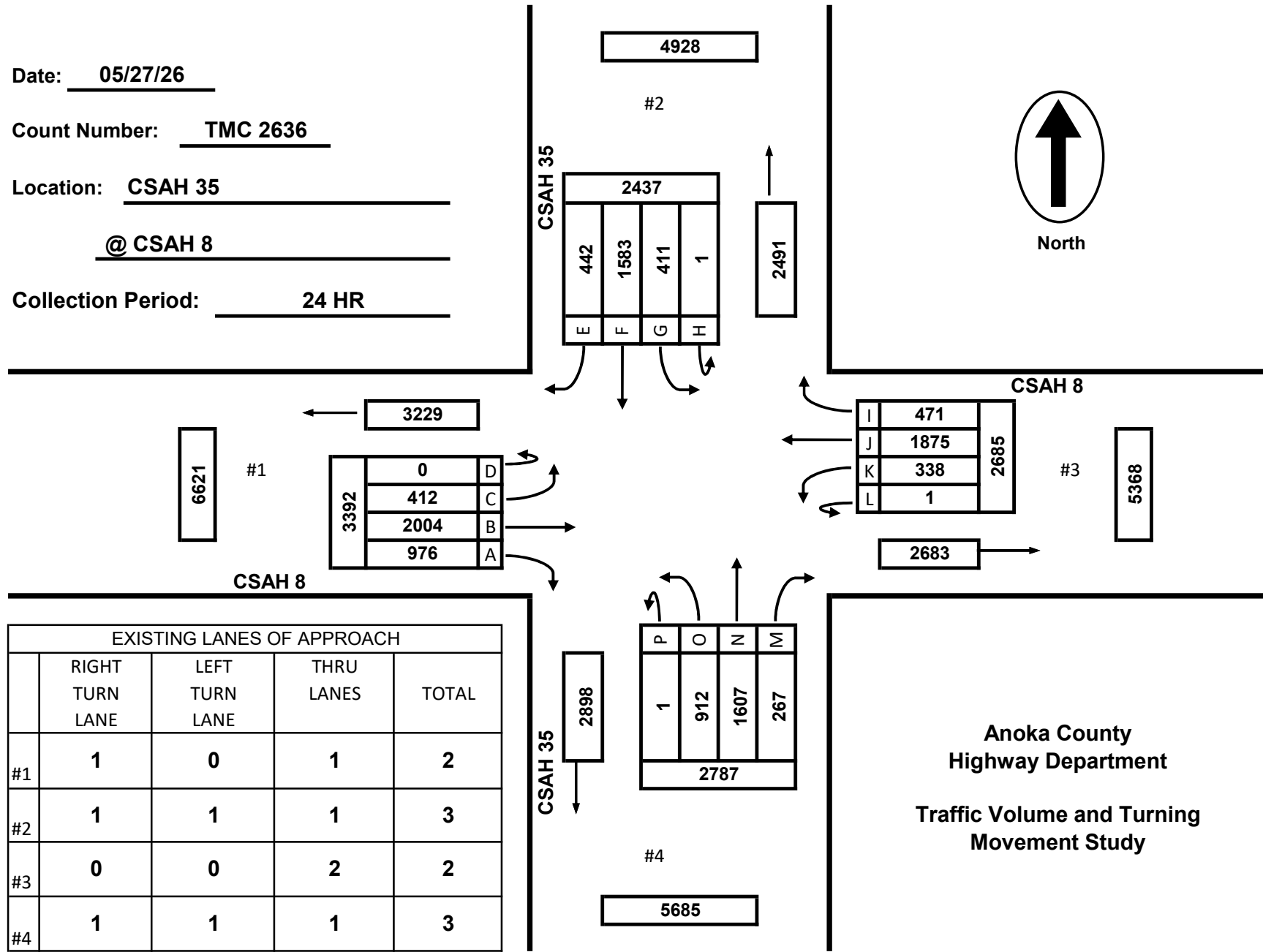
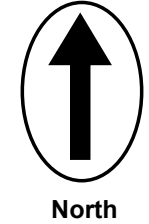


Date: 05/27/26

Count Number: TMC 2636

Location: CSAH 35  
@ CSAH 8

Collection Period: 24 HR



3392	0	D
	412	C
	2004	B
	976	A

2437			
442	1583	411	1
E	F	G	H

I	471	2685
J	1875	
K	338	
L	1	

P	O	N	M
1	912	1607	267
2787			

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

Anoka County  
 Highway Department  
 Traffic Volume and Turning  
 Movement Study

Date: 05/27/26

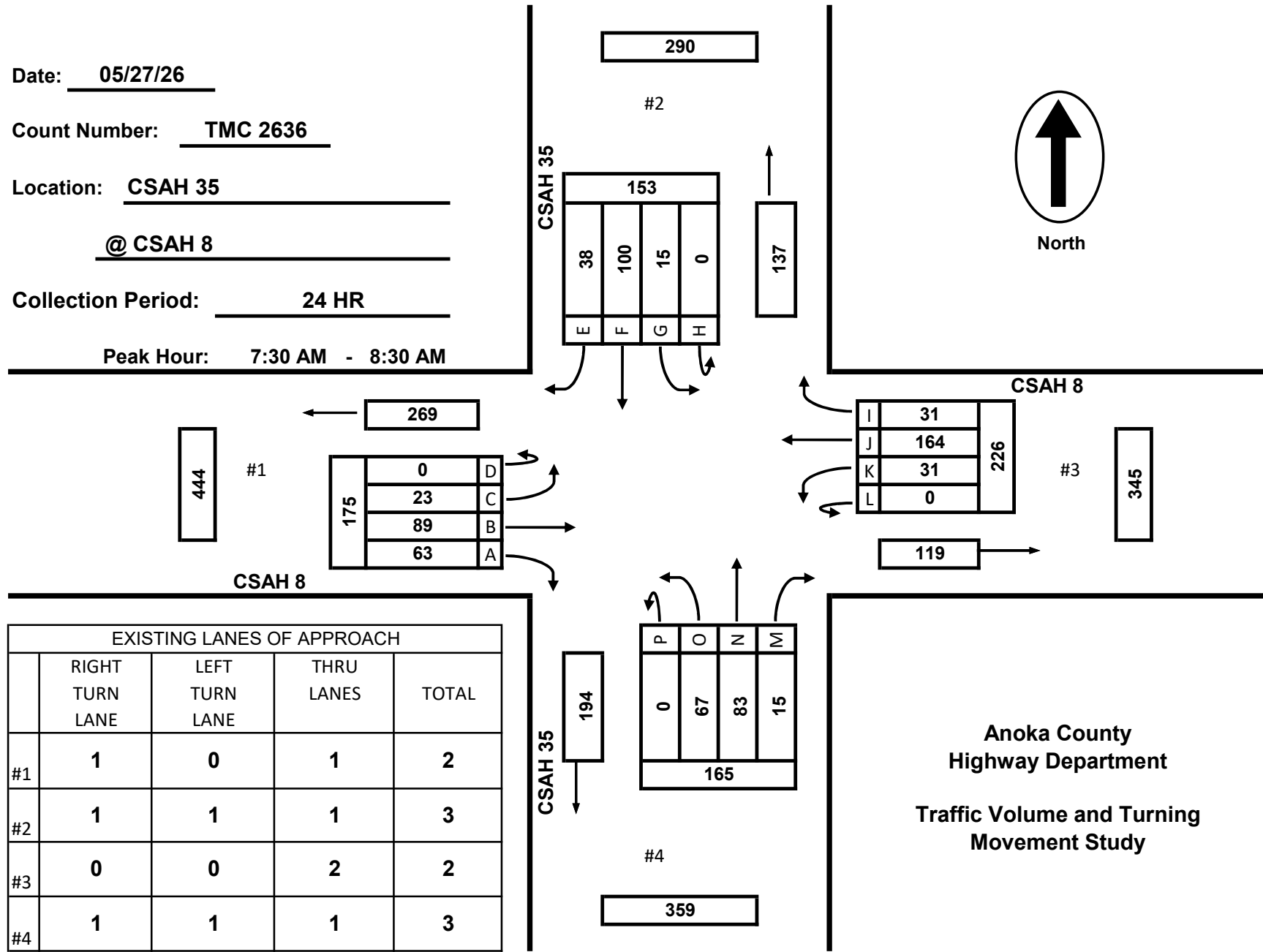
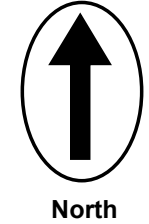
Count Number: TMC 2636

Location: CSAH 35

@ CSAH 8

Collection Period: 24 HR

Peak Hour: 7:30 AM - 8:30 AM



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

Anoka County  
Highway Department  
Traffic Volume and Turning  
Movement Study

Date: 05/27/26

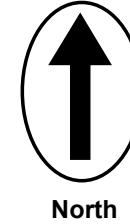
Count Number: TMC 2636

Location: CSAH 35

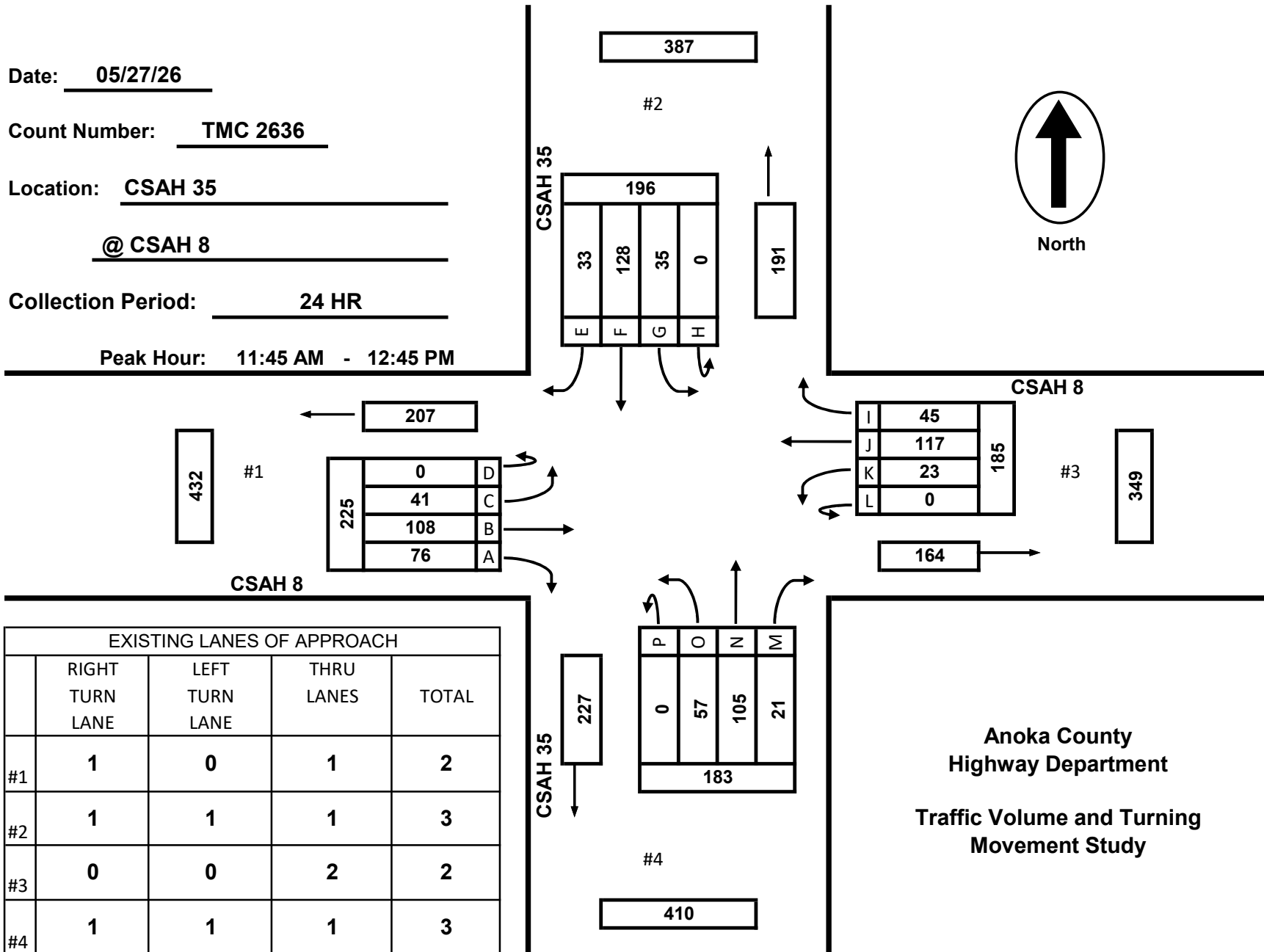
@ CSAH 8

Collection Period: 24 HR

Peak Hour: 11:45 AM - 12:45 PM



North



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

Anoka County  
Highway Department  
Traffic Volume and Turning  
Movement Study

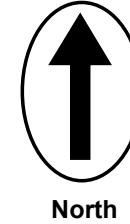
Date: 05/27/26

Count Number: TMC 2636

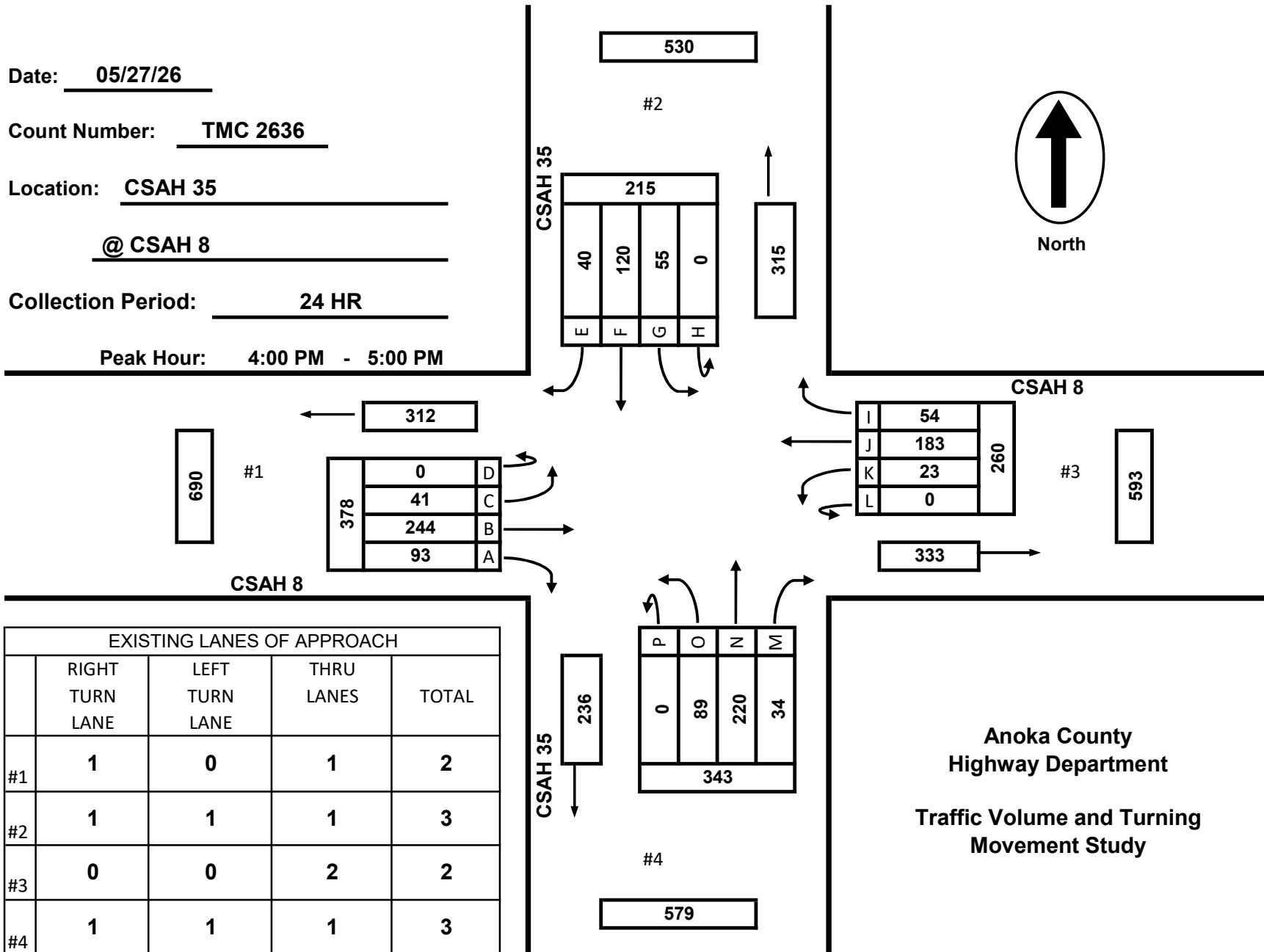
Location: CSAH 35  
@ CSAH 8

Collection Period: 24 HR

Peak Hour: 4:00 PM - 5:00 PM



North



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

Anoka County  
 Highway Department  
 Traffic Volume and Turning  
 Movement Study

TMC 2636 - CSAH 35 @ CSAH 8  
 Fridley MN  
 Wednesday, May 27, 2026

Time	Southbound CSAH 35						Westbound CSAH 8						Northbound CSAH 35						Eastbound CSAH 8						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	1	1	0	2	0	2	0	0	0	2	0	1	1	1	0	3	0	0	1	0	0	1	0	0	0	0	0	0	8
12:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	2	3	1	0	6	0	0	3	2	0	1	0	0	0	0	0	0	12
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	2	0	0	2	0	0	0	0	0	0	4
12:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0	0	2	0	0	3	1	0	4	0	0	0	0	0	0	7
Hourly Total	0	0	1	1	0	2	0	2	2	0	0	4	0	4	6	3	0	13	0	0	9	3	0	12	0	0	0	0	0	0	31
1:00 AM	0	0	0	0	0	0	0	0	2	1	0	3	0	1	0	0	0	1	0	1	1	0	0	2	0	0	0	0	0	0	6
1:15 AM	0	0	1	1	0	2	0	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	5
1:30 AM	0	0	1	0	0	1	0	1	4	0	0	5	0	0	0	0	0	0	0	0	5	1	0	7	0	0	0	0	0	0	13
1:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	1	0	2	0	0	2	1	0	3	0	0	0	0	0	0	6
Hourly Total	0	0	2	1	0	3	0	2	6	1	0	9	0	3	1	1	0	5	0	2	9	2	0	13	0	0	0	0	0	0	30
2:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	3	0	0	3	0	0	0	0	0	0	5
2:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	4
2:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
2:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	1	0	3	0	0	1	0	0	1	0	0	0	0	0	0	5
Hourly Total	0	0	1	0	0	1	0	0	4	0	0	4	0	1	3	2	0	6	0	1	5	0	0	6	0	0	0	0	0	0	17
3:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3
3:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
3:30 AM	0	0	0	2	0	2	0	0	1	0	0	1	0	1	0	0	0	1	0	0	2	1	0	3	0	0	0	0	0	0	7
3:45 AM	0	0	1	0	0	1	0	0	2	0	0	2	0	1	0	0	0	1	0	1	1	2	0	4	0	0	0	0	0	0	8
Hourly Total	0	0	1	2	0	3	0	0	5	1	0	6	0	2	0	1	0	3	0	1	5	3	0	9	0	0	0	0	0	0	21
4:00 AM	0	1	0	0	0	1	0	1	4	0	0	5	0	1	1	0	0	2	0	1	0	1	0	2	0	0	0	0	0	0	10
4:15 AM	0	0	4	1	0	5	0	2	4	0	0	6	0	1	1	0	0	2	0	0	2	4	0	6	0	0	0	0	0	0	19
4:30 AM	0	0	2	1	0	3	0	1	4	1	0	6	0	1	2	0	0	3	0	0	2	2	0	4	0	0	0	0	0	0	16
4:45 AM	0	0	8	0	0	8	0	2	4	1	0	7	0	0	2	0	0	2	0	2	3	4	0	9	0	0	0	0	0	0	26
Hourly Total	0	1	14	2	0	17	0	6	16	2	0	24	0	3	6	0	0	9	0	3	7	11	0	21	0	0	0	0	0	0	71
5:00 AM	0	0	5	2	0	7	0	0	8	3	0	11	0	2	1	0	0	3	0	1	3	5	0	9	0	0	0	0	0	0	30
5:15 AM	0	1	12	1	0	14	0	1	6	1	0	8	0	1	4	0	0	5	0	1	6	7	0	14	0	0	0	0	0	0	41
5:30 AM	0	0	13	3	0	16	0	2	15	4	0	21	0	2	4	0	0	6	0	0	6	9	0	15	0	0	0	0	0	0	58
5:45 AM	0	1	14	2	0	17	0	2	17	3	0	22	0	4	2	0	0	6	0	1	8	8	0	17	0	0	0	0	0	0	62
Hourly Total	0	2	44	8	0	54	0	5	46	11	0	62	0	9	11	0	0	20	0	3	23	29	0	55	0	0	0	0	0	0	191
6:00 AM	0	1	18	2	0	21	0	7	10	3	0	20	0	7	10	1	0	18	0	3	4	11	1	18	0	0	0	0	0	0	77
6:15 AM	0	1	22	3	0	26	0	7	16	0	0	23	0	5	10	2	0	17	0	3	12	4	0	19	0	0	0	0	0	0	85
6:30 AM	0	5	25	9	0	39	0	6	14	5	0	25	0	6	11	0	0	17	0	3	10	11	0	24	0	0	0	0	0	0	105
6:45 AM	0	4	14	5	2	23	0	3	19	4	0	26	0	10	16	2	0	28	0	7	9	9	1	25	0	0	0	0	0	0	102
Hourly Total	0	11	79	19	2	109	0	23	59	12	0	94	0	28	47	5	0	80	0	16	35	35	2	86	0	0	0	0	0	0	369
7:00 AM	0	5	12	7	0	24	0	9	21	6	0	36	0	9	12	2	0	23	0	3	20	10	2	33	0	0	0	0	0	0	116
7:15 AM	0	1	24	2	1	27	0	4	32	3	0	39	0	10	12	1	0	23	0	4	11	11	2	26	0	0	0	0	0	0	115
7:30 AM	0	7	24	13	1	44	0	5	40	5	0	50	0	11	26	6	0	43	0	5	14	12	3	31	0	0	0	0	0	0	168
7:45 AM	0	0	26	10	1	36	0	13	54	8	0	75	0	17	18	2	0	37	0	5	29	23	1	57	0	0	0	0	0	0	205
Hourly Total	0	13	86	32	3	131	0	31	147	22	0	200	0	47	68	11	0	126	0	17	74	56	8	147	0	0	0	0	0	0	604

TMC 2636 - CSAH 35 @ CSAH 8  
 Fridley MN  
 Wednesday, May 27, 2026

Time	Southbound CSAH 35						Westbound CSAH 8						Northbound CSAH 35						Eastbound CSAH 8						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	5	24	5	1	34	0	6	43	11	0	60	0	24	19	5	0	48	0	6	23	16	0	45	187
8:15 AM	0	3	26	10	0	39	0	7	27	7	0	41	0	15	20	2	0	37	0	7	23	12	0	42	159
8:30 AM	0	4	22	8	1	34	0	4	26	10	0	40	0	10	17	4	0	31	0	6	33	8	0	47	152
8:45 AM	0	4	17	11	0	32	0	8	41	5	0	54	0	20	17	1	0	38	0	9	22	18	0	49	173
Hourly Total	0	16	89	34	2	139	0	25	137	33	0	195	0	69	73	12	0	154	0	28	101	54	0	183	671
9:00 AM	0	5	23	5	0	33	0	7	34	3	0	44	0	9	22	0	0	31	0	9	33	17	0	59	167
9:15 AM	0	4	20	12	0	36	0	6	24	6	0	36	0	18	24	3	0	45	0	10	22	10	0	42	159
9:30 AM	0	3	24	6	0	33	1	4	21	4	0	30	0	15	21	5	1	41	0	7	28	18	0	53	157
9:45 AM	0	3	23	7	0	33	0	6	25	6	0	37	0	16	12	0	0	28	0	9	22	10	0	41	139
Hourly Total	0	15	90	30	0	135	1	23	104	19	0	147	0	58	79	8	1	145	0	35	105	55	0	195	622
10:00 AM	0	7	19	5	2	31	0	2	28	4	0	34	0	9	17	0	0	26	0	2	23	18	0	43	134
10:15 AM	0	6	12	2	0	20	0	5	15	11	0	31	0	13	17	4	0	34	0	2	24	13	0	39	124
10:30 AM	0	3	14	8	2	25	0	5	30	8	0	43	0	11	17	4	0	32	0	6	26	17	0	49	149
10:45 AM	0	2	21	10	0	33	0	8	19	4	0	31	0	14	12	5	0	31	0	8	23	11	0	42	137
Hourly Total	0	18	66	25	4	109	0	20	92	27	0	139	0	47	63	13	0	123	0	18	96	59	0	173	544
11:00 AM	0	9	15	6	3	30	0	1	21	8	0	30	0	14	16	4	0	34	0	9	30	13	0	52	146
11:15 AM	0	6	21	9	1	36	0	5	23	7	0	35	0	16	22	9	0	47	0	7	25	18	0	50	168
11:30 AM	0	5	29	9	0	43	0	7	23	3	0	33	0	16	23	4	0	43	0	7	23	16	0	46	165
11:45 AM	0	10	29	12	0	51	0	6	24	17	0	47	0	13	30	8	0	51	0	10	31	11	0	52	201
Hourly Total	0	30	94	36	4	160	0	19	91	35	0	145	0	59	91	25	0	175	0	33	109	58	0	200	680
12:00 PM	0	10	33	4	0	47	0	5	31	15	0	51	0	14	30	6	0	50	0	16	32	15	0	63	211
12:15 PM	0	9	34	8	0	51	0	9	26	5	0	40	0	18	21	3	0	42	0	8	27	33	3	68	201
12:30 PM	0	6	32	9	0	47	0	3	36	8	0	47	0	12	24	4	0	40	0	7	18	17	0	42	176
12:45 PM	0	4	27	10	0	41	0	7	31	5	0	43	0	13	20	4	0	37	0	1	35	19	0	55	176
Hourly Total	0	29	126	31	0	186	0	24	124	33	0	181	0	57	95	17	0	169	0	32	112	84	3	228	764
1:00 PM	0	11	16	4	0	31	0	7	24	7	0	38	0	10	29	3	0	42	0	10	28	9	0	47	158
1:15 PM	1	9	23	10	0	43	0	3	20	5	0	28	0	14	24	5	0	43	0	8	26	12	1	46	160
1:30 PM	0	5	29	7	0	41	0	5	18	4	0	27	0	17	29	7	0	53	0	5	34	15	0	54	175
1:45 PM	0	4	15	8	1	27	0	6	15	4	1	25	0	15	16	7	0	38	0	6	29	14	0	49	139
Hourly Total	1	29	83	29	1	142	0	21	77	20	1	118	0	56	98	22	0	176	0	29	117	50	1	196	632
2:00 PM	0	8	29	7	0	44	0	4	31	8	0	43	0	9	37	3	0	49	0	6	31	20	3	57	193
2:15 PM	0	6	16	9	0	31	0	6	51	9	0	66	0	21	24	2	0	47	0	4	32	14	0	50	194
2:30 PM	0	4	26	4	0	34	0	7	14	6	0	27	0	15	31	4	1	50	0	14	54	18	0	86	197
2:45 PM	0	7	32	11	1	50	0	4	36	11	0	51	0	15	44	7	0	66	0	8	25	15	0	48	215
Hourly Total	0	25	103	31	1	159	0	21	132	34	0	187	0	60	136	16	1	212	0	32	142	67	3	241	799
3:00 PM	0	5	35	11	0	51	0	10	28	6	0	44	0	26	68	6	0	100	0	17	53	18	3	88	283
3:15 PM	0	8	36	10	2	54	0	2	34	7	0	43	0	29	47	6	0	82	0	8	45	19	3	72	251
3:30 PM	0	8	33	7	1	48	0	3	38	17	0	58	0	15	51	6	0	72	0	10	53	20	3	83	261
3:45 PM	0	8	42	10	1	60	0	5	39	13	0	57	0	18	35	9	0	62	0	13	51	25	0	89	268
Hourly Total	0	29	146	38	4	213	0	20	139	43	0	202	0	88	201	27	0	316	0	48	202	82	9	332	1063

TMC 2636 - CSAH 35 @ CSAH 8  
 Fridley MN  
 Wednesday, May 27, 2026

Time	Southbound CSAH 35						Westbound CSAH 8						Northbound CSAH 35						Eastbound CSAH 8						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	15	29	6	1	50	0	7	39	8	0	54	0	25	73	12	0	110	0	9	62	24	1	95	309
4:15 PM	0	16	36	6	0	58	0	3	43	18	0	64	0	23	45	8	0	76	0	12	68	26	0	106	304
4:30 PM	0	13	33	13	3	59	0	8	43	16	0	67	0	26	53	4	0	83	0	9	49	20	1	78	287
4:45 PM	0	11	22	15	1	48	0	5	58	12	0	75	0	15	49	10	0	74	0	11	65	23	0	99	296
Hourly Total	0	55	120	40	5	215	0	23	183	54	0	260	0	89	220	34	0	343	0	41	244	93	2	378	1196
5:00 PM	0	6	29	6	0	41	0	2	60	20	0	82	0	20	49	3	0	72	0	2	43	15	1	60	255
5:15 PM	0	12	27	9	0	48	0	10	41	12	0	63	0	14	31	6	0	51	0	8	45	32	0	85	247
5:30 PM	0	11	15	8	0	34	0	7	48	13	0	68	0	22	36	1	0	59	0	5	46	14	2	65	226
5:45 PM	0	5	36	5	0	46	0	6	43	7	0	56	0	11	34	5	0	50	0	5	41	14	1	60	212
Hourly Total	0	34	107	28	0	169	0	25	192	52	0	269	0	67	150	15	0	232	0	20	175	75	4	270	940
6:00 PM	0	9	22	5	1	36	0	6	27	10	0	43	0	15	24	4	0	43	0	4	40	15	0	59	181
6:15 PM	0	6	23	3	0	32	0	5	27	5	0	37	0	16	31	5	0	52	0	4	30	15	1	49	170
6:30 PM	0	9	34	6	0	49	0	4	30	9	0	43	0	11	22	3	0	36	0	2	34	7	1	43	171
6:45 PM	0	4	25	5	0	34	0	3	27	6	0	36	0	14	19	1	0	34	0	2	21	10	0	33	137
Hourly Total	0	28	104	19	1	151	0	18	111	30	0	159	0	56	96	13	0	165	0	12	125	47	2	184	659
7:00 PM	0	8	21	6	0	35	0	2	16	5	0	23	0	3	14	5	0	22	0	1	26	9	0	36	116
7:15 PM	0	12	19	1	0	32	0	2	8	7	0	17	0	12	11	5	0	28	0	2	21	7	2	30	107
7:30 PM	0	9	20	1	1	30	0	4	14	2	0	20	0	10	14	0	0	24	0	3	23	11	0	37	111
7:45 PM	0	5	19	2	0	26	0	3	24	3	0	30	0	6	15	1	0	22	0	3	15	8	0	26	104
Hourly Total	0	34	79	10	1	123	0	11	62	17	0	90	0	31	54	11	0	96	0	9	85	35	2	129	438
8:00 PM	0	3	18	4	0	25	0	3	20	1	0	24	0	7	7	8	0	22	0	5	22	7	2	34	105
8:15 PM	0	10	17	1	1	28	0	2	12	2	0	16	0	7	11	4	0	22	0	0	20	4	1	24	90
8:30 PM	0	5	25	2	2	32	0	2	12	2	0	16	0	9	15	2	0	26	0	3	23	12	0	38	112
8:45 PM	0	6	18	1	1	25	0	4	16	7	0	27	0	6	19	5	0	30	0	2	21	15	0	38	120
Hourly Total	0	24	78	8	4	110	0	11	60	12	0	83	0	29	52	19	0	100	0	10	86	38	3	134	427
9:00 PM	0	1	13	5	1	19	0	2	10	3	0	15	0	7	13	1	0	21	0	3	22	3	0	28	83
9:15 PM	0	5	16	0	0	21	0	1	11	1	0	13	0	11	8	2	0	21	0	2	23	7	0	32	87
9:30 PM	0	1	8	3	0	12	0	0	9	3	0	12	0	5	6	0	0	11	0	4	7	10	0	21	56
9:45 PM	0	1	5	3	0	9	0	1	9	2	0	12	0	7	3	1	0	11	0	0	13	7	0	20	52
Hourly Total	0	8	42	11	1	61	0	4	39	9	0	52	0	30	30	4	0	64	0	9	65	27	0	101	278
10:00 PM	0	2	6	2	0	10	0	0	13	2	0	15	0	6	4	1	0	11	0	3	16	2	0	21	57
10:15 PM	0	3	5	2	1	10	0	1	5	0	0	6	0	1	6	1	0	8	0	4	8	2	0	14	38
10:30 PM	0	2	5	2	0	9	0	1	5	2	0	8	0	1	4	2	0	7	0	2	14	2	0	18	42
10:45 PM	0	0	4	0	0	4	0	1	4	0	0	5	0	4	5	0	0	9	0	1	7	2	0	10	28
Hourly Total	0	7	20	6	1	33	0	3	27	4	0	34	0	12	19	4	0	35	0	10	45	8	0	63	165
11:00 PM	0	1	3	0	0	4	0	0	6	0	0	6	0	4	4	1	0	9	0	1	8	1	0	10	29
11:15 PM	0	0	4	0	0	4	0	0	5	0	0	5	0	0	1	1	0	2	0	1	8	0	0	9	20
11:30 PM	0	2	0	0	0	2	0	0	8	0	0	8	1	2	2	2	0	7	0	1	8	3	0	12	29
11:45 PM	0	0	1	1	0	2	0	1	1	0	0	2	0	1	1	0	0	2	0	0	4	1	0	5	11
Hourly Total	0	3	8	1	0	12	0	1	20	0	0	21	1	7	8	4	0	20	0	3	28	5	0	36	89
<b>DAILY TOTAL</b>	<b>1</b>	<b>411</b>	<b>1583</b>	<b>442</b>	<b>34</b>	<b>2437</b>	<b>1</b>	<b>338</b>	<b>1875</b>	<b>471</b>	<b>1</b>	<b>2685</b>	<b>1</b>	<b>912</b>	<b>1607</b>	<b>267</b>	<b>2</b>	<b>2787</b>	<b>0</b>	<b>412</b>	<b>2004</b>	<b>976</b>	<b>39</b>	<b>3392</b>	<b>11301</b>
<b>Cars</b>	1	401	1572	402	19	2376	1	332	1839	461	0	2633	1	863	1578	258	2	2700	0	380	1966	923	19	3269	10978
<b>Heavy Vehicles</b>	0	10	11	40	15	61	0	6	36	10	1	52	0	49	29	9	0	87	0	32	38	53	20	123	323
<b>Heavy Vehicle %</b>	0.00%	2.43%	0.69%	9.05%	44.12%	2.50%	0.00%	1.78%	1.92%	2.12%	100.00%	1.94%	0.00%	5.37%	1.80%	3.37%	0.00%	3.12%	0.00%	7.77%	1.90%	5.43%	51.28%	3.63%	2.86%

**TMC 2636 - CSAH 35 @ CSAH 8**  
**Fridley MN**  
**Wednesday, May 27, 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							
7:30 AM	0	7	24	13	1	44	0	5	40	5	0	50	0	11	26	6	0	43	0	5	14	12	3	31	0	5	14	12	3	31	168
7:45 AM	0	0	26	10	1	36	0	13	54	8	0	75	0	17	18	2	0	37	0	5	29	23	1	57	0	5	29	23	1	57	205
8:00 AM	0	5	24	5	1	34	0	6	43	11	0	60	0	24	19	5	0	48	0	6	23	16	0	45	0	6	23	16	0	45	187
8:15 AM	0	3	26	10	0	39	0	7	27	7	0	41	0	15	20	2	0	37	0	7	23	12	0	42	0	7	23	12	0	42	159
Peak Hour Total	0	15	100	38	3	153	0	31	164	31	0	226	0	67	83	15	0	165	0	23	89	63	4	175	0	23	89	63	4	175	719
Peak Hour Heavy Vehicles	0	0	1	4	0	5	0	1	6	1	0	8	0	4	2	2	0	8	0	3	6	3	1	12	0	3	6	3	1	12	33
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	1.00%	10.53%	0.00%	3.27%	0.00%	3.23%	3.66%	3.23%	0.00%	3.54%	0.00%	5.97%	2.41%	13.33%	0.00%	4.85%	0.00%	13.04%	6.74%	4.76%	25.00%	6.86%	0.00%	13.04%	6.74%	4.76%	25.00%	6.86%	4.59%
	0.000	0.536	0.962	0.731	0.750	0.869	0.000	0.596	0.759	0.705	0.000	0.753	0.000	0.698	0.798	0.625	0.000	0.859	0.000	0.821	0.767	0.685	0.333	0.768	0.000	0.821	0.767	0.685	0.333	0.768	0.877

**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							
11:45 AM	0	10	29	12	0	51	0	6	24	17	0	47	0	13	30	8	0	51	0	10	31	11	0	52	0	10	31	11	0	52	201
12:00 PM	0	10	33	4	0	47	0	5	31	15	0	51	0	14	30	6	0	50	0	16	32	15	0	63	0	16	32	15	0	63	211
12:15 PM	0	9	34	8	0	51	0	9	26	5	0	40	0	18	21	3	0	42	0	8	27	33	3	68	0	8	27	33	3	68	201
12:30 PM	0	6	32	9	0	47	0	3	36	8	0	47	0	12	24	4	0	40	0	7	18	17	0	42	0	7	18	17	0	42	176
Peak Hour Total	0	35	128	33	0	196	0	23	117	45	0	185	0	57	105	21	0	183	0	41	108	76	3	225	0	41	108	76	3	225	789
Peak Hour Heavy Vehicles	0	0	1	2	0	3	0	1	2	1	0	4	0	0	2	0	0	2	0	5	3	8	1	16	0	5	3	8	1	16	25
Peak Hour Heavy Vehicles % PHF	0.00%	0.00%	0.78%	6.06%	0.00%	1.53%	0.00%	4.35%	1.71%	2.22%	0.00%	2.16%	0.00%	0.00%	1.90%	0.00%	0.00%	1.09%	0.00%	12.20%	2.78%	10.53%	33.33%	7.11%	0.00%	12.20%	2.78%	10.53%	33.33%	7.11%	3.17%
	0.000	0.875	0.941	0.688	0.000	0.961	0.000	0.639	0.813	0.662	0.000	0.907	0.000	0.792	0.875	0.656	0.000	0.897	0.000	0.641	0.844	0.576	0.250	0.827	0.000	0.641	0.844	0.576	0.250	0.827	0.935

**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							
4:00 PM	0	15	29	6	1	50	0	7	39	8	0	54	0	25	73	12	0	110	0	9	62	24	1	95	0	9	62	24	1	95	309
4:15 PM	0	16	36	6	0	58	0	3	43	18	0	64	0	23	45	8	0	76	0	12	68	26	0	106	0	12	68	26	0	106	304
4:30 PM	0	13	33	13	3	59	0	8	43	16	0	67	0	26	53	4	0	83	0	9	49	20	1	78	0	9	49	20	1	78	287
4:45 PM	0	11	22	15	1	48	0	5	58	12	0	75	0	15	49	10	0	74	0	11	65	23	0	99	0	11	65	23	0	99	286
Peak Hour Total	0	55	120	40	5	215	0	23	183	54	0	260	0	89	220	34	0	343	0	41	244	93	2	378	0	41	244	93	2	378	1196
Peak Hour Heavy Vehicles	0	1	0	5	3	6	0	0	5	1	0	6	0	4	3	1	3	8	0	1	3	4	0	8	0	1	3	4	0	8	28
Peak Hour Heavy Vehicles % PHF	0.00%	1.82%	0.00%	12.50%	60.00%	2.79%	0.00%	0.00%	2.73%	1.85%	0.00%	2.31%	0.00%	4.49%	1.36%	2.94%	0.00%	2.33%	0.00%	2.44%	1.23%	4.30%	0.00%	2.12%	0.00%	2.44%	1.23%	4.30%	0.00%	2.12%	2.34%
	0.000	0.859	0.833	0.667	0.417	0.911	0.000	0.719	0.789	0.750	0.000	0.867	0.000	0.856	0.753	0.708	0.000	0.780	0.000	0.854	0.897	0.894	0.500	0.892	0.000	0.854	0.897	0.894	0.500	0.892	0.968

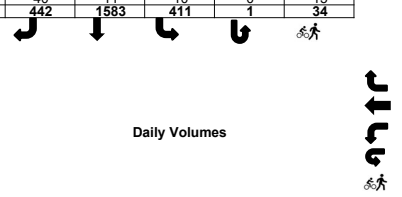
Total Vehicles On Leg		4928	
Vehicles Entering Intersection	2437	Vehicles Exiting Intersection	2491
<b>Southbound</b>			
Cars	402	1572	401
Heavy	40	11	10
<b>Total</b>	<b>442</b>	<b>1583</b>	<b>411</b>

Total Vehicles on Leg 6621	Vehicles Entering Intersection 3392	Eastbound	Cars	19	20	39
			Heavy	0	0	0
	Vehicles Exiting Intersection 3229		Cars	380	32	412
			Heavy	1966	38	2004
			923	53	976	

Total Vehicles on Leg 5368	Vehicles Entering Intersection 2685	Westbound	Cars	461	10	471
			Heavy	1839	36	1875
	Vehicles Exiting Intersection 2683		Cars	332	6	338
			Heavy	1	0	1
			0	1	1	

**Northbound**

Cars	2	1	883	1578	258
Heavy	0	0	49	29	9
<b>Total</b>	<b>2</b>	<b>1</b>	<b>912</b>	<b>1607</b>	<b>267</b>
Vehicles Entering Intersection 2787		Vehicles Exiting Intersection 2898		Total Vehicles On Leg 5685	



TMC 2636 - CSAH 35 @ CSAH 8  
 Fridley MN  
 Wednesday, May 27, 2026

Time	Southbound Heavy CSAH 35						Westbound Heavy CSAH 8						Northbound Heavy CSAH 35						Eastbound Heavy CSAH 8						VEHICLE TOTAL						
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total							
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	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	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:15 AM	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	0	0	1	1	1
5:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	3
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	1
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	2	1	0	3	0	0	2	1	0	3	6
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	1	0	1	3
6:30 AM	0	3	0	4	0	7	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	2	0	0	1	1	0	2	10
6:45 AM	0	1	0	0	0	1	0	1	0	0	0	1	0	2	0	1	0	3	0	1	1	1	1	3	0	1	1	1	0	3	8
Hourly 'Heavy Vehicles'	0	4	0	4	0	8	0	2	1	0	0	3	0	3	0	1	0	4	0	1	2	3	1	6	0	1	2	3	1	6	21
7:00 AM	0	1	0	1	0	2	0	0	0	1	0	1	0	1	0	1	0	2	0	0	0	1	1	1	0	0	1	1	1	1	6
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	1	2	2	0	0	1	2	2	3	3
7:30 AM	0	0	1	0	0	1	0	0	1	0	0	1	0	2	1	1	0	4	0	0	4	1	1	5	0	0	4	1	1	5	11
7:45 AM	0	0	0	1	0	1	0	0	3	0	0	3	0	0	0	1	0	1	0	1	1	1	0	3	0	1	1	1	0	3	8
Hourly 'Heavy Vehicles'	0	1	1	2	0	4	0	0	4	1	0	5	0	4	1	3	0	8	0	2	5	4	4	11	0	2	5	4	4	11	28

TMC 2636 - CSAH 35 @ CSAH 8  
Fridley MN  
Wednesday, May 27, 2026

Time	Southbound Heavy CSAH 35						Westbound Heavy CSAH 8						Northbound Heavy CSAH 35						Eastbound Heavy CSAH 8						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	0	2	0	2	0	0	1	1	0	2	0	1	1	0	0	2	0	1	1	0	0	2	0	1	1	0	0	2	8
8:15 AM	0	0	0	1	0	1	0	1	1	0	0	2	0	1	0	0	0	1	0	1	0	1	0	2	0	1	0	1	0	2	6
8:30 AM	0	1	0	2	1	3	0	0	1	0	0	1	0	1	1	0	0	2	0	0	2	0	0	2	0	0	2	0	0	2	8
8:45 AM	0	2	0	1	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3	0	3	0	0	3	0	0	7	
Hourly 'Heavy Vehicles'	0	3	0	6	1	9	0	1	3	1	0	5	0	3	3	0	0	6	0	2	3	4	0	9	0	3	4	0	0	29	
9:00 AM	0	0	0	1	0	1	0	0	2	1	0	3	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	0	6	
9:15 AM	0	0	0	1	0	1	0	0	1	1	0	2	0	1	1	1	0	3	0	0	0	1	0	1	0	0	1	0	0	7	
9:30 AM	0	0	0	1	0	1	0	0	0	1	0	1	0	3	0	0	0	3	0	1	1	0	0	2	0	0	2	0	0	7	
9:45 AM	0	0	0	2	0	2	0	0	1	0	0	1	0	2	0	0	0	2	0	0	0	3	0	3	0	0	3	0	0	8	
Hourly 'Heavy Vehicles'	0	0	0	5	0	5	0	0	4	3	0	7	0	6	1	1	0	8	0	1	1	6	0	3	0	0	6	0	0	28	
10:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	1	0	2	0	0	2	0	0	6	
10:15 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	0	0	1	0	0	3	
10:30 AM	0	0	0	2	2	2	0	0	0	1	0	1	0	1	1	0	0	2	0	1	1	0	0	2	0	1	0	0	0	7	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	
Hourly 'Heavy Vehicles'	0	0	2	3	2	5	0	0	0	1	0	1	0	1	4	0	0	5	0	4	1	2	0	7	0	0	2	0	0	18	
11:00 AM	0	0	0	1	3	1	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	1	0	2	0	0	1	0	0	4	
11:15 AM	0	0	0	1	1	1	0	0	2	1	0	3	0	1	1	0	0	2	0	1	0	1	0	2	0	0	1	0	0	8	
11:30 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	0	0	0	0	1	
11:45 AM	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	3	0	5	0	0	3	0	0	7	
Hourly 'Heavy Vehicles'	0	0	0	3	4	3	0	1	3	1	0	5	0	2	1	0	0	3	0	2	2	5	0	9	0	0	5	0	0	20	
12:00 PM	0	0	1	1	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	1	0	3	0	0	1	0	0	6	
12:15 PM	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	1	1	2	1	4	0	0	2	0	0	6	
12:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	2	0	2	0	4	0	0	2	0	0	6	
12:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	1	1	0	0	2	0	0	2	0	0	2	0	0	2	0	0	6	
Hourly 'Heavy Vehicles'	0	0	1	1	0	2	0	1	3	1	0	5	0	1	3	0	0	4	0	5	3	5	1	13	0	0	5	0	0	24	
1:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	2	1	0	0	3	0	1	1	0	0	2	0	0	1	0	0	6	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	1	0	0	1	0	0	2	
1:30 PM	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	1	0	3	0	0	1	0	0	5	
1:45 PM	0	0	0	1	1	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3	3	0	0	6	0	0	3	0	0	7	
Hourly 'Heavy Vehicles'	0	0	0	3	1	3	0	0	1	0	1	1	0	3	1	0	0	4	0	6	5	1	1	12	0	0	6	0	0	20	
2:00 PM	0	1	0	0	0	1	0	0	1	0	0	1	0	1	1	0	0	2	0	1	0	1	1	2	0	0	1	1	0	6	
2:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	1	0	2	0	0	1	0	0	5	
2:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	0	0	1	0	0	4	
2:45 PM	0	0	1	1	0	2	0	0	2	0	0	2	0	1	2	1	0	4	0	0	1	0	0	1	0	0	1	0	0	9	
Hourly 'Heavy Vehicles'	0	1	2	2	0	5	0	0	3	0	0	3	0	4	3	1	0	8	0	2	3	3	1	8	0	0	3	3	0	24	
3:00 PM	0	0	0	1	0	1	0	0	0	1	0	1	0	1	0	0	0	1	0	3	0	0	3	3	0	0	0	0	0	6	
3:15 PM	0	0	2	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	1	2	0	0	1	0	0	5	
3:30 PM	0	0	1	2	0	3	0	1	1	0	0	2	0	2	0	1	0	3	0	0	3	2	2	5	0	0	3	2	0	13	
3:45 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	1	3	1	0	5	0	0	1	0	0	1	0	0	1	0	0	8	
Hourly 'Heavy Vehicles'	0	0	3	5	2	8	0	1	1	1	0	3	0	4	4	2	0	10	0	4	4	3	6	11	0	0	4	3	0	32	

TMC 2636 - CSAH 35 @ CSAH 8  
 Fridley MN  
 Wednesday, May 27, 2026

Time	Southbound Heavy CSAH 35						Westbound Heavy CSAH 8						Northbound Heavy CSAH 35						Eastbound Heavy CSAH 8						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	0	0	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	2	0	0	0	0	0	0	0	1	0	5
4:15 PM	0	1	0	2	0	3	0	0	2	1	0	3	0	3	0	0	0	3	0	1	1	2	0	4	0	1	1	2	0	4	13
4:30 PM	0	0	0	1	2	1	0	0	2	0	0	2	0	0	1	0	0	1	0	0	0	2	0	2	0	0	0	0	0	2	6
4:45 PM	0	0	0	2	0	2	0	0	1	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly 'Heavy Vehicles'	0	1	0	5	3	6	0	0	5	1	0	6	0	4	3	1	0	8	0	1	3	4	0	8	0	1	3	4	0	8	28
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	0	0	3	0	0	1	0	0	1	0	0	1	0	0	1	5
5:15 PM	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	2	0	4	0	1	1	2	0	4	6
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	1	1	0	0	0	1	1	2	2
5:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	3	2
Hourly 'Heavy Vehicles'	0	0	0	1	0	1	0	0	4	0	0	4	0	4	1	0	0	5	0	1	2	3	2	6	0	1	2	3	2	6	16
6:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	1	0	0	1	1	0	2	0	0	1	1	0	4	4
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
6:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0
6:45 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	0	0	0	0	0	2	2
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	0	2	0	0	2	0	2	0	0	0	2	0	0	1	1	2	2	0	0	1	1	2	2	7
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	0	0	0	0	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	1	0	0	0	1	1	1	1
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	1	0	2	2
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	2	1	2	0	0	0	2	1	2	4
8:00 PM	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	1
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	1	0	0	0	1	0	1	1
8:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	1
Hourly 'Heavy Vehicles'	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	1	2	0	0	0	2	1	2	3
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	1	0	2	2
9:30 PM	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	1
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	2	0	0	1	1	0	3	3
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	1	2	0	3	0	0	1	2	0	3	6
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM	0	0	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	1	1
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	1	0	2	2
Hourly 'Heavy Vehicles'	0	0	0	0	1	0	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	1	0	1	0	0	0	1	0	1	4
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	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	0	0	0	0	0	0
11:30 PM	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	1
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	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	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	1
<b>DAILY 'Heavy Vehicles'</b>	<b>0</b>	<b>10</b>	<b>11</b>	<b>40</b>	<b>15</b>	<b>61</b>	<b>0</b>	<b>6</b>	<b>36</b>	<b>10</b>	<b>1</b>	<b>52</b>	<b>0</b>	<b>49</b>	<b>29</b>	<b>9</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>32</b>	<b>38</b>	<b>53</b>	<b>20</b>	<b>123</b>	<b>0</b>	<b>32</b>	<b>38</b>	<b>53</b>	<b>20</b>	<b>123</b>	<b>323</b>

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2636

Study Date : 06/02/2026

## Signal Warrants - Summary

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### Major Street Approaches

**Eastbound: CSAH 8**

Number of Lanes : 1

Total Approach Volume: 3,392

**Westbound: CSAH 8**

Number of Lanes : 1

Total Approach Volume: 2,685

### Minor Street Approaches

**Northbound: CSAH 35**

Number of Lanes : 2+

Total Approach Volume: 2,787

**Southbound: CSAH 35**

Number of Lanes : 2+

Total Approach Volume: 1,995

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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 14 hours, 8 are needed

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

Required volumes reached for 11 hours, 8 are needed

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

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

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

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

Number of hours (4) 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: TMC 2636

Study Date : 06/02/2026

## 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

14 one hour periods meet minimums.  
Warrant IS met.

#### Site Data Required

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

#### Volume Requirements

Rural Factor of 70 % applied  
 Veh/Hr Major = **210**  
 Veh/Hr Minor = **84**

Time	Major Road CSAH 8				Total	Minor Road CSAH 35		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:15 - 17:15	343	+	288	=	631	305	166	Yes
15:15 - 16:15	339	+	212	=	551	326	179	Yes
17:15 - 18:15	269	+	230	=	499	203	137	Yes
14:15 - 15:15	272	+	188	=	460	263	131	Yes
07:15 - 08:15	159	+	224	=	383	151	111	Yes
12:15 - 13:15	212	+	168	=	380	161	139	Yes
11:15 - 12:15	211	+	166	=	377	191	143	Yes
08:15 - 09:15	197	+	179	=	376	137	104	Yes
13:15 - 14:15	206	+	123	=	329	183	123	Yes
10:15 - 11:15	182	+	135	=	317	131	82	Yes
09:15 - 10:15	179	+	137	=	316	140	103	Yes
18:15 - 19:15	161	+	139	=	300	144	130	Yes
19:15 - 20:15	127	+	91	=	218	96	105	Yes
06:15 - 07:15	101	+	110	=	211	85	88	Yes
20:30 - 21:30	136	+	71	=	207	98	89	No
20:15 - 21:15	128	+	74	=	202	99	95	No
20:45 - 21:45	119	+	67	=	186	83	68	No
06:00 - 07:00	86	+	94	=	180	80	90	No
05:45 - 06:45	78	+	90	=	168	58	87	No
05:30 - 06:30	69	+	86	=	155	47	70	No
21:00 - 22:00	101	+	52	=	153	64	50	No
21:15 - 22:15	94	+	52	=	146	54	44	No
05:15 - 06:15	64	+	71	=	135	35	60	No
21:30 - 22:30	76	+	45	=	121	41	31	No
05:00 - 06:00	55		62		117	20	46	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2636

Study Date : 06/02/2026

## 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

11 one hour periods meet minimums.  
Warrant IS met.

#### Site Data Required

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

#### Volume Requirements

Rural Factor of 70 % applied  
 Veh/Hr Major = **315**  
 Veh/Hr Minor = **42**

Time	Major Road CSAH 8				Total	Minor Road CSAH 35		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:15 - 17:15	343	+	288	=	631	305	166	Yes
15:15 - 16:15	339	+	212	=	551	326	179	Yes
17:15 - 18:15	269	+	230	=	499	203	137	Yes
14:15 - 15:15	272	+	188	=	460	263	131	Yes
12:15 - 13:15	212	+	168	=	380	161	139	Yes
08:00 - 09:00	183	+	195	=	378	154	105	Yes
11:15 - 12:15	211	+	166	=	377	191	143	Yes
07:00 - 08:00	147	+	200	=	347	126	99	Yes
09:00 - 10:00	195	+	147	=	342	145	105	Yes
13:15 - 14:15	206	+	123	=	329	183	123	Yes
10:15 - 11:15	182	+	135	=	317	131	82	Yes
10:00 - 11:00	173	+	139	=	312	123	84	No
18:15 - 19:15	161	+	139	=	300	144	130	No
06:45 - 07:45	115	+	151	=	266	117	91	No
18:30 - 19:30	142	+	119	=	261	120	132	No
06:30 - 07:30	108	+	126	=	234	91	90	No
18:45 - 19:45	136	+	96	=	232	108	118	No
19:00 - 20:00	129	+	90	=	219	96	113	No
19:15 - 20:15	127	+	91	=	218	96	105	No
20:00 - 21:00	134	+	83	=	217	100	102	No
19:30 - 20:30	121	+	90	=	211	90	101	No
06:15 - 07:15	101	+	110	=	211	85	88	No
19:45 - 20:45	122	+	86	=	208	92	102	No
20:30 - 21:30	136	+	71	=	207	98	89	No
20:15 - 21:15	128		74		202	99	95	No

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2636

Study Date : 06/02/2026

## Warrant 1C Combination of Warrants

#### Description

Intended for sites where the traffic volumes don't meet individual warrants but where Warrants 1A and 1B are both met to 80% of their stated values.

#### Summary

16 hours meet 1A minimums.  
12 hours meet 1B minimums.  
Warrant IS met.

#### Site Data Required

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

#### Volume Requirements

Rural Factor of 70% applied  
Warrant 1A 1B  
Veh/Hr Major = **168 252**  
  
Veh/Hr Minor = **67 34**

#### Major Road CSAH 8

#### Minor Road CSAH 35

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1A?
15:45 - 16:45	368	+	242	=	610	331	192	Yes
16:45 - 17:45	309	+	288	=	597	256	133	Yes
14:45 - 15:45	291	+	196	=	487	320	164	Yes
11:45 - 12:45	225	+	185	=	410	183	163	Yes
07:45 - 08:45	191	+	216	=	407	153	110	Yes
13:45 - 14:45	242	+	161	=	403	184	108	Yes
17:45 - 18:45	211	+	179	=	390	181	144	Yes
08:45 - 09:45	203	+	164	=	367	155	100	Yes
12:45 - 13:45	202	+	136	=	338	175	125	Yes
10:45 - 11:45	190	+	129	=	319	155	108	Yes
09:45 - 10:45	172	+	145	=	317	120	87	Yes
06:45 - 07:45	115		151		266	117	91	Yes

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1B?
15:45 - 16:45	368	+	242	=	610	331	192	Yes
16:45 - 17:45	309	+	288	=	597	256	133	Yes
14:45 - 15:45	291	+	196	=	487	320	164	Yes
11:45 - 12:45	225	+	185	=	410	183	163	Yes
07:45 - 08:45	191	+	216	=	407	153	110	Yes
13:45 - 14:45	242	+	161	=	403	184	108	Yes
17:45 - 18:45	211	+	179	=	390	181	144	Yes
08:45 - 09:45	203	+	164	=	367	155	100	Yes
12:45 - 13:45	202	+	136	=	338	175	125	Yes
10:45 - 11:45	190	+	129	=	319	155	108	Yes
09:45 - 10:45	172	+	145	=	317	120	87	Yes
06:45 - 07:45	115		151		266	117	91	Yes

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2636  
 Study Date : 06/02/2026

## 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.

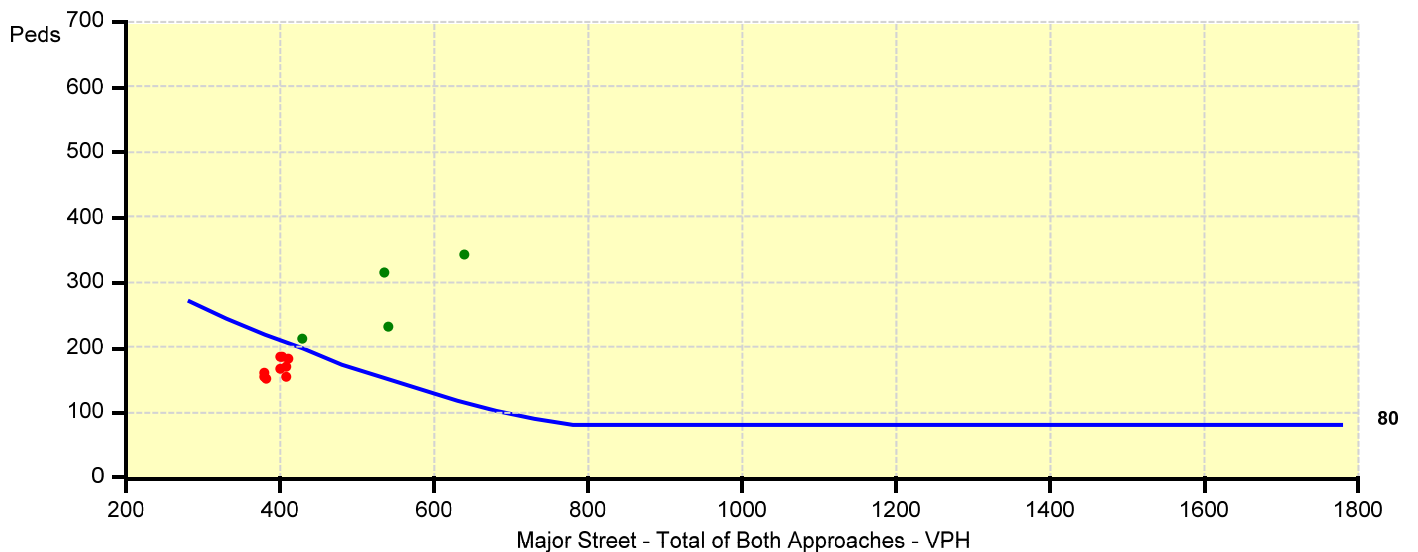
### Summary

4 one hour periods meet minimums.  
 Warrant IS met.

### Site Data Required

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

Time	Major Road CSAH 8				Total	Minor Road CSAH 35		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:00 - 17:00	378	+	260	=	638	343	175	Yes
17:00 - 18:00	270	+	269	=	539	232	141	Yes
15:00 - 16:00	332	+	202	=	534	316	175	Yes
14:00 - 15:00	241	+	187	=	428	212	128	Yes
11:45 - 12:45	225	+	185	=	410	183	163	No
12:00 - 13:00	228	+	181	=	409	169	155	No
07:45 - 08:45	191	+	216	=	407	153	110	No
13:45 - 14:45	242	+	161	=	403	184	108	No
07:30 - 08:30	175	+	226	=	401	165	115	No
11:30 - 12:30	229	+	171	=	400	186	159	No
07:15 - 08:15	159	+	224	=	383	151	111	No
12:15 - 13:15	212	+	168	=	380	161	139	No



# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2636

Study Date : 06/02/2026

## 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

9 one hour periods meet minimums.  
Warrant IS met.

#### Site Data Required

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

Time	Major Road CSAH 8				Total	Minor Road CSAH 35		Met?
	Major EB	+	Major WB	=		Minor NB	Minor SB	
16:00 - 17:00	378	+	260	=	638	343	175	Yes
16:15 - 17:15	343	+	288	=	631	305	166	Yes
15:45 - 16:45	368	+	242	=	610	331	192	Yes
16:30 - 17:30	322	+	287	=	609	280	153	Yes
15:30 - 16:30	373	+	233	=	606	320	187	Yes
16:45 - 17:45	309	+	288	=	597	256	133	Yes
15:15 - 16:15	339	+	212	=	551	326	179	Yes
15:00 - 16:00	332	+	202	=	534	316	175	Yes
14:45 - 15:45	291	+	196	=	487	320	164	Yes
17:00 - 18:00	270	+	269	=	539	232	141	No
17:15 - 18:15	269	+	230	=	499	203	137	No
14:15 - 15:15	272	+	188	=	460	263	131	No

