

Intersection Name	US 8 & CSAH 36 (Viking Blvd N)
City	Chisago
State	Minnesota
Northbound Street	US 8 (Lake Blvd)
Southbound Street	US 8 (Lake Blvd)
Eastbound Street	CSAH 36 (Viking Blvd)
Westbound Street	Johnson Lane

Date and Time of Start of Count 1	03/12/2025	6:00:00
Date and Time of End of Count 1	03/12/2025	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		

- NB
- SB
- EB
- WB



Classification Schema
2-Classification Count

NOTES	
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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	NB Crosswalk Crossings	SB Crosswalk Crossings						
3/12/2025	6:00	0	0	140	18	0	0	0	1	0	0	0	0	0	4	18	0	0	0	11	0	16	0	0	
	6:15	0	0	127	20	0	0	0	1	0	1	0	0	0	27	0	0	0	0	12	0	6	0	0	
	6:30	0	0	139	28	0	0	0	0	1	0	0	0	0	46	0	0	0	0	11	0	7	0	0	
	6:45	0	0	165	31	0	0	0	0	0	0	0	0	2	41	0	0	0	0	16	0	7	0	0	
	7:00	0	0	133	27	0	0	0	2	0	0	0	0	0	3	38	0	0	0	14	0	9	0	0	
	7:15	0	1	171	29	0	0	0	1	0	1	0	0	0	6	37	2	0	0	12	0	14	0	0	
	7:30	0	1	115	32	0	0	0	0	0	0	0	0	2	70	0	0	0	0	23	0	8	0	0	
	7:45	0	0	125	45	0	0	0	0	0	0	0	0	11	95	1	0	0	0	24	0	11	0	0	
	8:00	0	0	114	33	0	0	0	1	0	0	0	0	0	9	62	0	0	0	12	0	7	0	0	
	8:15	0	0	87	22	0	0	0	0	0	0	0	0	4	72	2	0	0	0	22	0	9	0	0	
	8:30	0	0	98	25	0	0	0	3	0	0	0	0	5	59	0	0	0	0	21	0	12	0	0	
	8:45	0	0	102	19	0	0	0	1	0	0	0	0	2	75	0	0	0	0	18	0	5	0	0	
	9:00	0	0	101	26	0	0	0	0	0	0	0	0	5	67	1	0	0	0	22	0	5	0	0	
	9:15	0	0	111	18	0	0	0	1	0	0	0	0	5	67	0	0	0	0	26	0	5	0	0	
	9:30	0	0	102	22	0	0	0	1	0	0	0	0	1	69	0	0	0	0	28	0	3	0	0	
	9:45	0	0	87	21	0	0	0	1	0	0	0	0	7	66	0	0	0	0	21	1	6	0	0	
	10:00	0	0	89	17	0	0	0	2	0	1	0	0	1	68	0	0	0	0	19	0	7	0	0	
	10:15	0	0	95	22	0	0	0	0	1	1	0	0	1	79	1	0	0	1	14	0	5	0	0	
	10:30	0	1	92	26	0	0	0	0	0	1	0	0	2	66	0	0	0	0	17	0	4	0	0	
	10:45	0	0	83	22	0	0	0	1	0	0	0	0	2	90	0	0	0	0	29	0	7	0	0	
	11:00	0	0	98	17	0	0	0	1	0	0	0	0	4	61	1	0	0	0	19	0	3	0	0	
	11:15	0	0	108	16	0	0	0	1	0	1	0	0	4	84	1	0	0	0	17	0	8	0	0	
	11:30	0	0	95	21	0	0	0	0	1	0	0	0	6	81	4	0	0	0	19	0	6	0	0	
	11:45	0	0	94	20	0	0	0	1	1	0	0	0	5	86	0	0	0	0	18	0	2	0	0	
	12:00	0	0	72	21	0	0	0	0	0	1	0	0	2	94	0	0	0	0	21	0	2	0	1	
	12:15	0	4	109	16	0	0	0	2	0	0	0	0	9	83	2	0	0	0	22	0	4	0	0	
	12:30	0	0	103	20	0	0	0	2	0	0	0	0	3	98	1	0	0	0	25	0	5	0	0	
	12:45	0	0	80	28	0	0	0	0	1	1	0	0	8	84	0	0	0	0	21	0	3	0	0	
	13:00	0	1	84	19	0	0	0	1	1	2	0	0	5	88	1	0	0	0	12	1	5	0	0	
	13:15	0	0	92	27	0	0	0	0	0	0	0	0	4	115	0	0	0	0	16	0	5	0	0	
	13:30	0	1	89	17	0	0	0	0	0	0	0	0	7	99	1	0	0	0	27	0	4	0	0	
	13:45	0	0	92	17	0	0	0	1	0	1	0	0	3	109	0	0	0	0	22	1	7	0	0	
	14:00	0	1	100	20	0	0	0	0	0	0	0	0	6	122	0	0	0	0	20	0	4	0	0	
	14:15	0	0	67	23	0	0	0	0	0	0	0	0	7	127	0	0	0	0	25	0	4	0	0	
	14:30	0	2	65	19	0	0	0	0	0	0	0	0	8	147	1	0	0	0	21	0	3	0	0	
	14:45	0	0	98	30	0	0	0	1	0	1	0	0	3	146	2	0	0	0	35	0	8	0	0	
	15:00	0	1	91	21	0	0	0	0	0	1	0	0	5	136	2	0	0	0	34	0	8	0	0	
	15:15	0	1	99	29	0	0	0	1	0	1	0	0	13	166	1	0	0	0	34	0	7	0	0	
	15:30	0	1	84	28	0	0	0	1	0	3	0	0	8	158	1	0	0	0	41	0	6	0	0	
	15:45	0	0	101	36	0	0	0	1	0	0	0	0	11	179	1	0	0	0	52	0	8	0	0	
	16:00	0	0	114	31	0	0	0	3	0	1	0	0	9	182	1	0	0	0	61	0	6	0	0	
	16:15	0	2	121	28	0	0	0	1	0	0	0	0	4	188	3	0	0	0	46	0	7	0	0	
	16:30	0	1	99	31	0	3	0	1	0	0	0	0	10	172	1	0	0	0	69	1	9	0	0	
	16:45	0	2	109	32	3	0	0	0	0	3	0	0	9	157	2	0	0	0	46	0	9	0	0	
	17:00	0	0	125	34	0	0	0	0	0	1	0	0	11	181	4	0	0	0	54	0	6	0	0	
	17:15	0	1	97	31	0	0	0	0	0	0	0	0	9	157	1	0	0	0	44	0	8	0	0	
	17:30	0	0	79	22	0	0	0	0	0	0	0	0	13	147	1	0	0	0	39	0	11	0	0	
	17:45	0	1	85	16	0	0	0	1	0	1	0	0	9	137	2	0	0	0	33	0	8	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	
	TOTAL	0	22	4926	1173	3	3	0	35	6	23	0	0	0	269	4796	41	0	0	1	1265	4	319	0	1

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

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

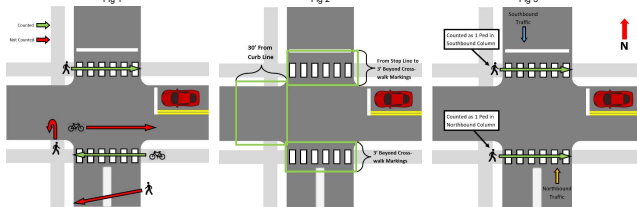
"Heavy Vehicles" are FHWA Classes 4-13 minus designated vehicles from Class 5.

"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 5 Two axle, six tire, single unit	 	Class 11 Five or less axle, multi-trailer	
Class 6 Three axle, single unit	 	Class 12 Six axle, multi-trailer	
		Class 13 Seven or more axle, multi-trailer	

MINNESOTA DEPARTMENT of TRANSPORTATION

Metro District Traffic Engineering

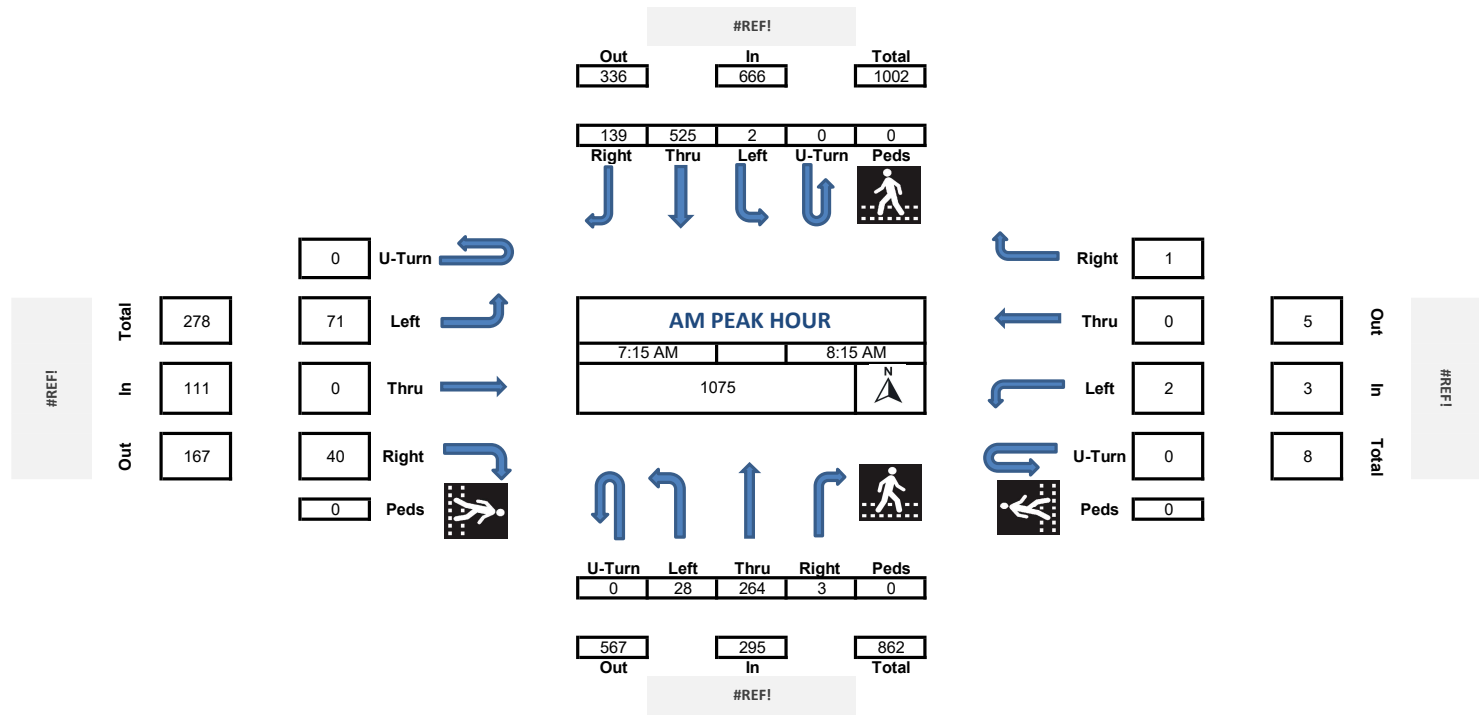
Program Support

METRO TRAFFIC DATA COLLECTION UNIT

TURN MOVEMENT COUNTS






Intersection:	#REF!																										
City:	#REF!																										
County:	#REF!																										
Ref.Pt.:	#REF!																										
Start Date:	#REF!																										
Road Name	#REF!						#REF!						#REF!						#REF!								
Direction	South Bound						West Bound						North Bound						East Bound						Int. Total	Peds Total	
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			
6:00 AM	0	0	140	18	0	0	0	1	0	0	0	0	0	4	18	0	0	0	0	0	11	0	16	0	0	208	0
6:15 AM	0	0	127	20	0	0	0	1	0	1	0	0	0	0	27	0	0	0	0	0	12	0	6	0	0	194	0
6:30 AM	0	0	139	28	0	0	0	0	1	0	0	0	0	2	46	0	0	0	0	0	11	0	7	0	0	234	0
6:45 AM	0	0	165	31	0	0	0	0	0	0	0	0	0	2	41	0	0	0	0	0	16	0	7	0	0	262	0
Hourly Total	0	0	571	97	0	0	0	2	1	1	0	0	0	8	132	0	0	0	0	0	50	0	36	0	0	898	0
7:00 AM	0	0	133	27	0	0	0	2	0	0	0	0	0	3	38	0	0	0	0	0	14	0	9	0	0	226	0
7:15 AM	0	1	171	29	0	0	0	1	0	1	0	0	0	6	37	2	0	0	0	0	12	0	14	0	0	274	0
7:30 AM	0	1	115	32	0	0	0	0	0	0	0	0	0	2	70	0	0	0	0	0	23	0	8	0	0	251	0
7:45 AM	0	0	125	45	0	0	0	0	0	0	0	0	0	11	95	1	0	0	0	0	24	0	11	0	0	312	0
Hourly Total	0	2	544	133	0	0	0	3	0	1	0	0	0	22	240	3	0	0	0	0	73	0	42	0	0	1063	0
8:00 AM	0	0	114	33	0	0	0	1	0	0	0	0	0	9	62	0	0	0	0	0	12	0	7	0	0	238	0
8:15 AM	0	0	87	22	0	0	0	0	0	0	0	0	0	4	72	2	0	0	0	0	22	0	9	0	0	218	0
8:30 AM	0	0	98	25	0	0	0	3	0	0	0	0	0	5	59	0	0	0	0	0	21	0	12	0	0	223	0
8:45 AM	0	0	102	19	0	0	0	1	0	0	0	0	0	2	75	0	0	0	0	0	18	0	5	0	0	222	0
Hourly Total	0	0	401	99	0	0	0	5	0	0	0	0	0	20	268	2	0	0	0	0	73	0	33	0	0	901	0
9:00 AM	0	0	101	26	0	0	0	0	0	0	0	0	0	5	67	1	0	0	0	0	22	0	5	0	0	227	0
9:15 AM	0	0	111	18	0	0	0	1	0	0	0	0	0	5	67	0	0	0	0	0	26	0	5	0	0	233	0
9:30 AM	0	0	102	22	0	0	0	1	0	0	0	0	0	1	69	0	0	0	0	0	28	0	3	0	0	226	0
9:45 AM	0	0	87	21	0	0	0	1	0	0	0	0	0	7	66	0	0	0	0	0	21	1	6	0	0	210	0
Hourly Total	0	0	401	87	0	0	0	3	0	0	0	0	0	18	269	1	0	0	0	0	97	1	19	0	0	896	0
9:00 AM	0	0	89	17	0	0	0	2	0	1	0	0	0	1	68	0	0	0	0	0	19	0	7	0	0	204	0
9:15 AM	0	0	95	22	0	0	0	0	1	1	0	0	0	1	79	1	0	0	0	1	14	0	5	0	0	220	0
9:30 AM	0	1	92	26	0	0	0	0	0	1	0	0	0	2	66	0	0	0	0	0	17	0	4	0	0	209	0
9:45 AM	0	0	83	22	0	0	0	1	0	0	0	0	0	2	90	0	0	0	0	0	29	0	7	0	0	234	0
Hourly Total	0	1	359	87	0	0	0	3	1	3	0	0	0	6	303	1	0	0	0	1	79	0	23	0	0	867	0
10:00 AM	0	0	98	17	0	0	0	1	0	0	0	0	0	4	61	1	0	0	0	0	19	0	3	0	0	204	0
10:15 AM	0	0	108	16	0	0	0	1	0	1	0	0	0	4	84	1	0	0	0	0	17	0	8	0	0	240	0
10:30 AM	0	0	95	21	0	0	0	0	1	0	0	0	0	6	81	4	0	0	0	0	19	0	6	0	0	233	0
10:45 AM	0	0	94	20	0	0	0	1	1	0	0	0	0	5	86	0	0	0	0	0	18	0	2	0	0	227	0
Hourly Total	0	0	395	74	0	0	0	3	2	1	0	0	0	19	312	6	0	0	0	0	73	0	19	0	0	904	0
11:00 AM	0	0	72	21	0	0	0	0	0	1	0	0	0	2	94	0	0	0	0	0	21	0	2	0	1	213	1
11:15 AM	0	4	109	16	0	0	0	2	0	0	0	0	0	9	83	2	0	0	0	0	22	0	4	0	0	251	0
11:30 AM	0	0	103	20	0	0	0	2	0	0	0	0	0	3	98	1	0	0	0	0	25	0	5	0	0	257	0
11:45 AM	0	0	80	28	0	0	0	0	1	1	0	0	0	8	84	0	0	0	0	0	21	0	3	0	0	226	0
Hourly Total	0	4	364	85	0	0	0	4	1	2	0	0	0	22	359	3	0	0	0	0	89	0	14	0	1	947	1
1:00 PM	0	1	84	19	0	0	0	1	1	2	0	0	0	5	88	1	0	0	0	0	12	1	5	0	0	220	0
1:15 PM	0	0	92	27	0	0	0	0	0	0	0	0	0	4	115	0	0	0	0	0	16	0	5	0	0	259	0
1:30 PM	0	1	89	17	0	0	0	0	0	0	0	0	0	7	99	1	0	0	0	0	27	0	4	0	0	245	0
1:45 PM	0	0	92	17	0	0	0	1	0	1	0	0	0	3	109	0	0	0	0	0	22	1	7	0	0	253	0
Hourly Total	0	2	357	80	0	0	0	2	1	3	0	0	0	19	411	2	0	0	0	0	77	2	21	0	0	977	0
2:00 PM	0	1	100	20	0	0	0	0	0	0	0	0	0	6	122	0	0	0	0	0	20	0	4	0	0	273	0
2:15 PM	0	0	67	23	0	0	0	0	0	0	0	0	0	7	127	0	0	0	0	0	25	0	4	0	0	253	0
2:30 PM	0	2	65	19	0	0	0	0	0	0	0	0	0	8	147	1	0	0	0	0	21	0	3	0	0	266	0
2:45 PM	0	0	98	30	0	0	0	1	0	1	0	0	0	3	146	2	0	0	0	0	35	0	8	0	0	324	0
Hourly Total	0	3	330	92	0	0	0	1	0	1	0	0	0	24	542	3	0	0	0	0	101	0	19	0	0	1116	0
3:00 PM	0	1	91	21	0	0	0	0	0	1	0	0	0	5	136	2	0	0	0	0	34	0	8	0	0	299	0

3:15 PM	0	1	99	29	0	0	0	1	0	1	0	0	0	13	166	1	0	0	0	34	0	7	0	0	352	0
3:30 PM	0	1	84	28	0	0	0	1	0	3	0	0	0	8	158	1	0	0	0	41	0	6	0	0	331	0
3:45 PM	0	0	101	36	0	0	0	1	0	0	0	0	0	11	179	1	0	0	0	52	0	8	0	0	389	0
Hourly Total	0	3	375	114	0	0	0	3	0	5	0	0	0	37	639	5	0	0	0	161	0	29	0	0	1371	0
4:00 PM	0	0	114	31	0	0	0	3	0	1	0	0	0	9	182	1	0	0	0	61	0	6	0	0	408	0
4:15 PM	0	2	121	28	0	0	0	1	0	0	0	0	0	4	188	3	0	0	0	46	0	7	0	0	400	0
4:30 PM	0	1	99	31	0	3	0	1	0	0	0	0	0	10	172	1	0	0	0	69	1	9	0	0	394	3
4:45 PM	0	2	109	32	3	3	0	0	0	3	0	0	0	9	157	2	0	0	0	46	0	9	0	0	369	0
Hourly Total	0	5	443	122	3	3	0	5	0	4	0	0	0	32	699	7	0	0	0	222	1	31	0	0	1571	3
5:00 PM	0	0	125	34	0	0	0	0	0	1	0	0	0	11	181	4	0	0	0	54	0	6	0	0	416	0
5:15 PM	0	1	97	31	0	0	0	0	0	0	0	0	0	9	157	1	0	0	0	44	0	8	0	0	348	0
5:30 PM	0	0	79	22	0	0	0	0	0	0	0	0	0	13	147	1	0	0	0	39	0	11	0	0	312	0
5:45 PM	0	1	85	16	0	0	0	1	0	1	0	0	0	9	137	2	0	0	0	33	0	8	0	0	293	0
Hourly Total	0	2	386	103	0	0	0	1	0	2	0	0	0	42	622	8	0	0	0	170	0	33	0	0	1369	0
TOTAL	0	22	4926	1173	3	3	0	35	6	23	0	0	0	269	4796	41	0	0	1	1265	4	319	0	1	12880	7
Cars+	0	22	4772	1147			0	35	6	23			0	266	4645	41			1	1236	4	314				
Trucks	0	0	154	26			0	0	0	0			0	3	151	0			0	29	0	5			368	
% Trucks	0.0	0.0	3.1	2.2			0.0	0.0	0.0	0.0			0.0	1.1	3.1	0.0			0.0	2.3	0.0	1.6			2.9	









#REF!
Total
In
Out






419
259
160

0	U-Turn	
228	Left	
1	Thru	
30	Right	
0	Peds	






#REF!		
Out	In	Total
950	564	1514

126	435	3	0	3
Right	Thru	Left	U-Turn	Peds
				

PM PEAK HOUR	
3:45 PM	4:45 PM
1591	
	

				
U-Turn	Left	Thru	Right	Peds
0	34	721	6	0

471	761	1232
Out	In	Total
#REF!		

	Right	1
	Thru	0
	Left	6
	U-Turn	0
	Peds	0

10	Out	#REF!
7	In	#REF!
17	Total	#REF!