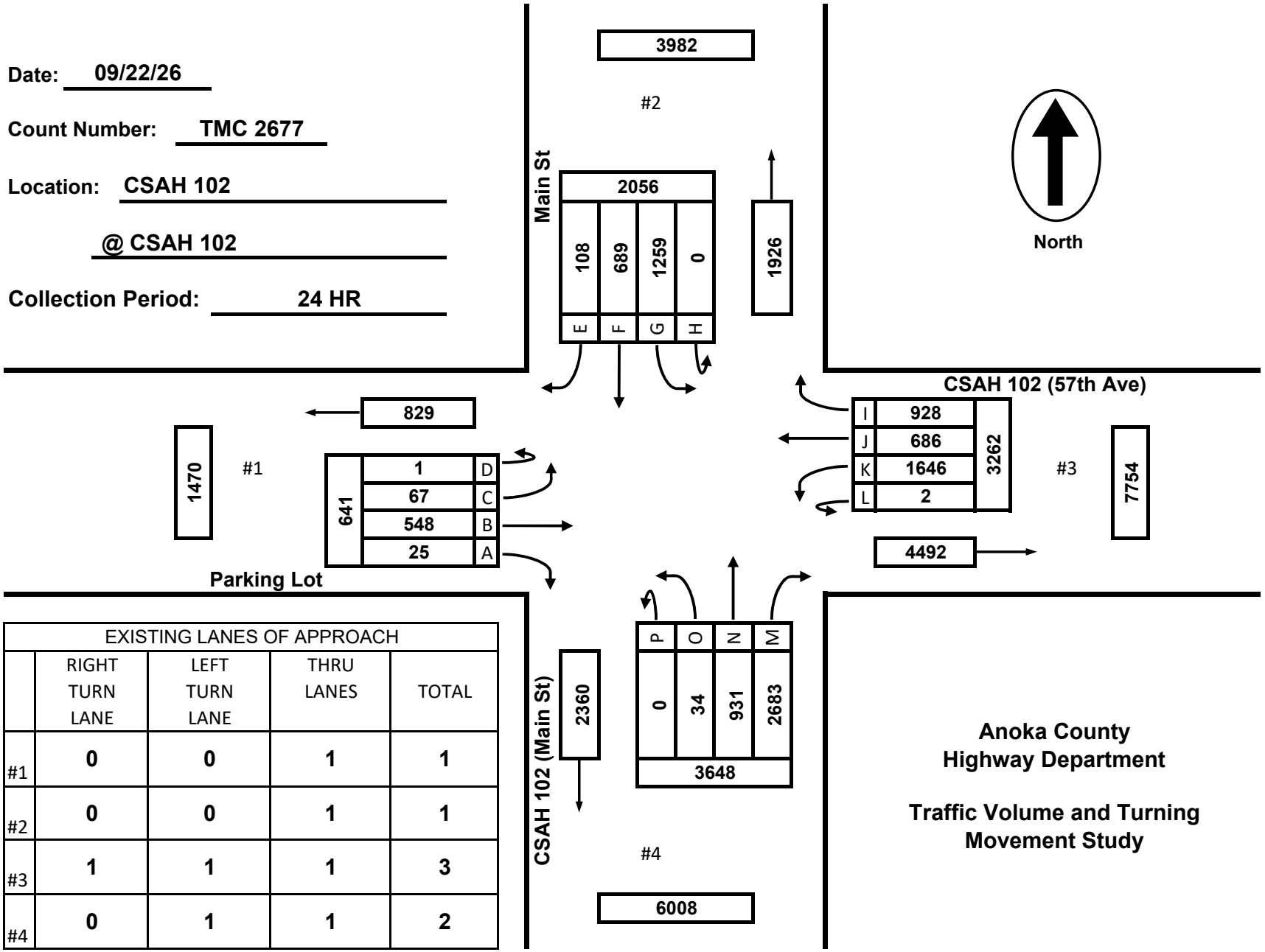
Date: 09/22/26

Count Number: TMC 2677

Location: CSAH 102

@ CSAH 102

Collection Period: 24 HR



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

Anoka County
Highway Department

Traffic Volume and Turning Movement Study

Date: 09/22/26

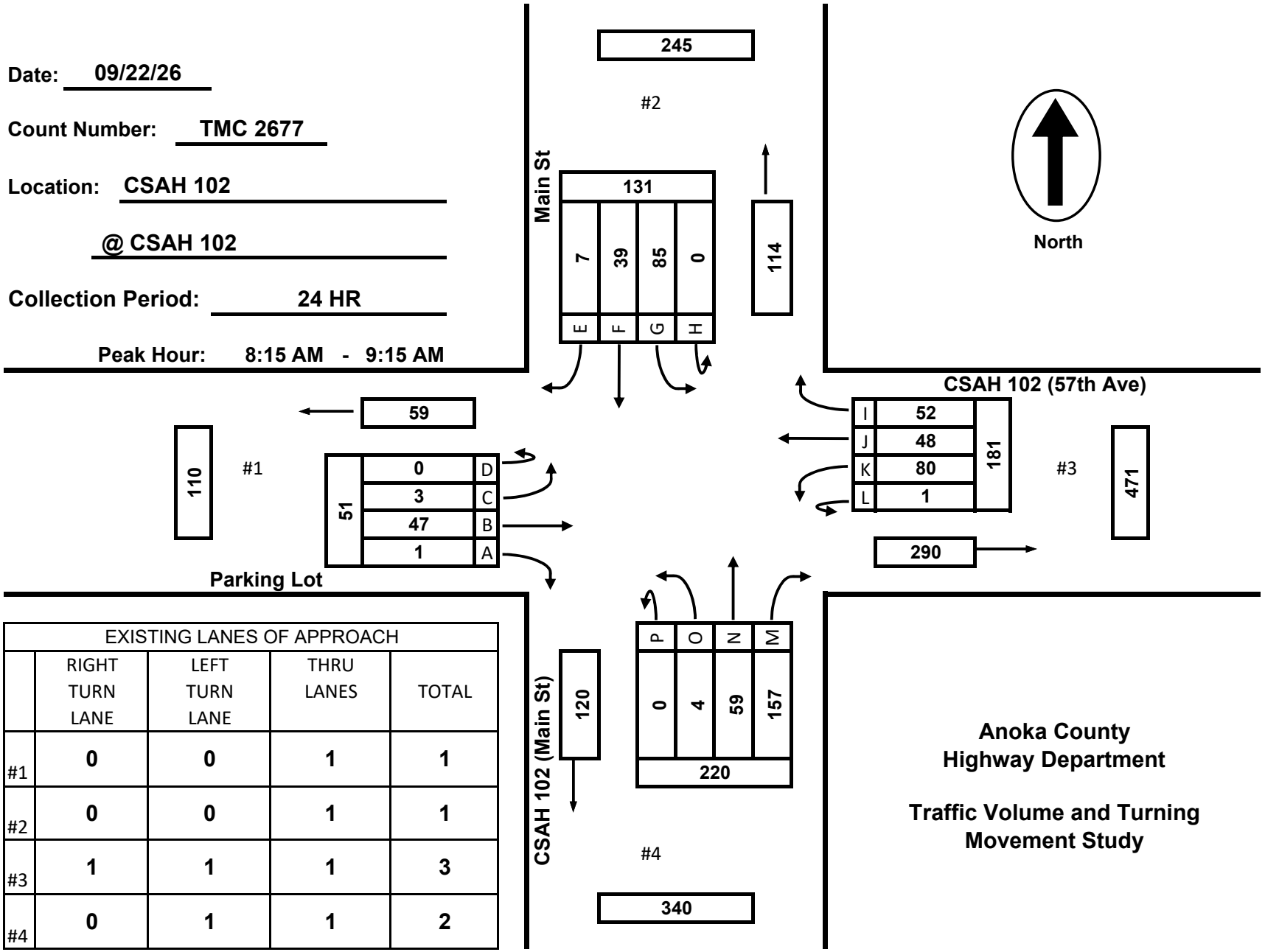
Count Number: TMC 2677

Location: CSAH 102

@ CSAH 102

Collection Period: 24 HR

Peak Hour: 8:15 AM - 9:15 AM



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

Anoka County
Highway Department

Traffic Volume and Turning Movement Study

Date: 09/22/26

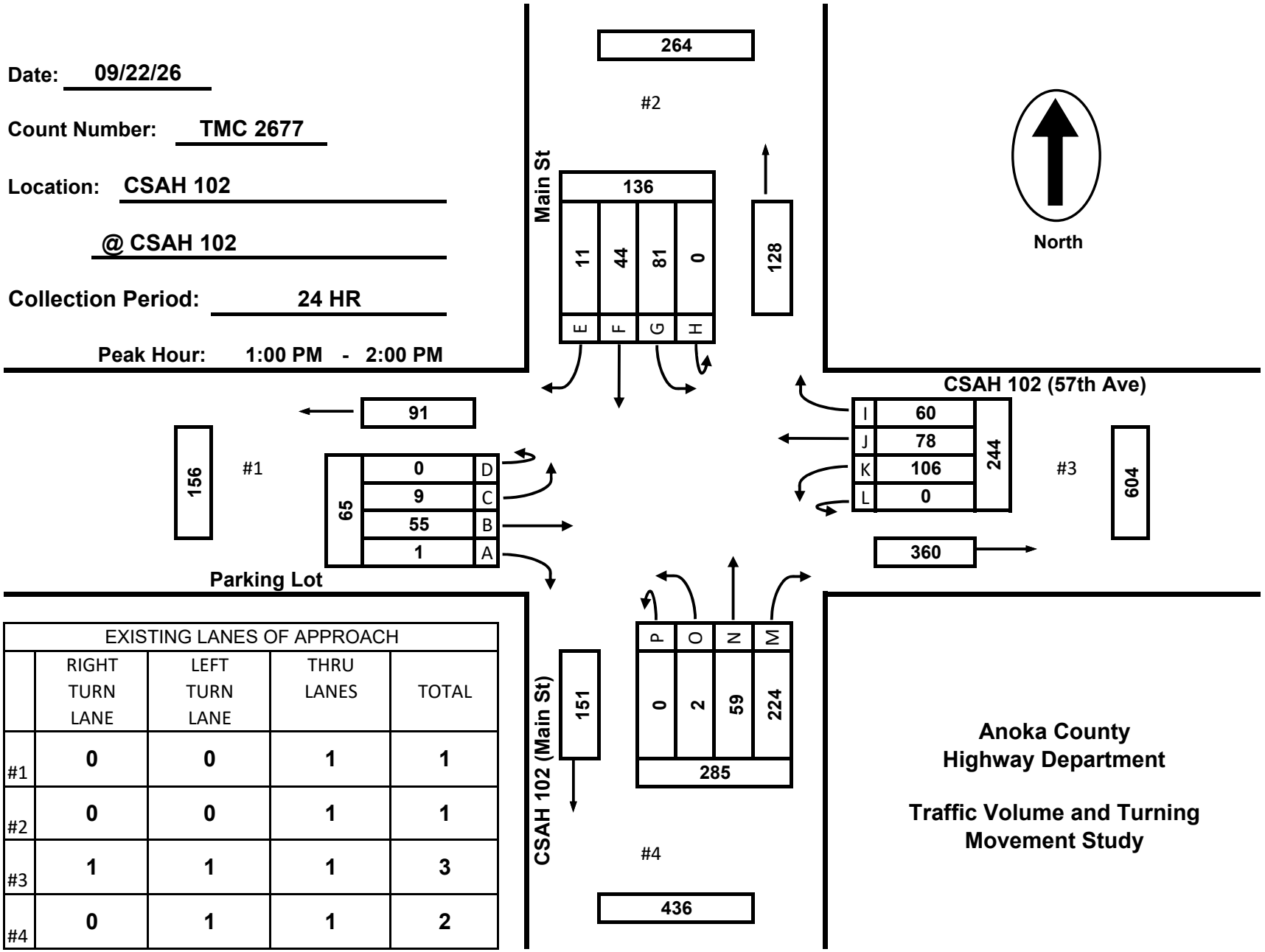
Count Number: TMC 2677

Location: CSAH 102

@ CSAH 102

Collection Period: 24 HR

Peak Hour: 1:00 PM - 2:00 PM



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

Anoka County
Highway Department

Traffic Volume and Turning Movement Study

Date: 09/22/26

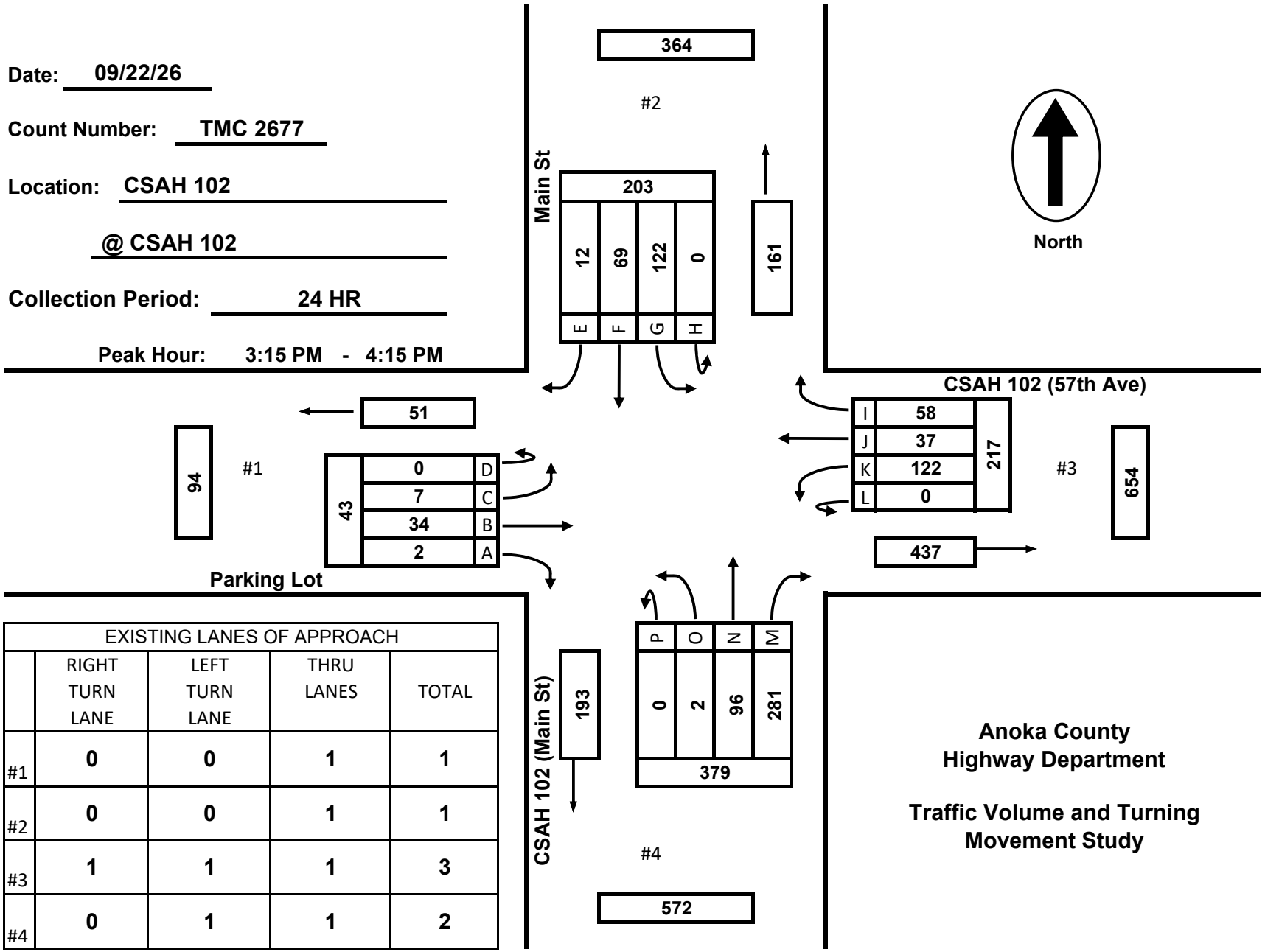
Count Number: TMC 2677

Location: CSAH 102

@ CSAH 102

Collection Period: 24 HR

Peak Hour: 3:15 PM - 4:15 PM



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

Anoka County
Highway Department

Traffic Volume and Turning Movement Study

TMC 2677 - CSAH 102 @ CSAH 102
Fridley MN
Tuesday, September 22, 2026

Time	Southbound Main St						Westbound CSAH 102						Northbound CSAH 102						Eastbound Parking Lot						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	2	1	0	0	*3*	0	2	0	4	0	*6*	0	0	0	10	0	*10*	0	0	1	0	0	*1*	**20**
12:15 AM	0	2	0	0	0	*2*	0	1	0	2	0	*3*	0	0	1	4	0	*5*	0	0	0	0	0	*0*	**10**
12:30 AM	0	2	1	0	0	*3*	0	5	0	1	0	*6*	0	0	1	2	0	*3*	0	0	0	0	0	*0*	**12**
12:45 AM	0	0	0	0	0	*0*	0	1	0	3	0	*4*	0	1	1	1	0	*3*	0	0	1	0	0	*1*	**8**
Hourly Total	0	6	2	0	0	*8*	0	9	0	10	0	*19*	0	1	3	17	0	*21*	0	0	2	0	0	*2*	**50**
1:00 AM	0	3	0	0	0	*3*	0	3	0	1	0	*4*	0	0	0	11	0	*11*	0	0	0	0	0	*0*	**18**
1:15 AM	0	2	0	0	0	*2*	0	4	1	2	0	*7*	0	0	1	2	0	*3*	0	0	1	0	0	*1*	**13**
1:30 AM	0	0	0	0	0	*0*	0	0	1	1	0	*2*	0	0	1	5	0	*6*	0	0	0	0	0	*0*	**8**
1:45 AM	0	1	0	0	0	*1*	0	0	1	1	0	*2*	0	0	2	1	0	*3*	0	0	1	0	0	*1*	**7**
Hourly Total	0	6	0	0	0	*6*	0	7	3	5	0	*15*	0	0	4	19	0	*23*	0	0	2	0	0	*2*	**46**
2:00 AM	0	0	1	0	0	*1*	0	3	1	2	0	*6*	0	0	1	1	0	*2*	0	0	1	0	0	*1*	**10**
2:15 AM	0	0	1	0	0	*1*	0	1	2	0	0	*3*	0	0	0	2	0	*2*	0	0	1	0	0	*1*	**7**
2:30 AM	0	2	0	0	0	*2*	0	1	0	2	0	*3*	0	0	1	3	0	*4*	0	0	0	0	0	*0*	**9**
2:45 AM	0	0	0	0	0	*0*	0	1	0	1	0	*2*	0	0	0	1	0	*1*	0	0	0	0	0	*0*	**3**
Hourly Total	0	2	2	0	0	*4*	0	6	3	5	0	*14*	0	0	2	7	0	*9*	0	0	2	0	0	*2*	**29**
3:00 AM	0	2	0	0	0	*2*	0	1	3	0	0	*4*	0	0	0	3	0	*3*	0	0	1	0	0	*1*	**10**
3:15 AM	0	2	0	0	0	*2*	0	3	0	1	0	*4*	0	0	0	2	0	*2*	0	0	1	0	0	*1*	**9**
3:30 AM	0	0	1	0	0	*1*	0	6	1	0	0	*7*	0	0	2	3	0	*5*	0	0	0	0	0	*0*	**13**
3:45 AM	0	0	1	0	0	*1*	0	3	0	0	0	*3*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**4**
Hourly Total	0	4	2	0	0	*6*	0	13	4	1	0	*18*	0	0	2	8	0	*10*	0	0	2	0	0	*2*	**36**
4:00 AM	0	0	0	0	0	*0*	0	6	0	2	0	*8*	0	0	0	2	0	*2*	0	0	0	0	0	*0*	**10**
4:15 AM	0	2	1	0	0	*3*	0	8	0	1	0	*9*	0	0	0	5	0	*5*	0	0	0	0	0	*0*	**17**
4:30 AM	0	4	1	0	0	*5*	0	12	0	1	0	*13*	0	0	4	6	0	*10*	0	0	0	0	0	*0*	**28**
4:45 AM	0	4	5	0	0	*9*	0	19	0	7	0	*26*	0	0	4	7	0	*11*	0	0	0	0	1	*0*	**46**
Hourly Total	0	10	7	0	0	*17*	0	45	0	11	0	*56*	0	0	8	20	0	*28*	0	0	0	0	1	*0*	**101**
5:00 AM	0	5	2	0	0	*7*	0	11	1	4	0	*16*	0	0	3	9	0	*12*	0	0	0	1	0	*1*	**36**
5:15 AM	0	12	4	0	0	*16*	0	21	0	3	0	*24*	0	0	3	11	0	*14*	0	0	0	0	0	*0*	**54**
5:30 AM	0	6	5	0	0	*11*	0	22	2	6	0	*30*	0	1	10	22	0	*33*	0	0	0	0	0	*0*	**74**
5:45 AM	0	6	5	2	0	*13*	0	29	3	13	0	*45*	0	0	8	20	0	*28*	0	1	0	0	0	*1*	**87**
Hourly Total	0	29	16	2	0	*47*	0	83	6	26	0	*115*	0	1	24	62	0	*87*	0	1	0	1	0	*2*	**251**
6:00 AM	0	10	6	0	0	*16*	0	16	3	9	0	*28*	0	0	2	18	0	*20*	0	0	4	0	0	*4*	**68**
6:15 AM	0	11	7	0	0	*18*	0	17	2	18	0	*37*	0	0	14	31	1	*45*	0	1	1	0	0	*2*	**102**
6:30 AM	0	24	7	0	0	*31*	0	19	4	19	0	*42*	0	0	5	35	1	*40*	0	0	4	0	1	*4*	**117**
6:45 AM	0	20	11	1	0	*32*	0	35	3	16	0	*54*	0	0	16	31	0	*47*	0	0	2	0	0	*2*	**135**
Hourly Total	0	65	31	1	0	*97*	0	87	12	62	0	*161*	0	0	37	115	2	*152*	0	1	11	0	1	*12*	**422**
7:00 AM	0	18	8	1	0	*27*	0	29	3	13	0	*45*	0	0	12	42	0	*54*	0	0	4	0	0	*4*	**130**
7:15 AM	0	28	18	2	0	*48*	0	14	6	4	0	*24*	0	0	14	20	1	*34*	0	0	5	0	0	*5*	**111**
7:30 AM	0	32	19	1	0	*52*	0	14	14	7	0	*35*	0	0	10	36	0	*46*	0	1	5	0	0	*6*	**139**
7:45 AM	0	17	18	0	0	*35*	0	20	8	13	1	*41*	0	0	11	32	0	*43*	0	1	11	0	0	*12*	**131**
Hourly Total	0	95	63	4	0	*162*	0	77	31	37	1	*145*	0	0	47	130	1	*177*	0	2	25	0	0	*27*	**511**

TMC 2677 - CSAH 102 @ CSAH 102
Fridley MN
Tuesday, September 22, 2026

	Southbound Main St						Westbound CSAH 102						Northbound CSAH 102						Eastbound Parking Lot						
Time	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*	VEHICLE TOTAL
8:00 AM	0	13	15	3	0	*31*	0	23	19	11	1	*53*	0	2	15	28	0	*45*	0	0	4	0	0	*4*	**133**
8:15 AM	0	26	11	2	0	*39*	0	17	10	17	0	*44*	0	1	15	40	0	*56*	0	0	16	0	1	*16*	**155**
8:30 AM	0	26	13	2	0	*41*	0	21	13	9	0	*43*	0	0	17	40	1	*57*	0	0	10	0	0	*10*	**151**
8:45 AM	0	22	8	1	0	*31*	0	21	11	10	0	*42*	0	0	14	34	0	*48*	0	2	10	1	1	*13*	**134**
Hourly Total	0	87	47	8	0	*142*	0	82	53	47	1	*182*	0	3	61	142	1	*206*	0	2	40	1	2	*43*	**573**
9:00 AM	0	11	7	2	0	*20*	1	21	14	16	0	*52*	0	3	13	43	0	*59*	0	1	11	0	0	*12*	**143**
9:15 AM	0	15	5	2	0	*22*	0	24	10	11	1	*45*	0	1	13	34	0	*48*	0	0	10	0	1	*10*	**125**
9:30 AM	0	15	15	1	0	*31*	0	12	17	11	0	*40*	0	0	8	33	1	*41*	0	0	5	1	0	*6*	**118**
9:45 AM	0	10	6	4	0	*20*	0	10	21	4	0	*35*	0	0	7	37	0	*44*	0	2	11	0	0	*13*	**112**
Hourly Total	0	51	33	9	0	*93*	1	67	62	42	1	*172*	0	4	41	147	1	*192*	0	3	37	1	1	*41*	**498**
10:00 AM	0	12	4	3	0	*19*	0	13	15	11	0	*39*	0	3	7	29	0	*39*	0	0	16	0	0	*16*	**113**
10:15 AM	0	15	6	1	0	*22*	0	19	14	13	0	*46*	0	0	8	34	0	*42*	0	1	16	0	3	*17*	**127**
10:30 AM	0	16	13	1	0	*30*	0	18	15	16	0	*49*	0	0	7	39	1	*46*	0	4	10	0	3	*14*	**139**
10:45 AM	0	17	8	8	0	*33*	0	17	18	9	0	*44*	0	0	8	25	0	*33*	0	1	7	0	1	*8*	**118**
Hourly Total	0	60	31	13	0	*104*	0	67	62	49	0	*178*	0	3	30	127	1	*160*	0	6	49	0	7	*55*	**497**
11:00 AM	0	13	5	1	0	*19*	0	26	14	12	0	*52*	0	1	11	39	0	*51*	0	1	8	1	0	*10*	**132**
11:15 AM	0	6	11	4	1	*21*	0	20	19	12	2	*51*	0	0	11	38	1	*49*	0	1	7	3	1	*11*	**132**
11:30 AM	0	22	10	2	0	*34*	0	33	11	11	2	*55*	0	3	15	36	0	*54*	0	2	14	1	1	*17*	**160**
11:45 AM	0	23	18	2	0	*43*	0	27	13	13	0	*53*	0	0	12	36	0	*48*	0	2	18	0	0	*20*	**164**
Hourly Total	0	64	44	9	1	*117*	0	106	57	48	4	*211*	0	4	49	149	1	*202*	0	6	47	5	2	*58*	**588**
12:00 PM	0	31	15	1	0	*47*	0	31	8	22	1	*61*	0	1	22	48	1	*71*	0	0	13	1	0	*14*	**193**
12:15 PM	0	20	8	4	1	*32*	0	34	17	15	1	*66*	0	2	14	39	2	*55*	0	1	9	0	1	*10*	**163**
12:30 PM	0	25	14	1	0	*40*	0	30	15	13	0	*58*	0	3	19	55	0	*77*	0	1	11	0	1	*12*	**187**
12:45 PM	0	22	13	2	0	*37*	0	25	12	12	0	*49*	0	0	11	37	1	*48*	0	1	13	1	2	*15*	**149**
Hourly Total	0	98	50	8	1	*156*	0	120	52	62	2	*234*	0	6	66	179	4	*251*	0	3	46	2	4	*51*	**692**
1:00 PM	0	15	12	4	0	*31*	0	33	21	7	1	*61*	0	0	10	52	0	*62*	0	1	12	0	1	*13*	**167**
1:15 PM	0	21	9	3	0	*33*	0	22	17	16	0	*55*	0	0	19	41	0	*60*	0	3	14	1	2	*18*	**166**
1:30 PM	0	24	8	3	0	*35*	0	29	24	18	0	*71*	0	1	18	82	0	*101*	0	2	16	0	1	*18*	**225**
1:45 PM	0	21	15	1	0	*37*	0	22	16	19	0	*57*	0	1	12	49	0	*62*	0	3	13	0	1	*16*	**172**
Hourly Total	0	81	44	11	0	*136*	0	106	78	60	1	*244*	0	2	59	224	0	*285*	0	9	55	1	5	*65*	**730**
2:00 PM	0	20	12	2	0	*34*	0	19	20	17	0	*56*	0	0	17	67	0	*84*	1	0	12	0	0	*13*	**187**
2:15 PM	0	30	22	1	0	*53*	0	29	13	16	0	*58*	0	1	17	49	0	*67*	0	4	8	0	0	*12*	**190**
2:30 PM	0	20	12	2	0	*34*	0	22	12	9	0	*43*	0	1	23	68	0	*92*	0	1	13	1	0	*15*	**184**
2:45 PM	0	13	16	0	0	*29*	0	13	9	13	0	*35*	0	0	17	49	0	*66*	0	2	13	0	1	*15*	**145**
Hourly Total	0	83	62	5	0	*150*	0	83	54	55	0	*192*	0	2	74	233	0	*309*	1	7	46	1	1	*55*	**706**
3:00 PM	0	25	15	2	0	*42*	0	34	10	14	0	*58*	0	0	19	52	2	*71*	0	4	5	0	0	*9*	**180**
3:15 PM	0	31	11	4	0	*46*	0	34	9	16	0	*59*	0	1	23	68	0	*92*	0	1	11	1	2	*13*	**210**
3:30 PM	0	40	24	2	0	*66*	0	32	9	8	0	*49*	0	0	21	79	0	*100*	0	0	7	1	2	*8*	**223**
3:45 PM	0	27	18	5	0	*50*	0	31	10	18	0	*59*	0	1	23	65	0	*89*	0	1	8	0	2	*9*	**207**
Hourly Total	0	123	68	13	0	*204*	0	131	38	56	0	*225*	0	2	86	264	2	*352*	0	6	31	2	6	*39*	**820**

TMC 2677 - CSAH 102 @ CSAH 102
Fridley MN
Tuesday, September 22, 2026

	Southbound Main St						Westbound CSAH 102						Northbound CSAH 102						Eastbound Parking Lot						
Time	**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***	**VEHICLE TOTAL**
4:00 PM	0	24	16	1	1	*41*	0	25	9	16	0	*50*	0	0	29	69	2	*98*	0	5	8	0	4	*13*	**202**
4:15 PM	0	32	13	2	0	*47*	0	29	7	14	0	*50*	0	1	28	63	1	*92*	0	0	6	0	5	*6*	**195**
4:30 PM	0	24	19	2	0	*45*	0	25	11	16	0	*52*	0	1	19	60	1	*80*	0	2	2	0	0	*4*	**181**
4:45 PM	0	15	11	0	0	*26*	1	31	13	17	0	*62*	0	0	24	48	2	*72*	0	2	7	1	1	*10*	**170**
Hourly Total	0	95	59	5	1	*159*	1	110	40	63	0	*214*	0	2	100	240	6	*342*	0	9	23	1	10	*33*	**748**
5:00 PM	0	20	14	1	0	*35*	0	34	9	15	0	*58*	0	0	18	58	2	*76*	0	0	14	0	0	*14*	**183**
5:15 PM	0	17	17	1	0	*35*	0	25	6	14	5	*45*	0	1	21	41	1	*63*	0	1	8	0	1	*9*	**152**
5:30 PM	0	18	9	1	0	*28*	0	29	6	14	0	*49*	0	0	16	41	2	*57*	0	0	5	0	3	*5*	**139**
5:45 PM	0	18	7	1	0	*26*	0	39	6	14	2	*59*	0	0	16	36	0	*52*	0	1	10	1	1	*12*	**149**
Hourly Total	0	73	47	4	0	*124*	0	127	27	57	7	*211*	0	1	71	176	5	*248*	0	2	37	1	5	*40*	**623**
6:00 PM	0	17	6	3	0	*26*	0	25	9	16	0	*50*	0	0	9	40	1	*49*	0	1	6	1	1	*8*	**133**
6:15 PM	0	16	5	0	0	*21*	0	23	11	20	0	*54*	0	0	8	39	0	*47*	0	0	4	1	5	*5*	**127**
6:30 PM	0	13	6	1	0	*20*	0	22	6	13	0	*41*	0	0	13	26	1	*39*	0	1	6	0	3	*7*	**107**
6:45 PM	0	12	5	3	0	*20*	0	28	13	8	0	*49*	0	1	6	28	1	*35*	0	2	10	0	4	*12*	**116**
Hourly Total	0	58	22	7	0	*87*	0	98	39	57	0	*194*	0	1	36	133	3	*170*	0	4	26	2	13	*32*	**483**
7:00 PM	0	16	12	2	0	*30*	0	17	13	13	0	*43*	0	1	13	29	0	*43*	0	0	7	0	4	*7*	**123**
7:15 PM	0	9	4	0	0	*13*	0	23	5	17	0	*45*	0	0	13	23	1	*36*	0	3	8	1	1	*12*	**106**
7:30 PM	0	15	5	3	0	*23*	0	17	8	9	0	*34*	0	0	7	25	0	*32*	0	0	10	1	1	*11*	**100**
7:45 PM	0	12	4	0	0	*16*	0	17	10	13	0	*40*	0	0	12	19	0	*31*	0	1	6	0	0	*7*	**94**
Hourly Total	0	52	25	5	0	*82*	0	74	36	52	0	*162*	0	1	45	96	1	*142*	0	4	31	2	6	*37*	**423**
8:00 PM	0	14	4	0	0	*18*	0	16	5	10	0	*31*	0	0	13	25	0	*38*	0	1	8	0	1	*9*	**96**
8:15 PM	0	10	5	0	0	*15*	0	17	2	9	0	*28*	0	0	12	19	0	*31*	0	0	4	0	0	*4*	**78**
8:30 PM	0	10	1	0	0	*11*	0	12	2	12	0	*26*	0	0	10	12	0	*22*	0	0	3	0	2	*3*	**62**
8:45 PM	0	10	5	2	0	*17*	0	14	3	10	0	*27*	0	1	9	22	0	*32*	0	1	2	0	0	*3*	**79**
Hourly Total	0	44	15	2	0	*61*	0	59	12	41	0	*112*	0	1	44	78	0	*123*	0	2	17	0	3	*19*	**315**
9:00 PM	0	11	6	1	0	*18*	0	14	4	12	0	*30*	0	0	4	8	0	*12*	0	0	3	1	0	*4*	**64**
9:15 PM	0	14	3	0	0	*17*	0	12	7	9	0	*28*	0	0	7	14	0	*21*	0	0	1	0	0	*1*	**67**
9:30 PM	0	8	1	0	0	*9*	0	8	3	5	0	*16*	0	0	5	14	1	*19*	0	0	4	0	0	*4*	**48**
9:45 PM	0	9	1	0	0	*10*	0	3	3	11	0	*17*	0	0	1	9	1	*10*	0	0	6	3	1	*9*	**46**
Hourly Total	0	42	11	1	0	*54*	0	37	17	37	0	*91*	0	0	17	45	2	*62*	0	0	14	4	1	*18*	**225**
10:00 PM	0	4	2	1	0	*7*	0	8	0	10	0	*18*	0	0	5	20	1	*25*	0	0	2	0	0	*2*	**52**
10:15 PM	0	5	2	0	0	*7*	0	9	0	7	0	*16*	0	0	4	11	0	*15*	0	0	1	0	0	*1*	**39**
10:30 PM	0	4	2	0	0	*6*	0	11	0	6	0	*17*	0	0	1	9	0	*10*	0	0	0	0	0	*0*	**33**
10:45 PM	0	4	1	0	0	*5*	0	5	0	4	0	*9*	0	0	2	9	0	*11*	0	0	0	0	0	*0*	**25**
Hourly Total	0	17	7	1	0	*25*	0	33	0	27	0	*60*	0	0	12	49	1	*61*	0	0	3	0	0	*3*	**149**
11:00 PM	0	6	1	0	0	*7*	0	8	0	6	0	*14*	0	0	5	11	0	*16*	0	0	1	0	0	*1*	**38**
11:15 PM	0	5	0	0	0	*5*	0	7	0	7	0	*14*	0	0	2	5	0	*7*	0	0	1	0	0	*1*	**27**
11:30 PM	0	1	0	0	0	*1*	0	1	0	5	0	*6*	0	0	4	4	0	*8*	0	0	0	1	0	*1*	**16**
11:45 PM	0	2	0	0	0	*2*	0	3	0	0	0	*3*	0	0	2	3	0	*5*	0	0	0	0	0	*0*	**10**
Hourly Total	0	14	1	0	0	*15*	0	19	0	18	0	*37*	0	0	13	23	0	*36*	0	0	2	1	0	*3*	**91**
DAILY TOTAL	**0**	**1259**	**689**	**108**	**3**	***2056***	**2**	**1646**	**686**	**928**	**17**	***3262***	**0**	**34**	**931**	**2683**	**31**	***3648***	**1**	**67**	**548**	**25**	**68**	***641***	**9607**
Cars	0	1202	660	107	2	*1969*	2	1584	671	884	14	*3141*	0	30	902	2546	18	*3478*	1	67	537	25	36	*630*	**9218**
Heavy Vehicles	0	57	29	1	1	*87*	0	62	15	44	3	*121*	0	4	29	137	13	*170*	0	0	11	0	32	*11*	**389**
Heavy Vehicle %	0.00%	4.53%	4.21%	0.93%	33.33%	*4.23%*	0.00%	3.77%	2.19%	4.74%	17.65%	*3.71%*	0.00%	11.76%	3.11%	5.11%	41.94%	*4.66%*	0.00%	0.00%	2.01%	0.00%	47.06%	*1.72%*	**4.05%**

TMC 2677 - CSAH 102 @ CSAH 102
Fridley MN
Tuesday, September 22, 2026
AM Peak Hour (00:00 to 10:00)

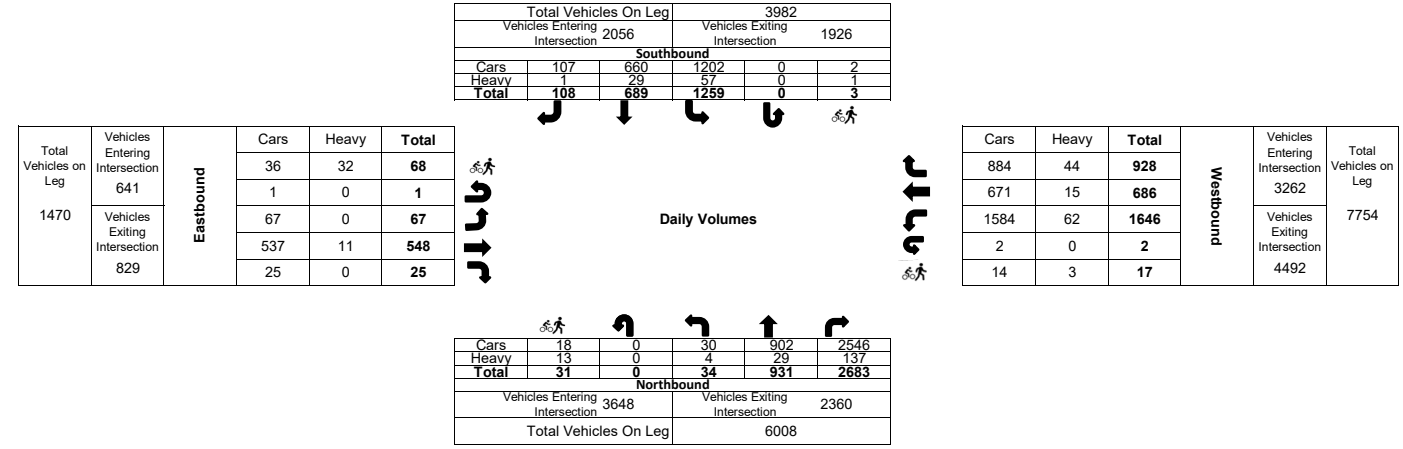
Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
8:15 AM	0	26	11	2	0	*39*	0	17	10	17	0	*44*	0	1	15	40	0	*56*	0	0	16	0	1	*16*	**155**
8:30 AM	0	26	13	2	0	*41*	0	21	13	9	0	*43*	0	0	17	40	1	*57*	0	0	10	0	0	*10*	**151**
8:45 AM	0	22	8	1	0	*31*	0	21	11	10	0	*42*	0	0	14	34	0	*48*	0	2	10	1	1	*13*	**134**
9:00 AM	0	11	7	2	0	*20*	1	21	14	16	0	*52*	0	3	13	43	0	*59*	0	1	11	0	0	*12*	**143**
Peak Hour Total	0	85	39	7	0	*131*	1	80	48	52	0	*181*	0	4	59	157	1	*220*	0	3	47	1	2	*51*	**583**
Peak Hour Heavy Vehicles	0	4	3	0	0	*7*	0	10	0	8	0	*18*	0	0	2	17	0	*19*	0	0	0	0	1	*0*	**44**
Peak Hour Heavy Vehicles %	0.00%	4.71%	7.69%	0.00%	0.00%	5.34%	0.00%	12.50%	0.00%	15.38%	0.00%	9.94%	0.00%	0.00%	3.39%	10.83%	0.00%	8.64%	0.00%	0.00%	0.00%	0.00%	50.00%	0.00%	7.55%
PHF	0.000	0.817	0.750	0.875	0.000	*0.799*	0.250	0.952	0.857	0.765	0.000	*0.870*	0.000	0.333	0.868	0.913	0.250	*0.932*	0.000	0.375	0.734	0.250	0.500	*0.797*	**0.940**

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*	
1:00 PM	0	15	12	4	0	*31*	0	33	21	7	1	*61*	0	0	10	52	0	*62*	0	1	12	0	1	*13*	**167**
1:15 PM	0	21	9	3	0	*33*	0	22	17	16	0	*55*	0	0	19	41	0	*60*	0	3	14	1	2	*18*	**166**
1:30 PM	0	24	8	3	0	*35*	0	29	24	18	0	*71*	0	1	18	82	0	*101*	0	2	16	0	1	*18*	**225**
1:45 PM	0	21	15	1	0	*37*	0	22	16	19	0	*57*	0	1	12	49	0	*62*	0	3	13	0	1	*16*	**172**
Peak Hour Total	0	81	44	11	0	*136*	0	106	78	60	1	*244*	0	2	59	224	0	*285*	0	9	55	1	5	*65*	**730**
Peak Hour Heavy Vehicles	0	4	0	1	0	*5*	0	5	0	6	0	*11*	0	0	2	12	0	*14*	0	0	1	0	3	*1*	**31**
Peak Hour Heavy Vehicles %	0.00%	4.94%	0.00%	9.09%	0.00%	3.68%	0.00%	4.72%	0.00%	10.00%	0.00%	4.51%	0.00%	0.00%	3.39%	5.36%	0.00%	4.91%	0.00%	0.00%	1.82%	0.00%	60.00%	1.54%	4.25%
PHF	0.000	0.844	0.733	0.688	0.000	*0.919*	0.000	0.803	0.813	0.789	0.250	*0.859*	0.000	0.500	0.776	0.683	0.000	*0.705*	0.000	0.750	0.859	0.250	0.625	*0.903*	**0.811**

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

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
3:15 PM	0	31	11	4	0	*46*	0	34	9	16	0	*59*	0	1	23	68	0	*92*	0	1	11	1	2	*13*	**210**
3:30 PM	0	40	24	2	0	*66*	0	32	9	8	0	*49*	0	0	21	79	0	*100*	0	0	7	1	2	*8*	**223**
3:45 PM	0	27	18	5	0	*50*	0	31	10	18	0	*59*	0	1	23	65	0	*89*	0	1	8	0	2	*9*	**207**
4:00 PM	0	24	16	1	1	*41*	0	25	9	16	0	*50*	0	0	29	69	2	*98*	0	5	8	0	4	*13*	**202**
Peak Hour Total	0	122	69	12	1	*203*	0	122	37	58	0	*217*	0	2	96	281	2	*379*	0	7	34	2	10	*43*	**842**
Peak Hour Heavy Vehicles	0	2	2	0	1	*4*	0	3	0	1	0	*4*	0	0	1	2	1	*3*	0	0	1	0	6	*1*	**12**
Peak Hour Heavy Vehicles %	0.00%	1.64%	2.90%	0.00%	100.00%	1.97%	0.00%	2.46%	0.00%	1.72%	0.00%	1.84%	0.00%	0.00%	1.04%	0.71%	50.00%	0.79%	0.00%	0.00%	2.94%	0.00%	60.00%	2.33%	1.43%
PHF	0.000	0.763	0.719	0.600	0.250	*0.769*	0.000	0.897	0.925	0.806	0.000	*0.919*	0.000	0.500	0.828	0.889	0.250	*0.948*	0.000	0.350	0.773	0.500	0.625	*0.827*	**0.944**



TMC 2677 - CSAH 102 @ CSAH 102
Fridley MN
Tuesday, September 22, 2026

Time	Southbound Heavy Main St						Westbound Heavy CSAH 102						Northbound Heavy CSAH 102						Eastbound Heavy Parking Lot						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	1	0	0	0	*1*	0	0	1	0	0	*1*	**2**
Hourly 'Heavy Vehicles'	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	1	0	0	0	*1*	0	0	1	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**
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	1	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
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	1	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
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	1	0	*1*	0	0	0	0	0	*0*	**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**
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	1	*0*	**0**
Hourly 'Heavy Vehicles'	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	1	0	*1*	0	0	0	0	1	*0*	**1**
5:00 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**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	2	0	*2*	0	0	0	0	0	*0*	**2**
5:30 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	2	0	*2*	0	0	0	0	0	*0*	**3**
5:45 AM	0	2	0	0	0	*2*	0	1	0	0	0	*1*	0	0	2	4	0	*6*	0	0	0	0	0	*0*	**9**
Hourly 'Heavy Vehicles'	0	2	1	0	0	*3*	0	1	0	0	0	*1*	0	0	2	9	0	*11*	0	0	0	0	0	*0*	**15**
6:00 AM	0	1	0	0	0	*1*	0	1	0	1	0	*2*	0	0	0	3	0	*3*	0	0	0	0	0	*0*	**6**
6:15 AM	0	1	0	0	0	*1*	0	0	0	1	0	*1*	0	0	0	6	0	*6*	0	0	0	0	0	*0*	**8**
6:30 AM	0	2	2	0	0	*4*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	1	*0*	**5**
6:45 AM	0	3	0	0	0	*3*	0	0	0	0	0	*0*	0	0	0	3	0	*3*	0	0	0	0	0	*0*	**6**
Hourly 'Heavy Vehicles'	0	7	2	0	0	*9*	0	1	0	2	0	*3*	0	0	1	12	0	*13*	0	0	0	0	1	*0*	**25**
7:00 AM	0	3	0	0	0	*3*	0	3	0	1	0	*4*	0	0	1	3	0	*4*	0	0	0	0	0	*0*	**11**
7:15 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**
7:30 AM	0	2	0	0	0	*2*	0	0	0	0	0	*0*	0	0	1	6	0	*7*	0	0	0	0	0	*0*	**9**
7:45 AM	0	1	0	0	0	*1*	0	2	0	0	0	*2*	0	0	1	2	0	*3*	0	0	0	0	0	*0*	**6**
Hourly 'Heavy Vehicles'	0	6	0	0	0	*6*	0	5	1	1	0	*7*	0	0	4	11	0	*15*	0	0	0	0	0	*0*	**28**

TMC 2677 - CSAH 102 @ CSAH 102
Fridley MN
Tuesday, September 22, 2026

Time	Southbound Heavy Main St						Westbound Heavy CSAH 102						Northbound Heavy CSAH 102						Eastbound Heavy Parking Lot						VEHICLE 'Heavy Vehicles'
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach 'Heavy Vehicles'*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach 'Heavy Vehicles'*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach 'Heavy Vehicles'*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach 'Heavy Vehicles'*	
8:00 AM	0	1	2	0	0	*3*	0	0	1	0	0	*1*	0	1	0	4	0	*5*	0	0	0	0	0	*0*	**9**
8:15 AM	0	1	0	0	0	*1*	0	2	0	2	0	*4*	0	0	0	4	0	*4*	0	0	0	0	1	*0*	**9**
8:30 AM	0	1	3	0	0	*4*	0	2	0	1	0	*3*	0	0	1	4	1	*5*	0	0	0	0	0	*0*	**12**
8:45 AM	0	2	0	0	0	*2*	0	2	0	2	0	*4*	0	0	1	5	0	*6*	0	0	0	0	0	*0*	**12**
Hourly 'Heavy Vehicles'	0	5	5	0	0	*10*	0	6	1	5	0	*12*	0	1	2	17	1	*20*	0	0	0	0	1	*0*	**42**
9:00 AM	0	0	0	0	0	*0*	0	4	0	3	0	*7*	0	0	0	4	0	*4*	0	0	0	0	0	*0*	**11**
9:15 AM	0	2	0	0	0	*2*	0	5	0	0	0	*5*	0	0	1	7	0	*8*	0	0	0	0	0	*0*	**15**
9:30 AM	0	3	1	0	0	*4*	0	2	0	0	0	*2*	0	0	0	3	0	*3*	0	0	0	0	0	*0*	**9**
9:45 AM	0	2	1	0	0	*3*	0	0	0	0	0	*0*	0	0	1	3	0	*4*	0	0	0	0	0	*0*	**7**
Hourly 'Heavy Vehicles'	0	7	2	0	0	*9*	0	11	0	3	0	*14*	0	0	2	17	0	*19*	0	0	0	0	0	*0*	**42**
10:00 AM	0	2	1	0	0	*3*	0	1	0	1	0	*2*	0	0	1	3	0	*4*	0	0	0	0	0	*0*	**9**
10:15 AM	0	3	1	0	0	*4*	0	0	0	2	0	*2*	0	0	0	2	0	*2*	0	0	1	0	0	*1*	**9**
10:30 AM	0	0	1	0	0	*1*	0	2	0	4	0	*6*	0	0	0	5	0	*5*	0	0	0	0	0	*0*	**12**
10:45 AM	0	1	1	0	0	*2*	0	1	2	3	0	*6*	0	0	0	2	0	*2*	0	0	1	0	1	*1*	**11**
Hourly 'Heavy Vehicles'	0	6	4	0	0	*10*	0	4	2	10	0	*16*	0	0	1	12	0	*13*	0	0	2	0	1	*2*	**41**
11:00 AM	0	3	0	0	0	*3*	0	0	0	2	0	*2*	0	1	1	2	0	*4*	0	0	1	0	0	*1*	**10**
11:15 AM	0	2	0	0	0	*2*	0	0	2	1	0	*3*	0	0	0	3	0	*3*	0	0	1	0	0	*1*	**9**
11:30 AM	0	0	3	0	0	*3*	0	2	0	0	1	*2*	0	1	1	2	0	*4*	0	0	0	0	1	*0*	**9**
11:45 AM	0	1	0	0	0	*1*	0	2	2	1	0	*5*	0	0	0	5	0	*5*	0	0	1	0	0	*1*	**12**
Hourly 'Heavy Vehicles'	0	6	3	0	0	*9*	0	4	4	4	1	*12*	0	2	2	12	0	*16*	0	0	3	0	1	*3*	**40**
12:00 PM	0	1	0	0	0	*1*	0	0	2	4	1	*6*	0	0	2	2	0	*4*	0	0	1	0	0	*1*	**12**
12:15 PM	0	4	1	0	0	*5*	0	2	2	1	0	*5*	0	0	0	1	0	*1*	0	0	1	0	0	*1*	**12**
12:30 PM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	2	0	*2*	0	0	0	0	0	*0*	**3**
12:45 PM	0	1	1	0	0	*2*	0	0	0	1	0	*1*	0	0	1	2	0	*3*	0	0	0	0	0	*0*	**6**
Hourly 'Heavy Vehicles'	0	6	3	0	0	*9*	0	2	4	6	1	*12*	0	0	3	7	0	*10*	0	0	2	0	0	*2*	**33**
1:00 PM	0	1	0	0	0	*1*	0	3	0	0	0	*3*	0	0	1	3	0	*4*	0	0	0	0	1	*0*	**8**
1:15 PM	0	2	0	1	0	*3*	0	0	0	2	0	*2*	0	0	0	2	0	*2*	0	0	0	0	0	*0*	**7**
1:30 PM	0	0	0	0	0	*0*	0	1	0	2	0	*3*	0	0	1	2	0	*3*	0	0	1	0	1	*1*	**7**
1:45 PM	0	1	0	0	0	*1*	0	1	0	2	0	*3*	0	0	0	5	0	*5*	0	0	0	0	1	*0*	**9**
Hourly 'Heavy Vehicles'	0	4	0	1	0	*5*	0	5	0	6	0	*11*	0	0	2	12	0	*14*	0	0	1	0	3	*1*	**31**
2:00 PM	0	0	1	0	0	*1*	0	1	1	0	0	*2*	0	0	0	4	0	*4*	0	0	0	0	0	*0*	**7**
2:15 PM	0	2	0	0	0	*2*	0	0	0	1	0	*1*	0	0	1	3	0	*4*	0	0	0	0	0	*0*	**7**
2:30 PM	0	1	0	0	0	*1*	0	0	0	0	0	*0*	0	0	0	4	0	*4*	0	0	0	0	0	*0*	**5**
2:45 PM	0	0	1	0	0	*1*	0	0	0	1	0	*1*	0	0	1	3	0	*4*	0	0	0	0	1	*0*	**6**
Hourly 'Heavy Vehicles'	0	3	2	0	0	*5*	0	1	1	2	0	*4*	0	0	2	14	0	*16*	0	0	0	0	1	*0*	**25**
3:00 PM	0	0	1	0	0	*1*	0	1	0	1	0	*2*	0	0	0	1	0	*1*	0	0	0	0	0	*0*	**4**
3:15 PM	0	1	0	0	0	*1*	0	1	0	0	0	*1*	0	0	0	2	0	*2*	0	0	0	0	1	*0*	**4**
3:30 PM	0	1	1	0	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**3**
3:45 PM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	2	*0*	**1**
Hourly 'Heavy Vehicles'	0	2	3	0	0	*5*	0	2	0	1	0	*3*	0	0	0	3	0	*3*	0	0	1	0	3	*1*	**12**

TMC 2677 - CSAH 102 @ CSAH 102
Fridley MN
Tuesday, September 22, 2026

	Southbound Heavy Main St						Westbound Heavy CSAH 102						Northbound Heavy CSAH 102						Eastbound Heavy Parking Lot						
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'***	**VEHICLE 'Heavy Vehicles'**
4:00 PM	0	0	0	0	1	*0*	0	2	0	1	0	*3*	0	0	1	0	0	*1*	0	0	0	0	3	*0*	**4**
4:15 PM	0	1	2	0	0	*3*	0	2	0	0	0	*2*	0	0	1	0	0	*1*	0	0	0	0	2	*0*	**6**
4:30 PM	0	1	0	0	0	*1*	0	3	0	0	0	*3*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**4**
4:45 PM	0	0	0	0	0	*0*	0	1	0	0	0	*1*	0	0	1	1	2	*2*	0	0	0	0	1	*0*	**3**
Hourly 'Heavy Vehicles'	0	2	2	0	1	*4*	0	8	0	1	0	*9*	0	0	3	1	2	*4*	0	0	0	0	6	*0*	**17**
5:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	2	2	*2*	0	0	0	0	0	*0*	**2**
5:15 PM	0	0	0	0	0	*0*	0	2	0	0	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**2**
5:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	1	2	*1*	0	0	0	0	0	*0*	**1**
5:45 PM	0	0	0	0	0	*0*	0	1	0	0	1	*1*	0	0	0	1	0	*1*	0	0	0	0	0	*0*	**2**
Hourly 'Heavy Vehicles'	0	0	0	0	0	*0*	0	3	0	0	1	*3*	0	0	0	4	4	*4*	0	0	0	0	0	*0*	**7**
6:00 PM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	1	*1*	0	0	0	0	1	*0*	**2**
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	4	*0*	**0**
6:30 PM	0	0	0	0	0	*0*	0	1	0	0	0	*1*	0	0	0	0	1	*0*	0	0	0	0	2	*0*	**1**
6:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	1	1	*1*	0	0	0	0	3	*0*	**1**
Hourly 'Heavy Vehicles'	0	0	1	0	0	*1*	0	1	0	0	0	*1*	0	0	1	1	3	*2*	0	0	0	0	10	*0*	**4**
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	0	0	0	*0*	0	0	0	1	0	*1*	0	0	1	0	1	*1*	0	0	0	0	0	*0*	**2**
7:30 PM	0	0	0	0	0	*0*	0	0	0	1	0	*1*	0	0	0	0	0	*0*	0	0	0	0	1	*0*	**1**
7:45 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	0	0	2	0	*2*	0	0	1	0	1	*1*	0	0	0	0	1	*0*	**4**
8:00 PM	0	0	0	0	0	*0*	0	1	0	0	0	*1*	0	0	0	1	0	*1*	0	0	0	0	1	*0*	**2**
8:15 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**
8:30 PM	0	0	0	0	0	*0*	0	2	0	0	0	*2*	0	0	0	1	0	*1*	0	0	0	0	1	*0*	**3**
8:45 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	4	0	0	0	*4*	0	0	1	2	0	*3*	0	0	0	0	2	*0*	**7**
9:00 PM	0	0	1	0	0	*1*	0	2	0	0	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**3**
9:15 PM	0	0	0	0	0	*0*	0	1	2	0	0	*3*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**3**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	1	*1*	0	0	1	0	0	*1*	**2**
9:45 PM	0	0	0	0	0	*0*	0	1	0	0	0	*1*	0	0	0	1	1	*1*	0	0	0	0	1	*0*	**2**
Hourly 'Heavy Vehicles'	0	0	1	0	0	*1*	0	4	2	0	0	*6*	0	0	1	1	2	*2*	0	0	1	0	1	*1*	**10**
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	1	0	*1*	0	0	0	0	0	*0*	**1**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	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	1	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	1	0	0	*1*	0	0	0	0	0	*0*	**1**
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	1	0	0	*1*	0	0	0	0	0	*0*	**1**
DAILY 'Heavy Vehicles'	**0**	**57**	**29**	**1**	**1**	***87***	**0**	**62**	**15**	**44**	**3**	***121***	**0**	**4**	**29**	**137**	**13**	***170***	**0**	**0**	**11**	**0**	**32**	***11***	**389**

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2677

Study Date : 10/26/2026

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 102
Number of Lanes : 1

Total Approach Volume: 3,648

Southbound: Main St
Number of Lanes :1

Total Approach Volume: 2,056

Minor Street Approaches

Eastbound: Parking Lot
Number of Lanes :1

Total Approach Volume: 641

Westbound: CSAH 102
Number of Lanes :2+

Total Approach Volume: 2,334

Warrant Summary (Urban Values Apply)

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

Warrant 1A - Minimum Vehicular Volume.....**Satisfied**
Required volumes reached for 9 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic.....**Not Satisfied**
Required volumes reached for 3 hours, 8 are needed

Warrant 1C - Combination of Warrants.....**Not Satisfied**
Required 1A volumes reached for 13 hours, 8 are needed
Required 1B volumes reached for 6 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 2677

Study Date : 10/26/2026

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

9 one hour periods meet minimums.
Warrant IS met.

Site Data Required

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

Volume Requirements

Veh/Hr Major = **300**

Veh/Hr Minor = **90** **120**

	Major Road					Minor Road		
	CSAH 102					Parking Lot		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
15:00 - 16:00	352	+	204	=	556	39	169	Yes
16:00 - 17:00	342	+	159	=	501	33	151	Yes
14:00 - 15:00	309	+	150	=	459	55	137	Yes
13:00 - 14:00	285	+	136	=	421	65	184	Yes
12:00 - 13:00	251	+	156	=	407	51	172	Yes
17:00 - 18:00	248	+	124	=	372	40	154	Yes
07:30 - 08:30	190	+	157	=	347	38	125	Yes
08:30 - 09:30	212	+	114	=	326	45	136	Yes
11:00 - 12:00	202	+	117	=	319	58	163	Yes
06:45 - 07:45	181	+	159	=	340	17	118	No
07:00 - 08:00	177	+	162	=	339	27	108	No
07:15 - 08:15	168	+	166	=	334	27	118	No
06:30 - 07:30	175	+	138	=	313	15	113	No
10:45 - 11:45	187	+	107	=	294	46	158	No
06:15 - 07:15	186	+	108	=	294	12	112	No
10:30 - 11:30	179	+	103	=	282	43	147	No
10:15 - 11:15	172	+	104	=	276	49	141	No
10:00 - 11:00	160	+	104	=	264	55	129	No
09:45 - 10:45	171	+	91	=	262	60	125	No
09:30 - 10:30	166	+	92	=	258	52	121	No
18:00 - 19:00	170	+	87	=	257	32	137	No
18:15 - 19:15	164	+	91	=	255	31	133	No
06:00 - 07:00	152	+	97	=	249	12	99	No
18:30 - 19:30	153	+	83	=	236	38	127	No
18:45 - 19:45	146		86		232	42	124	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2677

Study Date : 10/26/2026

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 3 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

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

Volume Requirements

Veh/Hr Major = **450**

Veh/Hr Minor = **45 60**

	Major Road					Minor Road		
	CSAH 102					Parking Lot		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
15:30 - 16:30	379	+	204	=	583	36	152	Yes
13:30 - 14:30	314	+	159	=	473	59	172	Yes
14:30 - 15:30	321	+	151	=	472	52	143	Yes
13:15 - 14:15	307	+	139	=	446	65	169	No
16:30 - 17:30	291	+	141	=	432	37	155	No
13:00 - 14:00	285	+	136	=	421	65	184	No
11:45 - 12:45	251	+	162	=	413	56	175	No
12:45 - 13:45	271	+	136	=	407	64	183	No
12:00 - 13:00	251	+	156	=	407	51	172	No
16:45 - 17:45	268	+	124	=	392	38	154	No
12:30 - 13:30	247	+	141	=	388	58	175	No
11:30 - 12:30	228	+	156	=	384	61	174	No
12:15 - 13:15	242	+	140	=	382	50	187	No
17:00 - 18:00	248	+	124	=	372	40	154	No
11:15 - 12:15	222	+	145	=	367	62	162	No
08:15 - 09:15	220	+	131	=	351	51	129	No
08:00 - 09:00	206	+	142	=	348	43	135	No
07:45 - 08:45	201	+	146	=	347	42	131	No
07:30 - 08:30	190	+	157	=	347	38	125	No
06:45 - 07:45	181	+	159	=	340	17	118	No
07:00 - 08:00	177	+	162	=	339	27	108	No
17:15 - 18:15	221	+	115	=	336	34	145	No
07:15 - 08:15	168	+	166	=	334	27	118	No
08:30 - 09:30	212	+	114	=	326	45	136	No
11:00 - 12:00	202		117		319	58	163	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2677

Study Date : 10/26/2026

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

13 hours meet 1A minimums.
Only 6 hours meet 1B minimums.
Warrant is NOT met.

Site Data Required

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

Volume Requirements

Warrant	1A	1B
Veh/Hr Major =	**240**	**360**
Veh/Hr Minor EB =	**72**	**36**
Veh/Hr Minor WB =	**96**	**48**

Major Road	Minor Road
CSAH 102	Parking Lot

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
15:00 - 16:00	352	+	204	=	556	39	169	Yes
16:00 - 17:00	342	+	159	=	501	33	151	Yes
14:00 - 15:00	309	+	150	=	459	55	137	Yes
13:00 - 14:00	285	+	136	=	421	65	184	Yes
12:00 - 13:00	251	+	156	=	407	51	172	Yes
17:00 - 18:00	248	+	124	=	372	40	154	Yes
08:00 - 09:00	206	+	142	=	348	43	135	Yes
07:00 - 08:00	177	+	162	=	339	27	108	Yes
11:00 - 12:00	202	+	117	=	319	58	163	Yes
09:00 - 10:00	192	+	93	=	285	41	130	Yes
10:00 - 11:00	160	+	104	=	264	55	129	Yes
18:00 - 19:00	170	+	87	=	257	32	137	Yes

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
15:15 - 16:15	379	+	203	=	582	43	159	Yes
16:15 - 17:15	320	+	153	=	473	34	160	Yes
14:15 - 15:15	296	+	158	=	454	51	142	Yes
13:15 - 14:15	307	+	139	=	446	65	169	Yes
12:15 - 13:15	242	+	140	=	382	50	187	Yes
11:15 - 12:15	222	+	145	=	367	62	162	Yes
08:15 - 09:15	220	+	131	=	351	51	129	No
08:00 - 09:00	206	+	142	=	348	43	135	No
07:45 - 08:45	201	+	146	=	347	42	131	No
07:30 - 08:30	190	+	157	=	347	38	125	No
06:45 - 07:45	181	+	159	=	340	17	118	No
07:00 - 08:00	177	+	162	=	339	27	108	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2677

Study Date : 10/26/2026

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.

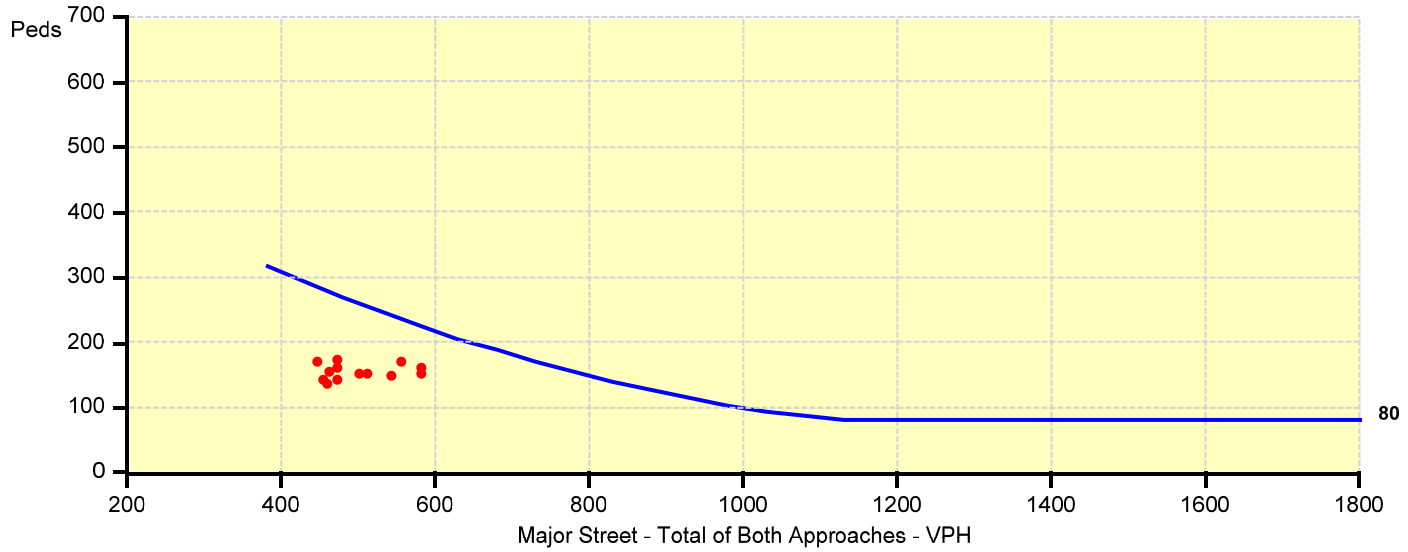
Summary

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

Site Data Required

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

	Major Road					Minor Road		
	CSAH 102					Parking Lot		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
15:30 - 16:30	379	+	204	=	583	36	152	No
15:15 - 16:15	379	+	203	=	582	43	159	No
15:00 - 16:00	352	+	204	=	556	39	169	No
15:45 - 16:45	359	+	183	=	542	32	147	No
14:45 - 15:45	329	+	183	=	512	45	150	No
16:00 - 17:00	342	+	159	=	501	33	151	No
16:15 - 17:15	320	+	153	=	473	34	160	No
13:30 - 14:30	314	+	159	=	473	59	172	No
14:30 - 15:30	321	+	151	=	472	52	143	No
13:45 - 14:45	305	+	158	=	463	56	153	No
14:00 - 15:00	309	+	150	=	459	55	137	No
14:15 - 15:15	296		158		454	51	142	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2677

Study Date : 10/26/2026

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 = **False**
Number of Major Lanes = **1**
Number of Minor Lanes = **Mixed**

	Major Road					Minor Road		
	CSAH 102					Parking Lot		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
15:30 - 16:30	379	+	204	=	583	36	152	No
15:15 - 16:15	379	+	203	=	582	43	159	No
15:00 - 16:00	352	+	204	=	556	39	169	No
15:45 - 16:45	359	+	183	=	542	32	147	No
14:45 - 15:45	329	+	183	=	512	45	150	No
16:00 - 17:00	342	+	159	=	501	33	151	No
16:15 - 17:15	320	+	153	=	473	34	160	No
13:30 - 14:30	314	+	159	=	473	59	172	No
14:30 - 15:30	321	+	151	=	472	52	143	No
13:45 - 14:45	305	+	158	=	463	56	153	No
14:00 - 15:00	309	+	150	=	459	55	137	No
14:15 - 15:15	296		158		454	51	142	No

