

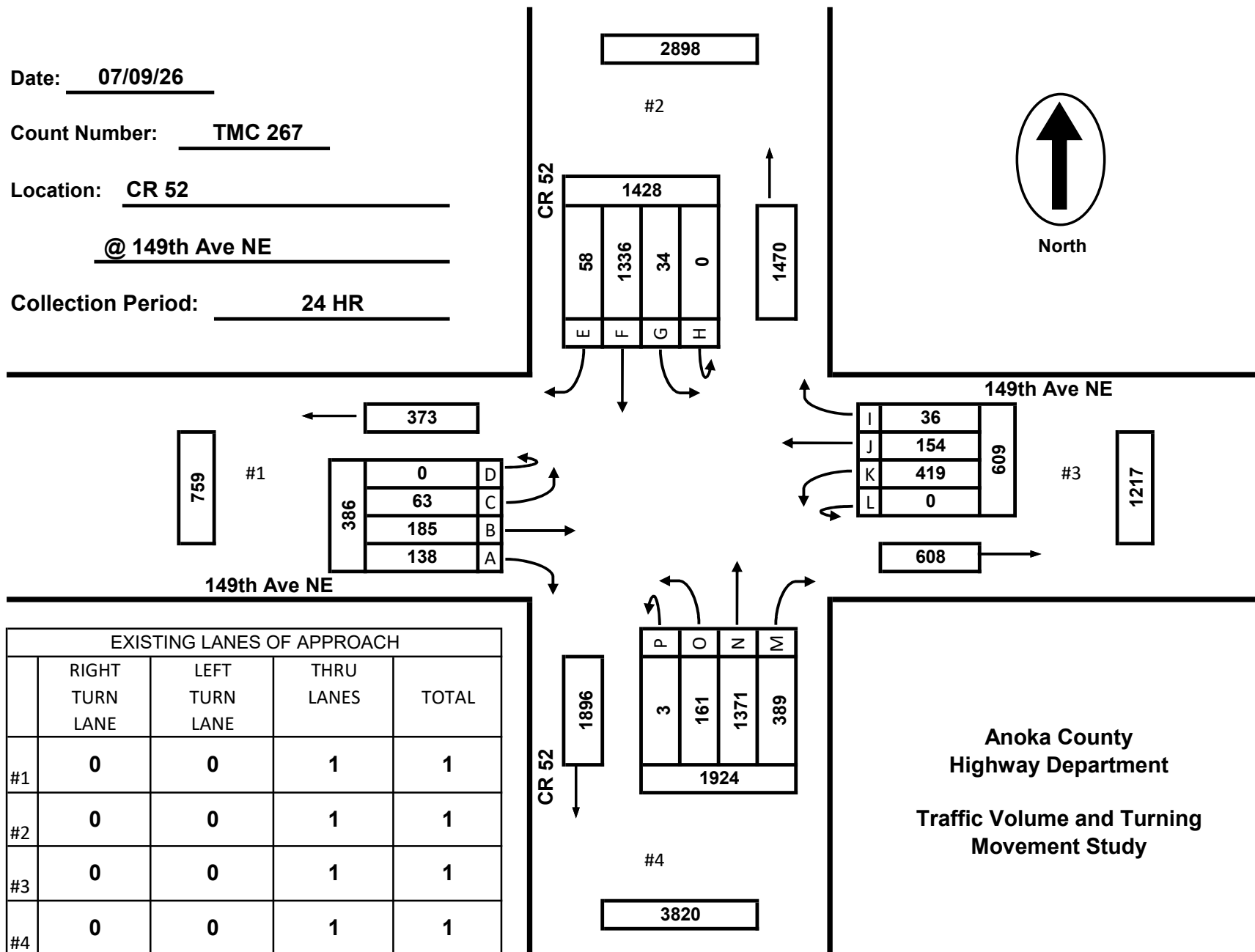
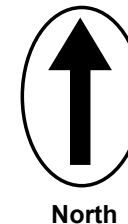
Date: 07/09/26

Count Number: TMC 267

Location: CR 52

@ 149th Ave NE

Collection Period: 24 HR



Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

Date: 07/09/26

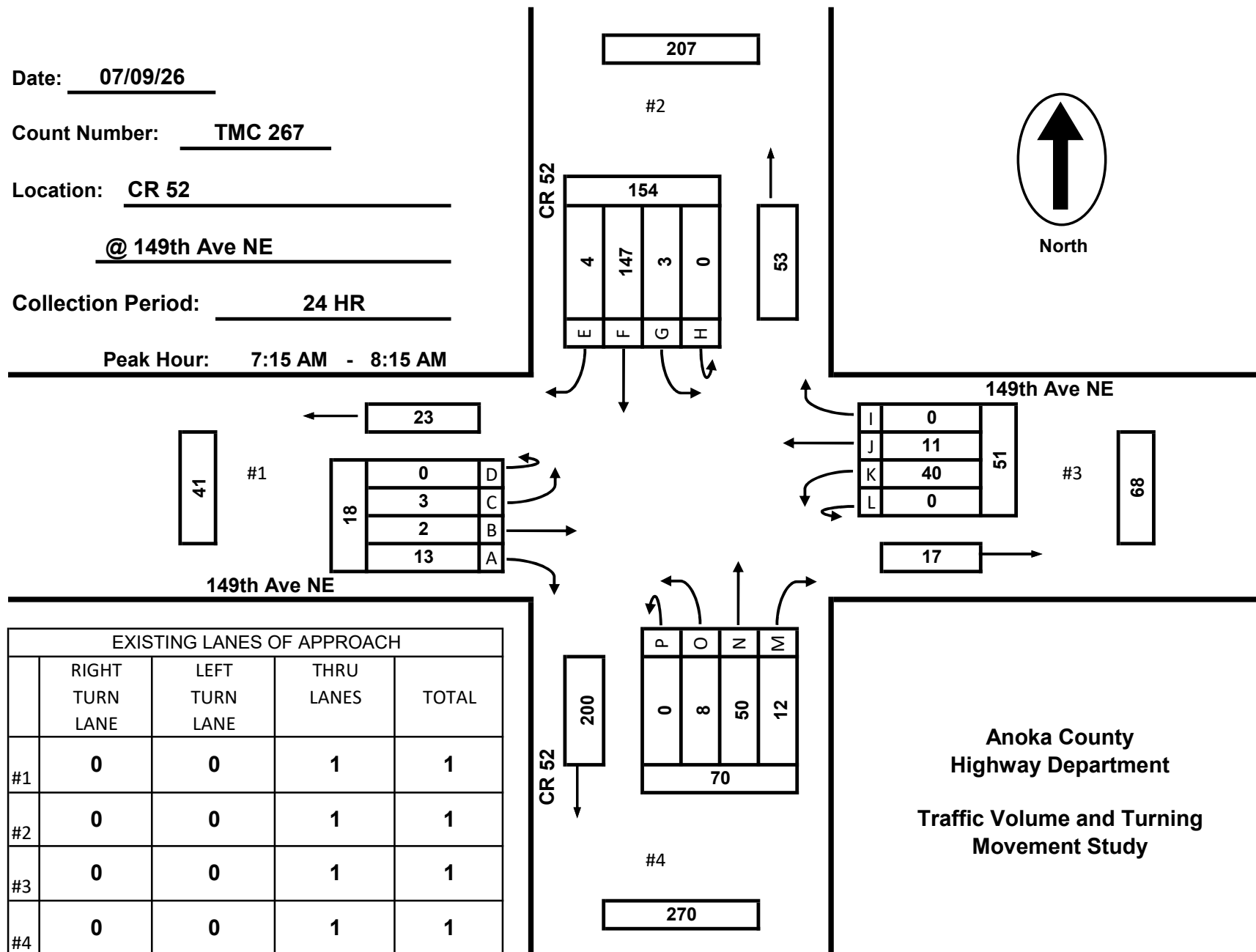
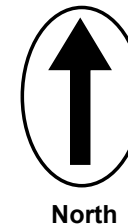
Count Number: TMC 267

Location: CR 52

@ 149th Ave NE

Collection Period: 24 HR

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



Date: 07/09/26

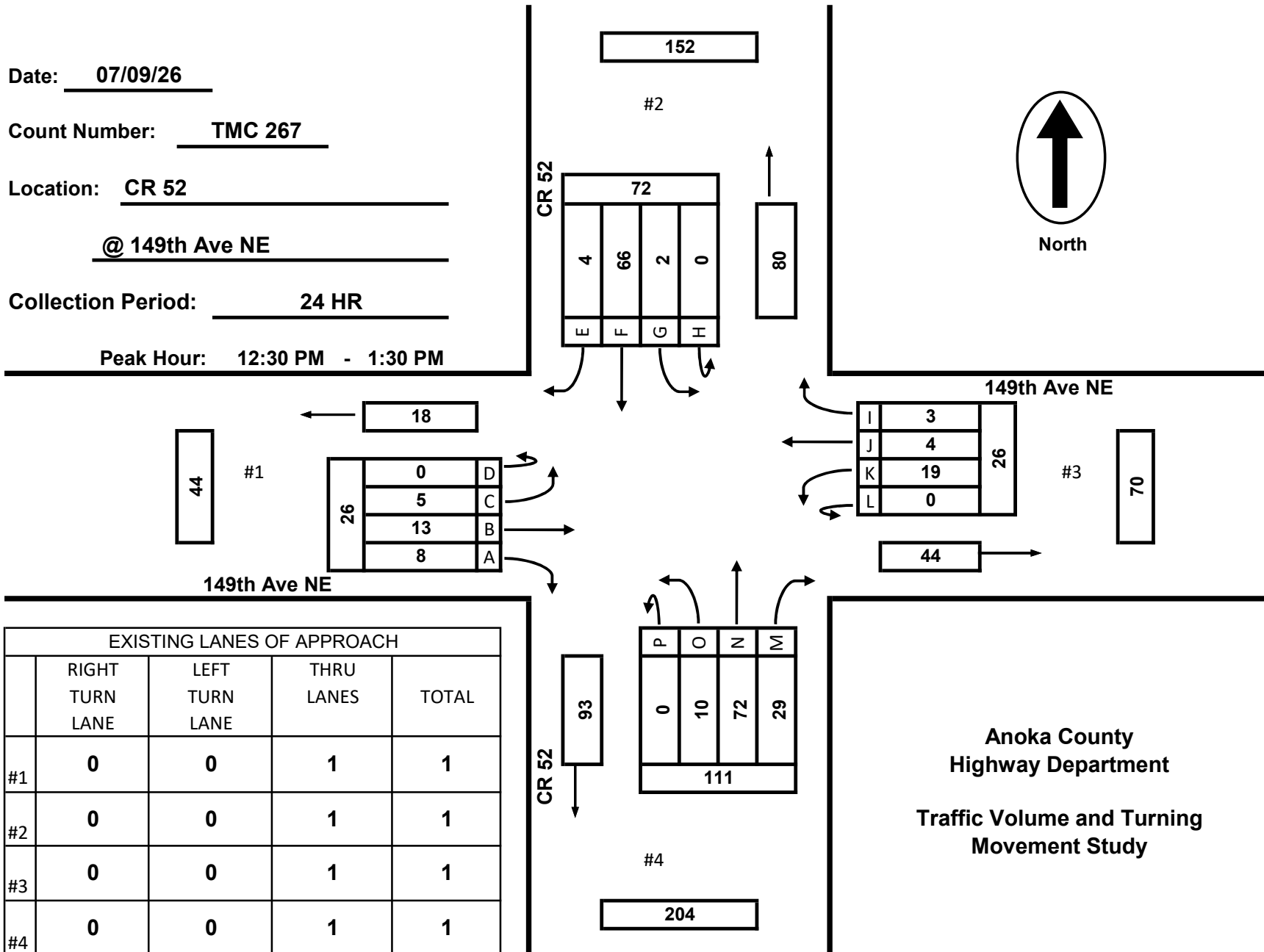
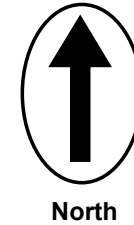
Count Number: TMC 267

Location: CR 52

@ 149th Ave NE

Collection Period: 24 HR

Peak Hour: 12:30 PM - 1:30 PM



Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

Date: 07/09/26

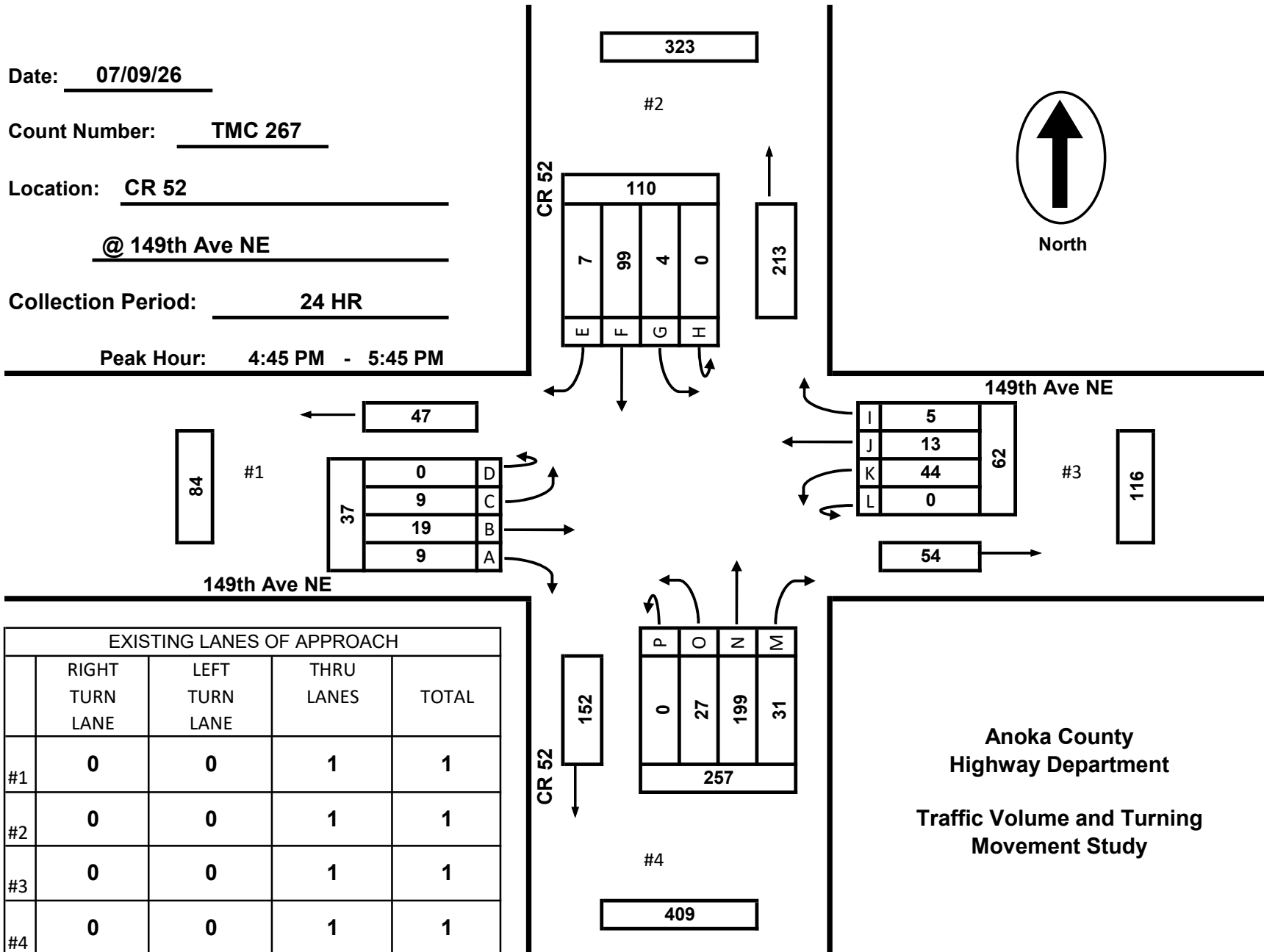
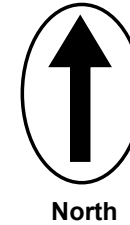
Count Number: TMC 267

Location: CR 52

@ 149th Ave NE

Collection Period: 24 HR

Peak Hour: 4:45 PM - 5:45 PM



Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

TMC 2670 - CR 52 @ 149th Ave NE
Ham Lake MN
Thursday, July 9, 2026

Time	Southbound CR 52						Westbound 149th Ave NE						Northbound CR 52						Eastbound 149th Ave NE						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	0	0	1	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	5
12:15 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	1
12:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	2	0	0	0	0	0	0	3
12:45 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	1
Hourly Total	0	0	2	0	0	2	0	0	2	0	0	2	0	0	4	2	0	6	0	0	0	0	0	0	10
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
1:15 AM	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Hourly Total	0	0	0	1	0	1	0	0	0	1	0	1	0	0	2	0	0	2	0	0	0	0	0	0	4
2:00 AM	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
2:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	2
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Hourly Total	0	0	1	0	0	1	0	1	0	1	0	2	0	0	2	1	0	3	0	0	0	0	0	0	6
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
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
3:30 AM	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
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Hourly Total	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	2	0	2	6
4:00 AM	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
4:15 AM	0	0	3	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4
4:30 AM	0	0	4	0	0	4	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
4:45 AM	0	0	11	0	0	11	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	13
Hourly Total	0	0	19	0	0	19	0	4	0	0	0	4	0	0	2	0	0	2	0	0	0	0	0	0	25
5:00 AM	0	0	8	1	0	9	0	4	0	0	0	4	0	1	2	0	0	3	0	2	0	0	0	2	18
5:15 AM	0	0	8	0	0	8	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	1	0	1	14
5:30 AM	0	0	17	0	1	17	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	21
5:45 AM	0	0	23	0	0	23	0	6	1	0	0	7	0	0	4	2	0	6	0	0	2	3	0	5	41
Hourly Total	0	0	56	1	1	57	0	18	2	0	0	20	0	1	6	2	0	9	0	2	2	4	0	8	94
6:00 AM	0	0	25	0	0	25	0	5	0	0	0	5	0	0	6	0	0	6	0	0	0	1	0	1	37
6:15 AM	0	0	24	0	0	24	0	4	2	0	0	6	0	3	3	0	0	6	0	0	0	2	0	2	38
6:30 AM	0	2	37	1	0	40	0	8	2	0	0	10	0	0	7	2	0	9	0	0	0	4	0	4	63
6:45 AM	0	1	34	0	0	35	0	7	2	0	0	9	0	0	8	2	1	10	0	0	0	2	0	2	56
Hourly Total	0	3	120	1	0	124	0	24	6	0	0	30	0	3	24	4	1	31	0	0	0	9	0	9	194
7:00 AM	0	0	40	0	0	40	0	7	1	0	0	8	0	1	9	5	0	15	0	0	2	1	0	3	66
7:15 AM	0	2	45	2	0	49	0	12	3	0	0	15	0	2	10	4	0	16	0	1	1	3	0	5	85
7:30 AM	0	0	36	0	0	36	0	9	3	0	0	12	0	2	9	1	0	12	0	0	0	5	0	5	65
7:45 AM	0	0	42	1	0	43	0	6	2	0	0	8	0	1	11	3	0	15	0	1	0	2	0	3	69
Hourly Total	0	2	163	3	0	168	0	34	9	0	0	43	0	6	39	13	0	58	0	2	3	11	0	16	285

**TMC 2670 - CR 52 @ 149th Ave NE
Ham Lake MN
Thursday, July 9, 2026**

Time	Southbound CR 52						Westbound 149th Ave NE						Northbound CR 52						Eastbound 149th Ave NE						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	1	24	1	1	26	0	13	3	0	0	16	0	3	20	4	0	27	0	1	1	3	0	5	74
8:15 AM	0	1	26	2	0	29	0	7	3	0	0	10	0	3	11	1	1	15	0	0	2	3	0	5	59
8:30 AM	0	1	26	0	0	27	0	10	3	1	0	14	0	0	9	3	0	12	0	1	0	2	0	3	56
8:45 AM	0	0	19	0	0	19	0	5	0	2	0	7	0	2	6	2	0	10	0	0	3	1	0	4	40
Hourly Total	0	3	95	3	1	101	0	35	9	3	0	47	0	8	46	10	1	64	0	2	6	9	0	17	229
9:00 AM	0	0	11	2	0	13	0	6	1	1	0	8	0	1	12	2	0	15	0	0	1	3	0	4	40
9:15 AM	0	0	19	1	0	20	0	9	1	0	0	10	0	2	18	3	0	23	0	2	4	2	0	8	61
9:30 AM	0	0	25	0	0	25	0	6	1	0	0	7	0	2	13	4	0	19	0	3	1	2	0	6	57
9:45 AM	0	1	27	1	0	29	0	11	5	1	0	17	0	1	10	3	1	14	0	1	9	2	0	12	72
Hourly Total	0	1	82	4	0	87	0	32	8	2	0	42	0	6	53	12	1	71	0	6	15	9	0	30	230
10:00 AM	0	0	6	2	0	8	0	5	7	0	0	12	0	1	6	5	0	12	0	1	2	1	0	4	36
10:15 AM	0	1	18	1	1	20	0	3	1	0	0	4	0	1	15	4	0	20	0	1	0	1	0	2	46
10:30 AM	0	1	22	0	0	23	0	4	2	1	0	7	0	0	14	7	1	21	0	0	3	2	0	5	56
10:45 AM	0	2	15	1	0	18	0	4	0	1	0	5	0	0	17	4	0	21	0	2	4	2	0	8	59
Hourly Total	0	4	61	4	1	69	0	16	10	2	0	28	0	2	52	20	1	74	0	4	9	6	0	19	190
11:00 AM	0	0	19	1	0	20	0	9	3	0	0	12	0	2	19	5	0	26	0	1	0	1	0	2	60
11:15 AM	0	0	26	0	0	26	0	3	3	2	0	8	0	1	13	4	0	18	0	0	3	0	0	3	55
11:30 AM	0	0	11	0	0	11	0	6	0	0	0	6	0	1	20	2	0	23	0	2	2	1	0	5	45
11:45 AM	0	1	21	1	0	23	0	8	8	0	0	16	1	1	21	8	0	31	0	0	2	1	0	3	73
Hourly Total	0	1	77	2	0	80	0	26	14	2	0	42	1	5	73	19	0	98	0	3	7	3	0	13	233
12:00 PM	0	0	12	2	0	14	0	3	2	0	0	5	0	0	10	4	0	14	0	0	4	0	0	4	37
12:15 PM	0	3	16	0	0	19	0	3	1	0	0	4	0	0	15	7	0	22	0	2	1	0	0	3	48
12:30 PM	0	2	22	0	0	24	0	6	0	0	0	6	0	2	19	7	0	28	0	1	3	2	0	6	64
12:45 PM	0	0	15	1	0	16	0	5	1	2	0	8	0	2	18	12	0	32	0	0	3	2	0	5	61
Hourly Total	0	5	65	3	0	73	0	17	4	2	0	23	0	4	62	30	0	96	0	3	11	4	0	18	210
1:00 PM	0	0	17	0	0	17	0	2	2	0	0	4	0	3	19	7	0	29	0	2	5	2	0	9	59
1:15 PM	0	0	12	3	0	15	0	6	1	1	0	8	0	3	16	3	0	22	0	2	2	2	0	6	51
1:30 PM	0	0	19	1	1	20	0	9	3	0	0	12	0	0	19	8	0	27	0	1	2	1	0	4	63
1:45 PM	0	1	12	3	2	16	0	3	4	0	0	7	0	2	19	6	0	27	0	0	1	1	0	2	52
Hourly Total	0	1	60	7	3	68	0	20	10	1	0	31	0	8	73	24	0	105	0	5	10	6	0	21	225
2:00 PM	0	1	13	2	1	16	0	7	4	1	0	12	0	4	22	7	0	33	0	0	4	1	0	5	66
2:15 PM	0	0	13	1	0	14	0	5	1	0	0	6	0	6	26	11	2	43	0	1	0	1	0	2	65
2:30 PM	0	1	15	1	0	17	0	7	5	1	0	13	1	4	20	7	0	32	0	1	10	0	0	11	73
2:45 PM	0	0	7	0	0	7	0	4	3	0	0	7	1	3	35	7	0	46	0	1	2	1	0	4	64
Hourly Total	0	2	48	4	1	54	0	23	13	2	0	38	2	17	103	32	2	154	0	3	16	3	0	22	268
3:00 PM	0	3	18	0	0	21	0	2	2	1	0	5	0	1	32	5	0	38	0	2	6	2	0	10	74
3:15 PM	0	0	20	3	0	23	0	3	4	1	0	8	0	1	31	7	0	39	0	0	6	2	0	8	78
3:30 PM	0	0	18	1	0	19	0	2	5	1	0	8	0	2	42	3	0	47	0	4	3	3	0	10	84
3:45 PM	0	0	23	2	0	25	0	6	1	0	0	7	0	6	44	13	0	63	0	1	8	5	0	14	109
Hourly Total	0	3	79	6	0	88	0	13	12	3	0	28	0	10	149	28	0	187	0	7	23	12	0	42	345

TMC 2670 - CR 52 @ 149th Ave NE
Ham Lake MN
Thursday, July 9, 2026

Time	Southbound CR 52						Westbound 149th Ave NE						Northbound CR 52						Eastbound 149th Ave NE						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:00 PM	0	0	17	2	0	19	0	5	4	1	0	10	0	4	38	7	0	49	0	2	4	1	0	7	85
4:15 PM	0	0	27	0	0	27	0	12	3	0	0	15	0	4	45	13	0	62	0	5	2	4	0	11	115
4:30 PM	0	0	31	1	0	32	0	3	1	1	0	5	0	9	50	7	0	66	0	0	5	2	0	7	110
4:45 PM	0	2	18	1	0	21	0	11	2	2	0	15	0	14	49	6	0	69	0	2	1	2	0	5	110
Hourly Total	0	2	93	4	0	99	0	31	10	4	0	45	0	31	182	33	0	246	0	9	12	9	0	30	420
5:00 PM	0	1	28	1	0	30	0	9	2	0	0	11	0	3	57	9	0	69	0	0	6	3	0	9	119
5:15 PM	0	0	23	3	0	26	0	12	5	2	0	19	0	6	45	10	0	61	0	4	6	2	0	12	118
5:30 PM	0	1	30	2	0	33	0	12	4	1	0	17	0	4	48	6	0	58	0	3	6	2	0	11	119
5:45 PM	0	0	16	0	0	16	0	5	2	1	0	8	0	4	26	8	0	38	0	0	4	3	0	7	69
Hourly Total	0	2	97	6	0	105	0	38	13	4	0	55	0	17	176	33	0	226	0	7	22	10	0	39	425
6:00 PM	0	0	22	1	0	23	0	4	3	0	0	7	0	7	34	12	0	53	0	1	4	7	0	12	95
6:15 PM	0	1	23	0	0	24	0	10	3	0	0	13	0	1	28	4	0	33	0	2	5	2	0	9	79
6:30 PM	0	0	13	3	0	16	0	11	0	2	0	13	0	5	22	13	0	40	0	0	3	0	0	3	72
6:45 PM	0	0	11	1	0	12	0	10	2	1	0	13	0	3	17	4	0	24	0	1	7	3	0	11	60
Hourly Total	0	1	69	5	0	75	0	35	8	3	0	46	0	16	101	33	0	150	0	4	19	12	0	35	306
7:00 PM	0	2	14	0	0	16	0	11	1	0	0	12	0	1	21	9	0	31	0	2	2	2	0	6	65
7:15 PM	0	0	15	0	0	15	0	3	2	0	0	5	0	0	25	6	0	31	0	0	2	4	0	6	57
7:30 PM	0	0	10	1	0	11	0	3	1	0	0	4	0	4	19	3	0	26	0	1	4	3	0	8	49
7:45 PM	0	0	8	0	0	8	0	5	4	0	0	9	0	3	17	7	0	27	0	0	0	4	0	4	48
Hourly Total	0	2	47	1	0	50	0	22	8	0	0	30	0	8	82	25	0	115	0	3	8	13	0	24	219
8:00 PM	0	0	11	0	0	11	0	2	2	1	0	5	0	4	16	7	0	27	0	1	4	2	0	7	50
8:15 PM	0	0	15	1	0	16	0	4	2	0	0	6	0	3	11	9	0	23	0	0	2	3	0	5	50
8:30 PM	0	0	10	0	0	10	0	0	0	2	0	2	0	4	16	7	0	27	0	0	6	3	0	9	48
8:45 PM	0	0	19	1	0	20	0	4	2	1	0	7	0	3	15	11	0	29	0	1	2	3	0	6	62
Hourly Total	0	0	55	2	0	57	0	10	6	4	0	20	0	14	58	34	0	106	0	2	14	11	0	27	210
9:00 PM	0	1	5	0	0	6	0	4	0	0	0	4	0	1	16	6	0	23	0	0	1	1	0	2	35
9:15 PM	0	1	12	0	0	13	0	2	1	0	0	3	0	1	18	7	0	26	0	0	1	0	0	1	43
9:30 PM	0	0	5	1	0	6	0	4	0	0	0	4	0	0	8	5	0	13	0	0	0	2	0	2	25
9:45 PM	0	0	3	0	0	3	0	3	2	0	0	5	0	0	10	2	0	12	0	0	3	1	0	4	24
Hourly Total	0	2	25	1	0	28	0	13	3	0	0	16	0	2	52	20	0	74	0	0	5	4	0	9	127
10:00 PM	0	0	4	0	0	4	0	0	1	0	0	1	0	0	8	4	0	12	0	0	2	0	0	2	19
10:15 PM	0	0	3	0	0	3	0	1	1	0	0	2	0	1	3	2	0	6	0	1	0	0	0	1	12
10:30 PM	0	0	3	0	0	3	0	1	3	2	0	6	0	0	2	3	0	5	0	0	0	1	0	1	15
10:45 PM	0	0	4	0	0	4	0	0	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	9
Hourly Total	0	0	14	0	0	14	0	2	5	2	0	9	0	1	15	12	0	28	0	1	2	1	0	4	55
11:00 PM	0	0	3	0	0	3	0	1	0	0	0	1	0	1	5	0	0	6	0	0	0	0	0	0	10
11:15 PM	0	0	2	0	0	2	0	0	1	0	0	1	0	0	5	2	0	7	0	0	0	0	0	0	10
11:30 PM	0	0	1	0	0	1	0	2	1	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	5
11:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	3	0	0	3	0	0	1	0	0	1	6
Hourly Total	0	0	6	0	0	6	0	5	2	0	0	7	0	2	13	2	0	17	0	0	1	0	0	1	31
DAILY TOTAL	0	34	1336	58	7	1428	0	419	154	36	0	609	3	161	1371	389	6	1924	0	63	185	138	0	386	4347
Cars	0	33	1325	58	4	1416	0	419	149	36	0	604	3	159	1353	385	6	1900	0	63	180	136	0	379	4299
Heavy Vehicles	0	1	11	0	3	12	0	0	5	0	0	5	0	2	18	4	0	24	0	0	5	2	0	7	48
Heavy Vehicle %	0.00%	2.94%	0.82%	0.00%	42.86%	0.84%	0.00%	0.00%	3.25%	0.00%	0.00%	0.82%	0.00%	1.24%	1.31%	1.03%	0.00%	1.25%	0.00%	0.00%	2.70%	1.45%	0.00%	1.81%	1.10%

TMC 2670 - CR 52 @ 149th Ave NE
Ham Lake MN
Thursday, July 9, 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	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
7:15 AM	0	2	45	2	0	49	0	12	3	0	0	15	0	2	10	4	0	16	0	1	1	3	0	5	85
7:30 AM	0	0	36	0	0	36	0	9	3	0	0	12	0	2	9	1	0	12	0	0	0	5	0	5	65
7:45 AM	0	0	42	1	0	43	0	6	2	0	0	8	0	1	11	3	0	15	0	1	0	2	0	3	69
8:00 AM	0	1	24	1	1	26	0	13	3	0	0	16	0	3	20	4	0	27	0	1	1	3	0	5	74
Peak Hour Total	0	3	147	4	1	154	0	40	11	0	0	51	0	8	50	12	0	70	0	3	2	13	0	18	293
Peak Hour Heavy Vehicles	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5
Peak Hour Heavy Vehicles %	0.00%	0.00%	2.72%	0.00%	0.00%	2.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.00%	0.00%	0.00%	1.43%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.71%
PHF	0.000	0.375	0.817	0.500	0.250	0.786	0.000	0.769	0.000	0.000	0.000	0.797	0.000	0.667	0.625	0.750	0.000	0.648	0.000	0.750	0.500	0.650	0.000	0.900	0.862

Mid Peak Hour (10:00 - 14:00)

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
12:30 PM	0	2	22	0	0	24	0	6	0	0	0	6	0	2	19	7	0	28	0	1	3	2	0	6	64
12:45 PM	0	0	15	1	0	16	0	5	1	2	0	8	0	2	18	12	0	32	0	0	3	2	0	5	61
1:00 PM	0	0	17	0	0	17	0	2	2	0	0	4	0	3	19	7	0	29	0	2	5	2	0	9	59
1:15 PM	0	0	12	3	0	15	0	6	1	1	0	8	0	3	16	3	0	22	0	2	2	2	0	6	51
Peak Hour Total	0	2	66	4	0	72	0	19	4	3	0	26	0	10	72	29	0	111	0	5	13	8	0	26	235
Peak Hour Heavy Vehicles	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	4
Peak Hour Heavy Vehicles %	0.00%	0.00%	1.52%	0.00%	0.00%	1.39%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.78%	3.45%	0.00%	2.70%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.70%
PHF	0.000	0.250	0.750	0.333	0.000	0.750	0.000	0.792	0.500	0.375	0.000	0.813	0.000	0.833	0.947	0.604	0.000	0.867	0.000	0.625	0.650	1.000	0.000	0.722	0.918

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

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<i>Vehicle Approach Total</i>	
4:45 PM	0	2	18	1	0	21	0	11	2	2	0	15	0	14	49	6	0	69	0	2	1	2	0	5	110
5:00 PM	0	1	28	1	0	30	0	9	2	0	0	11	0	3	57	9	0	69	0	0	6	3	0	9	119
5:15 PM	0	0	23	3	0	26	0	12	5	2	0	19	0	6	45	10	0	61	0	4	6	2	0	12	118
5:30 PM	0	1	30	2	0	33	0	12	4	1	0	17	0	4	48	6	0	58	0	3	6	2	0	11	119
Peak Hour Total	0	4	99	7	0	110	0	44	13	5	0	62	0	27	199	31	0	257	0	9	19	9	0	37	466
Peak Hour Heavy Vehicles	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
Peak Hour Heavy Vehicles %	0.00%	0.00%	1.01%	0.00%	0.00%	0.91%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.51%	0.00%	0.00%	1.17%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.86%
PHF	0.000	0.500	0.825	0.583	0.000	0.833	0.000	0.917	0.650	0.625	0.000	0.816	0.000	0.482	0.873	0.775	0.000	0.931	0.000	0.563	0.792	0.750	0.000	0.771	0.979

Total Vehicles On Leg			2898		
Vehicles Entering Intersection 1428			Vehicles Exiting Intersection 1470		
Southbound					
Cars	58	1325	33	0	4
Heavy	0	11	1	0	3
Total	58	1336	34	0	7

Total Vehicles on Leg 759	Vehicles Entering Intersection 386	Eastbound	Cars	Heavy	Total
			0	0	0
			0	0	0
	Vehicles Exiting Intersection 373		63	0	63
			180	5	185
			136	2	138

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection 609	Total Vehicles on Leg 1217
36	0	36			
149	5	154			
419	0	419			
0	0	0			
0	0	0			
				Vehicles Exiting Intersection 608	

Northbound					
Cars	6	3	159	1353	385
Heavy	0	0	2	18	4
Total	6	3	161	1371	389
Vehicles Entering Intersection			Vehicles Exiting Intersection		
1924			1896		
Total Vehicles On Leg			3820		

TMC 2670 - CR 52 @ 149th Ave NE
Ham Lake MN
Thursday, July 9, 2026

Time	Southbound Heavy CR 52						Westbound Heavy 149th Ave NE						Northbound Heavy CR 52						Eastbound Heavy 149th Ave NE						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	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
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
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
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
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	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
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
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
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	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
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
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
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
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
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	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	0	0	0	0	0	0	0	0	0	0	1
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
6:15 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
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
7:00 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	1
7:15 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
7:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4

TMC 2670 - CR 52 @ 149th Ave NE
Ham Lake MN
Thursday, July 9, 2026

Time	Southbound Heavy CR 52						Westbound Heavy 149th Ave NE						Northbound Heavy CR 52						Eastbound Heavy 149th Ave NE						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	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 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
8:30 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
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly 'Heavy Vehicles'	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	2
9:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	2
9:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	0	1	0	0	1	0	1	2	0	0	3	0	0	2	1	0	3	8
10:00 AM	0	0	1	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
10:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	1	3
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	1	2	0	0	3	0	0	2	0	0	2	0	0	2	1	0	3	0	0	1	0	0	1	9
11:00 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
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
11:30 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
11:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	2
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	0	1	3
12:00 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
12:15 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
12:30 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
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3
1:00 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
1:15 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
1:30 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
1:45 PM	0	0	0	0	2	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	2	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
2:00 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	1
2:15 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
2:30 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
2:45 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
Hourly 'Heavy Vehicles'	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	0	1	3
3:00 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
3:15 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
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	2
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	1	0	1	5

TMC 2670 - CR 52 @ 149th Ave NE
Ham Lake MN
Thursday, July 9, 2026

	Southbound Heavy CR 52						Westbound Heavy 149th Ave NE						Northbound Heavy CR 52						Eastbound Heavy 149th Ave NE						VEHICLE 'Heavy Vehicles'	
Time	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	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
4:15 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
4:30 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	1
4:45 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	1
Hourly 'Heavy Vehicles'	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	3
5:00 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	1
5:15 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	1
5:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 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
Hourly 'Heavy Vehicles'	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3
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	0
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 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
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
7:00 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
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	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
8:00 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
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	0	0	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	0	0	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	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
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
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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
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
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
10:30 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	0	1
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1
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
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
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	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	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
DAILY 'Heavy Vehicles'	0	1	11	0	3	12	0	0	5	0	0	5	0	2	18	4	0	24	0	0	5	2	0	7		48

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2670

Study Date : 07/20/2026

Signal Warrants - Summary

Major Street Approaches

Northbound: CR 52

Number of Lanes : 1

Total Approach Volume: 8,386

Southbound: CR 52

Number of Lanes : 1

Total Approach Volume: 6,754

Minor Street Approaches

Eastbound: 149th Ave

Number of Lanes : 1

Total Approach Volume: 393

Westbound: 149th Ave

Number of Lanes : 1

Total Approach Volume: 2,117

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 17 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 18 hours, 8 are needed

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

Number of hours (14) volumes exceed minimum >= minimum required (4).

Warrant 3 - Peak Hour.....Satisfied

Warrant 3A - Peak Hour Delay.....Not Satisfied

Approach volumes on minor street don't exceed minimums for any one hour period. Delay data not evaluated.

Warrant 3B - Peak Hour Volumes.....Satisfied

Volumes exceed minimums for at least one hour period.

Warrant 4 - Pedestrian Volumes.....Not Evaluated

Warrant 5 - School Crossing.....Not Evaluated

Warrant 6 - Coordinated Signal System.....Not Evaluated

Warrant 7 - Crash Experience.....Not Evaluated

Warrant 8 - Roadway Network.....Not Evaluated

Warrant 9 - Intersection Near a Grade Crossing.....Not Evaluated

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2670

Study Date : 07/20/2026

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 = **Mixed**

Volume Requirements

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

Veh/Hr Minor = **63 84**

Major Road						Minor Road			
CR 52						149th Ave			
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?	
16:00 - 17:00	1154	+	388	=	1542	33	133	Yes	
17:00 - 18:00	962	+	381	=	1343	39	148	Yes	
15:00 - 16:00	918	+	352	=	1270	42	113	Yes	
14:00 - 15:00	712	+	308	=	1020	23	123	Yes	
07:00 - 08:00	233	+	733	=	966	16	205	Yes	
18:00 - 19:00	614	+	349	=	963	35	109	Yes	
06:00 - 07:00	149	+	744	=	893	10	181	Yes	
13:00 - 14:00	487	+	337	=	824	21	103	Yes	
11:00 - 12:00	426	+	360	=	786	13	111	Yes	
08:00 - 09:00	255	+	515	=	770	17	155	Yes	
12:00 - 13:00	410	+	334	=	744	18	89	Yes	
09:00 - 10:00	285	+	396	=	681	30	130	Yes	
10:00 - 11:00	293	+	357	=	650	20	94	Yes	
05:00 - 06:00	55	+	418	=	473	8	115	Yes	
19:00 - 20:00	436	+	205	=	641	24	73	No	
19:15 - 20:15	417	+	193	=	610	25	62	No	
19:30 - 20:30	391	+	177	=	568	24	71	No	
20:00 - 21:00	394	+	166	=	560	28	74	No	
19:45 - 20:45	400	+	157	=	557	26	80	No	
20:15 - 21:15	356	+	157	=	513	23	69	No	
20:30 - 21:30	333	+	145	=	478	19	60	No	
20:45 - 21:45	286	+	120	=	406	11	59	No	
04:45 - 05:45	33	+	355	=	388	3	82	No	
21:00 - 22:00	247	+	90	=	337	9	55	No	
04:30 - 05:30	27		303		330	3	60	No	

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2670

Study Date : 07/20/2026

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

17 one hour periods meet minimums.
Warrant IS met.

Site Data Required

Rural Settings Apply = **True**
Number of Major Lanes = **1**
Number of Minor Lanes = **Mixed**

Volume Requirements

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

Veh/Hr Minor = **31 42**

Major Road						Minor Road			
CR 52						149th Ave			
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?	
16:30 - 17:30	1124	+	399	=	1523	33	144	Yes	
15:30 - 16:30	1054	+	367	=	1421	45	128	Yes	
17:30 - 18:30	813	+	386	=	1199	39	116	Yes	
14:30 - 15:30	787	+	325	=	1112	34	119	Yes	
06:30 - 07:30	194	+	765	=	959	15	186	Yes	
13:30 - 14:30	583	+	325	=	908	13	122	Yes	
07:30 - 08:30	259	+	615	=	874	18	196	Yes	
12:30 - 13:30	478	+	332	=	810	26	85	Yes	
18:30 - 19:30	498	+	250	=	748	26	99	Yes	
11:30 - 12:30	396	+	350	=	746	15	105	Yes	
05:30 - 06:30	95	+	606	=	701	8	157	Yes	
08:30 - 09:30	265	+	434	=	699	19	140	Yes	
10:30 - 11:30	352	+	345	=	697	18	99	Yes	
09:30 - 10:30	289	+	394	=	683	25	115	Yes	
19:30 - 20:30	391	+	177	=	568	24	71	Yes	
20:30 - 21:30	333	+	145	=	478	19	60	Yes	
04:30 - 05:30	27	+	303	=	330	3	60	Yes	
21:30 - 22:30	194	+	68	=	262	9	49	No	
04:15 - 05:15	30	+	222	=	252	2	48	No	
21:45 - 22:45	169	+	64	=	233	8	39	No	
22:00 - 23:00	145	+	55	=	200	4	30	No	
04:00 - 05:00	24	+	162	=	186	0	36	No	
22:15 - 23:15	130	+	52	=	182	2	20	No	
22:30 - 23:30	111	+	42	=	153	1	17	No	
22:45 - 23:45	108		38		146	0	14	No	

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2670

Study Date : 07/20/2026

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.
18 hours meet 1B minimums.
Warrant IS met.

Site Data Required

Rural Settings Apply = **True**
Number of Major Lanes = **1**
Number of Minor Lanes = **Mixed**

Volume Requirements

Rural Factor of 70% applied
Warrant 1A 1B
Veh/Hr Major = **168 252**
Veh/Hr Minor EB = **50 25**
Veh/Hr Minor WB = **67 34**

Major Road						Minor Road				
CR 52						149th Ave				
Time	Major NB	+	Major SB	=	Total	Minor EB		Minor WB		Met1A?
15:45 - 16:45	1105	+	386	=	1491	42		128		Yes
16:45 - 17:45	1082	+	409	=	1491	37		153		Yes
14:45 - 15:45	839	+	331	=	1170	33		116		Yes
17:45 - 18:45	695	+	359	=	1054	31		109		Yes
06:45 - 07:45	211	+	760	=	971	15		196		Yes
13:45 - 14:45	651	+	305	=	956	20		121		Yes
12:45 - 13:45	474	+	348	=	822	24		99		Yes
05:45 - 06:45	126	+	695	=	821	13		181		Yes
07:45 - 08:45	260	+	556	=	816	16		174		Yes
11:45 - 12:45	420	+	340	=	760	16		97		Yes
10:45 - 11:45	382	+	347	=	729	18		98		Yes
09:45 - 10:45	295		393		688	24		111		Yes

Time	Major NB	+	Major SB	=	Total	Minor EB		Minor WB		Met1B?
16:15 - 17:15	1140	+	407	=	1547	35		131		Yes
15:15 - 16:15	982	+	349	=	1331	39		124		Yes
17:15 - 18:15	880	+	370	=	1250	42		139		Yes
14:15 - 15:15	755	+	318	=	1073	28		117		Yes
07:15 - 08:15	255	+	686	=	941	18		214		Yes
06:15 - 07:15	169	+	767	=	936	12		183		Yes
18:15 - 19:15	567	+	308	=	875	29		111		Yes
13:15 - 14:15	536	+	336	=	872	17		122		Yes
12:15 - 13:15	442	+	345	=	787	23		77		Yes
11:15 - 12:15	410	+	335	=	745	15		107		Yes
08:15 - 09:15	265	+	470	=	735	16		143		Yes
10:15 - 11:15	333		370		703	18		96		Yes

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2670

Study Date : 07/20/2026

Warrant 2 - Four Hour Volumes

Description

Intended for sites where the volume of intersecting traffic during any four hours of the day is the principal reason for consideration of a signal installation.

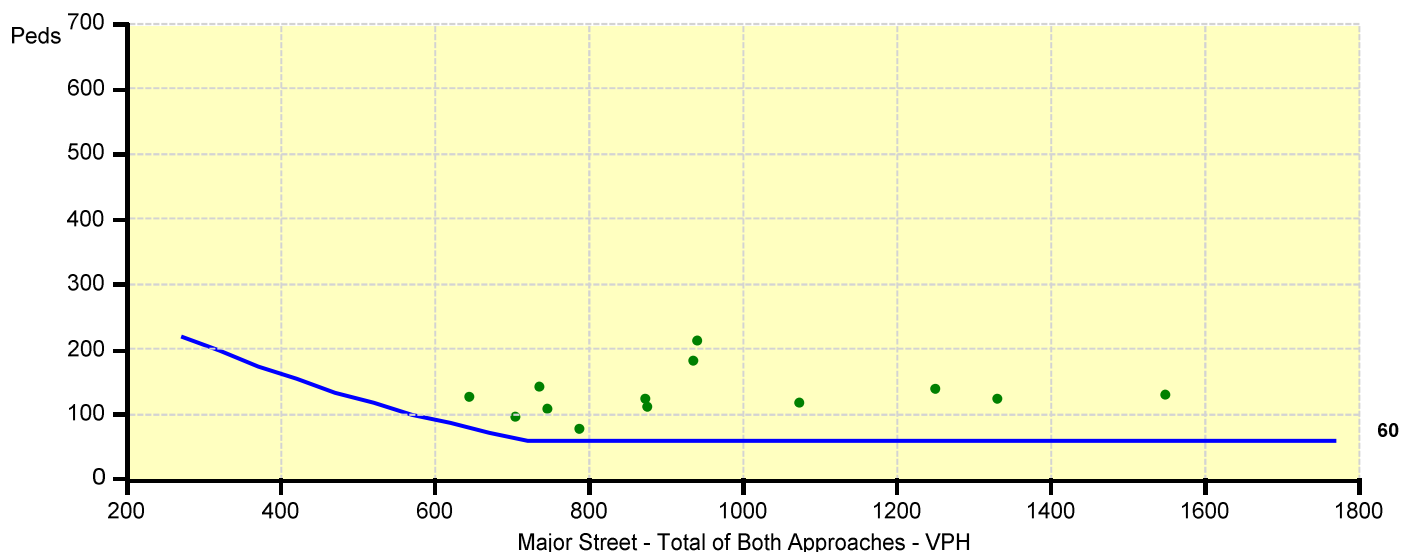
Summary

14 one hour periods meet minimums.
Warrant IS met.

Site Data Required

Rural Settings Apply = **True**
Number of Major Lanes = **1**
Number of Minor Lanes = **Mixed**

Major Road						Minor Road		
CR 52						149th Ave		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
16:15 - 17:15	1140	+	407	=	1547	35	131	Yes
15:15 - 16:15	982	+	349	=	1331	39	124	Yes
17:15 - 18:15	880	+	370	=	1250	42	139	Yes
14:15 - 15:15	755	+	318	=	1073	28	117	Yes
07:15 - 08:15	255	+	686	=	941	18	214	Yes
06:15 - 07:15	169	+	767	=	936	12	183	Yes
18:15 - 19:15	567	+	308	=	875	29	111	Yes
13:15 - 14:15	536	+	336	=	872	17	122	Yes
12:15 - 13:15	442	+	345	=	787	23	77	Yes
11:15 - 12:15	410	+	335	=	745	15	107	Yes
08:15 - 09:15	265	+	470	=	735	16	143	Yes
10:15 - 11:15	333		370		703	18	96	Yes



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2670

Study Date : 07/20/2026

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

33 one hour periods meet minimums.
Warrant IS met.

Site Data Required

Rural Settings Apply = **True**
Number of Major Lanes = **1**
Number of Minor Lanes = **Mixed**

Major Road						Minor Road			
CR 52						149th Ave			
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?	
16:15 - 17:15	1140	+	407	=	1547	35	131	Yes	
16:00 - 17:00	1154	+	388	=	1542	33	133	Yes	
16:30 - 17:30	1124	+	399	=	1523	33	144	Yes	
15:45 - 16:45	1105	+	386	=	1491	42	128	Yes	
16:45 - 17:45	1082	+	409	=	1491	37	153	Yes	
15:30 - 16:30	1054	+	367	=	1421	45	128	Yes	
17:00 - 18:00	962	+	381	=	1343	39	148	Yes	
15:15 - 16:15	982	+	349	=	1331	39	124	Yes	
15:00 - 16:00	918	+	352	=	1270	42	113	Yes	
17:15 - 18:15	880	+	370	=	1250	42	139	Yes	
17:30 - 18:30	813	+	386	=	1199	39	116	Yes	
14:45 - 15:45	839		331		1170	33	116	Yes	

