843	0.000	0.672	0.874	0.861	0.000	0.894	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	
12:15 PM	2	7	51	8	0	68	1	17	61	16	0	95	0	45	78	17	0	140	0	18	66	61	1	145	448
12:30 PM	1	9	67	9	0	86	0	22	60	15	0	97	1	49	58	15	0	123	0	13	66	68	1	147	453
12:45 PM	0	12	76	9	0	97	0	19	58	25	0	102	0	47	63	17	0	127	0	12	67	52	0	131	457
1:00 PM	0	8	61	11	0	80	0	22	60	18	0	100	1	44	92	12	0	149	0	13	59	54	0	126	455
Peak Hour Total	3	36	255	37	0	331	1	80	239	74	0	394	2	185	291	61	0	539	0	56	258	235	2	549	1813
Peak Hour Heavy Vehicle	0	2	6	1	0	9	0	1	8	6	0	15	0	5	7	2	0	14	0	1	11	3	2	15	53
Peak Hour Heavy Vehicle PHF	0.00%	5.56%	2.35%	2.70%	0.00%	2.72%	0.00%	1.25%	3.35%	8.11%	0.00%	3.81%	0.00%	2.70%	2.41%	3.28%	0.00%	2.60%	0.00%	1.79%	4.26%	1.28%	100.00%	2.73%	2.92%
	0.375	0.750	0.839	0.841	0.000	0.853	0.250	0.909	0.980	0.740	0.000	0.966	0.500	0.944	0.791	0.897	0.000	0.904	0.000	0.778	0.963	0.864	0.500	0.934	0.992

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

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:15 PM	1	24	57	15	0	97	0	26	151	62	0	239	1	118	180	24	0	323	1	19	103	81	1	204	863
4:30 PM	0	30	64	18	0	112	0	41	134	65	0	240	1	95	169	27	0	292	0	25	115	91	3	231	875
4:45 PM	0	23	81	9	0	113	0	28	117	52	0	197	0	114	176	26	0	316	0	27	96	60	0	183	809
5:00 PM	0	33	78	20	0	131	0	16	115	48	0	179	0	101	213	28	0	342	1	27	107	98	1	233	885
Peak Hour Total	1	110	280	62	0	453	0	111	517	227	0	855	2	428	738	105	0	1273	2	98	421	330	5	851	3432
Peak Hour Heavy Vehicle	0	2	4	1	0	7	0	2	8	3	0	13	0	4	1	1	0	6	0	1	6	4	1	11	37
Peak Hour Heavy Vehicle PHF	0.00%	1.82%	1.43%	1.61%	0.00%	1.55%	0.00%	1.80%	1.55%	1.32%	0.00%	1.52%	0.00%	0.93%	0.14%	0.95%	0.00%	0.47%	0.00%	1.02%	1.43%	1.21%	20.00%	1.29%	1.08%
	0.250	0.833	0.864	0.775	0.000	0.865	0.000	0.677	0.856	0.873	0.000	0.891	0.500	0.907	0.866	0.938	0.000	0.931	0.500	0.907	0.915	0.842	0.417	0.913	0.969

Total Vehicles On Leg		15324	
Vehicles Entering Intersection	7234	Vehicles Exiting Intersection	8090
Southbound			
Cars	831	5092	1182
Heavy	12	62	48
Total	843	5144	1230

Total Vehicles on Leg 19396	Vehicles Entering Intersection 10100	Eastbound	Cars	Heavy	Total
			13	30	43
	7		0	7	
	1019		22	1041	
Vehicles Exiting Intersection 9296	4764	125	4889		
	4126	37	4163		

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 7755	Total Vehicles on Leg 15107
1324	52	1376			
4616	118	4734			
1613	22	1635			
10	0	10	Vehicles Exiting Intersection 7352		
0	0	0			

Daily Volumes

Cars	1	21	3674	5579	1211
Heavy	6	0	38	77	12
Total	7	21	3712	5656	1223
Northbound					
Vehicles Entering Intersection	10612		Vehicles Exiting Intersection	10963	
Total Vehicles On Leg	21575				

TMC 2623 - CSAH 17 @ CSAH 14
Blaine Minnesota
Tuesday, April 21, 2026

Time	Southbound Heavy CSAH 17						Westbound Heavy CSAH 14						Northbound Heavy CSAH 17						Eastbound Heavy CSAH 14						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	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 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	0	0
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	1	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	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	1	1	0	0	2	0	1	0	0	0	0	1	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	1	1	0	2	4
6:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1	0	0	3	5
6:15 AM	0	1	1	0	0	2	0	0	1	1	0	2	0	0	1	0	0	0	1	0	1	2	1	0	4	9
6:30 AM	0	1	1	1	0	3	0	1	2	0	0	3	0	1	3	0	0	0	4	0	0	1	0	0	1	11
6:45 AM	0	0	2	1	0	3	0	1	2	0	0	3	0	1	1	0	0	2	0	4	2	1	0	0	7	15
Hourly 'Heavy Vehicles'	0	2	4	3	0	9	0	2	5	1	0	8	0	2	6	0	0	8	0	6	6	3	0	0	15	40
7:00 AM	0	0	1	0	0	1	0	1	1	0	0	2	0	0	4	0	0	4	0	0	1	0	0	0	1	8
7:15 AM	0	0	0	1	0	1	0	0	4	1	0	5	0	5	4	0	0	9	0	2	3	4	0	0	9	24
7:30 AM	0	1	1	0	0	2	0	0	2	0	0	2	0	0	1	0	1	1	0	1	2	1	0	0	4	9
7:45 AM	0	3	3	0	0	6	0	0	5	0	0	5	0	0	1	1	0	2	0	0	2	0	0	0	2	15
Hourly 'Heavy Vehicles'	0	4	5	1	0	10	0	1	12	1	0	14	0	5	10	1	1	16	0	3	8	5	0	0	16	56

TMC 2623 - CSAH 17 @ CSAH 14
Blaine Minnesota
Tuesday, April 21, 2026

Time	Southbound Heavy CSAH 17						Westbound Heavy CSAH 14						Northbound Heavy CSAH 17						Eastbound Heavy CSAH 14						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	4	0	0	5	0	0	2	1	0	3	0	0	3	1	0	4	0	1	2	1	0	4	16
8:15 AM	0	0	1	0	0	1	0	1	1	2	0	4	0	0	2	1	0	3	0	1	9	2	0	12	20
8:30 AM	0	2	3	0	0	5	0	1	4	0	5	0	2	3	1	0	6	0	0	3	0	1	3	19	
8:45 AM	0	3	2	0	0	5	0	0	1	3	0	4	0	2	0	0	0	2	0	0	6	2	0	8	19
Hourly 'Heavy Vehicles'	0	6	10	0	0	16	0	2	8	6	0	16	0	4	8	3	0	15	0	2	20	5	1	27	74
9:00 AM	0	3	1	1	0	5	0	0	2	1	0	3	0	0	1	0	0	1	0	1	6	1	0	8	17
9:15 AM	0	2	1	0	0	3	0	1	14	2	0	17	0	0	0	0	0	0	0	1	6	1	0	8	28
9:30 AM	0	1	0	0	0	1	0	0	3	0	0	3	0	1	2	1	0	4	0	0	1	0	0	1	9
9:45 AM	0	1	1	0	0	2	0	0	2	1	0	3	0	0	2	0	0	2	0	0	2	0	1	2	9
Hourly 'Heavy Vehicles'	0	7	3	1	0	11	0	1	21	4	0	26	0	1	5	1	0	7	0	2	15	2	1	19	63
10:00 AM	0	1	0	0	0	1	0	1	2	1	0	4	0	2	2	0	0	4	0	3	2	0	0	5	14
10:15 AM	0	0	1	0	0	1	0	1	2	1	0	4	0	1	1	1	0	3	0	0	8	0	0	8	16
10:30 AM	0	0	2	0	0	2	0	0	1	1	0	2	0	1	0	1	0	2	0	1	0	0	0	1	7
10:45 AM	0	2	1	1	0	4	0	1	3	1	0	5	0	0	4	0	0	4	0	1	1	1	1	3	16
Hourly 'Heavy Vehicles'	0	3	4	1	0	8	0	3	8	4	0	15	0	4	7	2	0	13	0	5	11	1	1	17	53
11:00 AM	0	3	1	0	0	4	0	1	2	1	0	4	0	0	0	0	1	0	0	0	1	0	1	1	9
11:15 AM	0	3	0	2	0	5	0	3	1	1	0	5	0	0	0	0	0	0	0	0	2	3	0	5	15
11:30 AM	0	1	1	0	0	2	0	0	1	1	0	2	0	1	1	0	0	2	0	0	1	0	0	1	7
11:45 AM	0	0	0	0	1	0	0	0	1	0	0	1	0	0	2	0	0	2	0	0	0	1	0	1	4
Hourly 'Heavy Vehicles'	0	7	2	2	1	11	0	4	5	3	0	12	0	1	3	0	1	4	0	0	4	4	1	8	35
12:00 PM	0	0	0	1	0	1	0	0	0	2	0	2	0	2	1	0	1	3	0	0	2	0	0	2	8
12:15 PM	0	2	1	0	0	3	0	0	1	1	0	2	0	1	4	0	0	5	0	1	3	1	1	5	15
12:30 PM	0	0	2	0	0	2	0	1	3	1	0	5	0	3	0	0	0	3	0	0	2	0	1	2	12
12:45 PM	0	0	2	0	0	2	0	0	3	3	0	6	0	0	1	2	0	4	0	0	2	0	0	2	14
Hourly 'Heavy Vehicles'	0	2	5	1	0	8	0	1	7	7	0	15	0	7	6	2	1	15	0	1	9	1	2	11	49
1:00 PM	0	0	1	1	0	2	0	0	1	1	0	2	0	0	2	0	0	2	0	0	4	2	0	6	12
1:15 PM	0	1	1	0	0	2	0	2	0	2	0	4	0	0	2	0	0	2	0	0	1	0	0	1	9
1:30 PM	0	1	2	0	0	3	0	0	1	1	0	2	0	0	3	0	0	3	0	0	1	1	0	2	10
1:45 PM	0	0	1	0	0	1	0	0	0	1	0	1	0	1	3	1	0	5	0	0	2	1	0	3	10
Hourly 'Heavy Vehicles'	0	2	5	1	0	8	0	2	2	5	0	9	0	1	10	1	0	12	0	0	8	4	0	12	41
2:00 PM	0	1	2	0	0	3	0	1	3	2	0	6	0	0	2	0	0	2	0	0	2	0	0	2	13
2:15 PM	0	0	1	0	0	1	0	0	0	2	0	2	0	1	1	0	0	2	0	0	1	1	0	2	7
2:30 PM	0	0	0	0	0	0	0	0	3	1	0	4	0	2	1	1	1	4	0	0	3	1	1	4	12
2:45 PM	0	2	0	1	0	3	0	1	3	0	0	4	0	1	2	0	0	3	0	0	2	0	1	2	12
Hourly 'Heavy Vehicles'	0	3	3	1	0	7	0	2	9	5	0	16	0	4	6	1	1	11	0	0	8	2	2	10	44
3:00 PM	0	1	0	0	0	1	0	1	3	0	0	4	0	2	1	0	1	3	0	0	2	0	3	2	10
3:15 PM	0	1	0	0	1	1	0	0	2	4	0	6	0	0	3	0	0	3	0	1	3	0	1	4	14
3:30 PM	0	2	1	0	0	3	0	0	3	1	0	4	0	1	2	0	0	3	0	0	8	2	2	10	20
3:45 PM	0	4	0	0	0	4	0	0	4	4	0	8	0	0	2	0	0	2	0	0	8	0	0	8	22
Hourly 'Heavy Vehicles'	0	8	1	0	1	9	0	1	12	9	0	22	0	3	8	0	1	11	0	1	21	2	6	24	66

TMC 2623 - CSAH 17 @ CSAH 14
Blaine, Minnesota
Tuesday, April 21, 2026

Time	Southbound Heavy CSAH 17						Westbound Heavy CSAH 14						Northbound Heavy CSAH 17						Eastbound Heavy CSAH 14						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	1	0	0	2	0	0	12	4	0	16	0	0	2	0	0	2	0	1	4	1	0	6	26
4:15 PM	0	2	2	0	0	4	0	1	5	2	0	8	0	2	0	1	0	3	0	1	2	1	0	4	19
4:30 PM	0	0	0	1	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	1	0	3	6
4:45 PM	0	0	1	0	0	1	0	1	0	1	0	2	0	2	0	0	0	2	0	0	1	1	0	2	7
Hourly 'Heavy Vehicles'	0	3	4	1	0	8	0	2	19	7	0	28	0	4	2	1	0	7	0	2	9	4	0	15	58
5:00 PM	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	1	1	2	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2
Hourly 'Heavy Vehicles'	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2	1	3	3	9
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3
6:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1
6:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	2
Hourly 'Heavy Vehicles'	0	1	1	0	0	2	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	1	4	1	6
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
7:15 PM	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
7:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4	0	1
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	4	1	3
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	4	2	2
9:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	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	1	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	1	1	3
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	0	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	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAILY 'Heavy Vehicles'	0	48	52	12	2	112	0	22	118	52	0	192	0	38	77	12	6	127	0	22	125	37	30	184	615

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: 2623

Study Date : 06/11/2026

Signal Warrants - Summary

Major Street Approaches

Eastbound: CSAH 14

Number of Lanes : 2+

Total Approach Volume: 10,100

Westbound: CSAH 14

Number of Lanes : 2+

Total Approach Volume: 7,755

Minor Street Approaches

Northbound: CSAH 17

Number of Lanes : 2+

Total Approach Volume: 9,389

Southbound: CSAH 17

Number of Lanes : 2+

Total Approach Volume: 6,391

Warrant Summary (Rural Values Apply)

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

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

Required volumes reached for 18 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: 2623

Study Date : 06/11/2026

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

18 one hour periods meet minimums.
Warrant IS met.

Site Data Required

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

Volume Requirements

Rural Factor of 70 % applied
 Veh/Hr Major = **252**
 Veh/Hr Minor = **84**

Time	Major Road CSAH 14				Total	Minor Road CSAH 17		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
15:45 - 16:45	837	+	949	=	1786	1104	336	Yes
16:45 - 17:45	768	+	746	=	1514	1139	399	Yes
06:45 - 07:45	914	+	495	=	1409	257	859	Yes
07:45 - 08:45	825	+	489	=	1314	286	641	Yes
14:45 - 15:45	620	+	651	=	1271	968	274	Yes
08:45 - 09:45	660	+	470	=	1130	289	447	Yes
17:45 - 18:45	610	+	517	=	1127	812	339	Yes
13:45 - 14:45	542	+	508	=	1050	636	292	Yes
11:45 - 12:45	559	+	389	=	948	438	262	Yes
18:45 - 19:45	537	+	384	=	921	603	224	Yes
12:45 - 13:45	506	+	412	=	918	469	288	Yes
10:45 - 11:45	465	+	369	=	834	387	289	Yes
09:45 - 10:45	482	+	303	=	785	334	327	Yes
19:45 - 20:45	450	+	289	=	739	507	167	Yes
05:45 - 06:45	460	+	255	=	715	129	563	Yes
20:45 - 21:45	294	+	194	=	488	440	142	Yes
21:45 - 22:45	154	+	104	=	258	251	81	Yes
04:45 - 05:45	173	+	84	=	257	29	279	Yes
04:30 - 05:30	113	+	66	=	179	24	212	No
22:45 - 23:45	86	+	48	=	134	137	32	No
04:15 - 05:15	76	+	53	=	129	21	155	No
23:00 - 00:00	64	+	37	=	101	129	28	No
04:00 - 05:00	62	+	38	=	100	19	110	No
00:00 - 01:00	47	+	30	=	77	62	16	No
23:15 - 00:15	49		26		75	91	18	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: 2623

Study Date : 06/11/2026

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 = **2 or more**

Volume Requirements

Rural Factor of 70 % applied
 Veh/Hr Major = **378**
 Veh/Hr Minor = **42**

Time	Major Road				Total	Minor Road		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:15 - 17:15	851	+	855	=	1706	1168	391	Yes
15:15 - 16:15	750	+	811	=	1561	1075	291	Yes
07:15 - 08:15	948	+	577	=	1525	306	812	Yes
17:15 - 18:15	651	+	647	=	1298	969	355	Yes
14:15 - 15:15	557	+	569	=	1126	812	290	Yes
08:15 - 09:15	747	+	368	=	1115	261	543	Yes
06:15 - 07:15	699	+	367	=	1066	201	737	Yes
18:15 - 19:15	605	+	457	=	1062	704	283	Yes
09:15 - 10:15	527	+	444	=	971	325	380	Yes
13:15 - 14:15	506	+	459	=	965	479	276	Yes
12:15 - 13:15	549	+	394	=	943	478	294	Yes
11:15 - 12:15	517	+	410	=	927	410	255	Yes
19:15 - 20:15	501	+	339	=	840	542	200	Yes
10:15 - 11:15	465	+	313	=	778	340	307	Yes
20:15 - 21:15	365	+	217	=	582	462	151	Yes
05:15 - 06:15	290	+	154	=	444	61	398	Yes
21:15 - 22:15	217	+	150	=	367	350	105	No
05:00 - 06:00	217	+	115	=	332	40	343	No
21:30 - 22:30	180	+	118	=	298	303	89	No
21:45 - 22:45	154	+	104	=	258	251	81	No
04:45 - 05:45	173	+	84	=	257	29	279	No
22:00 - 23:00	125	+	90	=	215	215	75	No
22:15 - 23:15	107	+	74	=	181	193	62	No
04:30 - 05:30	113	+	66	=	179	24	212	No
22:30 - 23:30	92		69		161	168	52	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: 2623

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

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 = **2 or more**

Volume Requirements

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

Veh/Hr Minor = **67 34**

Major Road CSAH 14

Minor Road CSAH 17

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1A?
15:45 - 16:45	837	+	949	=	1786	1104	336	Yes
16:45 - 17:45	768	+	746	=	1514	1139	399	Yes
06:45 - 07:45	914	+	495	=	1409	257	859	Yes
07:45 - 08:45	825	+	489	=	1314	286	641	Yes
14:45 - 15:45	620	+	651	=	1271	968	274	Yes
08:45 - 09:45	660	+	470	=	1130	289	447	Yes
17:45 - 18:45	610	+	517	=	1127	812	339	Yes
13:45 - 14:45	542	+	508	=	1050	636	292	Yes
11:45 - 12:45	559	+	389	=	948	438	262	Yes
18:45 - 19:45	537	+	384	=	921	603	224	Yes
12:45 - 13:45	506	+	412	=	918	469	288	Yes
10:45 - 11:45	465	+	369	=	834	387	289	Yes

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1B?
16:00 - 17:00	806	+	941	=	1747	1133	374	Yes
07:00 - 08:00	923	+	566	=	1489	293	854	Yes
17:00 - 18:00	741	+	682	=	1423	1076	388	Yes
15:00 - 16:00	693	+	712	=	1405	1019	271	Yes
08:00 - 09:00	758	+	397	=	1155	262	596	Yes
18:00 - 19:00	627	+	516	=	1143	744	305	Yes
14:00 - 15:00	546	+	532	=	1078	719	295	Yes
09:00 - 10:00	610	+	456	=	1066	316	426	Yes
12:00 - 13:00	560	+	398	=	958	461	284	Yes
13:00 - 14:00	512	+	430	=	942	486	266	Yes
06:00 - 07:00	617	+	321	=	938	166	632	Yes
11:00 - 12:00	502	+	388	=	890	384	270	Yes

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: 2623
 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.

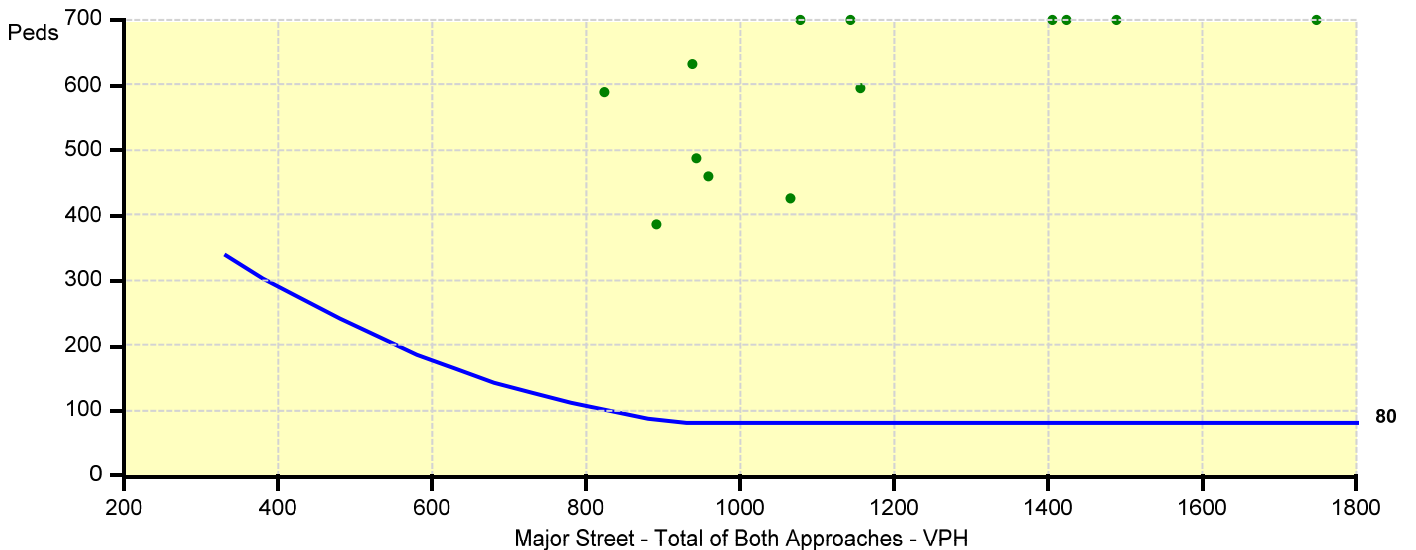
Summary

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 = **2 or more**

Time	Major Road CSAH 14				Total	Minor Road CSAH 17		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:00 - 17:00	806	+	941	=	1747	1133	374	Yes
07:00 - 08:00	923	+	566	=	1489	293	854	Yes
17:00 - 18:00	741	+	682	=	1423	1076	388	Yes
15:00 - 16:00	693	+	712	=	1405	1019	271	Yes
08:00 - 09:00	758	+	397	=	1155	262	596	Yes
18:00 - 19:00	627	+	516	=	1143	744	305	Yes
14:00 - 15:00	546	+	532	=	1078	719	295	Yes
09:00 - 10:00	610	+	456	=	1066	316	426	Yes
12:00 - 13:00	560	+	398	=	958	461	284	Yes
13:00 - 14:00	512	+	430	=	942	486	266	Yes
06:00 - 07:00	617	+	321	=	938	166	632	Yes
11:00 - 12:00	502	+	388	=	890	384	270	Yes



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: 2623

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

62 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 = **2 or more**

Time	Major Road CSAH 14				Total	Minor Road CSAH 17		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
15:45 - 16:45	837	+	949	=	1786	1104	336	Yes
16:00 - 17:00	806	+	941	=	1747	1133	374	Yes
16:15 - 17:15	851	+	855	=	1706	1168	391	Yes
15:30 - 16:30	792	+	873	=	1665	1114	309	Yes
16:30 - 17:30	828	+	813	=	1641	1135	389	Yes
15:15 - 16:15	750	+	811	=	1561	1075	291	Yes
07:15 - 08:15	948	+	577	=	1525	306	812	Yes
16:45 - 17:45	768	+	746	=	1514	1139	399	Yes
07:00 - 08:00	923	+	566	=	1489	293	854	Yes
07:30 - 08:30	885	+	544	=	1429	293	753	Yes
17:00 - 18:00	741	+	682	=	1423	1076	388	Yes
06:45 - 07:45	914	+	495	=	1409	257	859	Yes

