

Intersection Name	Intersection of MN Trunk Highway 55 and 69th Avenue
City	Rockford
State	Minnesota
Northbound Street	N/A
Southbound Street	69th Ave N
Eastbound Street	Trunk Highway 55
Westbound Street	Trunk Highway 55

- NB
- SB
- EB
- WB



Date and Time of Start of Count 1	11/26/2024	6:00:00
Date and Time of End of Count 1	11/26/2024	18:00:00
Date and Time of Start of Count 2		
Date and Time of End of Count 2		
Date and Time of Start of Count 3		
Date and Time of End of Count 3		

Classification Schema
2-Classification Count

NOTES	
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[illegible]

[illegible]

Bicycle Turning Movements

[illegible]

TOTAL

Date	Time	Southbound						Westbound						Northbound						Eastbound					
		U Turns	Left Turns	Straight Through	Right Turns	EB Crosswalk Crossings	WB Crosswalk Crossings	U Turns	Left Turns	Straight Through	Right Turns	NB Crosswalk Crossings	SB Crosswalk Crossings	U Turns	Left Turns	Straight Through	Right Turns	EB Crosswalk Crossings	WB Crosswalk Crossings	U Turns	Left Turns	Straight Through	Right Turns	NB Crosswalk Crossings	SB Crosswalk Crossings
11/26/2024	6:00	0	0	0	1	0	0	0	0	16	1	0	0	0	0	0	0	0	0	0	2	193	0	0	0
	6:15	0	0	0	3	0	0	0	0	37	0	0	0	0	0	0	0	0	0	0	4	184	0	0	0
	6:30	0	3	0	1	0	0	0	0	42	1	0	0	0	0	0	0	0	0	0	1	225	0	0	0
	6:45	0	0	0	1	0	0	0	0	58	1	0	0	0	0	0	0	0	0	0	2	228	0	0	0
	7:00	0	0	0	1	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	1	228	0	0	0
	7:15	0	0	0	2	0	0	0	0	69	0	0	0	0	0	0	0	0	0	0	5	257	0	0	0
	7:30	0	0	0	3	0	0	0	0	78	1	0	0	0	0	0	0	0	0	0	10	275	0	0	0
	7:45	0	1	0	5	0	0	0	0	86	0	0	0	0	0	0	0	0	0	0	32	253	0	0	0
	8:00	0	1	0	5	0	0	0	0	63	0	0	0	0	0	0	0	0	0	0	8	178	0	0	0
	8:15	0	0	0	0	0	0	0	0	60	0	0	0	0	0	0	0	0	0	0	3	190	0	0	0
	8:30	0	1	0	3	0	0	0	0	53	0	0	0	0	0	0	0	0	0	0	2	156	0	0	0
	8:45	0	0	0	1	0	0	0	0	55	1	0	0	0	0	0	0	0	0	0	2	93	0	0	0
	9:00	0	0	0	3	0	0	0	0	69	0	0	0	0	0	0	0	0	0	0	2	116	0	0	0
	9:15	0	1	0	4	0	0	0	0	58	0	0	0	0	0	0	0	0	0	0	3	141	0	0	0
	9:30	0	1	0	2	0	0	0	0	72	1	0	0	0	0	0	0	0	0	0	2	99	0	0	0
	9:45	0	0	0	4	0	0	0	0	84	0	0	0	0	0	0	0	0	0	0	2	92	0	0	0
	10:00	0	0	0	0	0	0	0	0	75	1	0	0	0	0	0	0	0	0	0	0	120	0	0	0
	10:15	0	0	0	4	0	0	0	0	78	1	0	0	0	0	0	0	0	0	0	0	102	0	0	0
	10:30	0	0	0	3	0	0	0	0	71	1	0	0	0	0	0	0	0	0	0	2	102	0	0	0
	10:45	0	1	0	2	0	0	0	0	84	1	0	0	0	0	0	0	0	0	0	3	90	0	0	0
	11:00	0	2	0	2	0	0	0	0	86	1	0	0	0	0	0	0	0	0	0	2	95	0	0	0
	11:15	0	2	0	3	0	0	0	0	113	1	0	0	0	0	0	0	0	0	0	3	89	0	0	0
	11:30	0	2	0	6	0	0	0	0	94	2	0	0	0	0	0	0	0	0	0	2	94	0	0	0
	11:45	0	2	0	8	0	0	0	0	90	1	0	0	0	0	0	0	0	0	0	2	99	0	0	0
	12:00	0	0	0	3	0	0	0	0	106	2	0	0	0	0	0	0	0	0	0	1	83	0	0	0
	12:15	0	0	0	5	0	0	0	0	81	1	0	0	0	0	0	0	0	0	0	2	109	0	0	0
	12:30	0	0	0	3	0	0	0	0	105	1	0	0	0	0	0	0	0	0	0	1	105	0	0	0
	12:45	0	1	0	3	0	0	0	0	101	0	0	0	0	0	0	0	0	0	0	0	96	0	0	0
	13:00	0	1	0	3	0	0	0	0	101	0	0	0	0	0	0	0	0	0	0	2	91	0	0	0
	13:15	0	2	0	2	0	0	0	0	111	1	0	0	0	0	0	0	0	0	0	0	99	0	0	0
	13:30	0	1	0	4	0	0	0	0	114	0	0	0	0	0	0	0	0	0	0	3	104	0	0	0
	13:45	0	0	0	1	0	0	0	0	106	0	0	0	0	0	0	0	0	0	0	1	110	0	0	0
	14:00	0	1	0	5	0	0	0	0	157	2	0	0	0	0	0	0	0	0	0	1	106	0	0	0
	14:15	0	2	0	4	0	0	0	0	153	1	0	0	0	0	0	0	0	0	0	1	103	0	0	0
	14:30	0	2	0	1	0	0	0	0	146	1	0	0	0	0	0	0	0	0	0	3	87	0	0	0
	14:45	0	0	0	3	0	0	0	0	204	2	0	0	0	0	0	0	0	0	0	4	101	0	0	0
	15:00	0	0	0	10	0	0	0	0	193	2	0	0	0	0	0	0	0	0	0	2	93	0	0	0
	15:15	0	0	0	9	0	0	0	0	191	0	0	0	0	0	0	0	0	0	0	2	103	0	0	0
	15:30	0	0	0	6	0	0	0	0	196	0	0	0	0	0	0	0	0	0	0	0	98	0	0	0
	15:45	0	0	0	6	0	0	0	0	227	1	0	0	0	0	0	0	0	0	0	3	113	0	0	0
	16:00	0	0	0	1	0	0	0	0	226	1	0	0	0	0	0	0	0	0	0	0	120	0	0	0
	16:15	0	0	0	6	0	0	0	0	233	1	0	0	0	0	0	0	0	0	0	1	114	0	0	0
	16:30	0	2	0	10	0	0	0	0	263	0	0	0	0	0	0	0	0	0	0	1	102	0	0	0
	16:45	0	0	0	4	0	0	0	0	230	0	0	0	0	0	0	0	0	0	0	2	107	0	0	0
	17:00	0	0	0	6	0	0	0	0	249	0	0	0	0	0	0	0	0	0	0	1	94	0	0	0
	17:15	0	2	0	5	0	0	0	0	218	1	0	0	0	0	0	0	0	0	0	3	93	0	0	0
	17:30	0	1	0	5	0	0	0	0	195	3	0	0	0	0	0	0	0	0	0	1	106	0	0	0
	17:45	0	0	0	6	0	0	0	0	186	2	0	0	0	0	0	0	0	0	0	4	102	0	0	0
	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL		0	32	0	178	0	0	0	0	5723	37	0	0	0	0	0	0	0	0	0	134	6138	0	0	0

The count data provided here is categorized in the following ways:

"Cars" are FHWA Classes 1-3 and designated vehicles from Class 5.

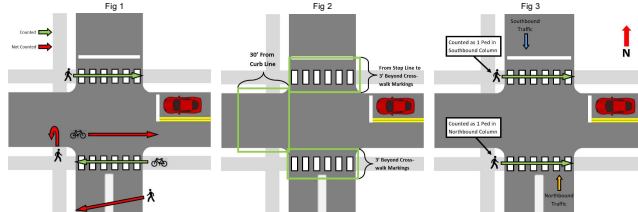
"Heavy Vehicles" are FHWA Classes 4-13 minus designated vehicles from Class 5.

"Bicycles" are bicycles in the roadway, not using crosswalk facilities. These movements are not included in the "Total" or "Summary" tabs.

"Ped Crossings" and "Bicycles in Crosswalk" are pedestrians and bicycles using the crosswalk facilities. These are in the "Cars" and "Heavy Vehicles" tabs and are included in the "Total" and "Summary" Tabs.

Pedestrians and Bicycles

A pedestrian in crosswalk or a bicycle in crosswalk are counted as a person or cyclist whom crosses completely from one corner of the intersection to an adjacent corner within the crossing area (Figure 1). The crossing areas are defined as follows: On intersection legs with crosswalk markings and a stop line the crossing area will be considered from the stop line to 3 ft beyond the crosswalk marking. On intersection legs with only crosswalk markings the crossing area will be considered from 3 ft from the crosswalk markings to 3 ft beyond. For intersections with no crosswalk markings the crossing area will be considered the area 30 ft from the curb line parallel to travel. Refer to Figure 2 for an illustration of the crossing area guidelines. The number counted in the result is representative of the crossing on the approaching leg, i.e. a pedestrian crossing the north side of the intersection is counted in the southbound pedestrians in crosswalk, as that is the approaching leg that they are crossing (Figure 3). Diagonal crossings are not counted unless the pedestrian is within the crossing area. Bicycles



Class 1 Motorcycles		Class 7 Four or more axle, single unit	
Class 2 Passenger cars			
		Class 8 Four or less axle, single trailer	
Class 3 Four tire, single unit		Class 9 5-Axle tractor semitrailer	
Class 4 Buses		Class 10 Six or more axle, single trailer	
		Class 11 Five or less axle, multi-trailer	
Class 5 Two axle, six tire, single unit		Class 12 Six axle, multi-trailer	
		Class 13 Seven or more axle, multi-trailer	
Class 6 Three axle, single unit			

MINNESOTA DEPARTMENT of TRANSPORTATION

Metro District Traffic Engineering

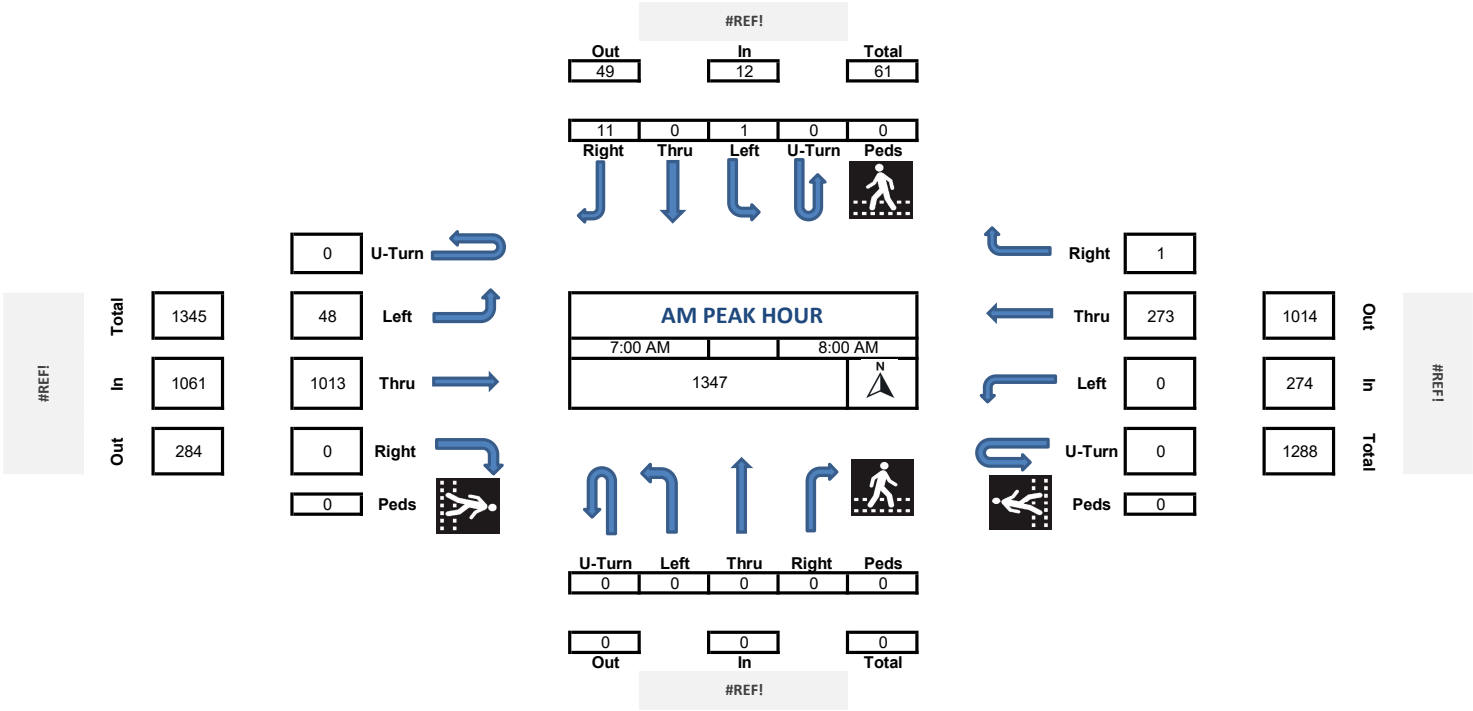
Program Support

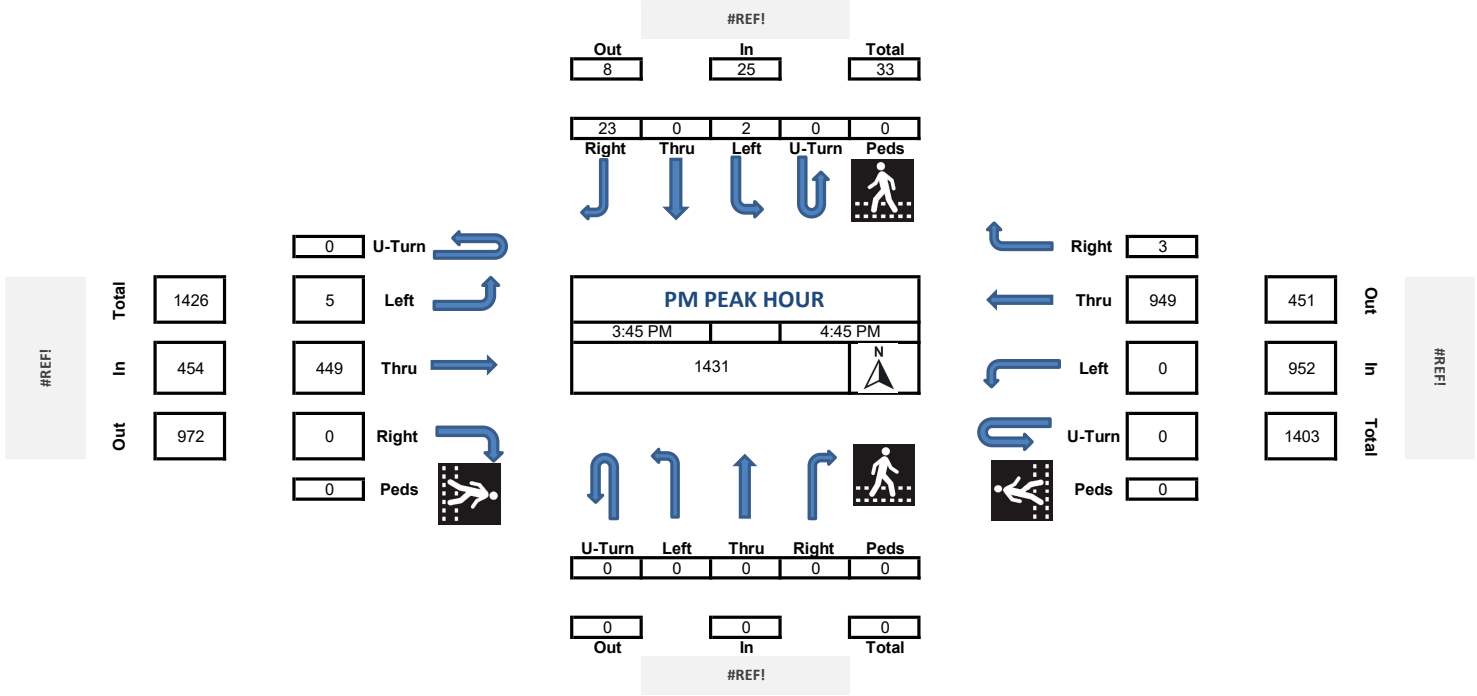
METRO TRAFFIC DATA COLLECTION UNIT

TURN MOVEMENT COUNTS

Intersection:	#REF!																										
City:	#REF!																										
County:																											
Ref.Pt.:																											
Start Date	#REF!																										
Road Name	#REF!	#REF!						#REF!						#REF!						#REF!							
Direction		South Bound						West Bound						North Bound						East Bound							
Start Time		U Turns	Left Turns	Straight Through	Right Turns	EB Ped Crossings	WB Ped Crossings	U Turns	Left Turns	Straight Through	Right Turns	NB Ped Crossings	SB Ped Crossings	U Turns	Left Turns	Straight Through	Right Turns	EB Ped Crossings	WB Ped Crossings	U Turns	Left Turns	Straight Through	Right Turns	NB Ped Crossings	SB Ped Crossings	Int. Total	Peds Total
6:00 AM		0	0	0	1	0	0	0	0	16	1	0	0	0	0	0	0	0	0	0	2	193	0	0	0	213	0
6:15 AM		0	0	0	3	0	0	0	0	37	0	0	0	0	0	0	0	0	0	0	4	184	0	0	0	228	0
6:30 AM		0	3	0	1	0	0	0	0	42	1	0	0	0	0	0	0	0	0	0	1	225	0	0	0	273	0
6:45 AM		0	0	0	1	0	0	0	0	58	1	0	0	0	0	0	0	0	0	0	2	228	0	0	0	290	0
Hourly Total		0	3	0	6	0	0	0	0	153	3	0	0	0	0	0	0	0	0	0	9	830	0	0	0	1004	0
7:00 AM		0	0	0	1	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	1	228	0	0	0	270	0
7:15 AM		0	0	0	2	0	0	0	0	69	0	0	0	0	0	0	0	0	0	0	5	257	0	0	0	333	0
7:30 AM		0	0	0	3	0	0	0	0	78	1	0	0	0	0	0	0	0	0	0	10	275	0	0	0	367	0
7:45 AM		0	1	0	5	0	0	0	0	86	0	0	0	0	0	0	0	0	0	0	32	253	0	0	0	377	0
Hourly Total		0	1	0	11	0	0	0	0	273	1	0	0	0	0	0	0	0	0	0	48	1013	0	0	0	1347	0
8:00 AM		0	1	0	5	0	0	0	0	63	0	0	0	0	0	0	0	0	0	0	8	178	0	0	0	255	0
8:15 AM		0	0	0	0	0	0	0	0	60	0	0	0	0	0	0	0	0	0	0	3	190	0	0	0	253	0
8:30 AM		0	1	0	3	0	0	0	0	53	0	0	0	0	0	0	0	0	0	0	2	156	0	0	0	215	0
8:45 AM		0	0	0	1	0	0	0	0	55	1	0	0	0	0	0	0	0	0	0	2	93	0	0	0	152	0
Hourly Total		0	2	0	9	0	0	0	0	231	1	0	0	0	0	0	0	0	0	0	15	617	0	0	0	875	0
9:00 AM		0	0	0	3	0	0	0	0	69	0	0	0	0	0	0	0	0	0	0	2	116	0	0	0	190	0
9:15 AM		0	1	0	4	0	0	0	0	58	0	0	0	0	0	0	0	0	0	0	3	141	0	0	0	207	0
9:30 AM		0	1	0	2	0	0	0	0	72	1	0	0	0	0	0	0	0	0	0	2	99	0	0	0	177	0
9:45 AM		0	0	0	4	0	0	0	0	84	0	0	0	0	0	0	0	0	0	0	2	92	0	0	0	182	0
Hourly Total		0	2	0	13	0	0	0	0	283	1	0	0	0	0	0	0	0	0	0	9	448	0	0	0	756	0
9:00 AM		0	0	0	0	0	0	0	0	75	1	0	0	0	0	0	0	0	0	0	0	120	0	0	0	196	0
9:15 AM		0	0	0	4	0	0	0	0	78	1	0	0	0	0	0	0	0	0	0	0	102	0	0	0	185	0
9:30 AM		0	0	0	3	0	0	0	0	71	1	0	0	0	0	0	0	0	0	0	2	102	0	0	0	179	0
9:45 AM		0	1	0	2	0	0	0	0	84	1	0	0	0	0	0	0	0	0	0	3	90	0	0	0	181	0
Hourly Total		0	1	0	9	0	0	0	0	308	4	0	0	0	0	0	0	0	0	0	5	414	0	0	0	741	0
10:00 AM		0	2	0	2	0	0	0	0	86	1	0	0	0	0	0	0	0	0	0	2	95	0	0	0	188	0
10:15 AM		0	2	0	3	0	0	0	0	113	1	0	0	0	0	0	0	0	0	0	3	89	0	0	0	211	0
10:30 AM		0	2	0	6	0	0	0	0	94	2	0	0	0	0	0	0	0	0	0	2	94	0	0	0	200	0
10:45 AM		0	2	0	8	0	0	0	0	90	1	0	0	0	0	0	0	0	0	0	2	99	0	0	0	202	0
Hourly Total		0	8	0	19	0	0	0	0	383	5	0	0	0	0	0	0	0	0	0	9	377	0	0	0	801	0
11:00 AM		0	0	0	3	0	0	0	0	106	2	0	0	0	0	0	0	0	0	0	1	83	0	0	0	195	0
11:15 AM		0	0	0	5	0	0	0	0	81	1	0	0	0	0	0	0	0	0	0	2	109	0	0	0	198	0
11:30 AM		0	0	0	3	0	0	0	0	105	1	0	0	0	0	0	0	0	0	0	1	105	0	0	0	215	0
11:45 AM		0	1	0	3	0	0	0	0	101	0	0	0	0	0	0	0	0	0	0	0	96	0	0	0	201	0
Hourly Total		0	1	0	14	0	0	0	0	393	4	0	0	0	0	0	0	0	0	0	4	393	0	0	0	809	0
1:00 PM		0	1	0	3	0	0	0	0	101	0	0	0	0	0	0	0	0	0	0	2	91	0	0	0	198	0
1:15 PM		0	2	0	2	0	0	0	0	111	1	0	0	0	0	0	0	0	0	0	0	99	0	0	0	215	0
1:30 PM		0	1	0	4	0	0	0	0	114	0	0	0	0	0	0	0	0	0	0	3	104	0	0	0	226	0
1:45 PM		0	0	0	1	0	0	0	0	106	0	0	0	0	0	0	0	0	0	0	1	110	0	0	0	218	0
Hourly Total		0	4	0	10	0	0	0	0	432	1	0	0	0	0	0	0	0	0	0	6	404	0	0	0	857	0
2:00 PM		0	1	0	5	0	0	0	0	157	2	0	0	0	0	0	0	0	0	0	1	106	0	0	0	272	0
2:15 PM		0	2	0	4	0	0	0	0	153	1	0	0	0	0	0	0	0	0	0	1	103	0	0	0	264	0
2:30 PM		0	2	0	1	0	0	0	0	146	1	0	0	0	0	0	0	0	0	0	3	87	0	0	0	240	0
2:45 PM		0	0	0	3	0	0	0	0	204	2	0	0	0	0	0	0	0	0	0	4	101	0	0	0	314	0
Hourly Total		0	5	0	13	0	0	0	0	660	6	0	0	0	0	0	0	0	0	0	9	397	0	0	0	1090	0
3:00 PM		0	0	0	10	0	0	0	0	193	2	0	0	0	0	0	0	0	0	0	2	93	0	0	0	300	0

3:15 PM	0	0	0	9	0	0	0	0	191	0	0	0	0	0	0	0	0	2	103	0	0	0	305	0	
3:30 PM	0	0	0	6	0	0	0	0	196	0	0	0	0	0	0	0	0	0	98	0	0	0	300	0	
3:45 PM	0	0	0	6	0	0	0	0	227	1	0	0	0	0	0	0	0	0	3	113	0	0	0	350	0
Hourly Total	0	0	0	31	0	0	0	0	807	3	0	0	0	0	0	0	0	0	7	407	0	0	0	1255	0
4:00 PM	0	0	0	1	0	0	0	0	226	1	0	0	0	0	0	0	0	0	0	120	0	0	0	348	0
4:15 PM	0	0	0	6	0	0	0	0	233	1	0	0	0	0	0	0	0	0	1	114	0	0	0	355	0
4:30 PM	0	2	0	10	0	0	0	0	263	0	0	0	0	0	0	0	0	0	1	102	0	0	0	378	0
4:45 PM	0	0	0	4	0	0	0	0	230	0	0	0	0	0	0	0	0	0	2	107	0	0	0	343	0
Hourly Total	0	2	0	21	0	0	0	0	952	2	0	0	0	0	0	0	0	0	4	443	0	0	0	1424	0
5:00 PM	0	0	0	6	0	0	0	0	249	0	0	0	0	0	0	0	0	0	1	94	0	0	0	350	0
5:15 PM	0	2	0	5	0	0	0	0	218	1	0	0	0	0	0	0	0	0	3	93	0	0	0	322	0
5:30 PM	0	1	0	5	0	0	0	0	195	3	0	0	0	0	0	0	0	0	1	106	0	0	0	311	0
5:45 PM	0	0	0	6	0	0	0	0	186	2	0	0	0	0	0	0	0	0	4	102	0	0	0	300	0
Hourly Total	0	3	0	22	0	0	0	0	848	6	0	0	0	0	0	0	0	0	9	395	0	0	0	1283	0
TOTAL		0	32	0	178	0	0	0	5723	37	0	0	0	0	0	0	0	0	134	6138	0	0	0	12242	0
Cars+	0	32	0	168				0	0	5455	35			0	0	0	0		0	129	5843	0			
Trucks	0	0	0	10				0	0	268	2			0	0	0	0		0	5	295	0			580
% Trucks	0.0	0.0	0.0	5.6				0.0	0.0	4.7	5.4			0.0	0.0	0.0	0.0		0.0	3.7	4.8	0.0			
		4.8							4.7					0.0						4.8					4.7





#REF!

Total

1426

In

454

Out

972

U-Turn

Left

Thru

Right

Peds

PM PEAK HOUR

3:45 PM

4:45 PM

1431

N

U-Turn

Left

Thru

Right

Peds

0

0

0

0

0

0

Out

0

In

0

Total

#REF!

Right

3

Thru

949

Left

0

U-Turn

0

Peds

0

Out

451

In

952

Total

1403

#REF!