



# MINNESOTA DEPT OF TRANSPORTATION

## TRAFFIC DATA COLLECTION - METRO

TH-61 at Frenchman Rd / 145th St N

File Name : TH-61 at 145th Ave N Frenchmand Rd 2008

Ref.Pt.: 152.578

Site Code : 00000122

Data by: Alliant Inc.

Start Date : 9/23/2008

TURN MOVEMENT COUNT

Page No : 1

Groups Printed- Unshifted

| Start Time    | TH-61 Southbound |      |       |      | Frenchman Rd / 145th St N Westbound |      |       |      | TH-61 Northbound |      |       |      | Frenchman Rd / 145th St N Eastbound |      |       |      | Int. Total |
|---------------|------------------|------|-------|------|-------------------------------------|------|-------|------|------------------|------|-------|------|-------------------------------------|------|-------|------|------------|
|               | Left             | Thru | Right | Peds | Left                                | Thru | Right | Peds | Left             | Thru | Right | Peds | Left                                | Thru | Right | Peds |            |
| 06:00         | 0                | 55   | 64    | 0    | 0                                   | 0    | 0     | 0    | 45               | 6    | 0     | 0    | 9                                   | 0    | 31    | 0    | 210        |
| 06:15         | 0                | 107  | 66    | 0    | 0                                   | 0    | 1     | 0    | 40               | 20   | 0     | 0    | 16                                  | 0    | 33    | 0    | 283        |
| 06:30         | 0                | 104  | 55    | 0    | 0                                   | 0    | 0     | 0    | 52               | 22   | 0     | 0    | 14                                  | 2    | 55    | 0    | 304        |
| 06:45         | 0                | 136  | 50    | 0    | 0                                   | 1    | 0     | 0    | 47               | 40   | 0     | 0    | 18                                  | 1    | 80    | 0    | 373        |
| Total         | 0                | 402  | 235   | 0    | 0                                   | 1    | 1     | 0    | 184              | 88   | 0     | 0    | 57                                  | 3    | 199   | 0    | 1170       |
| 07:00         | 0                | 150  | 54    | 0    | 0                                   | 0    | 0     | 0    | 44               | 32   | 0     | 0    | 28                                  | 0    | 70    | 0    | 378        |
| 07:15         | 0                | 99   | 39    | 0    | 0                                   | 0    | 0     | 0    | 44               | 40   | 0     | 0    | 23                                  | 0    | 54    | 0    | 299        |
| 07:30         | 0                | 96   | 40    | 0    | 0                                   | 1    | 0     | 0    | 29               | 30   | 0     | 0    | 18                                  | 0    | 44    | 0    | 258        |
| 07:45         | 0                | 63   | 31    | 0    | 0                                   | 1    | 0     | 0    | 35               | 37   | 0     | 0    | 19                                  | 1    | 23    | 0    | 210        |
| Total         | 0                | 408  | 164   | 0    | 0                                   | 2    | 0     | 0    | 152              | 139  | 0     | 0    | 88                                  | 1    | 191   | 0    | 1145       |
| 08:00         | 0                | 94   | 54    | 0    | 0                                   | 1    | 0     | 0    | 40               | 45   | 2     | 0    | 35                                  | 1    | 39    | 0    | 311        |
| 08:15         | 0                | 82   | 51    | 0    | 0                                   | 0    | 0     | 0    | 43               | 37   | 0     | 0    | 23                                  | 0    | 56    | 0    | 292        |
| 08:30         | 0                | 69   | 49    | 0    | 2                                   | 3    | 0     | 0    | 45               | 30   | 3     | 0    | 19                                  | 0    | 46    | 0    | 266        |
| 08:45         | 0                | 56   | 47    | 0    | 1                                   | 3    | 1     | 0    | 37               | 47   | 4     | 0    | 36                                  | 2    | 42    | 0    | 276        |
| Total         | 0                | 301  | 201   | 0    | 3                                   | 7    | 1     | 0    | 165              | 159  | 9     | 0    | 113                                 | 3    | 183   | 0    | 1145       |
| 09:00         | 0                | 59   | 43    | 0    | 0                                   | 1    | 0     | 0    | 47               | 42   | 0     | 0    | 21                                  | 2    | 41    | 0    | 256        |
| 09:15         | 0                | 60   | 46    | 0    | 2                                   | 0    | 0     | 0    | 37               | 50   | 0     | 0    | 37                                  | 0    | 39    | 0    | 271        |
| *** BREAK *** |                  |      |       |      |                                     |      |       |      |                  |      |       |      |                                     |      |       |      |            |
| Total         | 0                | 119  | 89    | 0    | 2                                   | 1    | 0     | 0    | 84               | 92   | 0     | 0    | 58                                  | 2    | 80    | 0    | 527        |
| *** BREAK *** |                  |      |       |      |                                     |      |       |      |                  |      |       |      |                                     |      |       |      |            |
| 10:30         | 1                | 60   | 43    | 0    | 1                                   | 0    | 0     | 0    | 37               | 47   | 2     | 0    | 25                                  | 0    | 32    | 0    | 248        |
| 10:45         | 1                | 51   | 35    | 0    | 2                                   | 1    | 1     | 0    | 36               | 40   | 0     | 0    | 33                                  | 1    | 38    | 0    | 239        |
| Total         | 2                | 111  | 78    | 0    | 3                                   | 1    | 1     | 0    | 73               | 87   | 2     | 0    | 58                                  | 1    | 70    | 0    | 487        |
| 11:00         | 2                | 56   | 36    | 0    | 0                                   | 0    | 1     | 0    | 37               | 65   | 0     | 0    | 34                                  | 1    | 35    | 0    | 267        |
| 11:15         | 0                | 85   | 44    | 0    | 0                                   | 1    | 1     | 0    | 27               | 60   | 0     | 0    | 37                                  | 1    | 47    | 0    | 303        |
| 11:30         | 0                | 54   | 62    | 0    | 0                                   | 0    | 0     | 0    | 36               | 43   | 0     | 0    | 46                                  | 0    | 39    | 0    | 280        |
| 11:45         | 1                | 63   | 37    | 0    | 0                                   | 0    | 1     | 0    | 48               | 81   | 0     | 0    | 39                                  | 0    | 45    | 0    | 315        |
| Total         | 3                | 258  | 179   | 0    | 0                                   | 1    | 3     | 0    | 148              | 249  | 0     | 0    | 156                                 | 2    | 166   | 0    | 1165       |
| 12:00         | 0                | 61   | 40    | 0    | 9                                   | 0    | 0     | 0    | 33               | 55   | 1     | 0    | 46                                  | 1    | 41    | 0    | 287        |
| 12:15         | 2                | 55   | 44    | 0    | 1                                   | 0    | 0     | 0    | 46               | 67   | 1     | 0    | 30                                  | 0    | 42    | 0    | 288        |
| 12:30         | 2                | 58   | 42    | 0    | 2                                   | 1    | 0     | 0    | 38               | 68   | 1     | 0    | 45                                  | 0    | 45    | 0    | 302        |
| 12:45         | 2                | 58   | 38    | 0    | 0                                   | 2    | 0     | 0    | 39               | 67   | 0     | 0    | 42                                  | 0    | 29    | 0    | 277        |
| Total         | 6                | 232  | 164   | 0    | 12                                  | 3    | 0     | 0    | 156              | 257  | 3     | 0    | 163                                 | 1    | 157   | 0    | 1154       |
| 13:00         | 0                | 52   | 27    | 0    | 0                                   | 0    | 0     | 0    | 31               | 70   | 0     | 0    | 54                                  | 0    | 39    | 0    | 273        |
| 13:15         | 0                | 62   | 46    | 0    | 1                                   | 1    | 0     | 1    | 42               | 72   | 2     | 1    | 43                                  | 1    | 35    | 0    | 307        |
| *** BREAK *** |                  |      |       |      |                                     |      |       |      |                  |      |       |      |                                     |      |       |      |            |
| Total         | 0                | 114  | 73    | 0    | 1                                   | 1    | 0     | 1    | 73               | 142  | 2     | 1    | 97                                  | 1    | 74    | 0    | 580        |
| *** BREAK *** |                  |      |       |      |                                     |      |       |      |                  |      |       |      |                                     |      |       |      |            |
| 14:30         | 1                | 63   | 32    | 0    | 4                                   | 0    | 0     | 0    | 43               | 70   | 3     | 0    | 53                                  | 0    | 57    | 0    | 326        |
| 14:45         | 0                | 62   | 43    | 0    | 0                                   | 0    | 0     | 0    | 47               | 76   | 1     | 0    | 54                                  | 0    | 54    | 1    | 338        |
| Total         | 1                | 125  | 75    | 0    | 4                                   | 0    | 0     | 0    | 90               | 146  | 4     | 0    | 107                                 | 0    | 111   | 1    | 664        |
| 15:00         | 1                | 55   | 38    | 0    | 4                                   | 4    | 0     | 1    | 57               | 93   | 0     | 0    | 82                                  | 1    | 51    | 0    | 387        |
| 15:15         | 0                | 73   | 38    | 0    | 0                                   | 0    | 0     | 0    | 76               | 111  | 0     | 0    | 88                                  | 1    | 81    | 0    | 468        |
| 15:30         | 0                | 67   | 50    | 0    | 4                                   | 0    | 1     | 2    | 80               | 117  | 1     | 0    | 80                                  | 7    | 75    | 0    | 484        |
| 15:45         | 0                | 75   | 39    | 0    | 1                                   | 0    | 1     | 0    | 77               | 119  | 0     | 0    | 102                                 | 0    | 74    | 0    | 488        |
| Total         | 1                | 270  | 165   | 0    | 9                                   | 4    | 2     | 3    | 290              | 440  | 1     | 0    | 352                                 | 9    | 281   | 0    | 1827       |



# MINNESOTA DEPT OF TRANSPORTATION

## TRAFFIC DATA COLLECTION - METRO

TH-61 at Frenchman Rd / 145th St N

File Name : TH-61 at 145th Ave N Frenchmand Rd 2008

Ref.Pt.: 152.578

Site Code : 00000122

Data by: Alliant Inc.

Start Date : 9/23/2008

TURN MOVEMENT COUNT

Page No : 2

### Groups Printed- Unshifted

| Start Time  | TH-61 Southbound |      |       |      | Frenchman Rd / 145th St N Westbound |      |       |      | TH-61 Northbound |      |       |      | Frenchman Rd / 145th St N Eastbound |      |       |      | Int. Total |
|-------------|------------------|------|-------|------|-------------------------------------|------|-------|------|------------------|------|-------|------|-------------------------------------|------|-------|------|------------|
|             | Left             | Thru | Right | Peds | Left                                | Thru | Right | Peds | Left             | Thru | Right | Peds | Left                                | Thru | Right | Peds |            |
| 16:00       | 1                | 62   | 46    | 1    | 1                                   | 0    | 0     | 0    | 82               | 169  | 0     | 0    | 92                                  | 0    | 70    | 0    | 524        |
| 16:15       | 0                | 55   | 64    | 1    | 0                                   | 1    | 0     | 0    | 83               | 125  | 1     | 0    | 84                                  | 1    | 81    | 1    | 497        |
| 16:30       | 0                | 68   | 64    | 0    | 7                                   | 5    | 0     | 1    | 77               | 128  | 1     | 0    | 107                                 | 1    | 104   | 0    | 563        |
| 16:45       | 0                | 83   | 63    | 0    | 3                                   | 1    | 0     | 0    | 91               | 129  | 2     | 0    | 98                                  | 14   | 82    | 0    | 566        |
| Total       | 1                | 268  | 237   | 2    | 11                                  | 7    | 0     | 1    | 333              | 551  | 4     | 0    | 381                                 | 16   | 337   | 1    | 2150       |
| 17:00       | 2                | 72   | 48    | 0    | 0                                   | 0    | 0     | 0    | 82               | 133  | 1     | 0    | 73                                  | 6    | 91    | 0    | 508        |
| 17:15       | 0                | 47   | 29    | 0    | 0                                   | 0    | 0     | 0    | 78               | 153  | 1     | 0    | 95                                  | 0    | 54    | 0    | 457        |
| 17:30       | 0                | 65   | 52    | 0    | 0                                   | 0    | 1     | 0    | 102              | 148  | 0     | 0    | 79                                  | 2    | 80    | 0    | 529        |
| 17:45       | 0                | 61   | 33    | 0    | 0                                   | 0    | 0     | 1    | 54               | 102  | 0     | 0    | 64                                  | 1    | 58    | 0    | 374        |
| Total       | 2                | 245  | 162   | 0    | 0                                   | 0    | 1     | 1    | 316              | 536  | 2     | 0    | 311                                 | 9    | 283   | 0    | 1868       |
| Grand Total | 16               | 2853 | 1822  | 2    | 45                                  | 28   | 9     | 6    | 2064             | 2886 | 27    | 1    | 1941                                | 48   | 2132  | 2    | 13882      |
| Apprch %    | 0.3              | 60.8 | 38.8  | 0    | 51.1                                | 31.8 | 10.2  | 6.8  | 41.5             | 58   | 0.5   | 0    | 47.1                                | 1.2  | 51.7  | 0    |            |
| Total %     | 0.1              | 20.6 | 13.1  | 0    | 0.3                                 | 0.2  | 0.1   | 0    | 14.9             | 20.8 | 0.2   | 0    | 14                                  | 0.3  | 15.4  | 0    |            |



# MINNESOTA DEPT OF TRANSPORTATION

## TRAFFIC DATA COLLECTION - METRO

TH-61 at Frenchman Rd / 145th St N

File Name : TH-61 at 145th Ave N Frenchmand Rd 2008

Ref.Pt.: 152.578

Site Code : 00000122

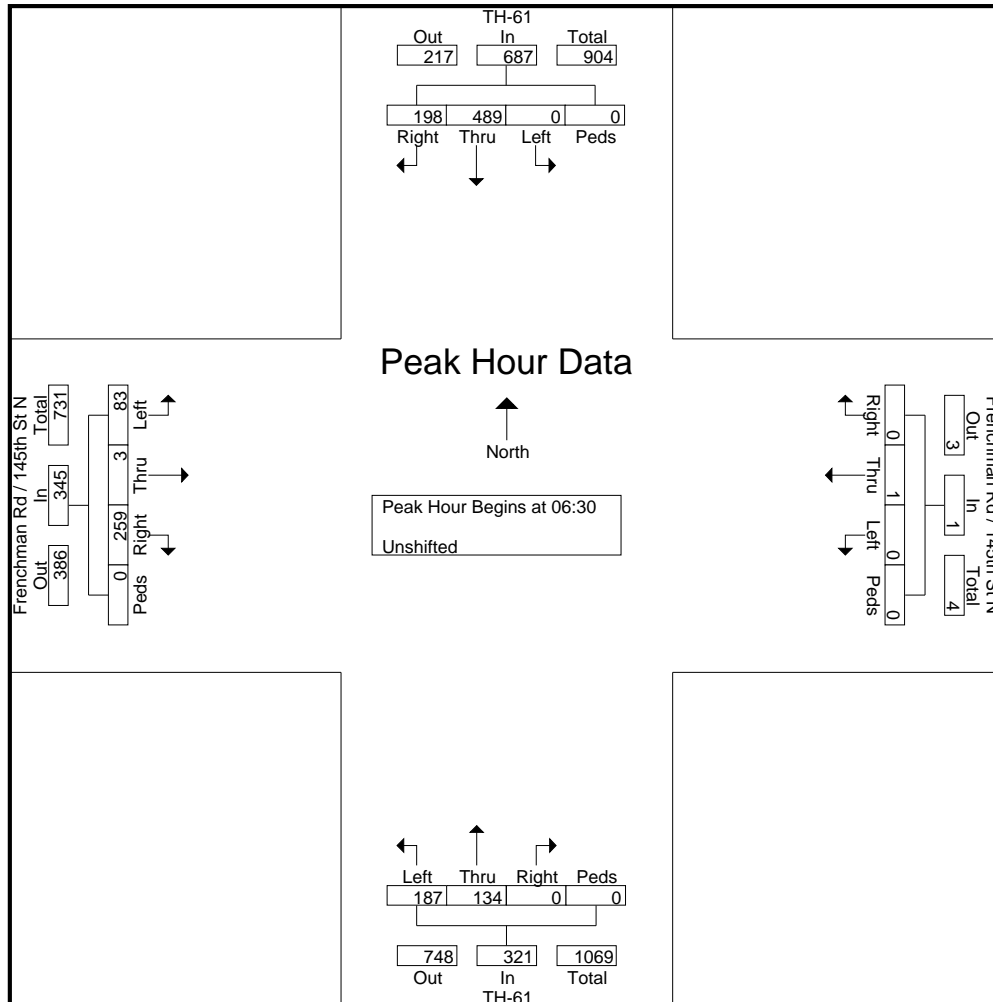
Data by: Alliant Inc.

Start Date : 9/23/2008

TURN MOVEMENT COUNT

Page No : 3

| Start Time   | TH-61 Southbound |      |       |      |            | Frenchman Rd / 145th St N Westbound |      |       |      |            | TH-61 Northbound |      |       |      |            | Frenchman Rd / 145th St N Eastbound |      |       |      |            | Int. Total |
|--|------------------|------|-------|------|------------|-------------------------------------|------|-------|------|------------|------------------|------|-------|------|------------|-------------------------------------|------|-------|------|------------|------------|
|  | Left             | Thru | Right | Peds | App. Total | Left                                | Thru | Right | Peds | App. Total | Left             | Thru | Right | Peds | App. Total | Left                                | Thru | Right | Peds | App. Total |            |
| Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1 |                  |      |       |      |            |                                     |      |       |      |            |                  |      |       |      |            |                                     |      |       |      |            |            |
| Peak Hour for Entire Intersection Begins at 06:30    |                  |      |       |      |            |                                     |      |       |      |            |                  |      |       |      |            |                                     |      |       |      |            |            |
| 06:30  | 0                | 104  | 55    | 0    | 159        | 0                                   | 0    | 0     | 0    | 0          | 52               | 22   | 0     | 0    | 74         | 14                                  | 2    | 55    | 0    | 71         | 304        |
| 06:45  | 0                | 136  | 50    | 0    | 186        | 0                                   | 1    | 0     | 0    | 1          | 47               | 40   | 0     | 0    | 87         | 18                                  | 1    | 80    | 0    | 99         | 373        |
| 07:00  | 0                | 150  | 54    | 0    | 204        | 0                                   | 0    | 0     | 0    | 0          | 44               | 32   | 0     | 0    | 76         | 28                                  | 0    | 70    | 0    | 98         | 378        |
| 07:15  | 0                | 99   | 39    | 0    | 138        | 0                                   | 0    | 0     | 0    | 0          | 44               | 40   | 0     | 0    | 84         | 23                                  | 0    | 54    | 0    | 77         | 299        |
| Total Volume   | 0                | 489  | 198   | 0    | 687        | 0                                   | 1    | 0     | 0    | 1          | 187              | 134  | 0     | 0    | 321        | 83                                  | 3    | 259   | 0    | 345        | 1354       |
| % App. Total   | 0                | 71.2 | 28.8  | 0    |            | 0                                   | 100  | 0     | 0    |            | 58.3             | 41.7 | 0     | 0    |            | 24.1                                | 0.9  | 75.1  | 0    |            |            |
| PHF  | .000             | .815 | .900  | .000 | .842       | .000                                | .250 | .000  | .000 | .250       | .899             | .838 | .000  | .000 | .922       | .741                                | .375 | .809  | .000 | .871       | .896       |





# MINNESOTA DEPT OF TRANSPORTATION

## TRAFFIC DATA COLLECTION - METRO

TH-61 at Frenchman Rd / 145th St N

File Name : TH-61 at 145th Ave N Frenchmand Rd 2008

Ref.Pt.: 152.578

Site Code : 00000122

Data by: Alliant Inc.

Start Date : 9/23/2008

TURN MOVEMENT COUNT

Page No : 4

| Start Time | TH-61 Southbound |      |       |      |            | Frenchman Rd / 145th St N Westbound |      |       |      |            | TH-61 Northbound |      |       |      |            | Frenchman Rd / 145th St N Eastbound |      |       |      |            | Int. Total |
|------------|------------------|------|-------|------|------------|-------------------------------------|------|-------|------|------------|------------------|------|-------|------|------------|-------------------------------------|------|-------|------|------------|------------|
|            | Left             | Thru | Right | Peds | App. Total | Left                                | Thru | Right | Peds | App. Total | Left             | Thru | Right | Peds | App. Total | Left                                | Thru | Right | Peds | App. Total |            |

Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 16:00

|              |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 16:00        | 1    | 62   | 46   | 1    | 110  | 1    | 0    | 0    | 0    | 1    | 82   | 169  | 0    | 0    | 251  | 92   | 0    | 70   | 0    | 162  | 524  |
| 16:15        | 0    | 55   | 64   | 1    | 120  | 0    | 1    | 0    | 0    | 1    | 83   | 125  | 1    | 0    | 209  | 84   | 1    | 81   | 1    | 167  | 497  |
| 16:30        | 0    | 68   | 64   | 0    | 132  | 7    | 5    | 0    | 1    | 13   | 77   | 128  | 1    | 0    | 206  | 107  | 1    | 104  | 0    | 212  | 563  |
| 16:45        | 0    | 83   | 63   | 0    | 146  | 3    | 1    | 0    | 0    | 4    | 91   | 129  | 2    | 0    | 222  | 98   | 14   | 82   | 0    | 194  | 566  |
| Total Volume | 1    | 268  | 237  | 2    | 508  | 11   | 7    | 0    | 1    | 19   | 333  | 551  | 4    | 0    | 888  | 381  | 16   | 337  | 1    | 735  | 2150 |
| % App. Total | 0.2  | 52.8 | 46.7 | 0.4  |      | 57.9 | 36.8 | 0    | 5.3  |      | 37.5 | 62   | 0.5  | 0    |      | 51.8 | 2.2  | 45.9 | 0.1  |      |      |
| PHF          | .250 | .807 | .926 | .500 | .870 | .393 | .350 | .000 | .250 | .365 | .915 | .815 | .500 | .000 | .884 | .890 | .286 | .810 | .250 | .867 | .950 |

