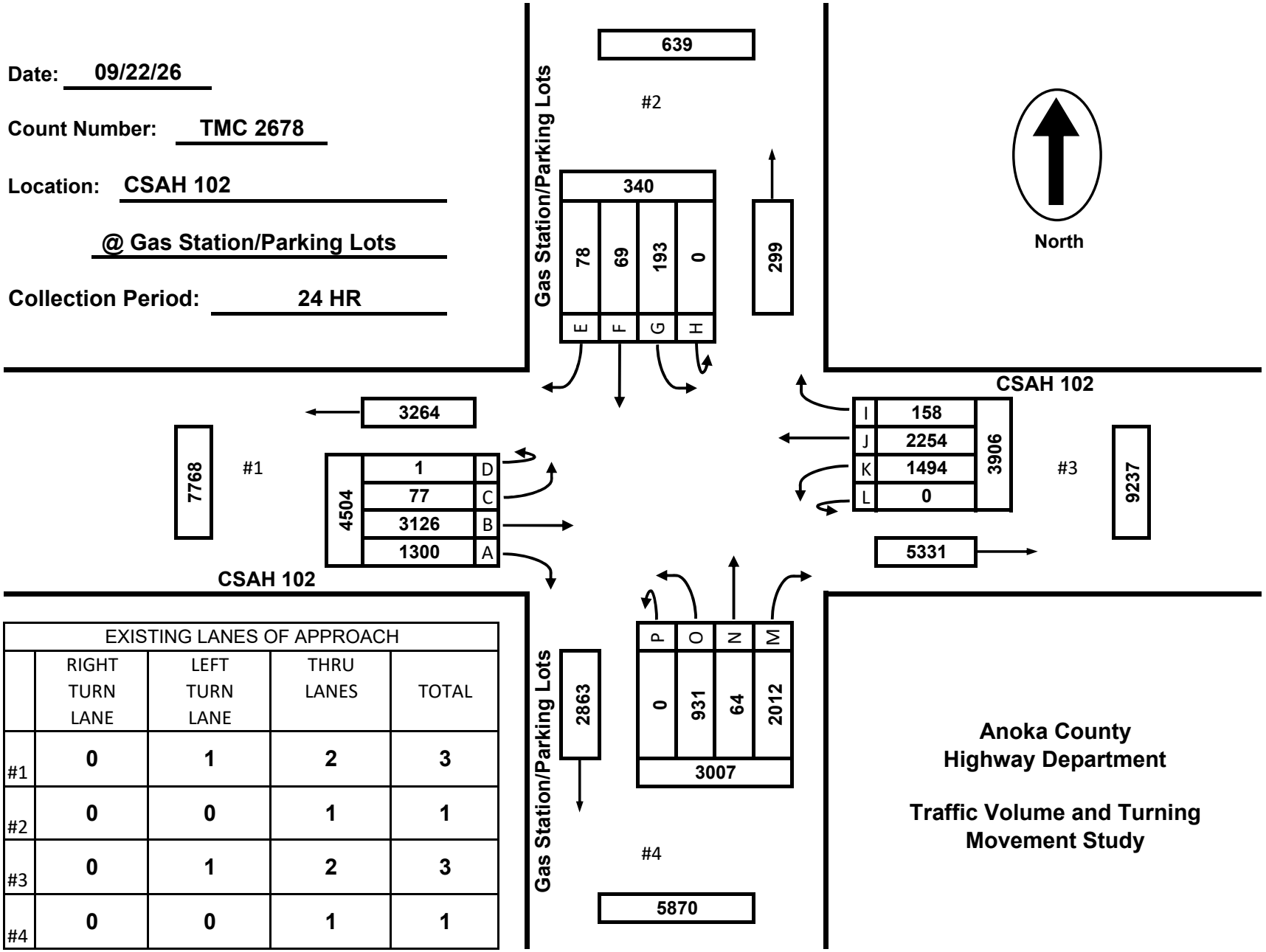
Date: 09/22/26

Count Number: TMC 2678

Location: CSAH 102

@ Gas Station/Parking Lots

Collection Period: 24 HR



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

Anoka County
Highway Department

Traffic Volume and Turning Movement Study

Date: 09/22/26

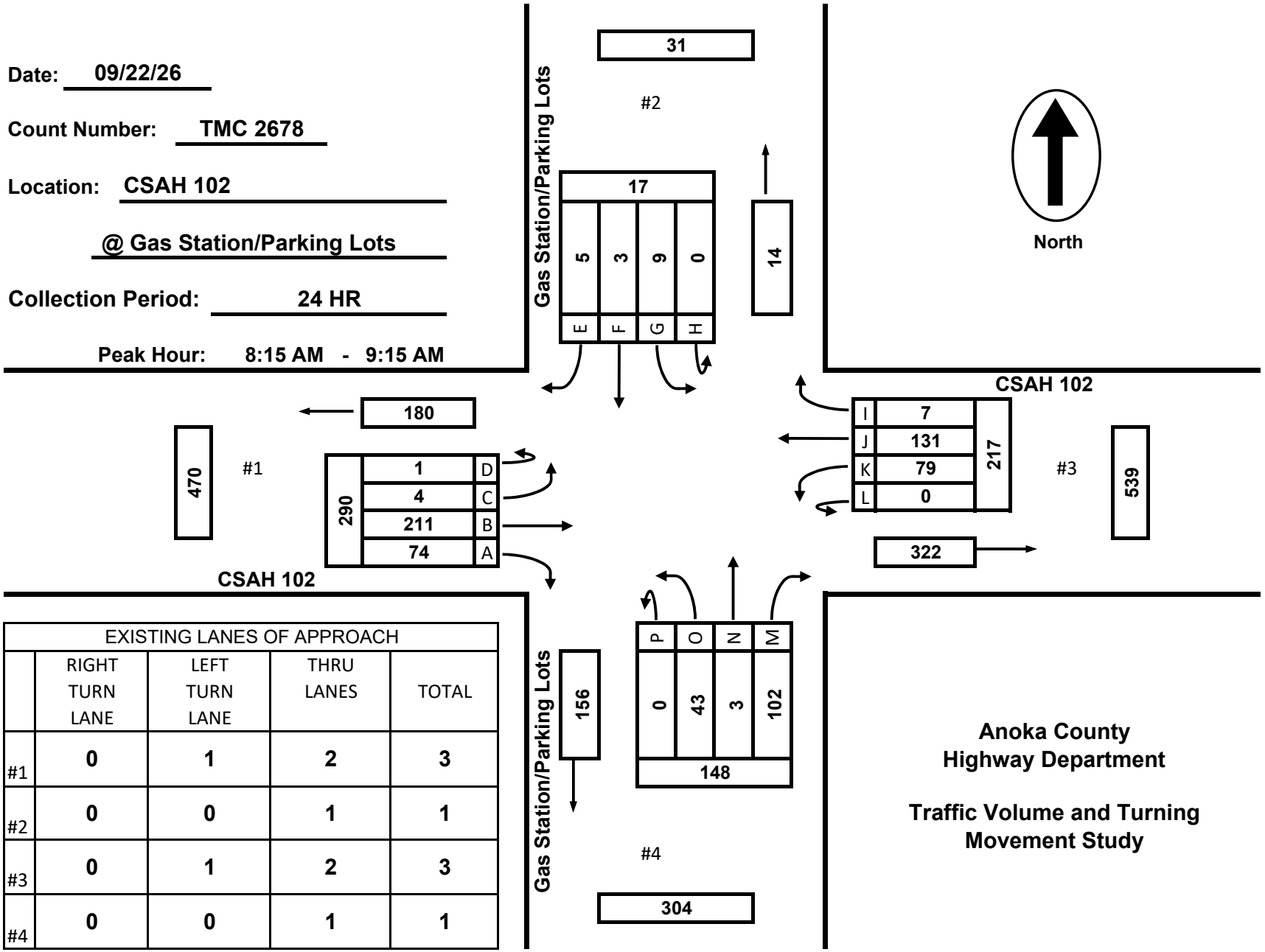
Count Number: TMC 2678

Location: CSAH 102

@ Gas Station/Parking Lots

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	1	2	3
#2	0	0	1	1
#3	0	1	2	3
#4	0	0	1	1

Anoka County
Highway Department

Traffic Volume and Turning Movement Study

Date: 09/22/26

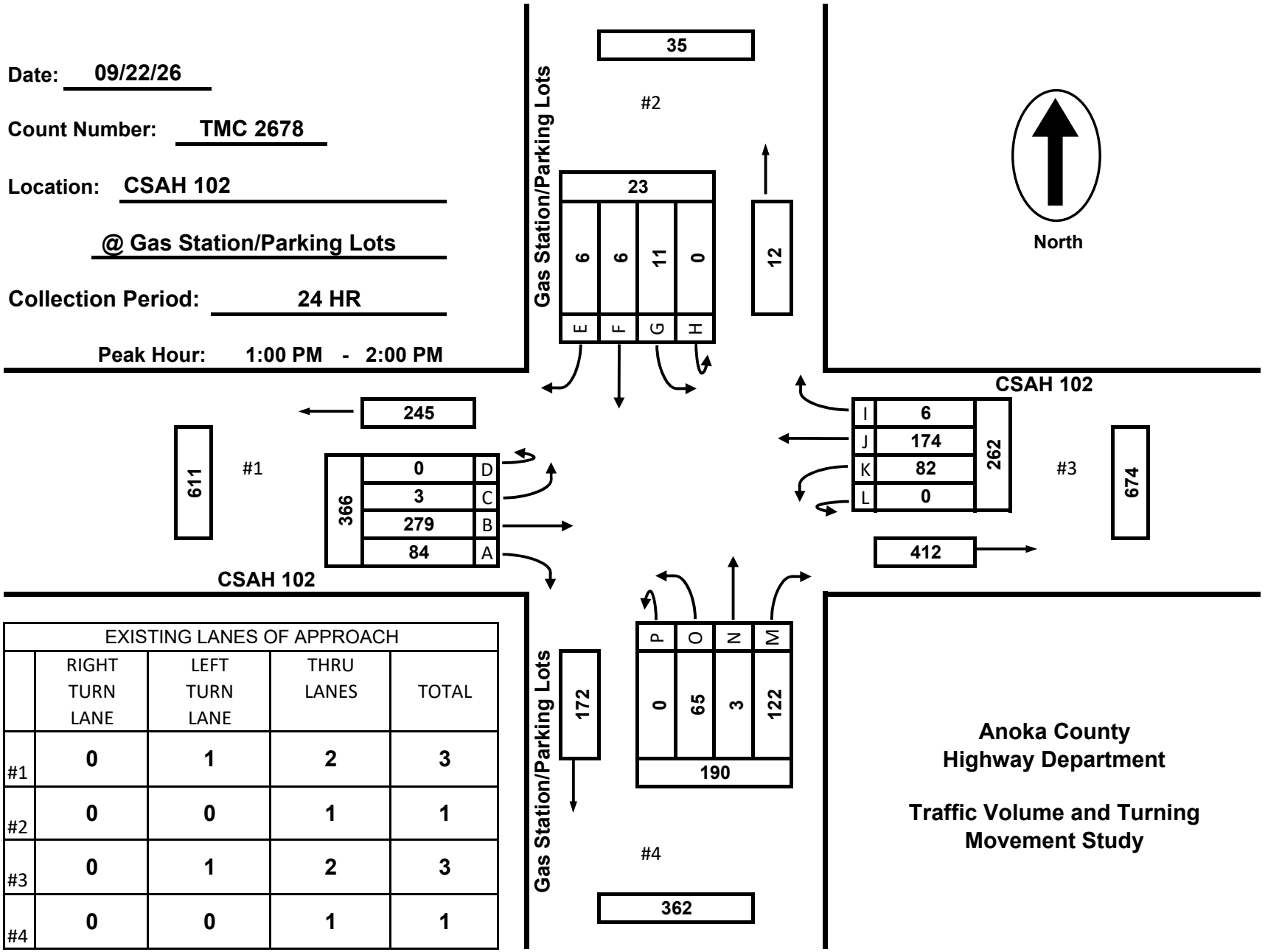
Count Number: TMC 2678

Location: CSAH 102

@ Gas Station/Parking Lots

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	1	2	3
#2	0	0	1	1
#3	0	1	2	3
#4	0	0	1	1

Anoka County
Highway Department

Traffic Volume and Turning Movement Study

Date: 09/22/26

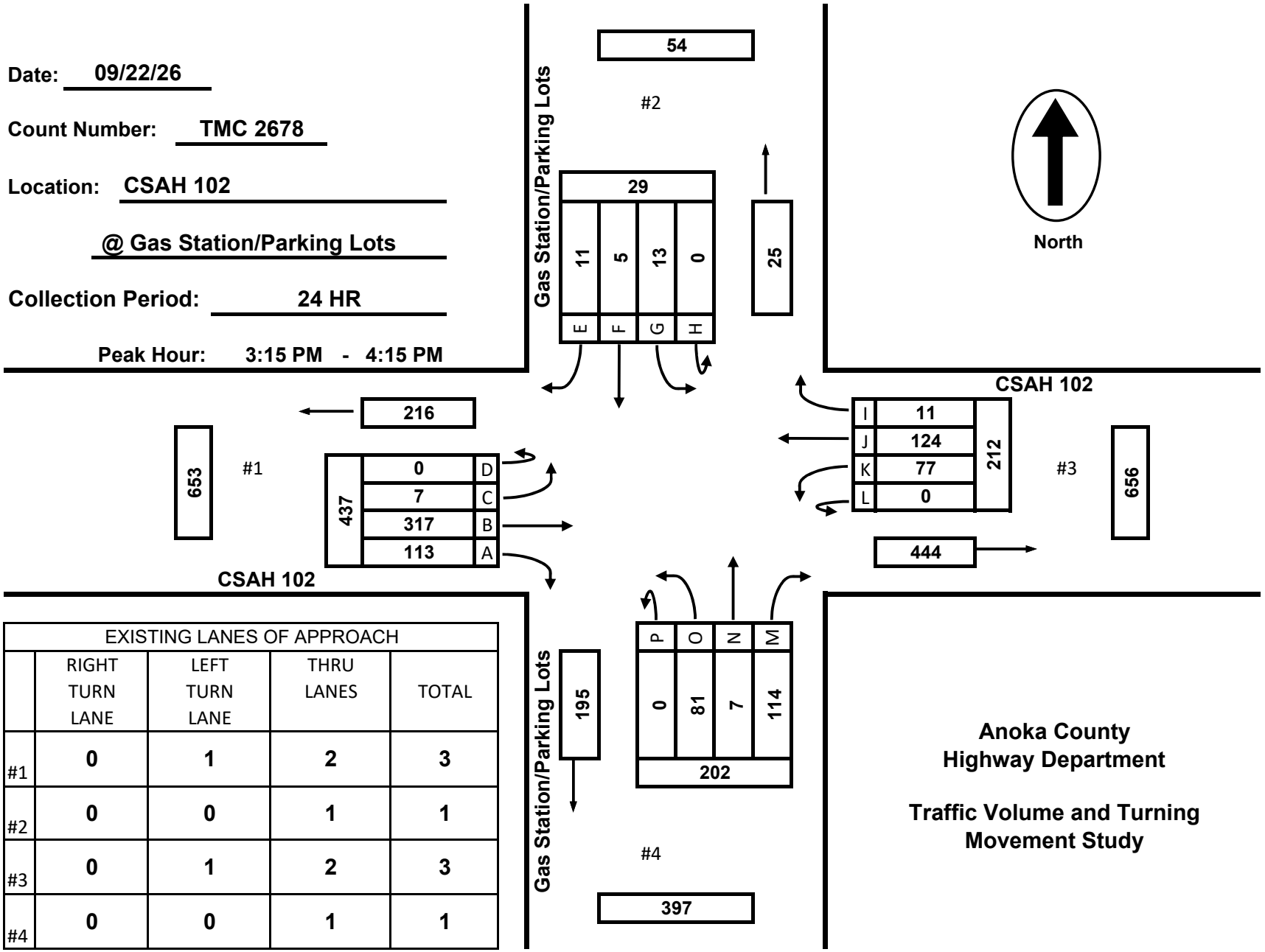
Count Number: TMC 2678

Location: CSAH 102

@ Gas Station/Parking Lots

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	1	2	3
#2	0	0	1	1
#3	0	1	2	3
#4	0	0	1	1

Anoka County
Highway Department

Traffic Volume and Turning Movement Study

TMC 2678 - CSAH 102 @ Gas Station Parking Lot
Fridley MN
Tuesday, September 22, 2026

	Southbound Gas Station/Parking Lots						Westbound CSAH 102						Northbound Gas Station/Parking Lots						Eastbound CSAH 102						
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
12:00 AM	0	2	0	0	0	*2*	0	5	4	0	0	*9*	0	2	0	9	0	*11*	0	0	8	5	0	*13*	**35**
12:15 AM	0	0	0	0	0	*0*	0	1	3	0	0	*4*	0	0	0	3	0	*3*	0	0	4	2	0	*6*	**13**
12:30 AM	0	0	0	0	0	*0*	0	4	3	1	0	*8*	0	3	0	6	1	*9*	0	0	3	1	0	*4*	**21**
12:45 AM	0	1	0	0	0	*1*	0	2	3	0	0	*5*	0	1	0	1	0	*2*	0	0	2	0	0	*2*	**10**
Hourly Total	0	3	0	0	0	*3*	0	12	13	1	0	*26*	0	6	0	19	1	*25*	0	0	17	8	0	*25*	**79**
1:00 AM	0	0	0	0	0	*0*	0	2	1	0	0	*3*	0	3	0	1	0	*4*	0	0	10	4	0	*14*	**21**
1:15 AM	0	0	0	0	0	*0*	0	5	3	0	0	*8*	0	4	0	7	0	*11*	0	0	5	0	0	*5*	**24**
1:30 AM	0	0	0	0	0	*0*	0	2	2	0	0	*4*	0	0	0	3	0	*3*	0	0	3	1	0	*4*	**11**
1:45 AM	0	0	0	0	0	*0*	0	4	2	0	0	*6*	0	0	0	3	0	*3*	0	0	3	1	0	*4*	**13**
Hourly Total	0	0	0	0	0	*0*	0	13	8	0	0	*21*	0	7	0	14	0	*21*	0	0	21	6	0	*27*	**69**
2:00 AM	0	0	0	0	0	*0*	0	0	5	0	0	*5*	0	0	0	3	0	*3*	0	0	1	1	0	*2*	**10**
2:15 AM	0	0	0	0	0	*0*	0	5	2	0	0	*7*	0	1	0	2	0	*3*	0	0	3	1	0	*4*	**14**
2:30 AM	0	0	0	0	0	*0*	0	2	2	0	0	*4*	0	1	0	4	1	*5*	0	0	4	1	0	*5*	**14**
2:45 AM	0	0	0	0	0	*0*	0	6	1	0	0	*7*	0	1	0	3	0	*4*	0	0	0	2	0	*2*	**13**
Hourly Total	0	0	0	0	0	*0*	0	13	10	0	0	*23*	0	3	0	12	1	*15*	0	0	8	5	0	*13*	**51**
3:00 AM	0	0	0	0	0	*0*	0	1	2	0	0	*3*	0	0	0	3	0	*3*	0	0	3	1	0	*4*	**10**
3:15 AM	0	0	0	0	0	*0*	0	3	4	0	0	*7*	0	0	0	3	2	*3*	0	0	3	2	0	*5*	**15**
3:30 AM	0	0	0	0	0	*0*	0	1	7	0	0	*8*	0	0	0	7	1	*7*	0	0	2	1	0	*3*	**18**
3:45 AM	0	0	0	0	0	*0*	0	2	3	0	0	*5*	0	0	0	3	0	*3*	0	0	0	0	0	*0*	**8**
Hourly Total	0	0	0	0	0	*0*	0	7	16	0	0	*23*	0	0	0	16	3	*16*	0	0	8	4	0	*12*	**51**
4:00 AM	0	0	0	0	0	*0*	0	3	7	0	0	*10*	0	1	0	2	0	*3*	0	0	2	0	0	*2*	**15**
4:15 AM	0	0	0	0	0	*0*	0	5	8	0	0	*13*	0	1	0	5	0	*6*	0	0	5	2	0	*7*	**26**
4:30 AM	0	0	0	0	0	*0*	0	11	13	0	0	*24*	0	1	0	9	0	*10*	0	0	3	7	0	*10*	**44**
4:45 AM	0	0	0	0	0	*0*	0	8	22	0	0	*30*	0	5	0	6	0	*11*	0	0	8	2	0	*10*	**51**
Hourly Total	0	0	0	0	0	*0*	0	27	50	0	0	*77*	0	8	0	22	0	*30*	0	0	18	11	0	*29*	**136**
5:00 AM	0	0	0	0	0	*0*	0	6	15	0	0	*21*	0	1	0	6	1	*7*	0	0	10	4	0	*14*	**42**
5:15 AM	0	0	1	0	0	*1*	0	13	19	1	0	*33*	0	5	0	12	0	*17*	0	0	18	5	0	*23*	**74**
5:30 AM	0	0	0	0	0	*0*	0	13	24	0	0	*37*	0	6	0	15	0	*21*	0	0	19	9	1	*28*	**86**
5:45 AM	0	0	0	0	0	*0*	0	11	39	0	0	*50*	0	7	0	17	0	*24*	0	0	20	7	0	*27*	**101**
Hourly Total	0	0	1	0	0	*1*	0	43	97	1	0	*141*	0	19	0	50	1	*69*	0	0	67	25	1	*92*	**303**
6:00 AM	0	0	0	0	0	*0*	0	11	24	0	0	*35*	0	3	0	22	1	*25*	0	0	21	10	0	*31*	**91**
6:15 AM	0	0	0	0	0	*0*	0	19	28	0	0	*47*	0	8	0	28	0	*36*	0	0	26	18	0	*44*	**127**
6:30 AM	0	0	0	0	0	*0*	0	15	33	1	0	*49*	0	10	0	33	0	*43*	0	0	43	20	0	*63*	**155**
6:45 AM	0	0	0	0	1	*0*	0	34	42	0	1	*76*	0	12	0	22	0	*34*	0	0	36	17	0	*53*	**163**
Hourly Total	0	0	0	0	1	*0*	0	79	127	1	1	*207*	0	33	0	105	1	*138*	0	0	126	65	0	*191*	**536**
7:00 AM	0	0	0	1	0	*1*	0	15	35	2	0	*52*	0	8	0	28	0	*36*	0	0	49	14	0	*63*	**152**
7:15 AM	0	0	0	0	0	*0*	0	19	18	1	0	*38*	0	6	0	27	0	*33*	0	0	45	9	0	*54*	**125**
7:30 AM	0	2	0	0	0	*2*	0	17	26	1	0	*44*	0	10	0	41	0	*51*	0	1	51	20	0	*72*	**169**
7:45 AM	0	2	1	0	1	*3*	0	19	33	2	1	*54*	0	8	0	34	0	*42*	0	0	47	12	0	*59*	**158**
Hourly Total	0	4	1	1	1	*6*	0	70	112	6	1	*188*	0	32	0	130	0	*162*	0	1	192	55	0	*248*	**604**

TMC 2678 - CSAH 102 @ Gas Station Parking Lot
Fridley MN
Tuesday, September 22, 2026

	Southbound Gas Station/Parking Lots						Westbound CSAH 102						Northbound Gas Station/Parking Lots						Eastbound CSAH 102						
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	3	1	1	0	*5*	0	17	41	0	0	*58*	0	12	1	22	0	*35*	0	0	31	16	0	*47*	**145**
8:15 AM	0	3	2	0	0	*5*	0	19	30	1	0	*50*	0	12	0	24	0	*36*	0	1	61	19	1	*81*	**172**
8:30 AM	0	3	0	2	0	*5*	0	23	30	4	0	*57*	0	12	0	29	0	*41*	0	2	57	18	0	*77*	**180**
8:45 AM	0	2	1	3	0	*6*	0	14	31	1	0	*46*	0	8	3	27	0	*38*	0	1	44	21	1	*66*	**156**
Hourly Total	0	11	4	6	0	*21*	0	73	132	6	0	*211*	0	44	4	102	0	*150*	0	4	193	74	2	*271*	**653**
9:00 AM	0	1	0	0	0	*1*	0	23	40	1	1	*64*	0	11	0	22	0	*33*	1	0	49	16	0	*66*	**164**
9:15 AM	0	2	0	1	0	*3*	0	18	33	1	0	*52*	0	11	0	24	0	*35*	0	1	42	15	0	*58*	**148**
9:30 AM	0	2	1	1	0	*4*	0	21	26	3	0	*50*	0	13	2	32	2	*47*	0	1	35	18	0	*54*	**155**
9:45 AM	0	3	1	0	0	*4*	0	18	31	2	2	*51*	0	5	1	25	1	*31*	0	2	38	19	0	*59*	**145**
Hourly Total	0	8	2	2	0	*12*	0	80	130	7	3	*217*	0	40	3	103	3	*146*	1	4	164	68	0	*237*	**612**
10:00 AM	0	0	0	3	0	*3*	0	16	31	1	0	*48*	0	7	0	28	0	*35*	0	1	40	14	0	*55*	**141**
10:15 AM	0	2	0	1	0	*3*	0	16	32	5	0	*53*	0	9	0	20	0	*29*	0	2	50	16	0	*68*	**153**
10:30 AM	0	2	0	0	0	*2*	0	21	38	3	0	*62*	0	11	0	22	0	*33*	0	0	42	21	0	*63*	**160**
10:45 AM	0	3	1	3	0	*7*	0	21	29	5	0	*55*	0	13	0	27	0	*40*	0	0	29	21	0	*50*	**152**
Hourly Total	0	7	1	7	0	*15*	0	74	130	14	0	*218*	0	40	0	97	0	*137*	0	3	161	72	0	*236*	**606**
11:00 AM	0	2	1	1	0	*4*	0	21	35	3	1	*59*	0	15	0	26	2	*41*	0	1	41	17	2	*59*	**163**
11:15 AM	0	4	0	1	0	*5*	0	22	38	5	0	*65*	0	12	0	29	2	*41*	0	1	32	18	1	*51*	**162**
11:30 AM	0	3	1	3	0	*7*	0	23	37	0	0	*60*	0	14	1	25	0	*40*	0	1	52	20	0	*73*	**180**
11:45 AM	0	3	1	1	0	*5*	0	11	47	2	0	*60*	0	7	1	34	0	*42*	0	0	58	18	0	*76*	**183**
Hourly Total	0	12	3	6	0	*21*	0	77	157	10	1	*244*	0	48	2	114	4	*164*	0	3	183	73	3	*259*	**688**
12:00 PM	0	5	0	3	0	*8*	0	26	41	2	2	*69*	0	18	0	28	1	*46*	0	1	57	33	0	*91*	**214**
12:15 PM	0	5	0	0	0	*5*	0	24	45	2	0	*71*	0	19	2	41	0	*62*	0	0	45	25	0	*70*	**208**
12:30 PM	0	2	1	1	0	*4*	0	24	43	2	1	*69*	0	14	0	45	1	*59*	0	2	61	27	0	*90*	**222**
12:45 PM	0	3	0	1	0	*4*	0	24	36	3	0	*63*	0	14	2	29	1	*45*	0	0	50	22	0	*72*	**184**
Hourly Total	0	15	1	5	0	*21*	0	98	165	9	3	*272*	0	65	4	143	3	*212*	0	3	213	107	0	*323*	**828**
1:00 PM	0	5	0	1	0	*6*	0	12	48	0	0	*60*	0	13	0	32	2	*45*	0	1	58	21	0	*80*	**191**
1:15 PM	0	2	2	2	0	*6*	0	26	37	3	0	*66*	0	15	0	30	1	*45*	0	1	56	21	0	*78*	**195**
1:30 PM	0	3	0	0	0	*3*	0	23	53	0	0	*76*	0	18	1	37	1	*56*	0	0	100	23	0	*123*	**258**
1:45 PM	0	1	4	3	0	*8*	0	21	36	3	0	*60*	0	19	2	23	0	*44*	0	1	65	19	0	*85*	**197**
Hourly Total	0	11	6	6	0	*23*	0	82	174	6	0	*262*	0	65	3	122	4	*190*	0	3	279	84	0	*366*	**841**
2:00 PM	0	2	0	1	0	*3*	0	17	44	3	0	*64*	0	10	2	40	0	*52*	0	2	68	29	0	*99*	**218**
2:15 PM	0	4	0	2	0	*6*	0	23	40	3	0	*66*	0	13	0	34	0	*47*	0	1	65	22	0	*88*	**207**
2:30 PM	0	6	0	1	0	*7*	0	23	30	3	0	*56*	0	13	0	26	1	*39*	0	7	75	20	0	*102*	**204**
2:45 PM	0	5	1	3	0	*9*	0	19	24	2	0	*45*	0	8	1	38	1	*47*	0	1	48	24	0	*73*	**174**
Hourly Total	0	17	1	7	0	*25*	0	82	138	11	0	*231*	0	44	3	138	2	*185*	0	11	256	95	0	*362*	**803**
3:00 PM	0	3	0	0	0	*3*	0	19	40	5	0	*64*	0	17	0	30	0	*47*	0	0	61	24	0	*85*	**199**
3:15 PM	0	1	2	4	0	*7*	0	16	38	2	0	*56*	0	17	3	28	0	*48*	0	3	79	28	0	*110*	**221**
3:30 PM	0	6	1	5	0	*12*	0	20	20	1	0	*41*	0	23	3	26	0	*52*	0	1	97	26	0	*124*	**229**
3:45 PM	0	3	0	1	0	*4*	0	18	37	5	1	*60*	0	21	0	30	0	*51*	0	1	66	33	1	*100*	**215**
Hourly Total	0	13	3	10	0	*26*	0	73	135	13	1	*221*	0	78	6	114	0	*198*	0	5	303	111	1	*419*	**864**

TMC 2678 - CSAH 102 @ Gas Station Parking Lot
Fridley MN
Tuesday, September 22, 2026

	Southbound Gas Station/Parking Lots						Westbound CSAH 102						Northbound Gas Station/Parking Lots						Eastbound CSAH 102						
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	3	2	1	1	*6*	0	23	29	3	0	*55*	0	20	1	30	0	*51*	0	2	75	26	0	*103*	**215**
4:15 PM	0	3	2	0	0	*5*	0	26	34	3	0	*63*	0	17	1	27	0	*45*	0	3	68	30	0	*101*	**214**
4:30 PM	0	1	1	0	0	*2*	0	34	31	1	0	*66*	0	22	3	29	3	*54*	0	1	59	26	0	*86*	**208**
4:45 PM	0	3	0	3	0	*6*	0	24	44	4	0	*72*	0	16	1	39	1	*56*	0	2	48	21	0	*71*	**205**
Hourly Total	0	10	5	4	1	*19*	0	107	138	11	0	*256*	0	75	6	125	4	*206*	0	8	250	103	0	*361*	**842**
5:00 PM	0	5	3	3	0	*11*	0	25	28	1	0	*54*	0	26	1	31	1	*58*	0	1	58	35	0	*94*	**217**
5:15 PM	0	6	3	0	0	*9*	0	23	27	4	0	*54*	0	19	2	42	1	*63*	0	2	41	23	0	*66*	**192**
5:30 PM	0	2	2	0	2	*4*	0	21	32	2	2	*55*	0	16	0	33	0	*49*	0	1	38	24	2	*63*	**171**
5:45 PM	0	2	2	1	0	*5*	0	21	36	3	0	*60*	0	23	2	26	0	*51*	0	3	42	18	0	*63*	**179**
Hourly Total	0	15	10	4	2	*29*	0	90	123	10	2	*223*	0	84	5	132	2	*221*	0	7	179	100	2	*286*	**759**
6:00 PM	0	0	3	4	0	*7*	0	27	31	1	1	*59*	0	15	4	24	0	*43*	0	1	40	22	0	*63*	**172**
6:15 PM	0	1	3	1	0	*5*	0	29	30	4	0	*63*	0	25	0	32	0	*57*	0	2	42	17	0	*61*	**186**
6:30 PM	0	5	0	1	0	*6*	0	29	23	1	1	*53*	0	15	4	26	1	*45*	0	1	28	15	0	*44*	**148**
6:45 PM	0	4	3	1	0	*8*	0	18	30	4	4	*52*	0	18	1	29	0	*48*	0	1	34	16	0	*51*	**159**
Hourly Total	0	10	9	7	0	*26*	0	103	114	10	6	*227*	0	73	9	111	1	*193*	0	5	144	70	0	*219*	**665**
7:00 PM	0	2	0	0	0	*2*	0	18	25	1	1	*44*	0	19	0	24	0	*43*	0	1	30	21	0	*52*	**141**
7:15 PM	0	4	1	2	0	*7*	0	16	24	4	0	*44*	0	18	3	29	0	*50*	0	2	24	13	0	*39*	**140**
7:30 PM	0	3	0	0	0	*3*	0	26	22	1	0	*49*	0	13	0	18	0	*31*	0	0	33	17	0	*50*	**133**
7:45 PM	0	6	2	1	0	*9*	0	18	25	2	1	*45*	0	15	1	22	2	*38*	0	1	28	8	0	*37*	**129**
Hourly Total	0	15	3	3	0	*21*	0	78	96	8	2	*182*	0	65	4	93	2	*162*	0	4	115	59	0	*178*	**543**
8:00 PM	0	1	3	2	0	*6*	0	24	17	3	0	*44*	0	11	2	24	0	*37*	0	1	27	20	0	*48*	**135**
8:15 PM	0	5	1	1	0	*7*	0	19	18	2	0	*39*	0	10	0	27	0	*37*	0	2	20	11	0	*33*	**116**
8:30 PM	0	2	2	0	0	*4*	0	13	17	2	0	*32*	0	11	1	22	0	*34*	0	1	16	8	0	*25*	**95**
8:45 PM	0	2	0	0	0	*2*	0	20	18	2	1	*40*	0	9	1	21	0	*31*	0	2	28	4	0	*34*	**107**
Hourly Total	0	10	6	3	0	*19*	0	76	70	9	1	*155*	0	41	4	94	0	*139*	0	6	91	43	0	*140*	**453**
9:00 PM	0	4	1	1	0	*6*	0	17	21	2	0	*40*	0	9	2	17	0	*28*	0	0	13	10	0	*23*	**97**
9:15 PM	0	4	2	1	0	*7*	0	8	21	0	0	*29*	0	5	2	15	0	*22*	0	3	16	10	0	*29*	**87**
9:30 PM	0	2	2	1	0	*5*	0	11	10	3	1	*24*	0	4	0	15	3	*19*	0	1	22	2	0	*25*	**73**
9:45 PM	0	2	0	0	0	*2*	0	12	13	3	0	*28*	0	3	2	15	0	*20*	0	1	19	6	0	*26*	**76**
Hourly Total	0	12	5	3	0	*20*	0	48	65	8	1	*121*	0	21	6	62	3	*89*	0	5	70	28	0	*103*	**333**
10:00 PM	0	5	1	0	0	*6*	0	23	11	2	1	*36*	0	6	0	16	3	*22*	0	2	18	7	0	*27*	**91**
10:15 PM	0	3	2	1	0	*6*	0	13	9	2	0	*24*	0	6	1	22	0	*29*	0	0	12	4	0	*16*	**75**
10:30 PM	0	1	1	3	1	*5*	0	9	10	5	0	*24*	0	6	2	9	1	*17*	0	0	10	4	0	*14*	**60**
10:45 PM	0	5	2	0	0	*7*	0	9	7	3	0	*19*	0	1	0	10	0	*11*	0	1	5	6	0	*12*	**49**
Hourly Total	0	14	6	4	1	*24*	0	54	37	12	1	*103*	0	19	3	57	4	*79*	0	3	45	21	0	*69*	**275**
11:00 PM	0	2	0	0	0	*2*	0	7	6	3	0	*16*	0	8	1	9	0	*18*	0	1	11	5	0	*17*	**53**
11:15 PM	0	3	0	0	0	*3*	0	12	8	1	1	*21*	0	6	1	13	0	*20*	0	1	7	4	0	*12*	**56**
11:30 PM	0	0	1	0	0	*1*	0	9	2	1	0	*12*	0	5	0	7	0	*12*	0	0	3	2	0	*5*	**30**
11:45 PM	0	1	1	0	0	*2*	0	7	1	0	0	*8*	0	2	0	8	0	*10*	0	0	2	2	0	*4*	**24**
Hourly Total	0	6	2	0	0	*8*	0	35	17	5	1	*57*	0	21	2	37	0	*60*	0	2	23	13	0	*38*	**163**
DAILY TOTAL	**0**	**193**	**69**	**78**	**6**	***340***	**0**	**1494**	**2254**	**158**	**24**	***3906***	**0**	**931**	**64**	**2012**	**39**	***3007***	**1**	**77**	**3126**	**1300**	**9**	***4504***	**11757**
Cars	0	192	69	77	3	*338*	0	1448	2146	158	22	*3752*	0	915	64	1961	31	*2940*	1	76	2941	1276	6	*4294*	**11324**
Heavy Vehicles	0	1	0	1	3	*2*	0	46	108	0	2	*154*	0	16	0	51	8	*67*	0	1	185	24	3	*210*	**433**
Heavy Vehicle %	0.00%	0.52%	0.00%	1.28%	50.00%	*0.59%*	0.00%	3.08%	4.79%	0.00%	8.33%	*3.94%*	0.00%	1.72%	0.00%	2.53%	20.51%	*2.23%*	0.00%	1.30%	5.92%	1.85%	33.33%	*4.66%*	**3.68%**

TMC 2678 - CSAH 102 @ Gas Station Parking Lot
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	3	2	0	0	*5*	0	19	30	1	0	*50*	0	12	0	24	0	*36*	0	1	61	19	1	*81*	**172**
8:30 AM	0	3	0	2	0	*5*	0	23	30	4	0	*57*	0	12	0	29	0	*41*	0	2	57	18	0	*77*	**180**
8:45 AM	0	2	1	3	0	*6*	0	14	31	1	0	*46*	0	8	3	27	0	*38*	0	1	44	21	1	*66*	**156**
9:00 AM	0	1	0	0	0	*1*	0	23	40	1	1	*64*	0	11	0	22	0	*33*	1	0	49	16	0	*66*	**164**
Peak Hour Total	0	9	3	5	0	*17*	0	79	131	7	1	*217*	0	43	3	102	0	*148*	1	4	211	74	2	*290*	**672**
Peak Hour Heavy Vehicles	0	0	0	0	0	*0*	0	4	14	0	0	*18*	0	3	0	5	0	*8*	0	0	18	3	0	*21*	**47**
Peak Hour Heavy Vehicles %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	5.06%	10.69%	0.00%	0.00%	8.29%	0.00%	6.98%	0.00%	4.90%	0.00%	5.41%	0.00%	0.00%	8.53%	4.05%	0.00%	7.24%	6.99%
PHF	0.000	0.750	0.375	0.417	0.000	*0.708*	0.000	0.859	0.819	0.438	0.250	*0.848*	0.000	0.896	0.250	0.879	0.000	*0.902*	0.250	0.500	0.865	0.881	0.500	*0.895*	**0.933**

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

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
1:00 PM	0	5	0	1	0	*6*	0	12	48	0	0	*60*	0	13	0	32	2	*45*	0	1	58	21	0	*80*	**191**
1:15 PM	0	2	2	2	0	*6*	0	26	37	3	0	*66*	0	15	0	30	1	*45*	0	1	56	21	0	*78*	**195**
1:30 PM	0	3	0	0	0	*3*	0	23	53	0	0	*76*	0	18	1	37	1	*56*	0	0	100	23	0	*123*	**258**
1:45 PM	0	1	4	3	0	*8*	0	21	36	3	0	*60*	0	19	2	23	0	*44*	0	1	65	19	0	*85*	**197**
Peak Hour Total	0	11	6	6	0	*23*	0	82	174	6	0	*262*	0	65	3	122	4	*190*	0	3	279	84	0	*366*	**841**
Peak Hour Heavy Vehicles	0	0	0	0	0	*0*	0	2	11	0	0	*13*	0	1	0	3	0	*4*	0	0	16	1	0	*17*	**34**
Peak Hour Heavy Vehicles %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.44%	6.32%	0.00%	0.00%	4.96%	0.00%	1.54%	0.00%	2.46%	0.00%	2.11%	0.00%	0.00%	5.73%	1.19%	0.00%	4.64%	4.04%
PHF	0.000	0.550	0.375	0.500	0.000	*0.719*	0.000	0.788	0.821	0.500	0.000	*0.862*	0.000	0.855	0.375	0.824	0.500	*0.848*	0.000	0.750	0.698	0.913	0.000	*0.744*	**0.815**

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	1	2	4	0	*7*	0	16	38	2	0	*56*	0	17	3	28	0	*48*	0	3	79	28	0	*110*	**221**
3:30 PM	0	6	1	5	0	*12*	0	20	20	1	0	*41*	0	23	3	26	0	*52*	0	1	97	26	0	*124*	**229**
3:45 PM	0	3	0	1	0	*4*	0	18	37	5	1	*60*	0	21	0	30	0	*51*	0	1	66	33	1	*100*	**215**
4:00 PM	0	3	2	1	1	*6*	0	23	29	3	0	*55*	0	20	1	30	0	*51*	0	2	75	26	0	*103*	**215**
Peak Hour Total	0	13	5	11	1	*29*	0	77	124	11	1	*212*	0	81	7	114	0	*202*	0	7	317	113	1	*437*	**880**
Peak Hour Heavy Vehicles	0	0	0	0	0	*0*	0	2	2	0	0	*4*	0	2	0	4	0	*6*	0	0	3	2	0	*5*	**15**
Peak Hour Heavy Vehicles %	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	2.60%	1.61%	0.00%	0.00%	1.89%	0.00%	2.47%	0.00%	3.51%	0.00%	2.97%	0.00%	0.00%	0.95%	1.77%	0.00%	1.14%	1.70%
PHF	0.000	0.542	0.625	0.550	0.250	*0.604*	0.000	0.837	0.816	0.550	0.250	*0.883*	0.000	0.880	0.583	0.950	0.000	*0.971*	0.000	0.583	0.817	0.856	0.250	*0.881*	**0.961**

Total Vehicles On Leg			639		
Vehicles Entering Intersection	340		Vehicles Exiting Intersection		299
Southbound					
Cars	77	69	192	0	3
Heavy	1	0	1	0	3
Total	**78**	**69**	**193**	**0**	**6**

Total Vehicles on Leg	Vehicles Entering Intersection	Eastbound	Cars	Heavy	Total
7768	4504		6	3	**9**
			1	0	**1**
	Vehicles Exiting Intersection		76	1	**77**
	3264		2941	185	**3126**
			1276	24	**1300**

Daily Volumes

Cars	Heavy	Total	Westbound	Vehicles Entering Intersection	Total Vehicles on Leg
158	0	**158**		3906	9237
2146	108	**2254**			
1448	46	**1494**		Vehicles Exiting Intersection	
0	0	**0**		5331	
22	2	**24**			

Cars	31	0	915	64	1961
Heavy	8	0	16	0	51
Total	**39**	**0**	**931**	**64**	**2012**
Northbound					
Vehicles Entering Intersection	3007		Vehicles Exiting Intersection		2863
Total Vehicles On Leg			5870		

TMC 2678 - CSAH 102 @ Gas Station Parking Lot
Fridley MN
Tuesday, September 22, 2026

Time	Southbound Heavy Gas Station/Parking Lots						Westbound Heavy CSAH 102						Northbound Heavy Gas Station/Parking Lots						Eastbound Heavy CSAH 102						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	1	0	0	*1*	**1**
12:30 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**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**1**
Hourly 'Heavy Vehicles'	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	**3**
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	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
1:30 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**
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	2	0	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**2**
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	1	0	0	*1*	0	0	0	0	0	*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	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	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	2	*0*	0	0	1	0	0	*1*	**1**
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	2	*0*	0	0	1	0	0	*1*	**1**
4:00 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**
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	1	0	0	0	*1*	0	0	0	1	0	*1*	0	0	0	0	0	*0*	**2**
4:45 AM	0	0	0	0	0	*0*	0	1	0	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
Hourly 'Heavy Vehicles'	0	0	0	0	0	*0*	0	2	0	0	0	*2*	0	0	0	1	0	*1*	0	0	1	0	0	*1*	**4**
5:00 AM	0	0	0	0	0	*0*	0	1	0	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**2**
5:15 AM	0	0	0	0	0	*0*	0	2	0	0	0	*2*	0	0	0	1	0	*1*	0	0	2	0	0	*2*	**5**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	1	0	*1*	0	0	2	0	0	*2*	**3**
5:45 AM	0	0	0	0	0	*0*	0	1	1	0	0	*2*	0	0	0	0	0	*0*	0	0	5	1	0	*6*	**8**
Hourly 'Heavy Vehicles'	0	0	0	0	0	*0*	0	4	1	0	0	*5*	0	0	0	2	0	*2*	0	0	10	1	0	*11*	**18**
6:00 AM	0	0	0	0	0	*0*	0	1	2	0	0	*3*	0	0	0	3	0	*3*	0	0	4	0	0	*4*	**10**
6:15 AM	0	0	0	0	0	*0*	0	1	1	0	0	*2*	0	0	0	1	0	*1*	0	0	6	0	0	*6*	**9**
6:30 AM	0	0	0	0	0	*0*	0	2	0	0	0	*2*	0	0	0	2	0	*2*	0	0	3	1	0	*4*	**8**
6:45 AM	0	0	0	0	0	*0*	0	2	0	0	0	*2*	0	0	0	2	0	*2*	0	0	5	1	0	*6*	**10**
Hourly 'Heavy Vehicles'	0	0	0	0	0	*0*	0	6	3	0	0	*9*	0	0	0	8	0	*8*	0	0	18	2	0	*20*	**37**
7:00 AM	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	1	0	2	0	*3*	0	0	6	0	0	*6*	**12**
7:15 AM	0	0	0	0	0	*0*	0	2	1	0	0	*3*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**3**
7:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	3	0	*3*	0	0	7	1	0	*8*	**11**
7:45 AM	0	0	0	0	0	*0*	0	1	1	0	0	*2*	0	1	0	0	0	*1*	0	0	3	0	0	*3*	**6**
Hourly 'Heavy Vehicles'	0	0	0	0	0	*0*	0	3	5	0	0	*8*	0	2	0	5	0	*7*	0	0	16	1	0	*17*	**32**

TMC 2678 - CSAH 102 @ Gas Station Parking Lot
Fridley MN
Tuesday, September 22, 2026

Time	Southbound Heavy Gas Station/Parking Lots						Westbound Heavy CSAH 102						Northbound Heavy Gas Station/Parking Lots						Eastbound Heavy CSAH 102						VEHICLE 'Heavy Vehicles'
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach 'Heavy Vehicles'*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach 'Heavy Vehicles'*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach 'Heavy Vehicles'*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach 'Heavy Vehicles'*	
8:00 AM	0	0	0	0	0	*0*	0	2	2	0	0	*4*	0	0	0	0	0	*0*	0	0	4	1	0	*5*	**9**
8:15 AM	0	0	0	0	0	*0*	0	3	1	0	0	*4*	0	2	0	1	0	*3*	0	0	2	2	0	*4*	**11**
8:30 AM	0	0	0	0	0	*0*	0	1	3	0	0	*4*	0	0	0	1	0	*1*	0	0	5	0	0	*5*	**10**
8:45 AM	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	2	0	*2*	0	0	7	1	0	*8*	**14**
Hourly 'Heavy Vehicles'	0	0	0	0	0	*0*	0	6	10	0	0	*16*	0	2	0	4	0	*6*	0	0	18	4	0	*22*	**44**
9:00 AM	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	1	0	1	0	*2*	0	0	4	0	0	*4*	**12**
9:15 AM	0	1	0	0	0	*1*	0	2	6	0	0	*8*	0	0	0	1	0	*1*	0	0	9	0	0	*9*	**19**
9:30 AM	0	0	0	0	0	*0*	0	1	1	0	0	*2*	0	1	0	2	0	*3*	0	0	6	1	0	*7*	**12**
9:45 AM	0	0	0	0	0	*0*	0	3	0	0	0	*3*	0	0	0	0	0	*0*	0	0	4	1	0	*5*	**8**
Hourly 'Heavy Vehicles'	0	1	0	0	0	*1*	0	6	13	0	0	*19*	0	2	0	4	0	*6*	0	0	23	2	0	*25*	**51**
10:00 AM	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	5	0	*5*	0	0	5	0	0	*5*	**12**
10:15 AM	0	0	0	0	0	*0*	0	1	2	0	0	*3*	0	0	0	0	0	*0*	0	0	5	1	0	*6*	**9**
10:30 AM	0	0	0	0	0	*0*	0	1	5	0	0	*6*	0	1	0	2	0	*3*	0	0	5	0	0	*5*	**14**
10:45 AM	0	0	0	0	0	*0*	0	1	6	0	0	*7*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	**11**
Hourly 'Heavy Vehicles'	0	0	0	0	0	*0*	0	3	15	0	0	*18*	0	1	0	7	0	*8*	0	0	19	1	0	*20*	**46**
11:00 AM	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	1	*0*	0	0	6	0	1	*6*	**8**
11:15 AM	0	0	0	0	0	*0*	0	2	3	0	0	*5*	0	1	0	0	0	*1*	0	0	6	0	0	*6*	**12**
11:30 AM	0	0	0	0	0	*0*	0	1	1	0	0	*2*	0	0	0	2	0	*2*	0	0	2	0	0	*2*	**6**
11:45 AM	0	0	0	1	0	*1*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	6	1	0	*7*	**12**
Hourly 'Heavy Vehicles'	0	0	0	1	0	*1*	0	3	10	0	0	*13*	0	1	0	2	1	*3*	0	0	20	1	1	*21*	**38**
12:00 PM	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	0	0	1	0	*1*	0	0	3	1	0	*4*	**12**
12:15 PM	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	1	0	0	0	*1*	0	0	5	1	0	*6*	**10**
12:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	1	0	*1*	0	0	2	0	0	*2*	**3**
12:45 PM	0	0	0	0	0	*0*	0	1	1	0	0	*2*	0	0	0	0	0	*0*	0	0	2	1	0	*3*	**5**
Hourly 'Heavy Vehicles'	0	0	0	0	0	*0*	0	1	11	0	0	*12*	0	1	0	2	0	*3*	0	0	12	3	0	*15*	**30**
1:00 PM	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	1	0	*1*	0	0	3	1	0	*4*	**8**
1:15 PM	0	0	0	0	0	*0*	0	1	1	0	0	*2*	0	1	0	0	0	*1*	0	0	4	0	0	*4*	**7**
1:30 PM	0	0	0	0	0	*0*	0	1	3	0	0	*4*	0	0	0	2	1	*2*	0	0	3	0	0	*3*	**9**
1:45 PM	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	**10**
Hourly 'Heavy Vehicles'	0	0	0	0	0	*0*	0	2	11	0	0	*13*	0	1	0	3	1	*4*	0	0	16	1	0	*17*	**34**
2:00 PM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	1	0	*1*	0	0	3	1	0	*4*	**6**
2:15 PM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	4	1	0	*5*	**6**
2:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	1	1	*1*	0	1	4	0	0	*5*	**6**
2:45 PM	0	0	0	0	0	*0*	0	1	1	0	0	*2*	0	0	0	2	0	*2*	0	0	3	0	0	*3*	**7**
Hourly 'Heavy Vehicles'	0	0	0	0	0	*0*	0	1	3	0	0	*4*	0	0	0	4	1	*4*	0	1	14	2	0	*17*	**25**
3:00 PM	0	0	0	0	0	*0*	0	2	1	0	0	*3*	0	1	0	1	0	*2*	0	0	0	1	0	*1*	**6**
3:15 PM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	1	0	*1*	0	0	1	2	0	*3*	**5**
3:30 PM	0	0	0	0	0	*0*	0	1	0	0	0	*1*	0	0	0	2	0	*2*	0	0	2	0	0	*2*	**5**
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	0	0	0	*0*	0	3	2	0	0	*5*	0	1	0	4	0	*5*	0	0	3	3	0	*6*	**16**

TMC 2678 - CSAH 102 @ Gas Station Parking Lot
Fridley MN
Tuesday, September 22, 2026

Time	Southbound Heavy Gas Station/Parking Lots						Westbound Heavy CSAH 102						Northbound Heavy Gas Station/Parking Lots						Eastbound Heavy CSAH 102						VEHICLE 'Heavy Vehicles'
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach 'Heavy Vehicles'*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach 'Heavy Vehicles'*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach 'Heavy Vehicles'*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach 'Heavy Vehicles'*	
4:00 PM	0	0	0	0	0	*0*	0	1	1	0	0	*2*	0	2	0	1	0	*3*	0	0	0	0	0	*0*	**5**
4:15 PM	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**3**
4:30 PM	0	0	0	0	0	*0*	0	1	3	0	0	*4*	0	0	0	0	1	*0*	0	0	1	0	0	*1*	**5**
4:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	1	0	0	1	*1*	0	0	1	0	0	*1*	**2**
Hourly 'Heavy Vehicles'	0	0	0	0	0	*0*	0	2	6	0	0	*8*	0	3	0	1	2	*4*	0	0	3	0	0	*3*	**15**
5:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	1	*0*	0	0	1	1	0	*2*	**2**
5:15 PM	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**2**
5:30 PM	0	0	0	0	2	*0*	0	0	0	0	2	*0*	0	0	0	0	0	*0*	0	0	0	1	2	*1*	**1**
5:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	1	0	1	0	*2*	0	0	1	0	0	*1*	**3**
Hourly 'Heavy Vehicles'	0	0	0	0	2	*0*	0	0	2	0	2	*2*	0	1	0	1	1	*2*	0	0	2	2	2	*4*	**8**
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	1	0	0	*1*	**1**
6:30 PM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
6:45 PM	0	0	0	0	0	*0*	0	1	0	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**2**
Hourly 'Heavy Vehicles'	0	0	0	0	0	*0*	0	1	1	0	0	*2*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	**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	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
7:30 PM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
7:45 PM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**2**
Hourly 'Heavy Vehicles'	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**4**
8:00 PM	0	0	0	0	0	*0*	0	1	0	0	0	*1*	0	0	0	0	0	*0*	0	0	0	1	0	*1*	**2**
8:15 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**
8:30 PM	0	0	0	0	0	*0*	0	1	1	0	0	*2*	0	1	0	0	0	*1*	0	0	1	0	0	*1*	**4**
8:45 PM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	1	0	*1*	0	0	0	0	0	*0*	**2**
Hourly 'Heavy Vehicles'	0	0	0	0	0	*0*	0	2	2	0	0	*4*	0	1	0	2	0	*3*	0	0	1	1	0	*2*	**9**
9:00 PM	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**2**
9:15 PM	0	0	0	0	0	*0*	0	0	3	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	0	1	0	*1*	0	0	1	0	0	*1*	**2**
9:45 PM	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**2**
Hourly 'Heavy Vehicles'	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	1	0	*1*	0	0	2	0	0	*2*	**9**
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	1	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**1**
10:45 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	1	*0*	0	1	0	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	**2**
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**	**0**	**1**	**3**	***2***	**0**	**46**	**108**	**0**	**2**	***154***	**0**	**16**	**0**	**51**	**8**	***67***	**0**	**1**	**185**	**24**	**3**	***210***	**433**

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2678

Study Date : 11/10/2026

Signal Warrants - Summary

Major Street Approaches

Eastbound: CSAH 102
Number of Lanes : 2+

Total Approach Volume: 4,504

Westbound: CSAH 102
Number of Lanes :2+

Total Approach Volume: 3,906

Minor Street Approaches

Northbound: Gas Station/Parking Lot
Number of Lanes :1

Total Approach Volume: 3,007

Southbound: Gas Station/Parking Lot
Number of Lanes :1

Total Approach Volume: 340

Warrant Summary (Urban Values Apply)

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

Warrant 1A - Minimum Vehicular Volume.....**Not Satisfied**
Required volumes reached for 4 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 8 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 2678

Study Date : 11/10/2026

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

Site Data Required

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

Volume Requirements

Veh/Hr Major = **600**

Veh/Hr Minor = **150**

	Major Road					Minor Road		
	CSAH 102					Gas Station/Parking Lot		
Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met?
15:00 - 16:00	419	+	221	=	640	198	26	Yes
13:45 - 14:45	374	+	246	=	620	182	24	Yes
12:45 - 13:45	353	+	265	=	618	191	19	Yes
16:00 - 17:00	361	+	256	=	617	206	19	Yes
14:45 - 15:45	392	+	206	=	598	194	31	No
11:45 - 12:45	327	+	269	=	596	209	22	No
12:00 - 13:00	323	+	272	=	595	212	21	No
12:30 - 13:30	320	+	258	=	578	194	20	No
12:15 - 13:15	312	+	263	=	575	211	19	No
11:30 - 12:30	310	+	260	=	570	190	25	No
11:15 - 12:15	291	+	254	=	545	169	25	No
17:00 - 18:00	286	+	223	=	509	221	29	No
08:15 - 09:15	290	+	217	=	507	148	17	No
11:00 - 12:00	259	+	244	=	503	164	21	No
17:30 - 18:30	250	+	237	=	487	200	21	No
08:30 - 09:30	267	+	219	=	486	147	15	No
07:45 - 08:45	264	+	219	=	483	154	18	No
17:15 - 18:15	255	+	228	=	483	206	25	No
08:00 - 09:00	271	+	211	=	482	150	21	No
10:45 - 11:45	233	+	239	=	472	162	23	No
10:15 - 11:15	240	+	229	=	469	143	16	No
17:45 - 18:45	231	+	235	=	466	196	23	No
07:30 - 08:30	259	+	206	=	465	164	15	No
10:30 - 11:30	223	+	241	=	464	155	18	No
09:45 - 10:45	245		214		459	128	12	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2678

Study Date : 11/10/2026

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 = **False**
Number of Major Lanes = **2 or more**
Number of Minor Lanes = **1**

Volume Requirements

Veh/Hr Major = **900**

Veh/Hr Minor = **75**

	Major Road					Minor Road		
	CSAH 102					Gas Station/Parking Lot		
Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met?
13:30 - 14:30	395	+	266	=	661	199	20	No
13:15 - 14:15	385	+	266	=	651	197	20	No
15:15 - 16:15	437	+	212	=	649	202	29	No
15:30 - 16:30	428	+	219	=	647	199	27	No
15:00 - 16:00	419	+	221	=	640	198	26	No
15:45 - 16:45	390	+	244	=	634	201	17	No
13:00 - 14:00	366	+	262	=	628	190	23	No
13:45 - 14:45	374	+	246	=	620	182	24	No
12:45 - 13:45	353	+	265	=	618	191	19	No
16:00 - 17:00	361	+	256	=	617	206	19	No
16:15 - 17:15	352	+	255	=	607	213	24	No
14:45 - 15:45	392	+	206	=	598	194	31	No
11:45 - 12:45	327	+	269	=	596	209	22	No
12:00 - 13:00	323	+	272	=	595	212	21	No
14:00 - 15:00	362	+	231	=	593	185	25	No
14:30 - 15:30	370	+	221	=	591	181	26	No
14:15 - 15:15	348	+	231	=	579	180	25	No
12:30 - 13:30	320	+	258	=	578	194	20	No
12:15 - 13:15	312	+	263	=	575	211	19	No
11:30 - 12:30	310	+	260	=	570	190	25	No
16:30 - 17:30	317	+	246	=	563	231	28	No
11:15 - 12:15	291	+	254	=	545	169	25	No
16:45 - 17:45	294	+	235	=	529	226	30	No
17:00 - 18:00	286	+	223	=	509	221	29	No
08:15 - 09:15	290		217		507	148	17	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2678

Study Date : 11/10/2026

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

8 hours meet 1A minimums.
Only 0 hours meet 1B minimums.
Warrant is NOT met.

Site Data Required

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

Volume Requirements

Warrant	1A	1B
Veh/Hr Major =	**480**	**720**
Veh/Hr Minor =	**120**	**60**

Major Road	Minor Road
CSAH 102	Gas Station/Parking Lot

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1A?
15:00 - 16:00	419	+	221	=	640	198	26	Yes
13:00 - 14:00	366	+	262	=	628	190	23	Yes
16:00 - 17:00	361	+	256	=	617	206	19	Yes
12:00 - 13:00	323	+	272	=	595	212	21	Yes
14:00 - 15:00	362	+	231	=	593	185	25	Yes
17:00 - 18:00	286	+	223	=	509	221	29	Yes
11:00 - 12:00	259	+	244	=	503	164	21	Yes
07:45 - 08:45	264	+	219	=	483	154	18	Yes
10:45 - 11:45	233	+	239	=	472	162	23	No
10:15 - 11:15	240	+	229	=	469	143	16	No
07:30 - 08:30	259	+	206	=	465	164	15	No
10:30 - 11:30	223	+	241	=	464	155	18	No

Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met1B?
13:30 - 14:30	395	+	266	=	661	199	20	No
13:15 - 14:15	385	+	266	=	651	197	20	No
15:15 - 16:15	437	+	212	=	649	202	29	No
15:30 - 16:30	428	+	219	=	647	199	27	No
15:00 - 16:00	419	+	221	=	640	198	26	No
15:45 - 16:45	390	+	244	=	634	201	17	No
13:00 - 14:00	366	+	262	=	628	190	23	No
13:45 - 14:45	374	+	246	=	620	182	24	No
12:45 - 13:45	353	+	265	=	618	191	19	No
16:00 - 17:00	361	+	256	=	617	206	19	No
16:15 - 17:15	352	+	255	=	607	213	24	No
14:45 - 15:45	392	+	206	=	598	194	31	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2678

Study Date : 11/10/2026

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.

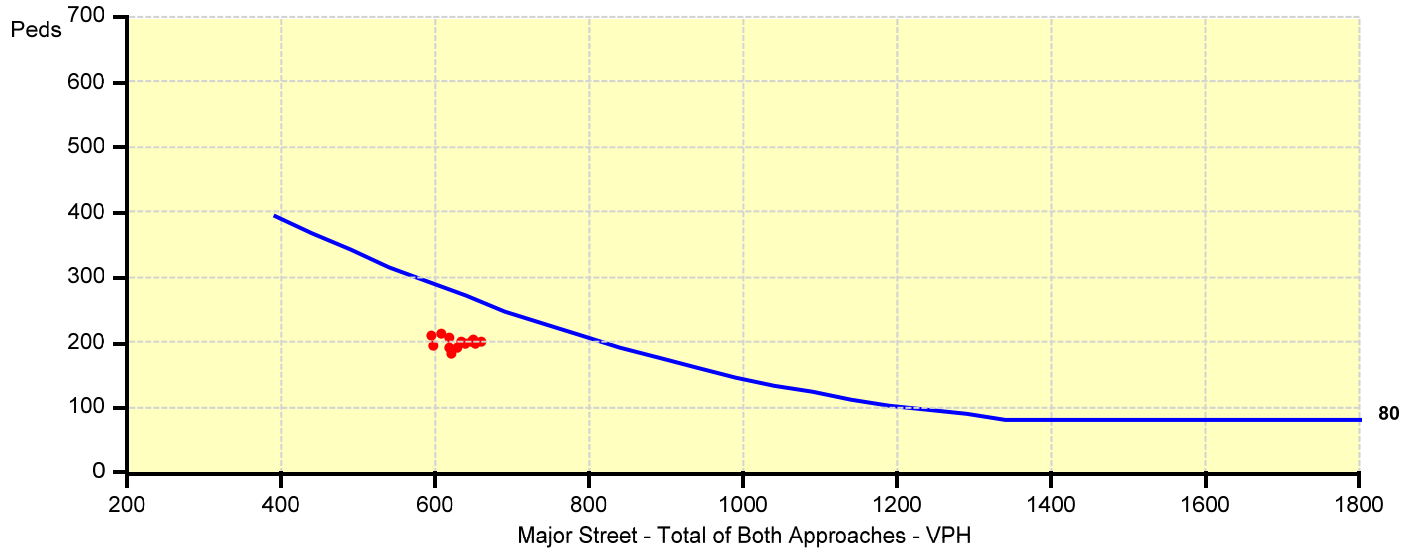
Summary

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

Site Data Required

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

	Major Road					Minor Road		
	CSAH 102					Gas Station/Parking Lot		
Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met?
13:30 - 14:30	395	+	266	=	661	199	20	No
13:15 - 14:15	385	+	266	=	651	197	20	No
15:15 - 16:15	437	+	212	=	649	202	29	No
15:30 - 16:30	428	+	219	=	647	199	27	No
15:00 - 16:00	419	+	221	=	640	198	26	No
15:45 - 16:45	390	+	244	=	634	201	17	No
13:00 - 14:00	366	+	262	=	628	190	23	No
13:45 - 14:45	374	+	246	=	620	182	24	No
12:45 - 13:45	353	+	265	=	618	191	19	No
16:00 - 17:00	361	+	256	=	617	206	19	No
16:15 - 17:15	352	+	255	=	607	213	24	No
14:45 - 15:45	392		206		598	194	31	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2678

Study Date : 11/10/2026

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 = **2 or more**
Number of Minor Lanes = **1**

	Major Road					Minor Road		
	CSAH 102					Gas Station/Parking Lot		
Time	Major EB	+	Major WB	=	Total	Minor NB	Minor SB	Met?
13:30 - 14:30	395	+	266	=	661	199	20	No
13:15 - 14:15	385	+	266	=	651	197	20	No
15:15 - 16:15	437	+	212	=	649	202	29	No
15:30 - 16:30	428	+	219	=	647	199	27	No
15:00 - 16:00	419	+	221	=	640	198	26	No
15:45 - 16:45	390	+	244	=	634	201	17	No
13:00 - 14:00	366	+	262	=	628	190	23	No
13:45 - 14:45	374	+	246	=	620	182	24	No
12:45 - 13:45	353	+	265	=	618	191	19	No
16:00 - 17:00	361	+	256	=	617	206	19	No
16:15 - 17:15	352	+	255	=	607	213	24	No
14:45 - 15:45	392		206		598	194	31	No

