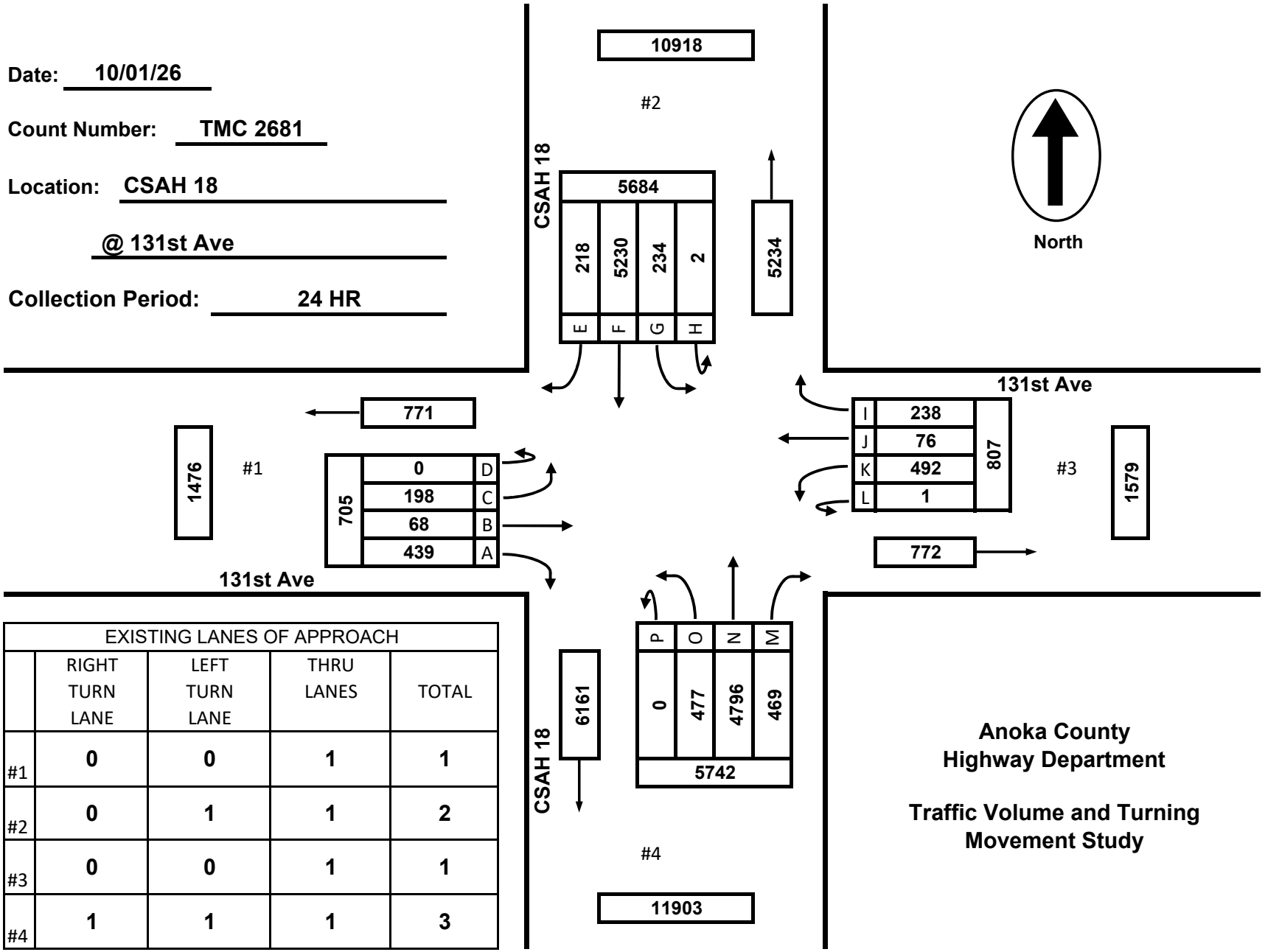
Date: 10/01/26

Count Number: TMC 2681

Location: CSAH 18

@ 131st Ave

Collection Period: 24 HR



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

Anoka County
Highway Department

Traffic Volume and Turning Movement Study

Date: 10/01/26

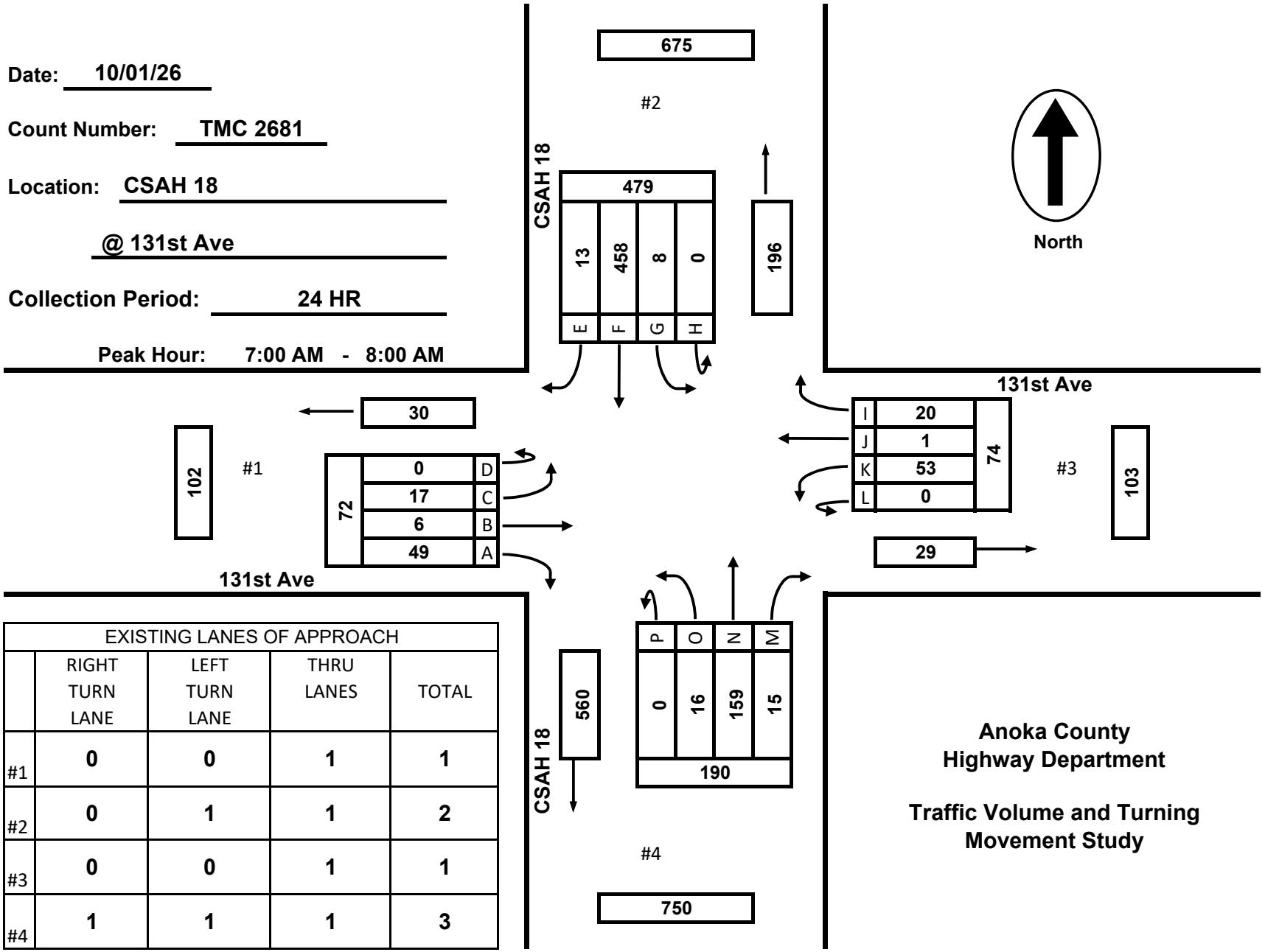
Count Number: TMC 2681

Location: CSAH 18

@ 131st Ave

Collection Period: 24 HR

Peak Hour: 7:00 AM - 8:00 AM



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

Anoka County
Highway Department

Traffic Volume and Turning Movement Study

Date: 10/01/26

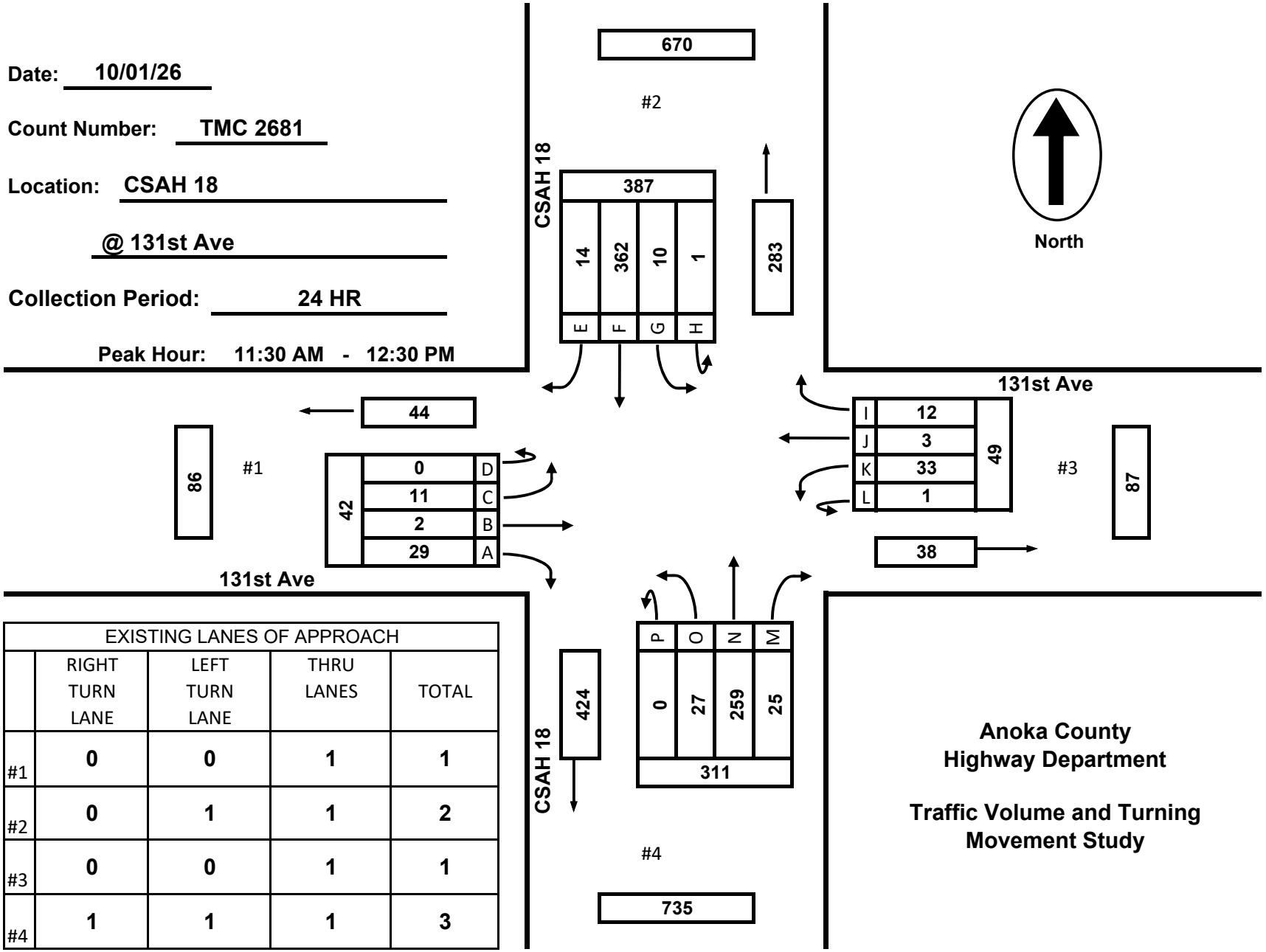
Count Number: TMC 2681

Location: CSAH 18

@ 131st Ave

Collection Period: 24 HR

Peak Hour: 11:30 AM - 12:30 PM



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

Anoka County
Highway Department

Traffic Volume and Turning Movement Study

Date: 10/01/26

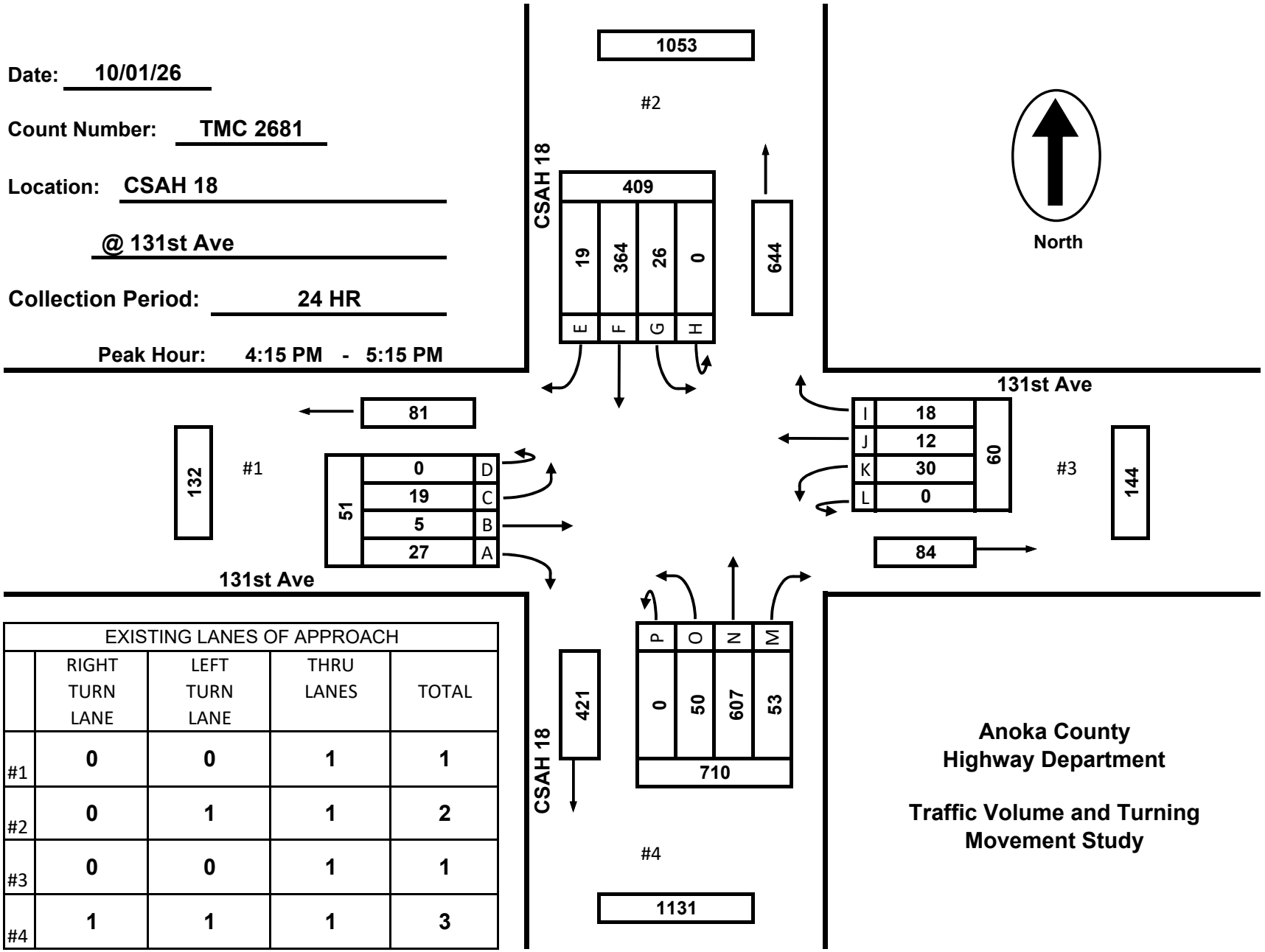
Count Number: TMC 2681

Location: CSAH 18

@ 131st Ave

Collection Period: 24 HR

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



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

Anoka County
Highway Department

Traffic Volume and Turning Movement Study

TMC 2681 - CSAH 18 @ 131st Ave
Coon Rapids MN
Thursday, October 1, 2026

	Southbound CSAH 18						Westbound 131st Ave						Northbound CSAH 18						Eastbound 131st Ave						VEHICLE TOTAL
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*	
12:00 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**6**
12:15 AM	0	1	4	0	0	*5*	0	0	0	0	0	*0*	0	2	6	0	0	*8*	0	0	0	1	0	*1*	**14**
12:30 AM	0	0	1	1	0	*2*	0	1	0	0	0	*1*	0	0	2	0	0	*2*	0	1	0	0	0	*1*	**6**
12:45 AM	0	0	0	1	0	*1*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	1	0	0	0	*1*	**4**
Hourly Total	0	1	7	2	0	*10*	0	1	0	0	0	*1*	0	2	14	0	0	*16*	0	2	0	1	0	*3*	**30**
1:00 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	6	1	0	*7*	0	0	0	0	0	*0*	**8**
1:15 AM	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	1	3	2	0	*6*	0	0	0	0	0	*0*	**11**
1:30 AM	0	0	6	0	0	*6*	0	0	0	0	0	*0*	0	0	3	1	0	*4*	0	0	0	0	0	*0*	**10**
1:45 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	0	0	*0*	**5**
Hourly Total	0	0	13	0	0	*13*	0	0	0	0	0	*0*	0	1	16	4	0	*21*	0	0	0	0	0	*0*	**34**
2:00 AM	0	1	3	0	0	*4*	0	0	0	0	0	*0*	0	1	3	0	0	*4*	0	1	0	0	0	*1*	**9**
2:15 AM	0	0	1	0	0	*1*	0	1	0	0	0	*1*	0	0	5	0	0	*5*	0	0	0	1	0	*1*	**8**
2:30 AM	0	0	3	0	0	*3*	0	0	0	1	0	*1*	0	0	1	2	0	*3*	0	0	0	0	0	*0*	**7**
2:45 AM	0	1	2	0	0	*3*	0	1	0	0	0	*1*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**6**
Hourly Total	0	2	9	0	0	*11*	0	2	0	1	0	*3*	0	1	11	2	0	*14*	0	1	0	1	0	*2*	**30**
3:00 AM	0	0	2	0	0	*2*	0	1	0	0	0	*1*	0	0	1	0	0	*1*	0	1	0	0	0	*1*	**5**
3:15 AM	0	0	6	0	0	*6*	0	1	0	0	0	*1*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**10**
3:30 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	0	2	0	*2*	**9**
3:45 AM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	7	0	0	*7*	0	2	0	1	0	*3*	**13**
Hourly Total	0	0	14	0	0	*14*	0	2	0	0	0	2	0	0	15	0	0	*15*	0	3	0	3	0	*6*	**37**
4:00 AM	0	0	10	0	0	*10*	0	0	0	0	0	*0*	0	1	0	0	0	*1*	0	0	0	2	0	*2*	**13**
4:15 AM	0	0	19	0	0	*19*	0	1	0	0	0	*1*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**23**
4:30 AM	1	0	23	1	0	*25*	0	3	0	0	0	*3*	0	0	2	2	0	*4*	0	0	1	2	0	*3*	**35**
4:45 AM	0	0	26	0	0	*26*	0	8	0	0	0	*8*	0	0	4	1	0	*5*	0	0	0	3	0	*3*	**42**
Hourly Total	1	0	78	1	0	*80*	0	12	0	0	0	*12*	0	1	9	3	0	*13*	0	0	1	7	0	*8*	**113**
5:00 AM	0	0	24	0	0	*24*	0	2	0	0	0	*2*	0	1	4	0	0	*5*	0	0	0	4	0	*4*	**35**
5:15 AM	0	0	24	0	0	*24*	0	10	1	1	0	*12*	0	1	8	0	0	*9*	0	1	0	5	0	*6*	**51**
5:30 AM	0	0	44	1	0	*45*	0	9	0	2	0	*11*	0	0	6	0	0	*6*	0	1	0	6	0	*7*	**69**
5:45 AM	0	0	48	0	0	*48*	0	7	0	1	0	*8*	0	1	16	1	0	*18*	0	0	0	4	1	*4*	**78**
Hourly Total	0	0	140	1	0	*141*	0	28	1	4	0	*33*	0	3	34	1	0	*38*	0	2	0	19	1	*21*	**233**
6:00 AM	0	1	50	1	0	*52*	0	9	0	4	0	*13*	0	0	10	1	0	*11*	0	1	1	11	0	*13*	**89**
6:15 AM	0	0	73	1	0	*74*	0	9	0	2	0	*11*	0	3	17	1	0	*21*	0	0	0	9	0	*9*	**115**
6:30 AM	0	1	110	1	0	*112*	0	4	1	6	0	*11*	0	3	21	2	0	*26*	0	2	1	10	0	*13*	**162**
6:45 AM	0	3	91	1	0	*95*	0	12	0	1	0	*13*	0	1	47	2	0	*50*	0	2	1	6	0	*9*	**167**
Hourly Total	0	5	324	4	0	*333*	0	34	1	13	0	*48*	0	7	95	6	0	*108*	0	5	3	36	0	*44*	**533**
7:00 AM	0	1	108	1	0	*110*	0	16	0	10	0	*26*	0	2	42	4	0	*48*	0	4	2	18	0	*24*	**208**
7:15 AM	0	2	132	4	0	*138*	0	11	0	4	0	*15*	0	4	39	1	1	*44*	0	2	1	18	3	*21*	**218**
7:30 AM	0	4	116	3	0	*123*	0	12	1	1	0	*14*	0	7	41	5	0	*53*	0	6	1	7	1	*14*	**204**
7:45 AM	0	1	102	5	0	*108*	0	14	0	5	0	*19*	0	3	37	5	0	*45*	0	5	2	6	1	*13*	**185**
Hourly Total	0	8	458	13	0	*479*	0	53	1	20	0	*74*	0	16	159	15	1	*190*	0	17	6	49	5	*72*	**815**

TMC 2681 - CSAH 18 @ 131st Ave
Coon Rapids MN
Thursday, October 1, 2026

	Southbound CSAH 18						Westbound 131st Ave						Northbound CSAH 18						Eastbound 131st Ave						
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	4	92	1	0	*97*	0	8	2	2	0	*12*	0	4	45	6	0	*55*	0	5	0	3	0	*8*	**172**
8:15 AM	0	1	85	2	0	*88*	0	10	0	5	0	*15*	0	4	44	4	0	*52*	0	2	2	7	0	*11*	**166**
8:30 AM	0	3	69	2	1	*74*	0	8	3	4	0	*15*	0	2	36	5	0	*43*	0	3	0	9	0	*12*	**144**
8:45 AM	0	3	73	2	1	*78*	0	9	1	3	0	*13*	0	5	36	4	0	*45*	0	3	1	9	1	*13*	**149**
Hourly Total	0	11	319	7	2	*337*	0	35	6	14	0	*55*	0	15	161	19	0	*195*	0	13	3	28	1	*44*	**631**
9:00 AM	0	3	99	2	0	*104*	0	18	3	1	0	*22*	0	7	36	6	0	*49*	0	3	0	6	0	*9*	**184**
9:15 AM	0	0	86	6	0	*92*	0	5	0	2	0	*7*	0	6	39	5	0	*50*	0	4	0	5	0	*9*	**158**
9:30 AM	0	2	95	3	0	*100*	0	6	0	0	0	*6*	0	6	43	5	0	*54*	0	4	2	5	0	*11*	**171**
9:45 AM	0	1	71	2	0	*74*	0	5	0	1	0	*6*	0	3	44	2	0	*49*	0	3	0	7	1	*10*	**139**
Hourly Total	0	6	351	13	0	*370*	0	34	3	4	0	*41*	0	22	162	18	0	*202*	0	14	2	23	1	*39*	**652**
10:00 AM	0	2	57	2	1	*61*	0	5	1	3	0	*9*	0	3	47	6	0	*56*	0	3	1	6	0	*10*	**136**
10:15 AM	0	0	74	5	0	*79*	0	10	0	5	0	*15*	0	2	52	5	0	*59*	0	2	0	7	0	*9*	**162**
10:30 AM	0	1	84	2	0	*87*	0	8	1	2	0	*11*	0	3	53	6	0	*62*	0	3	3	2	0	*8*	**168**
10:45 AM	0	4	81	6	0	*91*	0	7	0	4	0	*11*	0	4	61	3	0	*68*	0	0	0	4	1	*4*	**174**
Hourly Total	0	7	296	15	1	*318*	0	30	2	14	0	*46*	0	12	213	20	0	*245*	0	8	4	19	1	*31*	**640**
11:00 AM	0	3	74	4	0	*81*	0	5	3	4	0	*12*	0	7	67	5	0	*79*	0	4	1	4	0	*9*	**181**
11:15 AM	0	4	73	2	0	*79*	0	5	2	2	1	*9*	0	4	51	5	0	*60*	0	2	2	5	0	*9*	**157**
11:30 AM	1	2	100	3	1	*106*	0	7	0	2	0	*9*	0	8	78	5	0	*91*	0	3	0	6	0	*9*	**215**
11:45 AM	0	0	88	5	0	*93*	1	6	0	3	0	*10*	0	6	54	5	0	*65*	0	5	0	11	0	*16*	**184**
Hourly Total	1	9	335	14	1	*359*	1	23	5	11	1	*40*	0	25	250	20	0	*295*	0	14	3	26	0	*43*	**737**
12:00 PM	0	3	88	4	0	*95*	0	6	2	4	0	*12*	0	4	68	4	0	*76*	0	1	1	6	1	*8*	**191**
12:15 PM	0	5	86	2	0	*93*	0	14	1	3	0	*18*	0	9	59	11	0	*79*	0	2	1	6	0	*9*	**199**
12:30 PM	0	6	89	3	0	*98*	0	8	1	5	0	*14*	0	6	66	5	0	*77*	0	2	1	11	0	*14*	**203**
12:45 PM	0	4	72	2	0	*78*	0	6	2	2	0	*10*	0	15	74	7	0	*96*	0	1	1	6	0	*8*	**192**
Hourly Total	0	18	335	11	0	*364*	0	34	6	14	0	*54*	0	34	267	27	0	*328*	0	6	4	29	1	*39*	**785**
1:00 PM	0	1	71	5	0	*77*	0	4	1	2	0	*7*	0	5	65	2	0	*72*	0	3	1	2	0	*6*	**162**
1:15 PM	0	1	72	10	1	*83*	0	6	0	2	0	*8*	0	1	67	6	0	*74*	0	3	1	4	0	*8*	**173**
1:30 PM	0	7	72	0	0	*79*	0	6	2	3	0	*11*	0	5	84	5	0	*94*	0	5	0	12	0	*17*	**201**
1:45 PM	0	6	87	2	0	*95*	0	5	3	5	0	*13*	0	8	84	4	0	*96*	0	2	0	8	1	*10*	**214**
Hourly Total	0	15	302	17	1	*334*	0	21	6	12	0	*39*	0	19	300	17	0	*336*	0	13	2	26	1	*41*	**750**
2:00 PM	0	2	75	2	0	*79*	0	5	0	4	0	*9*	0	8	83	9	0	*100*	0	6	2	6	0	*14*	**202**
2:15 PM	0	2	94	4	0	*100*	0	7	4	8	0	*19*	0	10	109	12	0	*131*	0	2	0	6	0	*8*	**258**
2:30 PM	0	4	83	6	0	*93*	0	7	3	4	0	*14*	0	12	101	10	0	*123*	0	5	3	6	0	*14*	**244**
2:45 PM	0	4	88	7	0	*99*	0	6	1	4	1	*11*	0	8	104	10	0	*122*	0	2	2	3	0	*7*	**239**
Hourly Total	0	12	340	19	0	*371*	0	25	8	20	1	*53*	0	38	397	41	0	*476*	0	15	7	21	0	*43*	**943**
3:00 PM	0	4	94	1	0	*99*	0	5	0	4	0	*9*	0	10	106	8	0	*124*	0	2	0	12	0	*14*	**246**
3:15 PM	0	7	88	7	0	*102*	0	8	1	2	0	*11*	0	14	116	13	0	*143*	0	3	3	7	0	*13*	**269**
3:30 PM	0	4	92	9	1	*105*	0	6	2	4	1	*12*	0	13	129	16	0	*158*	0	6	4	7	0	*17*	**292**
3:45 PM	0	4	85	5	0	*94*	0	7	1	6	0	*14*	0	12	155	12	0	*179*	0	5	0	5	0	*10*	**297**
Hourly Total	0	19	359	22	1	*400*	0	26	4	16	1	*46*	0	49	506	49	0	*604*	0	16	7	31	0	*54*	**1104**

TMC 2681 - CSAH 18 @ 131st Ave
Coon Rapids MN
Thursday, October 1, 2026

	Southbound CSAH 18						Westbound 131st Ave						Northbound CSAH 18						Eastbound 131st Ave						
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	6	97	6	0	*109*	0	10	1	5	0	*16*	0	9	117	17	0	*143*	0	6	1	5	0	*12*	**280**
4:15 PM	0	8	107	6	2	*121*	0	10	3	7	0	*20*	0	8	135	16	0	*159*	0	5	1	4	0	*10*	**310**
4:30 PM	0	8	81	6	0	*95*	0	9	4	3	0	*16*	0	12	157	15	0	*184*	0	4	3	7	0	*14*	**309**
4:45 PM	0	5	86	5	5	*96*	0	6	3	6	0	*15*	0	12	168	15	0	*195*	0	5	1	9	1	*15*	**321**
Hourly Total	0	27	371	23	7	*421*	0	35	11	21	0	*67*	0	41	577	63	0	*681*	0	20	6	25	1	*51*	**1220**
5:00 PM	0	5	90	2	4	*97*	0	5	2	2	0	*9*	0	18	147	7	0	*172*	0	5	0	7	0	*12*	**290**
5:15 PM	0	4	101	2	4	*107*	0	8	3	7	1	*18*	0	16	129	11	0	*156*	0	5	2	7	0	*14*	**295**
5:30 PM	0	8	78	4	0	*90*	0	13	2	6	0	*21*	0	15	114	11	0	*140*	0	6	2	8	0	*16*	**267**
5:45 PM	0	13	95	4	0	*112*	0	2	0	11	0	*13*	0	6	85	10	0	*101*	0	5	1	7	0	*13*	**239**
Hourly Total	0	30	364	12	8	*406*	0	28	7	26	1	*61*	0	55	475	39	0	*569*	0	21	5	29	0	*55*	**1091**
6:00 PM	0	6	95	2	0	*103*	0	8	0	4	0	*12*	0	11	90	11	0	*112*	0	3	3	8	0	*14*	**241**
6:15 PM	0	10	71	4	0	*85*	0	4	5	2	0	*11*	0	9	88	9	0	*106*	0	1	3	7	0	*11*	**213**
6:30 PM	0	4	85	3	0	*92*	0	14	2	6	0	*22*	0	8	84	13	0	*105*	0	3	1	6	1	*10*	**229**
6:45 PM	0	3	66	3	0	*72*	0	3	0	3	0	*6*	0	10	73	8	0	*91*	0	5	1	9	1	*15*	**184**
Hourly Total	0	23	317	12	0	*352*	0	29	7	15	0	*51*	0	38	335	41	0	*414*	0	12	8	30	2	*50*	**867**
7:00 PM	0	3	77	4	4	*84*	0	3	0	5	0	*8*	0	13	89	8	0	*110*	0	1	3	5	0	*9*	**211**
7:15 PM	0	3	55	6	1	*64*	0	3	0	5	0	*8*	0	6	73	6	0	*85*	0	1	1	6	0	*8*	**165**
7:30 PM	0	5	50	0	0	*55*	0	8	1	6	0	*15*	0	10	93	10	0	*113*	0	5	0	3	0	*8*	**191**
7:45 PM	0	6	56	5	0	*67*	0	5	0	3	0	*8*	0	9	69	6	0	*84*	0	3	0	2	0	*5*	**164**
Hourly Total	0	17	238	15	5	*270*	0	19	1	19	0	*39*	0	38	324	30	0	*392*	0	10	4	16	0	*30*	**731**
8:00 PM	0	5	44	2	0	*51*	0	5	0	4	0	*9*	0	5	65	3	0	*73*	0	1	0	5	0	*6*	**139**
8:15 PM	0	4	39	4	0	*47*	0	2	0	4	0	*6*	0	5	59	3	0	*67*	0	1	0	2	0	*3*	**123**
8:30 PM	0	2	25	0	0	*27*	0	1	0	2	0	*3*	0	7	47	6	0	*60*	0	0	0	2	0	*2*	**92**
8:45 PM	0	3	17	1	0	*21*	0	3	0	1	0	*4*	0	4	58	6	0	*68*	0	0	1	0	0	*1*	**94**
Hourly Total	0	14	125	7	0	*146*	0	11	0	11	0	*22*	0	21	229	18	0	*268*	0	2	1	9	0	*12*	**448**
9:00 PM	0	1	30	1	0	*32*	0	3	0	1	0	*4*	0	7	42	8	0	*57*	0	0	0	2	0	*2*	**95**
9:15 PM	0	2	16	1	0	*19*	0	2	5	1	0	*8*	0	4	26	4	0	*34*	0	0	0	1	0	*1*	**62**
9:30 PM	0	1	17	2	0	*20*	0	1	0	0	0	*1*	0	9	32	3	0	*44*	0	0	1	0	0	*1*	**66**
9:45 PM	0	1	16	0	0	*17*	0	1	0	0	0	*1*	0	5	22	5	0	*32*	0	0	0	0	0	*0*	**50**
Hourly Total	0	5	79	4	0	*88*	0	7	5	2	0	*14*	0	25	122	20	0	*167*	0	0	1	3	0	*4*	**273**
10:00 PM	0	0	11	0	0	*11*	0	1	1	0	0	*2*	0	0	35	2	0	*37*	0	0	0	4	0	*4*	**54**
10:15 PM	0	2	11	1	0	*14*	0	1	1	0	0	*2*	0	2	21	3	0	*26*	0	2	0	2	0	*4*	**46**
10:30 PM	0	0	9	0	0	*9*	0	0	0	0	0	*0*	0	1	17	2	0	*20*	0	1	0	0	0	*1*	**30**
10:45 PM	0	1	8	2	0	*11*	0	0	0	0	0	*0*	0	5	16	3	0	*24*	0	0	0	1	0	*1*	**36**
Hourly Total	0	3	39	3	0	*45*	0	2	2	0	0	*4*	0	8	89	10	0	*107*	0	3	0	7	0	*10*	**166**
11:00 PM	0	1	6	1	0	*8*	0	0	0	1	0	*1*	0	3	12	2	0	*17*	0	0	1	0	0	*1*	**27**
11:15 PM	0	1	4	1	0	*6*	0	1	0	0	0	*1*	0	0	12	3	0	*15*	0	1	0	1	0	*2*	**24**
11:30 PM	0	0	5	1	0	*6*	0	0	0	0	0	*0*	0	2	8	0	0	*10*	0	0	0	0	0	*0*	**16**
11:45 PM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	1	4	1	0	*6*	0	0	0	0	0	*0*	**8**
Hourly Total	0	2	17	3	0	*22*	0	1	0	1	0	*2*	0	6	36	6	0	*48*	0	1	1	1	0	*3*	**75**
DAILY TOTAL	**2**	**234**	**5230**	**218**	**26**	***5684***	**1**	**492**	**76**	**238**	**4**	***807***	**0**	**477**	**4796**	**469**	**1**	***5742***	**0**	**198**	**68**	**439**	**14**	***705***	**12938**
Cars	2	229	5143	213	6	*5587*	1	485	75	233	3	*794*	0	467	4719	455	1	*5641*	0	189	58	433	9	*680*	**12702**
Heavy Vehicles	0	5	87	5	20	*97*	0	7	1	5	1	*13*	0	10	77	14	0	*101*	0	9	10	6	5	*25*	**236**
Heavy Vehicle %	0.00%	2.14%	1.66%	2.29%	76.92%	*1.71%*	0.00%	1.42%	1.32%	2.10%	25.00%	*1.61%*	0.00%	2.10%	1.61%	2.99%	0.00%	*1.76%*	0.00%	4.55%	14.71%	1.37%	35.71%	*3.55%*	**1.82%**

TMC 2681 - CSAH 18 @ 131st Ave
Coon Rapids MN
Thursday, October 1, 2026
AM Peak Hour (00:00 to 10:00)

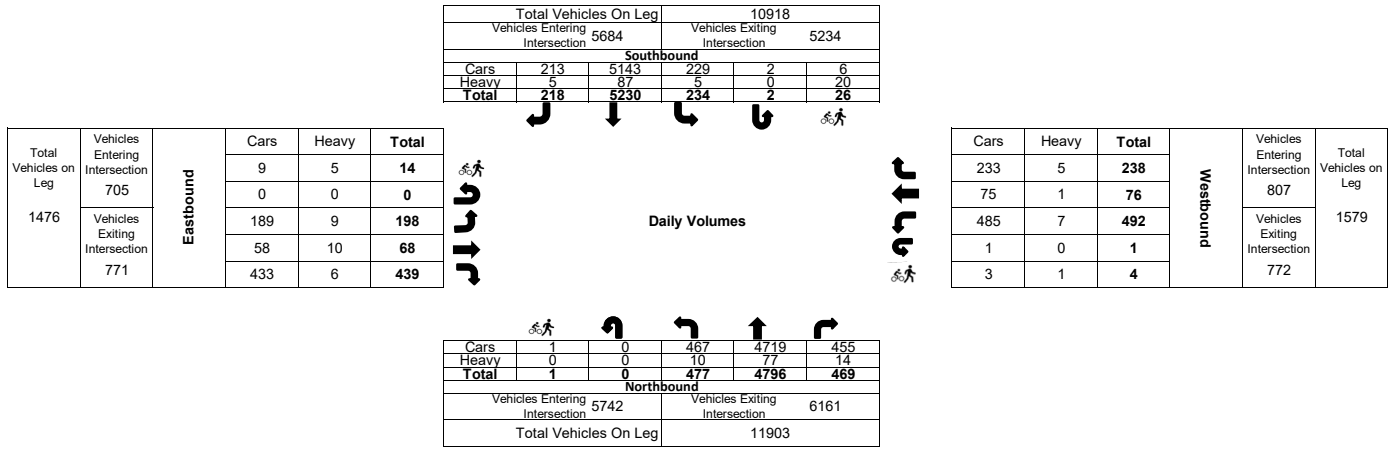
Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
7:00 AM	0	1	108	1	0	*110*	0	16	0	10	0	*26*	0	2	42	4	0	*48*	0	4	2	18	0	*24*	**208**
7:15 AM	0	2	132	4	0	*138*	0	11	0	4	0	*15*	0	4	39	1	1	*44*	0	2	1	18	3	*21*	**218**
7:30 AM	0	4	116	3	0	*123*	0	12	1	1	0	*14*	0	7	41	5	0	*53*	0	6	1	7	1	*14*	**204**
7:45 AM	0	1	102	5	0	*108*	0	14	0	5	0	*19*	0	3	37	5	0	*45*	0	5	2	6	1	*13*	**185**
Peak Hour Total	0	8	458	13	0	*479*	0	53	1	20	0	*74*	0	16	159	15	1	*190*	0	17	6	49	5	*72*	**815**
Peak Hour Heavy Vehicles	0	0	10	2	0	*12*	0	3	1	0	0	*4*	0	4	5	1	0	*10*	0	1	1	2	1	*4*	**30**
Peak Hour Heavy Vehicles %	0.00%	0.00%	2.18%	15.38%	0.00%	2.51%	0.00%	5.66%	100.00%	0.00%	0.00%	5.41%	0.00%	25.00%	3.14%	6.67%	0.00%	5.26%	0.00%	5.88%	16.67%	4.08%	20.00%	5.56%	3.68%
PHF	0.000	0.500	0.867	0.650	0.000	*0.868*	0.000	0.828	0.250	0.500	0.000	*0.712*	0.000	0.571	0.946	0.750	0.250	*0.896*	0.000	0.708	0.750	0.681	0.417	*0.750*	**0.935**

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

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
11:30 AM	1	2	100	3	1	*106*	0	7	0	2	0	*9*	0	8	78	5	0	*91*	0	3	0	6	0	*9*	**215**
11:45 AM	0	0	88	5	0	*93*	1	6	0	3	0	*10*	0	6	54	5	0	*65*	0	5	0	11	0	*16*	**184**
12:00 PM	0	3	88	4	0	*95*	0	6	2	4	0	*12*	0	4	68	4	0	*76*	0	1	1	6	1	*8*	**191**
12:15 PM	0	5	86	2	0	*93*	0	14	1	3	0	*18*	0	9	59	11	0	*79*	0	2	1	6	0	*9*	**199**
Peak Hour Total	1	10	362	14	1	*387*	1	33	3	12	0	*49*	0	27	259	25	0	*311*	0	11	2	29	1	*42*	**789**
Peak Hour Heavy Vehicles	0	0	7	1	0	*8*	0	0	0	0	0	*0*	0	2	4	0	0	*6*	0	0	0	0	1	*0*	**14**
Peak Hour Heavy Vehicles %	0.00%	0.00%	1.93%	7.14%	0.00%	2.07%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	7.41%	1.54%	0.00%	0.00%	1.93%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	1.77%
PHF	0.250	0.500	0.905	0.700	0.250	*0.913*	0.250	0.589	0.375	0.750	0.000	*0.681*	0.000	0.750	0.830	0.568	0.000	*0.854*	0.000	0.550	0.500	0.659	0.250	*0.656*	**0.917**

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

Time	Southbound						Westbound						Northbound						Eastbound						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
4:15 PM	0	8	107	6	2	*121*	0	10	3	7	0	*20*	0	8	135	16	0	*159*	0	5	1	4	0	*10*	**310**
4:30 PM	0	8	81	6	0	*95*	0	9	4	3	0	*16*	0	12	157	15	0	*184*	0	4	3	7	0	*14*	**309**
4:45 PM	0	5	86	5	5	*96*	0	6	3	6	0	*15*	0	12	168	15	0	*195*	0	5	1	9	1	*15*	**321**
5:00 PM	0	5	90	2	4	*97*	0	5	2	2	0	*9*	0	18	147	7	0	*172*	0	5	0	7	0	*12*	**290**
Peak Hour Total	0	26	364	19	11	*409*	0	30	12	18	0	*60*	0	50	607	53	0	*710*	0	19	5	27	1	*51*	**1230**
Peak Hour Heavy Vehicles	0	1	3	0	11	*4*	0	0	0	2	0	*2*	0	0	11	2	11	*13*	0	2	1	0	1	*3*	**22**
Peak Hour Heavy Vehicles %	0.00%	3.85%	0.82%	0.00%	100.00%	0.98%	0.00%	0.00%	0.00%	11.11%	0.00%	3.33%	0.00%	0.00%	1.81%	3.77%	0.00%	1.83%	0.00%	10.53%	20.00%	0.00%	100.00%	5.88%	1.79%
PHF	0.000	0.813	0.850	0.792	0.550	*0.845*	0.000	0.750	0.750	0.643	0.000	*0.750*	0.000	0.694	0.903	0.828	0.000	*0.910*	0.000	0.950	0.417	0.750	0.250	*0.850*	**0.958**



TMC 2681 - CSAH 18 @ 131st Ave
Coon Rapids MN
Thursday, October 1, 2026

Time	Southbound Heavy CSAH 18						Westbound Heavy 131st Ave						Northbound Heavy CSAH 18						Eastbound Heavy 131st Ave						VEHICLE TOTAL
	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	U Turns	Left Turns	Straight Through	Right Turns	Crosswalk Crossings	*Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly 'Heavy Vehicles'	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	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	1	0	0	*1*	0	0	0	0	0	*0*	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	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
Hourly 'Heavy Vehicles'	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
5:00 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
5:15 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**3**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	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	3	0	0	*3*	0	0	0	0	0	*0*	**5**
6:00 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	1	1	0	*2*	0	0	0	0	0	*0*	**3**
6:15 AM	0	0	2	1	0	*3*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**4**
6:30 AM	0	0	5	0	0	*5*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	1	0	*2*	**7**
6:45 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	1	0	0	0	*1*	**3**
Hourly 'Heavy Vehicles'	0	0	10	1	0	*11*	0	0	0	0	0	*0*	0	0	2	1	0	*3*	0	1	1	1	0	*3*	**17**
7:00 AM	0	0	1	1	0	*2*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	1	0	2	0	*3*	**6**
7:15 AM	0	0	2	0	0	*2*	0	1	0	0	0	*1*	0	1	3	1	0	*5*	0	0	0	0	0	*0*	**8**
7:30 AM	0	0	3	1	0	*4*	0	1	1	0	0	*2*	0	3	0	0	0	*3*	0	0	0	0	1	*0*	**9**
7:45 AM	0	0	4	0	0	*4*	0	1	0	0	0	*1*	0	0	1	0	0	*1*	0	0	1	0	0	*1*	**7**
Hourly 'Heavy Vehicles'	0	0	10	2	0	*12*	0	3	1	0	0	*4*	0	4	5	1	0	*10*	0	1	1	2	1	*4*	**30**

TMC 2681 - CSAH 18 @ 131st Ave
Coon Rapids MN
Thursday, October 1, 2026

Time	Southbound Heavy CSAH 18						Westbound Heavy 131st Ave						Northbound Heavy CSAH 18						Eastbound Heavy 131st Ave						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	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**2**
8:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	6	0	0	*6*	0	0	0	0	0	*0*	**6**
8:30 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	2	2	0	*4*	0	0	0	0	0	*0*	**6**
8:45 AM	0	1	4	0	0	*5*	0	1	0	0	0	*1*	0	0	2	0	0	*2*	0	0	1	0	0	*1*	**9**
Hourly 'Heavy Vehicles'	0	1	6	0	0	*7*	0	1	0	0	0	*1*	0	0	12	2	0	*14*	0	0	1	0	0	*1*	**23**
9:00 AM	0	0	4	1	0	*5*	0	1	0	1	0	*2*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**9**
9:15 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	6	1	0	*7*	0	0	0	0	0	*0*	**9**
9:30 AM	0	0	1	0	0	*1*	0	1	0	0	0	*1*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**3**
9:45 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**2**
Hourly 'Heavy Vehicles'	0	0	8	1	0	*9*	0	2	0	1	0	*3*	0	0	10	1	0	*11*	0	0	0	0	0	*0*	**23**
10:00 AM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**4**
10:15 AM	0	0	4	0	0	*4*	0	1	0	0	0	*1*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**6**
10:30 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**
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	1	*0*	**1**
Hourly 'Heavy Vehicles'	0	0	7	0	0	*7*	0	1	0	0	0	*1*	0	0	3	0	0	*3*	0	0	0	0	1	*0*	**11**
11:00 AM	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**
11:15 AM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	4	0	0	*4*	0	0	1	0	0	*1*	**6**
11:30 AM	0	0	3	1	0	*4*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**5**
11:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	0	0	0	0	*0*	**3**
Hourly 'Heavy Vehicles'	0	1	5	1	0	*7*	0	0	0	0	0	*0*	0	0	8	0	0	*8*	0	0	2	0	0	*2*	**17**
12:00 PM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	1	*0*	**2**
12:15 PM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	2	0	0	0	*2*	0	0	0	0	0	*0*	**4**
12:30 PM	0	0	4	0	0	*4*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	1	0	*1*	**6**
12:45 PM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	2	0	0	*2*	0	0	0	0	0	*0*	**3**
Hourly 'Heavy Vehicles'	0	0	9	0	0	*9*	0	0	0	0	0	*0*	0	2	3	0	0	*5*	0	0	0	1	1	*1*	**15**
1:00 PM	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**
1:15 PM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**3**
1:30 PM	0	1	0	0	0	*1*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**2**
1:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	1	1	0	*2*	0	0	0	0	1	*0*	**2**
Hourly 'Heavy Vehicles'	0	1	7	0	0	*8*	0	0	0	0	0	*0*	0	0	2	1	0	*3*	0	0	0	0	1	*0*	**11**
2:00 PM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	1	0	0	0	*1*	**2**
2:15 PM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	0	2	2	0	*4*	0	0	0	0	0	*0*	**5**
2:30 PM	0	0	3	0	0	*3*	0	0	0	0	0	*0*	0	0	3	0	0	*3*	0	1	1	0	0	*2*	**8**
2:45 PM	0	0	3	0	0	*3*	0	0	0	0	1	*0*	0	0	1	0	0	*1*	0	0	1	0	0	*1*	**5**
Hourly 'Heavy Vehicles'	0	0	8	0	0	*8*	0	0	0	0	1	*0*	0	0	6	2	0	*8*	0	2	2	0	0	*4*	**20**
3:00 PM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	1	1	1	0	*3*	0	0	0	0	0	*0*	**5**
3:15 PM	0	0	1	0	0	*1*	0	0	0	0	0	*0*	0	2	2	0	0	*4*	0	0	1	2	0	*3*	**8**
3:30 PM	0	0	1	0	1	*1*	0	0	0	0	0	*0*	0	1	1	0	0	*2*	0	1	0	0	0	*1*	**4**
3:45 PM	0	0	0	0	0	*0*	0	0	0	1	0	*1*	0	0	1	1	0	*2*	0	0	0	0	0	*0*	**3**
Hourly 'Heavy Vehicles'	0	0	4	0	1	*4*	0	0	0	1	0	*1*	0	4	5	2	0	*11*	0	1	1	2	0	*4*	**20**

TMC 2681 - CSAH 18 @ 131st Ave
Coon Rapids MN
Thursday, October 1, 2026

Time	Southbound Heavy CSAH 18						Westbound Heavy 131st Ave						Northbound Heavy CSAH 18						Eastbound Heavy 131st Ave						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	1	0	0	*1*	0	0	0	0	0	*0*	0	0	3	2	0	*5*	0	2	0	0	0	*2*	**8**
4:15 PM	0	0	0	0	2	*0*	0	0	0	1	0	*1*	0	0	3	2	0	*5*	0	2	1	0	0	*3*	**9**
4:30 PM	0	1	1	0	0	*2*	0	0	0	1	0	*1*	0	0	7	0	0	*7*	0	0	0	0	0	*0*	**10**
4:45 PM	0	0	0	0	5	*0*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	1	*0*	**1**
Hourly 'Heavy Vehicles'	0	1	2	0	7	*3*	0	0	0	2	0	*2*	0	0	14	4	0	*18*	0	4	1	0	1	*5*	**28**
5:00 PM	0	0	2	0	4	*2*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**2**
5:15 PM	0	0	0	0	3	*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	1	0	0	*1*	0	0	0	0	0	*0*	**1**
Hourly 'Heavy Vehicles'	0	0	2	0	7	*2*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**3**
6:00 PM	0	0	1	0	0	*1*	0	0	0	1	0	*1*	0	0	1	0	0	*1*	0	0	1	0	0	*1*	**4**
6:15 PM	0	1	1	0	0	*2*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**3**
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	1	2	0	0	*3*	0	0	0	1	0	*1*	0	0	2	0	0	*2*	0	0	1	0	0	*1*	**7**
7:00 PM	0	0	0	0	4	*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	1	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	2	0	0	*2*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**3**
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	2	0	5	*2*	0	0	0	0	0	*0*	0	0	1	0	0	*1*	0	0	0	0	0	*0*	**3**
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	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
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	1	0	0	*1*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**1**
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	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	0	0	*0*	0	0	0	0	0	*0*	**0**
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**	**5**	**87**	**5**	**20**	***97***	**0**	**7**	**1**	**5**	**1**	***13***	**0**	**10**	**77**	**14**	**0**	***101***	**0**	**9**	**10**	**6**	**5**	***25***	**236**

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2681
Study Date : 10/26/2026

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 18
Number of Lanes : 2+

Total Approach Volume: 5,742

Southbound: CSAH 18
Number of Lanes :2+

Total Approach Volume: 5,684

Minor Street Approaches

Eastbound: 131st Ave
Number of Lanes :1

Total Approach Volume: 705

Westbound: 131st Ave
Number of Lanes :1

Total Approach Volume: 807

Warrant Summary (Rural Values Apply)

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

Warrant 1A - Minimum Vehicular Volume.....**Not Satisfied**
Required volumes reached for 4 hours, 8 are needed

Warrant 1B - Interruption of Continuous Traffic.....**Satisfied**
Required volumes reached for 14 hours, 8 are needed

Warrant 1C - Combination of Warrants.....**Satisfied**
Required 1A volumes reached for 9 hours, 8 are needed
Required 1B volumes reached for 15 hours, 8 are needed

Warrant 2 - Four Hour Volumes.....**Not Satisfied**
Number of hours (2) 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 2681

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

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

Site Data Required

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

Volume Requirements

Rural Factor of 70 % applied
Veh/Hr Major = **252**

Veh/Hr Minor = **63**

	Major Road					Minor Road		
	CSAH 18					131st Ave		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
15:45 - 16:45	665	+	419	=	1084	46	66	Yes
16:45 - 17:45	663	+	390	=	1053	57	63	Yes
06:30 - 07:30	168	+	455	=	623	67	65	Yes
08:15 - 09:15	189	+	344	=	533	45	65	Yes
15:30 - 16:30	639	+	429	=	1068	49	62	No
15:15 - 16:15	623	+	410	=	1033	52	53	No
15:00 - 16:00	604	+	400	=	1004	54	46	No
14:45 - 15:45	547	+	405	=	952	51	43	No
14:30 - 15:30	512	+	393	=	905	48	45	No
14:15 - 15:15	500	+	391	=	891	43	53	No
14:00 - 15:00	476	+	371	=	847	43	53	No
13:45 - 14:45	450	+	367	=	817	46	55	No
17:45 - 18:45	424	+	392	=	816	48	58	No
13:30 - 14:30	421	+	353	=	774	49	52	No
18:00 - 19:00	414	+	352	=	766	50	51	No
18:15 - 19:15	412	+	333	=	745	45	47	No
18:30 - 19:30	391	+	312	=	703	42	44	No
13:15 - 14:15	364	+	336	=	700	49	41	No
11:30 - 12:30	311	+	387	=	698	42	49	No
12:00 - 13:00	328	+	364	=	692	39	54	No
11:45 - 12:45	297	+	379	=	676	47	54	No
18:45 - 19:45	399	+	275	=	674	40	37	No
13:00 - 14:00	336	+	334	=	670	41	39	No
12:15 - 13:15	324	+	346	=	670	37	49	No
11:15 - 12:15	292		373		665	42	40	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2681

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

14 one hour periods meet minimums.
Warrant IS met.

Site Data Required

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

Volume Requirements

Rural Factor of 70 % applied
Veh/Hr Major = **378**

Veh/Hr Minor = **32**

	Major Road					Minor Road		
	CSAH 18					131st Ave		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
16:00 - 17:00	681	+	421	=	1102	51	67	Yes
15:00 - 16:00	604	+	400	=	1004	54	46	Yes
17:00 - 18:00	569	+	406	=	975	55	61	Yes
14:00 - 15:00	476	+	371	=	847	43	53	Yes
18:00 - 19:00	414	+	352	=	766	50	51	Yes
12:00 - 13:00	328	+	364	=	692	39	54	Yes
13:00 - 14:00	336	+	334	=	670	41	39	Yes
07:00 - 08:00	190	+	479	=	669	72	74	Yes
19:00 - 20:00	392	+	270	=	662	30	39	Yes
11:00 - 12:00	295	+	359	=	654	43	40	Yes
09:00 - 10:00	202	+	370	=	572	39	41	Yes
10:00 - 11:00	245	+	318	=	563	31	46	Yes
08:00 - 09:00	195	+	337	=	532	44	55	Yes
06:00 - 07:00	108	+	333	=	441	44	48	Yes
20:00 - 21:00	268	+	146	=	414	12	22	No
20:15 - 21:15	252	+	127	=	379	8	17	No
05:45 - 06:45	76	+	286	=	362	39	43	No
20:30 - 21:30	219	+	99	=	318	6	19	No
20:45 - 21:45	203	+	92	=	295	5	17	No
05:30 - 06:30	56	+	219	=	275	33	43	No
21:00 - 22:00	167	+	88	=	255	4	14	No
21:15 - 22:15	147	+	67	=	214	6	12	No
05:15 - 06:15	44	+	169	=	213	30	44	No
21:30 - 22:30	139	+	62	=	201	9	6	No
05:00 - 06:00	38		141		179	21	33	No

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2681

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

9 hours meet 1A minimums.
15 hours meet 1B minimums.
Warrant IS met.

Site Data Required

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

Volume Requirements

Rural Factor of 70% applied

Warrant	1A	1B
Veh/Hr Major =	**202**	**302**
Veh/Hr Minor =	**50**	**26**

Major Road	Minor Road
CSAH 18	**131st Ave**

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1A?
15:45 - 16:45	665	+	419	=	1084	46	66	Yes
16:45 - 17:45	663	+	390	=	1053	57	63	Yes
14:45 - 15:45	547	+	405	=	952	51	43	Yes
17:45 - 18:45	424	+	392	=	816	48	58	Yes
13:30 - 14:30	421	+	353	=	774	49	52	Yes
11:45 - 12:45	297	+	379	=	676	47	54	Yes
07:15 - 08:15	197	+	466	=	663	56	60	Yes
06:15 - 07:15	145	+	391	=	536	55	61	Yes
08:15 - 09:15	189	+	344	=	533	45	65	Yes
14:30 - 15:30	512	+	393	=	905	48	45	No
13:15 - 14:15	364	+	336	=	700	49	41	No
11:30 - 12:30	311	+	387	=	698	42	49	No

Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met1B?
15:45 - 16:45	665	+	419	=	1084	46	66	Yes
16:45 - 17:45	663	+	390	=	1053	57	63	Yes
14:45 - 15:45	547	+	405	=	952	51	43	Yes
13:45 - 14:45	450	+	367	=	817	46	55	Yes
17:45 - 18:45	424	+	392	=	816	48	58	Yes
11:45 - 12:45	297	+	379	=	676	47	54	Yes
18:45 - 19:45	399	+	275	=	674	40	37	Yes
06:45 - 07:45	195	+	466	=	661	68	68	Yes
10:45 - 11:45	298	+	357	=	655	31	41	Yes
12:45 - 13:45	336	+	317	=	653	39	36	Yes
08:45 - 09:45	198	+	374	=	572	42	48	Yes
07:45 - 08:45	195	+	367	=	562	44	61	Yes

ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2681

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.

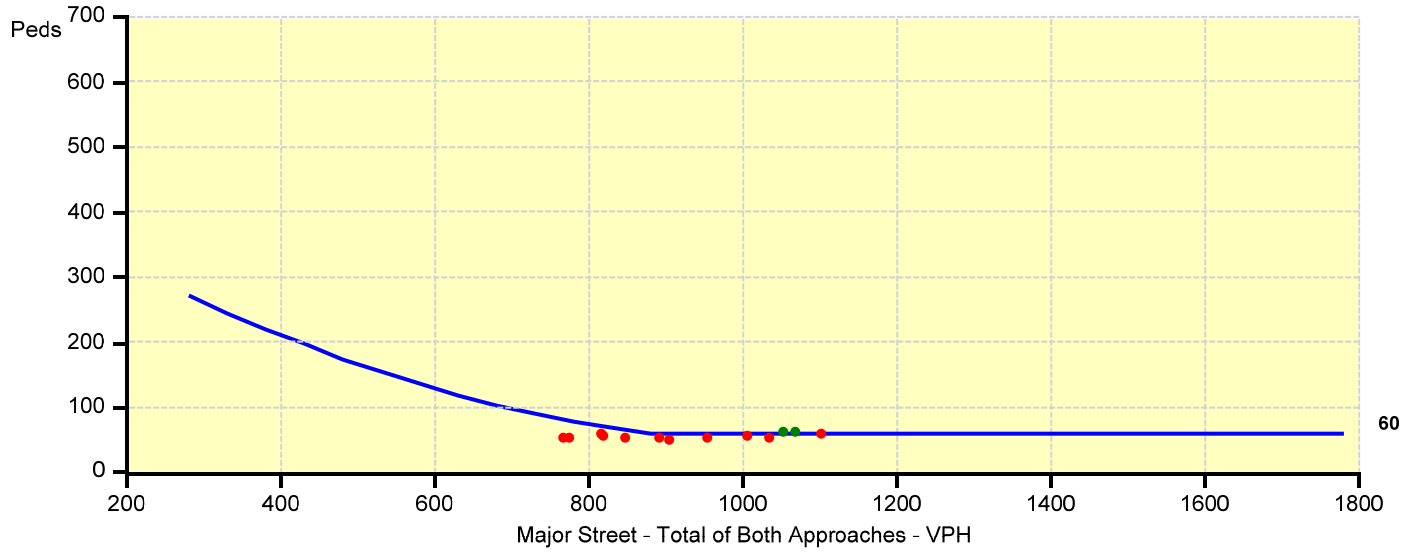
Summary

Only 2 one hour periods meet minimums.
Warrant is NOT met.

Site Data Required

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

	Major Road					Minor Road		
	CSAH 18					131st Ave		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
15:30 - 16:30	639	+	429	=	1068	49	62	Yes
16:45 - 17:45	663	+	390	=	1053	57	63	Yes
16:30 - 17:30	707	+	395	=	1102	55	58	No
15:15 - 16:15	623	+	410	=	1033	52	53	No
15:00 - 16:00	604	+	400	=	1004	54	46	No
14:45 - 15:45	547	+	405	=	952	51	43	No
14:30 - 15:30	512	+	393	=	905	48	45	No
14:15 - 15:15	500	+	391	=	891	43	53	No
14:00 - 15:00	476	+	371	=	847	43	53	No
13:45 - 14:45	450	+	367	=	817	46	55	No
17:45 - 18:45	424	+	392	=	816	48	58	No
13:30 - 14:30	421		353		774	49	52	No



ANOKA COUNTY HIGHWAY

PC-WARRANTS

TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name: TMC 2681

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

	Major Road					Minor Road		
	CSAH 18					131st Ave		
Time	Major NB	+	Major SB	=	Total	Minor EB	Minor WB	Met?
16:15 - 17:15	710	+	409	=	1119	51	60	No
16:30 - 17:30	707	+	395	=	1102	55	58	No
16:00 - 17:00	681	+	421	=	1102	51	67	No
15:45 - 16:45	665	+	419	=	1084	46	66	No
15:30 - 16:30	639	+	429	=	1068	49	62	No
16:45 - 17:45	663	+	390	=	1053	57	63	No
15:15 - 16:15	623	+	410	=	1033	52	53	No
15:00 - 16:00	604	+	400	=	1004	54	46	No
17:00 - 18:00	569	+	406	=	975	55	61	No
14:45 - 15:45	547	+	405	=	952	51	43	No
17:15 - 18:15	509	+	412	=	921	57	64	No
14:30 - 15:30	512		393		905	48	45	No

