

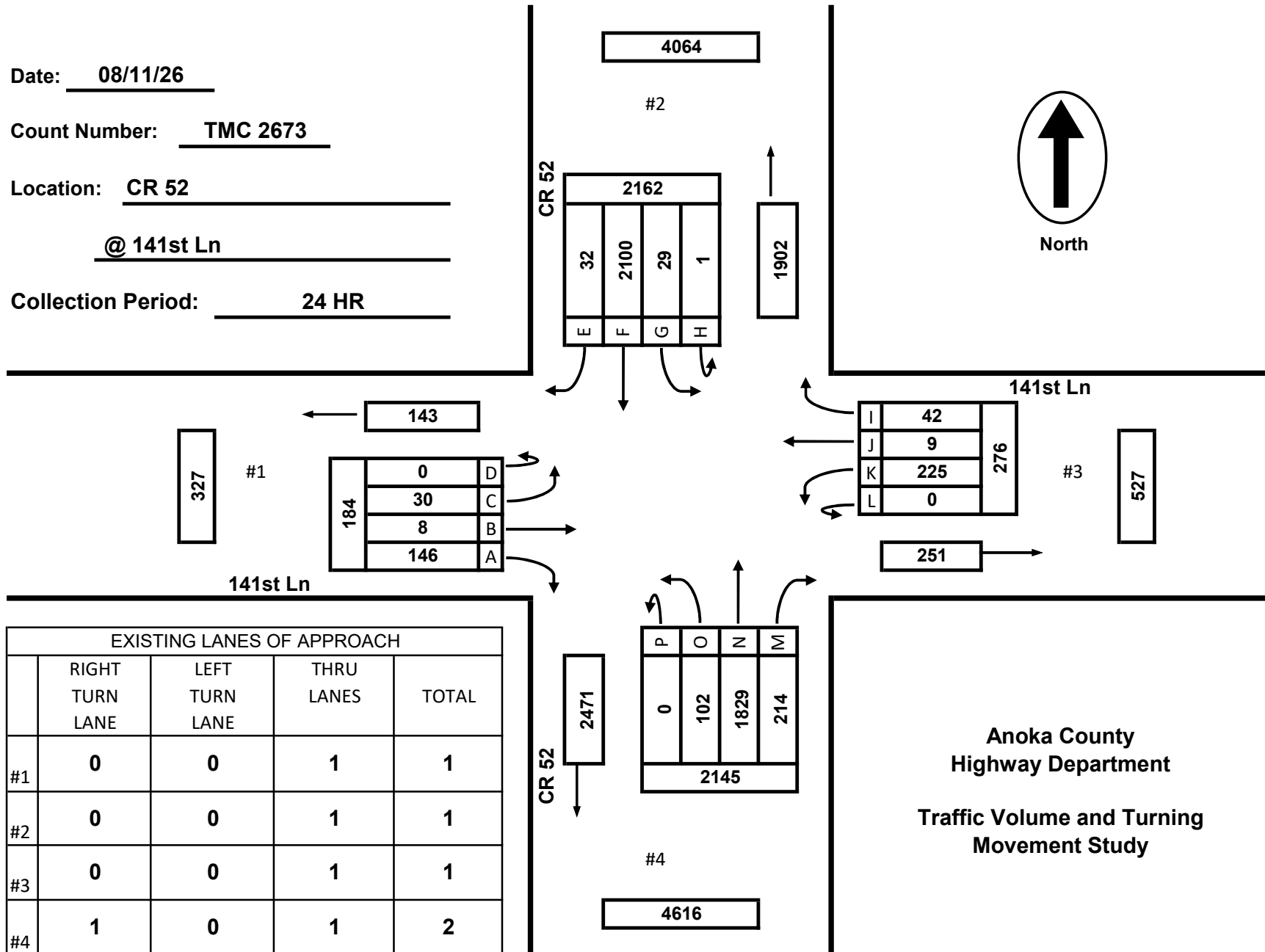
Date: 08/11/26

Count Number: TMC 2673

Location: CR 52

@ 141st Ln

Collection Period: 24 HR



Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

Date: 08/11/26

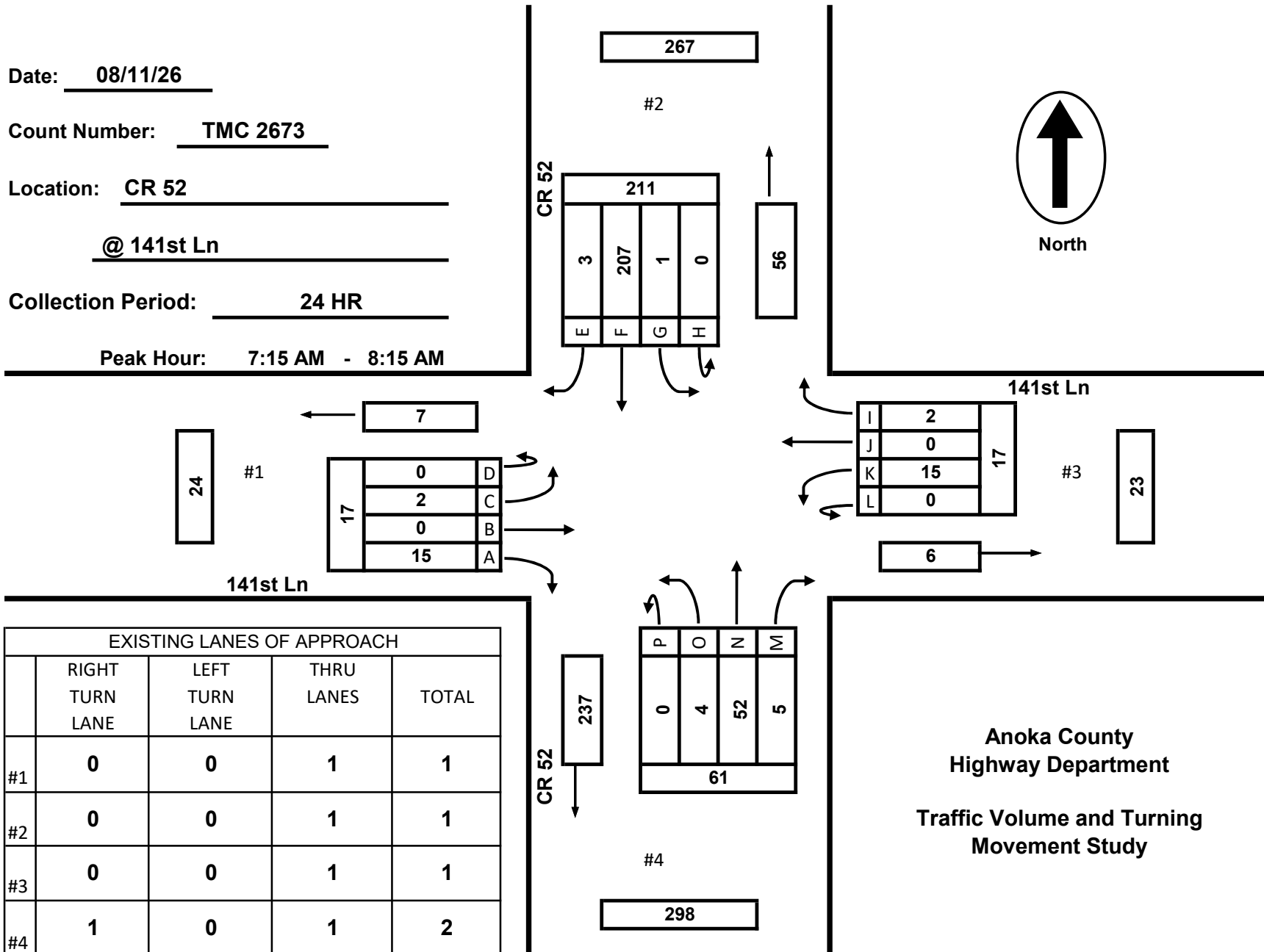
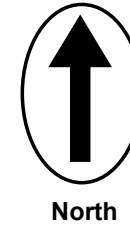
Count Number: TMC 2673

Location: CR 52

@ 141st Ln

Collection Period: 24 HR

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



Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

Date: 08/11/26

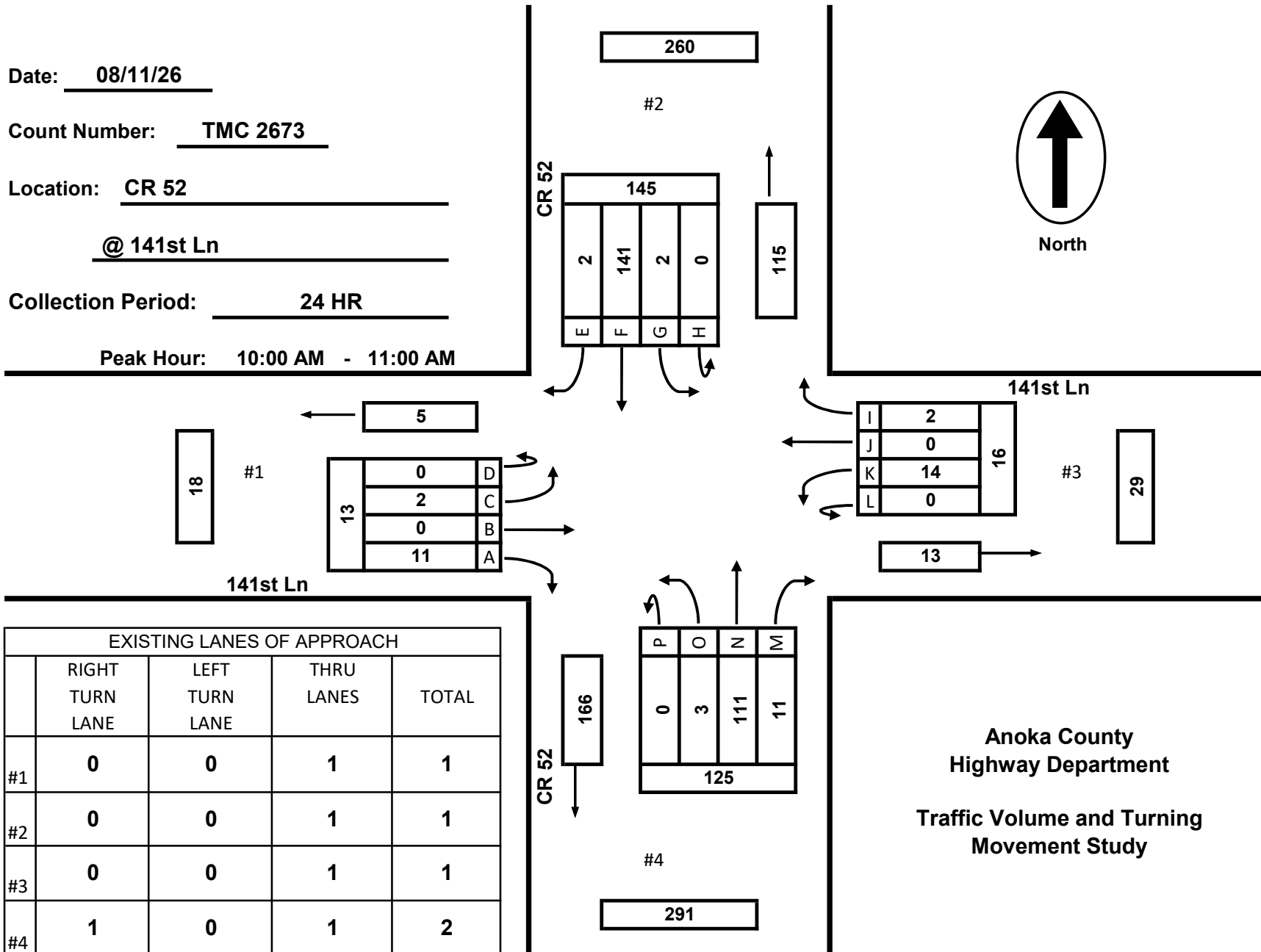
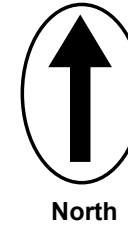
Count Number: TMC 2673

Location: CR 52

@ 141st Ln

Collection Period: 24 HR

Peak Hour: 10:00 AM - 11:00 AM



Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

Date: 08/11/26

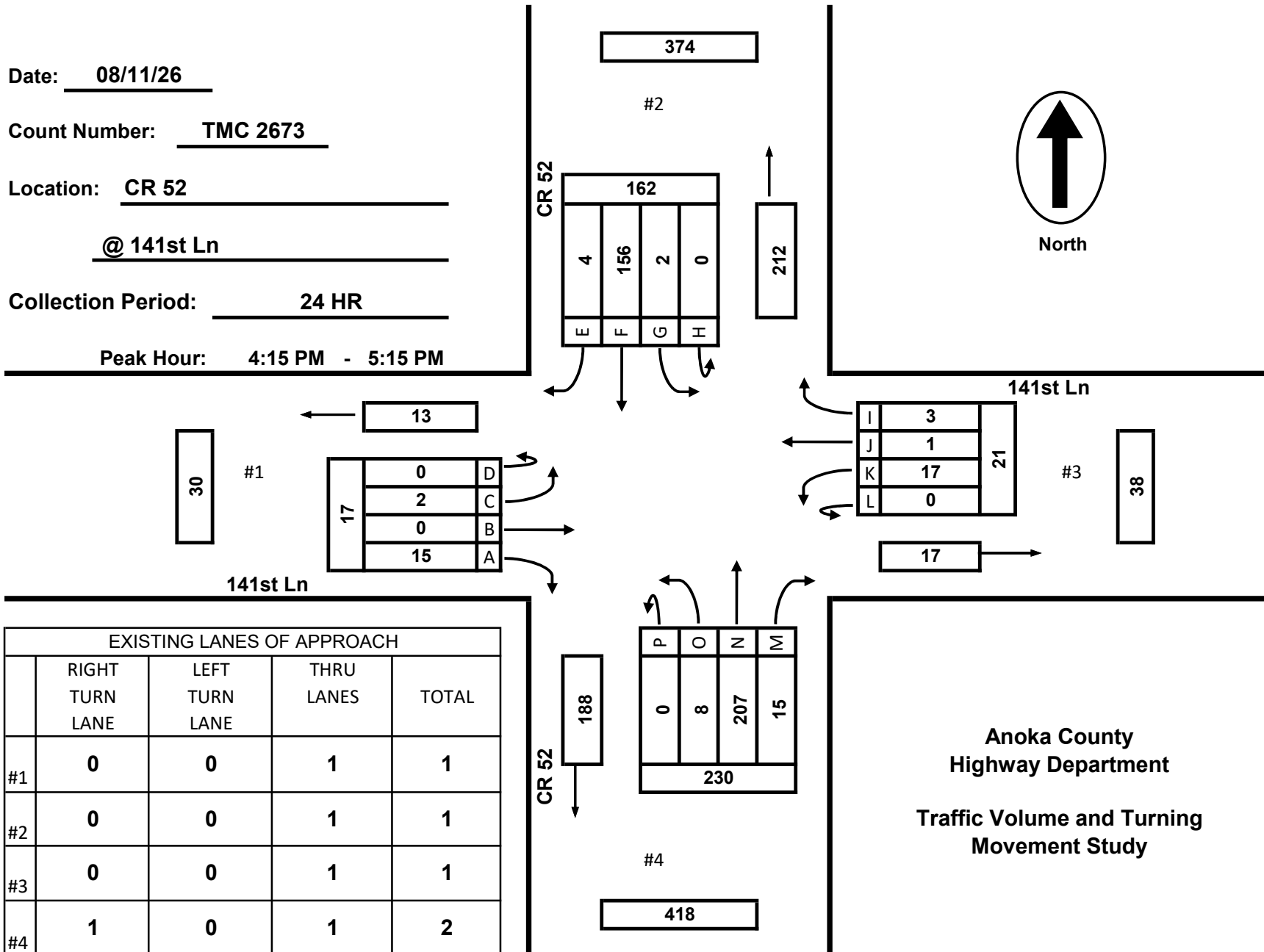
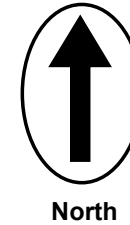
Count Number: TMC 2673

Location: CR 52

@ 141st Ln

Collection Period: 24 HR

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



Anoka County
Highway Department
Traffic Volume and Turning
Movement Study

**TMC 2673 - CR 52 @ 141st Ln
Ham lake Minnesota
Tuesday, August 11, 2026**

	Southbound CR 52						Westbound 141st Ln						Northbound CR 52						Eastbound 141st Ln						VEHICLE TOTAL	
Time	U Turns	Left Turns	Straight	Right	Crosswalk	Vehicle	U Turns	Left Turns	Straight	Right	Crosswalk	Vehicle	U Turns	Left Turns	Straight	Right	Crosswalk	Vehicle	U Turns	Left Turns	Straight	Right	Crosswalk	Vehicle		
12:00 AM	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
12:15 AM	0	0	1	1	0	2	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	4
12:30 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
Hourly Total	0	0	3	1	0	4	0	0	0	0	0	0	0	1	6	0	0	0	7	0	0	0	0	0	0	11
1:00 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	1
1:15 AM	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
1:30 AM	0	0	2	0	0	2	0	1	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	0	0	4
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 Total	0	0	3	0	0	3	0	1	0	0	0	1	0	0	4	0	0	0	4	0	0	0	0	0	0	8
2:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
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	0	1
2:30 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	0	1
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 Total	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	4
3:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3
3:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
3:30 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	0	1
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	0	1
Hourly Total	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0	1	6
4:00 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	0	2
4:15 AM	0	0	3	0	0	3	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	5
4:30 AM	0	0	9	0	0	9	0	0	0	1	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	12
4:45 AM	0	0	8	0	0	8	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	1	0	1	1	11
Hourly Total	0	0	22	0	0	22	0	1	0	1	0	2	0	1	3	1	0	5	0	0	0	1	0	1	1	30
5:00 AM	0	0	9	0	0	9	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	1	0	1	1	14
5:15 AM	0	0	15	0	0	15	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	2	0	2	2	19
5:30 AM	0	0	20	0	0	20	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0	2	2	23
5:45 AM	0	0	27	0	0	27	0	2	0	1	0	3	0	0	1	0	0	1	0	0	0	3	0	3	3	34
Hourly Total	0	0	71	0	0	71	0	5	0	1	0	6	0	0	4	1	0	5	0	0	0	8	0	8	8	90
6:00 AM	0	0	28	0	0	28	0	3	0	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	0	32
6:15 AM	0	0	32	0	1	32	0	3	0	0	0	3	0	0	5	0	0	5	0	0	0	5	0	5	5	45
6:30 AM	0	0	45	0	2	45	0	3	0	2	0	5	0	0	5	0	2	5	0	0	0	3	0	3	3	58
6:45 AM	0	0	40	0	0	40	0	6	0	0	0	6	0	1	11	0	0	12	0	0	0	6	0	6	6	64
Hourly Total	0	0	145	0	3	145	0	15	0	2	0	17	0	1	22	0	2	23	0	0	0	14	0	14	14	199
7:00 AM	1	0	40	0	0	41	0	5	0	0	0	5	0	0	10	0	0	10	0	1	0	2	0	3	3	59
7:15 AM	0	0	53	0	0	53	0	5	0	1	0	6	0	0	15	2	0	17	0	0	0	2	0	2	2	78
7:30 AM	0	0	64	0	1	64	0	3	0	0	0	3	0	1	8	2	1	11	0	1	0	6	0	7	7	85
7:45 AM	0	1	45	2	2	48	0	3	0	1	0	4	0	3	15	1	1	19	0	1	0	4	0	5	5	76
Hourly Total	1	1	202	2	3	206	0	16	0	2	0	18	0	4	48	5	2	57	0	3	0	14	0	17	17	298

**TMC 2673 - CR 52 @ 141st Ln
Ham lake Minnesota
Tuesday, August 11, 2026**

Time	Southbound CR 52						Westbound 141st Ln						Northbound CR 52						Eastbound 141st Ln						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
8:00 AM	0	0	45	1	1	46	0	4	0	0	0	4	0	0	14	0	1	14	0	0	0	3	0	3	67
8:15 AM	0	0	44	1	0	45	0	3	0	0	0	3	0	0	8	1	2	9	0	0	0	1	0	1	58
8:30 AM	0	1	43	0	0	44	0	7	0	0	0	7	0	0	18	0	0	18	0	0	1	3	0	4	73
8:45 AM	0	0	50	0	0	50	0	2	0	0	0	2	0	0	16	3	0	19	0	0	0	4	0	4	75
Hourly Total	0	1	182	2	1	185	0	16	0	0	0	16	0	0	56	4	3	60	0	0	1	11	0	12	273
9:00 AM	0	0	38	0	1	38	0	2	0	2	0	4	0	0	17	3	1	20	0	1	0	0	0	1	63
9:15 AM	0	1	37	2	1	40	0	4	0	0	0	4	0	2	23	2	1	27	0	1	0	0	0	1	72
9:30 AM	0	0	51	0	0	51	0	8	0	0	0	8	0	1	24	4	0	29	0	0	0	3	0	3	91
9:45 AM	0	0	39	0	0	39	0	4	0	2	0	6	0	1	20	3	1	24	0	1	0	2	0	3	72
Hourly Total	0	1	165	2	2	168	0	18	0	4	0	22	0	4	84	12	3	100	0	3	0	5	0	8	298
10:00 AM	0	0	24	1	0	25	0	8	0	2	0	10	0	2	40	3	1	45	0	0	0	0	0	0	80
10:15 AM	0	0	39	1	0	40	0	2	0	0	0	2	0	0	35	3	0	38	0	1	0	4	0	5	85
10:30 AM	0	0	40	0	0	40	0	2	0	0	0	2	0	0	17	2	0	19	0	1	0	3	0	4	65
10:45 AM	0	2	38	0	0	40	0	2	0	0	0	2	0	1	19	3	0	23	0	0	0	4	0	4	69
Hourly Total	0	2	141	2	0	145	0	14	0	2	0	16	0	3	111	11	1	125	0	2	0	11	0	13	299
11:00 AM	0	0	35	0	0	35	0	8	1	1	0	10	0	3	21	5	0	29	0	1	0	0	0	1	75
11:15 AM	0	0	27	0	0	27	0	8	0	1	0	9	0	2	25	4	0	31	0	0	0	2	0	2	69
11:30 AM	0	1	23	0	0	24	0	6	0	1	0	7	0	2	26	3	0	31	0	0	0	3	0	3	65
11:45 AM	0	0	29	0	0	29	0	3	0	0	0	3	0	2	21	4	0	27	0	2	0	3	0	5	64
Hourly Total	0	1	114	0	0	115	0	25	1	3	0	29	0	9	93	16	0	118	0	3	0	8	0	11	273
12:00 PM	0	0	20	0	0	20	0	3	0	1	0	4	0	1	28	5	0	34	0	0	0	1	0	1	59
12:15 PM	0	0	29	0	0	29	0	8	0	2	0	10	0	3	33	5	0	41	0	1	0	1	0	2	82
12:30 PM	0	1	27	0	0	28	0	6	0	4	0	10	0	0	26	4	0	30	0	0	1	3	0	4	72
12:45 PM	0	1	32	1	0	34	0	1	0	1	0	2	0	0	24	3	1	27	0	0	0	4	0	4	67
Hourly Total	0	2	108	1	0	111	0	18	0	8	0	26	0	4	111	17	1	132	0	1	1	9	0	11	280
1:00 PM	0	0	24	1	0	25	0	6	0	2	0	8	0	3	27	2	0	32	0	0	0	3	0	3	68
1:15 PM	0	1	26	3	0	30	0	3	1	0	0	4	0	1	27	9	0	37	0	1	0	1	0	2	73
1:30 PM	0	0	19	0	0	19	0	1	0	0	0	1	0	1	41	4	0	46	0	0	0	1	0	1	67
1:45 PM	0	3	37	0	0	40	0	2	1	1	0	4	0	1	28	3	0	32	0	0	0	2	0	2	78
Hourly Total	0	4	106	4	0	114	0	12	2	3	0	17	0	6	123	18	0	147	0	1	0	7	0	8	286
2:00 PM	0	1	26	0	0	27	0	4	0	1	0	5	0	0	27	7	0	34	0	0	0	0	0	0	66
2:15 PM	0	2	33	0	0	35	0	5	0	1	0	6	0	1	41	10	0	52	0	1	0	1	0	2	95
2:30 PM	0	0	28	0	0	28	0	4	2	4	0	10	0	4	26	2	0	32	0	0	2	4	0	6	76
2:45 PM	0	1	27	1	0	29	0	4	0	0	0	4	0	2	39	7	0	48	0	0	0	0	0	0	81
Hourly Total	0	4	114	1	0	119	0	17	2	6	0	25	0	7	133	26	0	166	0	1	2	5	0	8	318
3:00 PM	0	1	26	0	0	27	0	1	0	0	0	1	0	0	43	2	0	45	0	0	0	1	0	1	74
3:15 PM	0	0	33	1	0	34	0	3	0	0	0	3	0	2	54	5	0	61	0	1	0	5	0	6	104
3:30 PM	0	1	26	1	0	28	0	3	0	1	0	4	0	2	52	5	1	59	0	0	0	1	0	1	92
3:45 PM	0	1	26	1	0	28	0	3	0	0	0	3	0	1	52	7	0	60	0	1	0	2	0	3	94
Hourly Total	0	3	111	3	0	117	0	10	0	1	0	11	0	5	201	19	1	225	0	2	0	9	0	11	364

Time	Southbound CR 52						Westbound 141st Ln						Northbound CR 52						Eastbound 141st Ln						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	Vehicle Approach Total	
4:00 PM	0	0	40	0	0	40	0	0	0	2	0	2	0	4	43	4	0	51	0	1	0	0	0	1	94
4:15 PM	0	1	38	0	0	39	0	2	1	1	0	4	0	0	51	4	0	55	0	1	0	4	0	5	103
4:30 PM	0	0	39	1	0	40	0	7	0	1	0	8	0	1	50	6	0	57	0	1	0	5	0	6	111
4:45 PM	0	1	38	0	0	39	0	5	0	1	0	6	0	5	56	2	0	63	0	0	0	4	0	4	112
Hourly Total	0	2	155	1	0	158	0	14	1	5	0	20	0	10	200	16	0	226	0	3	0	13	0	16	420
5:00 PM	0	0	41	3	0	44	0	3	0	0	1	3	0	2	50	3	0	55	0	0	0	2	0	2	104
5:15 PM	0	0	41	0	0	41	0	2	0	0	0	2	0	2	52	2	0	56	0	1	0	1	0	2	101
5:30 PM	0	0	41	0	0	41	0	2	0	0	0	2	0	0	54	1	0	55	0	1	0	4	0	5	103
5:45 PM	0	0	45	1	0	46	0	6	0	0	0	6	0	3	49	6	0	58	0	2	0	3	0	5	115
Hourly Total	0	0	168	4	0	172	0	13	0	0	1	13	0	7	205	12	0	224	0	4	0	10	0	14	423
6:00 PM	0	0	30	2	0	32	0	6	0	0	0	6	0	4	39	4	0	47	0	0	0	2	0	2	87
6:15 PM	0	1	38	0	0	39	0	7	0	0	0	7	0	6	33	7	0	46	0	0	4	3	0	7	99
6:30 PM	0	1	30	1	0	32	0	2	1	0	0	3	0	1	37	5	0	43	0	0	0	1	0	1	79
6:45 PM	0	1	30	0	0	31	0	1	0	0	0	1	0	4	29	4	0	37	0	1	0	0	0	1	70
Hourly Total	0	3	128	3	0	134	0	16	1	0	0	17	0	15	138	20	0	173	0	1	4	6	0	11	335
7:00 PM	0	0	13	1	0	14	0	1	0	0	0	1	0	1	32	4	0	37	0	0	0	0	0	0	52
7:15 PM	0	0	22	2	0	24	0	3	0	1	0	4	0	3	22	2	0	27	0	0	0	0	2	0	55
7:30 PM	0	0	14	0	0	14	0	1	0	0	0	1	0	3	24	2	0	29	0	1	0	0	0	1	45
7:45 PM	0	0	12	1	2	13	0	3	0	0	0	3	0	3	22	2	2	27	0	1	0	2	0	3	46
Hourly Total	0	0	61	4	2	65	0	8	0	1	0	9	0	10	100	10	2	120	0	2	0	2	2	4	198
8:00 PM	0	1	18	0	3	19	0	2	0	0	0	2	0	2	24	0	2	26	0	0	0	2	0	2	49
8:15 PM	0	0	5	0	0	5	0	0	0	0	0	0	0	3	24	5	0	32	0	0	0	1	0	1	38
8:30 PM																									

TMC 2673 - CR 52 @ 141st Ln
Ham lake Minnesota
Tuesday, August 11, 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	0	53	0	0	53	0	5	0	1	0	6	0	0	15	2	0	17	0	0	0	2	0	2	78
7:30 AM	0	0	64	0	1	64	0	3	0	0	0	3	0	1	8	2	1	11	0	1	0	6	0	7	85
7:45 AM	0	1	45	2	2	48	0	3	0	1	0	4	0	3	15	1	1	19	0	1	0	4	0	5	76
8:00 AM	0	0	45	1	1	46	0	4	0	0	0	4	0	0	14	0	1	14	0	0	0	3	0	3	67
Peak Hour Total	0	1	207	3	4	211	0	15	0	2	0	17	0	4	52	5	3	61	0	2	0	15	0	17	306
Peak Hour Heavy Vehicle	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Peak Hour Heavy Vehicle PHF	0.00%	0.00%	1.93%	0.00%	0.00%	1.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.31%
	0.000	0.250	0.809	0.375	0.500	0.824	0.000	0.750	0.000	0.500	0.000	0.708	0.000	0.333	0.867	0.625	0.750	0.803	0.000	0.500	0.000	0.625	0.000	0.607	0.900

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

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	<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>	
10:00 AM	0	0	24	1	0	25	0	8	0	2	0	10	0	2	40	3	1	45	0	0	0	0	0	0	80
10:15 AM	0	0	39	1	0	40	0	2	0	0	0	2	0	0	35	3	0	38	0	1	0	4	0	5	85
10:30 AM	0	0	40	0	0	40	0	2	0	0	0	2	0	0	17	2	0	19	0	1	0	3	0	4	65
10:45 AM	0	2	38	0	0	40	0	2	0	0	0	2	0	1	19	3	0	23	0	0	0	4	0	4	69
Peak Hour Total	0	2	141	2	0	145	0	14	0	2	0	16	0	3	111	11	1	125	0	2	0	11	0	13	299
Peak Hour Heavy Vehicle	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	6
Peak Hour Heavy Vehicle PHF	0.00%	0.00%	2.13%	0.00%	0.00%	2.07%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	1.80%	9.09%	0.00%	2.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.01%
	0.000	0.250	0.881	0.500	0.000	0.906	0.000	0.438	0.000	0.250	0.000	0.400	0.000	0.375	0.694	0.917	0.250	0.694	0.000	0.500	0.000	0.688	0.000	0.650	0.879

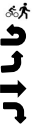
PM Peak Hour (14:00 - 24:00)

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>	
4:15 PM	0	1	38	0	0	39	0	2	1	1	0	4	0	0	51	4	0	55	0	1	0	4	0	5	103
4:30 PM	0	0	39	1	0	40	0	7	0	1	0	8	0	1	50	6	0	57	0	1	0	5	0	6	111
4:45 PM	0	1	38	0	0	39	0	5	0	1	0	6	0	5	56	2	0	63	0	0	0	4	0	4	112
5:00 PM	0	0	41	3	0	44	0	3	0	0	1	3	0	2	50	3	0	55	0	0	0	2	0	2	104
Peak Hour Total	0	2	156	4	0	162	0	17	1	3	1	21	0	8	207	15	0	230	0	2	0	15	0	17	430
Peak Hour Heavy Vehicle	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3	0	0	3	0	0	0	0	0	0	4
Peak Hour Heavy Vehicle PHF	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.88%	0.00%	0.00%	100.00%	4.76%	0.00%	0.00%	1.45%	0.00%	0.00%	1.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.93%
	0.000	0.500	0.951	0.333	0.000	0.920	0.000	0.607	0.250	0.750	0.250	0.656	0.000	0.400	0.924	0.625	0.000	0.913	0.000	0.500	0.000	0.750	0.000	0.708	0.960

Total Vehicles On Leg			4064		
Vehicles Entering Intersection 2162			Vehicles Exiting Intersection 1902		
Southbound					
Cars	32	2080	28	1	15
Heavy	0	20	1	0	0
Total	32	2100	29	1	15



Total Vehicles on Leg 327	Vehicles Entering Intersectio 184	Eastbound	Cars	Heavy	Total
			2	0	2
			0	0	0
	Vehicles Exiting Intersectio 143		30	0	30
			8	0	8
			146	0	146



Daily Volumes

Cars	16	0	102	1811	212
Heavy	1	0	0	18	2
Total	17	0	102	1829	214
Northbound					
Vehicles Entering Intersection 2145			Vehicles Exiting Intersection 2471		
Total Vehicles On Leg			4616		

Cars	Heavy	Total	Westbound	Vehicles Entering Intersectio 276	Total Vehicles on Leg 527
42	0	42			
9	0	9			
223	2	225			
0	0	0			
0	1	1			

Tuesday, August 11, 2026

Tuesday, August 11, 2026

TMC 2673 - CR 52 @ 141st Ln
Ham lake Minnesota
Tuesday, August 11, 2026

	Southbound Heavy CR 52						Westbound Heavy 141st Ln						Northbound Heavy CR 52						Eastbound Heavy 141st Ln						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'		
8:00 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	
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 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 'Heavy Vehicles'	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	
9:00 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	
9:15 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	
9:30 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	
9:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
Hourly 'Heavy Vehicles'	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	
10:00 AM	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	
10:15 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	
10:30 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	
10:45 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	3	0	0	3	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	0	6
11:00 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	
11:15 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	
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	
11:45 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 'Heavy Vehicles'	0	0	3	0	0	3	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	8
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	2	1	0	3	0	0	0	0	0	0	3	
12:45 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	3	1	0	4	0	0	0	0	0	0	0	5
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	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
1:30 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	1	
1:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Hourly 'Heavy Vehicles'	0	1	0	0	0	1	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	3
2:00 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	
2:15 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	
2:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
2:45 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Hourly 'Heavy Vehicles'	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
3:00 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	
3:15 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	
3:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	
3:45 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	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3

TMC 2673 - CR 52 @ 141st Ln
Ham lake Minnesota
Tuesday, August 11, 2026

	Southbound Heavy CR 52						Westbound Heavy 141st Ln						Northbound Heavy CR 52						Eastbound Heavy 141st Ln						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	0	0	0	0	0	0	0	0	0	0	0
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
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	0	2	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	1
5:15 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
5:30 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
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
Hourly 'Heavy Vehicles'	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	1
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	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
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
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
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
7:15 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
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
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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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
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
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 PM	0	0	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
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
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	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
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
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
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	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
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
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	1	20	0	0	21	0	2	0	0	1	2	0	0	18	2	1	20	0	0	0	0	0	0	43

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2673

Study Date : 08/17/2026

Signal Warrants - Summary

Major Street Approaches

Northbound: CR 52

Number of Lanes : 1

Total Approach Volume: 2,145

Southbound: CR 52

Number of Lanes : 1

Total Approach Volume: 2,162

Minor Street Approaches

Eastbound: 141st Ln

Number of Lanes : 1

Total Approach Volume: 184

Westbound: 141st Ln

Number of Lanes : 1

Total Approach Volume: 276

Warrant Summary (Rural Values Apply)

Warrant 1 - Eight Hour Vehicular Volumes..... **Not Satisfied**

Warrant 1A - Minimum Vehicular Volume..... **Not Satisfied**

Required volumes reached for 0 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic..... **Not Satisfied**

Required volumes reached for 0 hours, 8 are needed

Warrant 1C - Combination of Warrants..... **Not Satisfied**

Required 1A volumes reached for 0 hours, 8 are needed

Required 1B volumes reached for 0 hours, 8 are needed

Warrant 2 - Four Hour Volumes..... **Not Satisfied**

Number of hours (0) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour..... **Not 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..... **Not Satisfied**

Volumes do not exceed minimums for any 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 2673

Study Date : 08/17/2026

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

Only 0 one hour periods meet minimums.
Warrant is NOT 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						141st Ln		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
17:00 - 18:00	224	+	172	=	396	14	13	No
16:30 - 17:30	231	+	164	=	395	14	19	No
16:45 - 17:45	229	+	165	=	394	13	13	No
16:15 - 17:15	230	+	162	=	392	17	21	No
16:00 - 17:00	226	+	158	=	384	16	20	No
17:15 - 18:15	216	+	160	=	376	14	16	No
15:45 - 16:45	223	+	147	=	370	15	17	No
17:30 - 18:30	206	+	158	=	364	19	21	No
15:15 - 16:15	231	+	130	=	361	11	12	No
15:30 - 16:30	225	+	135	=	360	10	13	No
17:45 - 18:45	194	+	149	=	343	15	22	No
15:00 - 16:00	225	+	117	=	342	11	11	No
14:45 - 15:45	213	+	118	=	331	8	12	No
18:00 - 19:00	173	+	134	=	307	11	17	No
14:30 - 15:30	186	+	118	=	304	13	18	No
14:15 - 15:15	177	+	119	=	296	9	21	No
09:30 - 10:30	136	+	155	=	291	11	26	No
14:00 - 15:00	166	+	119	=	285	8	25	No
13:30 - 14:30	164	+	121	=	285	5	16	No
13:45 - 14:45	150	+	130	=	280	10	25	No
09:15 - 10:15	125	+	155	=	280	7	28	No
18:15 - 19:15	163	+	116	=	279	9	12	No
08:45 - 09:45	95	+	179	=	274	9	18	No
07:15 - 08:15	61	+	211	=	272	17	17	No
09:45 - 10:45	126		144		270	12	20	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2673

Study Date : 08/17/2026

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

Only 0 one hour periods meet minimums.
Warrant is NOT 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						141st Ln		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
17:00 - 18:00	224	+	172	=	396	14	13	No
16:30 - 17:30	231	+	164	=	395	14	19	No
16:45 - 17:45	229	+	165	=	394	13	13	No
16:15 - 17:15	230	+	162	=	392	17	21	No
16:00 - 17:00	226	+	158	=	384	16	20	No
17:15 - 18:15	216	+	160	=	376	14	16	No
15:45 - 16:45	223	+	147	=	370	15	17	No
17:30 - 18:30	206	+	158	=	364	19	21	No
15:15 - 16:15	231	+	130	=	361	11	12	No
15:30 - 16:30	225	+	135	=	360	10	13	No
17:45 - 18:45	194	+	149	=	343	15	22	No
15:00 - 16:00	225	+	117	=	342	11	11	No
14:45 - 15:45	213	+	118	=	331	8	12	No
18:00 - 19:00	173	+	134	=	307	11	17	No
14:30 - 15:30	186	+	118	=	304	13	18	No
14:15 - 15:15	177	+	119	=	296	9	21	No
09:30 - 10:30	136	+	155	=	291	11	26	No
14:00 - 15:00	166	+	119	=	285	8	25	No
13:30 - 14:30	164	+	121	=	285	5	16	No
13:45 - 14:45	150	+	130	=	280	10	25	No
09:15 - 10:15	125	+	155	=	280	7	28	No
18:15 - 19:15	163	+	116	=	279	9	12	No
08:45 - 09:45	95	+	179	=	274	9	18	No
07:15 - 08:15	61	+	211	=	272	17	17	No
09:45 - 10:45	126		144		270	12	20	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2673

Study Date : 08/17/2026

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

Only 0 hours meet 1A minimums.
Only 0 hours meet 1B minimums.
Warrant is NOT 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						141st Ln					
Time	Major NB	+	Major SB	=	Total		Minor EB		Minor WB		Met1A?
17:00 - 18:00	224	+	172	=	396		14		13		No
16:30 - 17:30	231	+	164	=	395		14		19		No
16:45 - 17:45	229	+	165	=	394		13		13		No
16:15 - 17:15	230	+	162	=	392		17		21		No
16:00 - 17:00	226	+	158	=	384		16		20		No
17:15 - 18:15	216	+	160	=	376		14		16		No
15:45 - 16:45	223	+	147	=	370		15		17		No
17:30 - 18:30	206	+	158	=	364		19		21		No
15:15 - 16:15	231	+	130	=	361		11		12		No
15:30 - 16:30	225	+	135	=	360		10		13		No
17:45 - 18:45	194	+	149	=	343		15		22		No
15:00 - 16:00	225		117		342		11		11		No

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
17:00 - 18:00	224	+	172	=	396	14	13	No
16:30 - 17:30	231	+	164	=	395	14	19	No
16:45 - 17:45	229	+	165	=	394	13	13	No
16:15 - 17:15	230	+	162	=	392	17	21	No
16:00 - 17:00	226	+	158	=	384	16	20	No
17:15 - 18:15	216	+	160	=	376	14	16	No
15:45 - 16:45	223	+	147	=	370	15	17	No
17:30 - 18:30	206	+	158	=	364	19	21	No
15:15 - 16:15	231	+	130	=	361	11	12	No
15:30 - 16:30	225	+	135	=	360	10	13	No
17:45 - 18:45	194	+	149	=	343	15	22	No
15:00 - 16:00	225		117		342	11	11	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2673

Study Date : 08/17/2026

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.

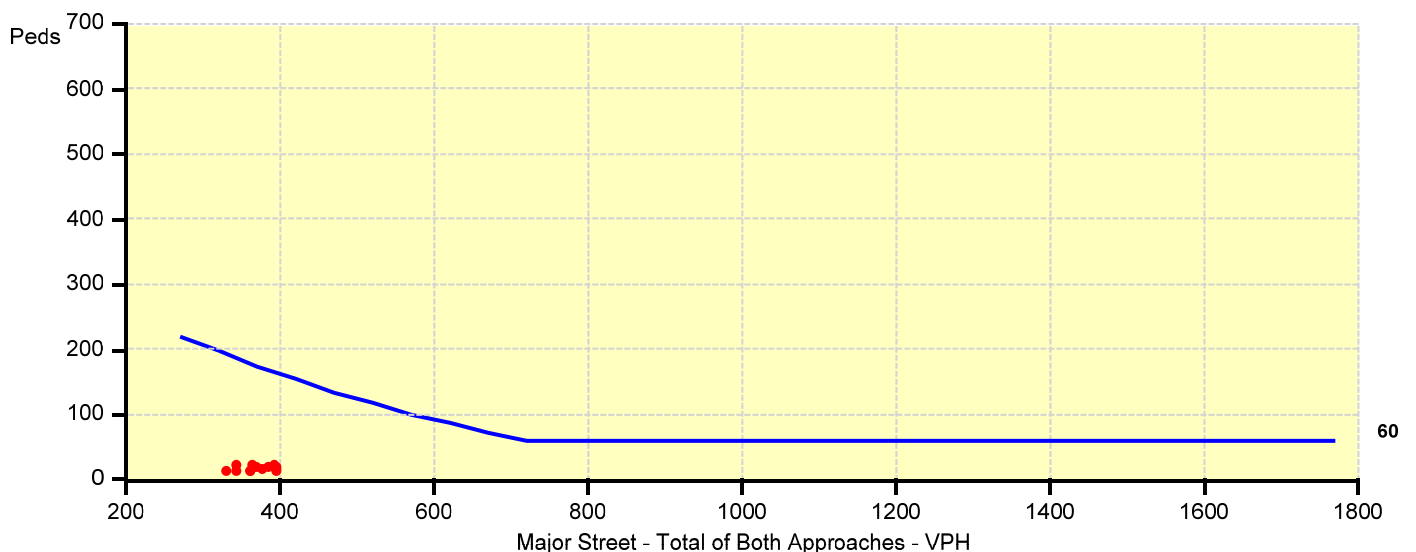
Summary

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

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

Major Road						Minor Road		
CR 52						141st Ln		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
17:00 - 18:00	224	+	172	=	396	14	13	No
16:30 - 17:30	231	+	164	=	395	14	19	No
16:45 - 17:45	229	+	165	=	394	13	13	No
16:15 - 17:15	230	+	162	=	392	17	21	No
16:00 - 17:00	226	+	158	=	384	16	20	No
17:15 - 18:15	216	+	160	=	376	14	16	No
15:45 - 16:45	223	+	147	=	370	15	17	No
17:30 - 18:30	206	+	158	=	364	19	21	No
15:15 - 16:15	231	+	130	=	361	11	12	No
15:30 - 16:30	225	+	135	=	360	10	13	No
17:45 - 18:45	194	+	149	=	343	15	22	No
15:00 - 16:00	225		117		342	11	11	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2673

Study Date : 08/17/2026

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

Only 0 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

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

Major Road						Minor Road		
CR 52						141st Ln		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
17:00 - 18:00	224	+	172	=	396	14	13	No
16:30 - 17:30	231	+	164	=	395	14	19	No
16:45 - 17:45	229	+	165	=	394	13	13	No
16:15 - 17:15	230	+	162	=	392	17	21	No
16:00 - 17:00	226	+	158	=	384	16	20	No
17:15 - 18:15	216	+	160	=	376	14	16	No
15:45 - 16:45	223	+	147	=	370	15	17	No
17:30 - 18:30	206	+	158	=	364	19	21	No
15:15 - 16:15	231	+	130	=	361	11	12	No
15:30 - 16:30	225	+	135	=	360	10	13	No
17:45 - 18:45	194	+	149	=	343	15	22	No
15:00 - 16:00	225		117		342	11	11	No

