



MINNESOTA DEPT OF TRANSPORTATION

TRAFFIC DATA COLLECTION - METRO

Location: TH-5 AT CHERRY ST. WACONIA
 Ref.Pt.: 031.711
 JAMAR# 632 DR
 TURN MOVEMENT COUNT

File Name : TH-5 AT CHERRY ST. WACONIA
 Site Code : 00000000
 Start Date : 6/30/2010
 Page No : 1

Groups Printed- Unshifted

| Start Time | CHERRY ST Southbound | | | | TH 5 Westbound | | | | CHERRY ST Northbound | | | | TH 5 Eastbound | | | | Int. Total |
|---------------|----------------------|------|-------|------|----------------|------|-------|------|----------------------|------|-------|------|----------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 06:00 | 1 | 0 | 2 | 0 | 0 | 22 | 5 | 0 | 0 | 0 | 0 | 0 | 11 | 63 | 0 | 0 | 104 |
| 06:15 | 1 | 0 | 2 | 0 | 0 | 19 | 9 | 0 | 0 | 0 | 0 | 0 | 21 | 81 | 0 | 0 | 133 |
| 06:30 | 4 | 0 | 2 | 0 | 0 | 22 | 14 | 0 | 0 | 0 | 0 | 0 | 30 | 107 | 0 | 0 | 179 |
| 06:45 | 8 | 0 | 3 | 0 | 0 | 39 | 23 | 0 | 0 | 0 | 0 | 0 | 46 | 117 | 0 | 0 | 236 |
| Total | 14 | 0 | 9 | 0 | 0 | 102 | 51 | 0 | 0 | 0 | 0 | 0 | 108 | 368 | 0 | 0 | 652 |
| 07:00 | 9 | 0 | 5 | 0 | 0 | 34 | 6 | 0 | 0 | 0 | 0 | 0 | 18 | 138 | 0 | 0 | 210 |
| 07:15 | 4 | 0 | 9 | 0 | 0 | 37 | 19 | 0 | 0 | 0 | 0 | 0 | 28 | 132 | 0 | 0 | 229 |
| 07:30 | 4 | 0 | 24 | 0 | 0 | 59 | 16 | 0 | 0 | 0 | 0 | 0 | 24 | 134 | 0 | 0 | 261 |
| 07:45 | 3 | 0 | 3 | 0 | 0 | 63 | 19 | 0 | 0 | 0 | 0 | 0 | 60 | 146 | 0 | 0 | 294 |
| Total | 20 | 0 | 41 | 0 | 0 | 193 | 60 | 0 | 0 | 0 | 0 | 0 | 130 | 550 | 0 | 0 | 994 |
| 08:00 | 3 | 0 | 7 | 0 | 0 | 48 | 12 | 0 | 0 | 0 | 0 | 0 | 28 | 133 | 0 | 0 | 231 |
| 08:15 | 2 | 0 | 11 | 0 | 1 | 70 | 17 | 0 | 0 | 0 | 0 | 0 | 32 | 108 | 0 | 0 | 241 |
| 08:30 | 5 | 0 | 10 | 0 | 0 | 63 | 23 | 0 | 0 | 0 | 0 | 0 | 33 | 106 | 0 | 0 | 240 |
| 08:45 | 10 | 0 | 9 | 0 | 0 | 73 | 14 | 0 | 0 | 0 | 0 | 0 | 46 | 105 | 0 | 0 | 257 |
| Total | 20 | 0 | 37 | 0 | 1 | 254 | 66 | 0 | 0 | 0 | 0 | 0 | 139 | 452 | 0 | 0 | 969 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 14:30 | 12 | 0 | 39 | 0 | 0 | 119 | 10 | 0 | 0 | 0 | 0 | 0 | 18 | 85 | 0 | 0 | 283 |
| 14:45 | 11 | 0 | 24 | 0 | 0 | 114 | 19 | 0 | 0 | 0 | 0 | 0 | 29 | 97 | 0 | 0 | 294 |
| Total | 23 | 0 | 63 | 0 | 0 | 233 | 29 | 0 | 0 | 0 | 0 | 0 | 47 | 182 | 0 | 0 | 577 |
| 15:00 | 11 | 0 | 30 | 0 | 0 | 134 | 9 | 0 | 0 | 0 | 0 | 0 | 15 | 90 | 0 | 0 | 289 |
| 15:15 | 15 | 0 | 26 | 0 | 0 | 142 | 13 | 0 | 0 | 0 | 0 | 0 | 25 | 76 | 0 | 0 | 297 |
| 15:30 | 17 | 0 | 43 | 0 | 0 | 149 | 12 | 0 | 0 | 0 | 0 | 0 | 21 | 95 | 0 | 0 | 337 |
| 15:45 | 16 | 0 | 32 | 0 | 0 | 149 | 14 | 0 | 0 | 0 | 0 | 0 | 31 | 87 | 0 | 0 | 329 |
| Total | 59 | 0 | 131 | 0 | 0 | 574 | 48 | 0 | 0 | 0 | 0 | 0 | 92 | 348 | 0 | 0 | 1252 |
| 16:00 | 21 | 0 | 44 | 0 | 0 | 150 | 15 | 0 | 0 | 0 | 0 | 0 | 31 | 107 | 0 | 0 | 368 |
| 16:15 | 9 | 0 | 33 | 0 | 0 | 157 | 9 | 0 | 0 | 0 | 0 | 0 | 12 | 102 | 0 | 0 | 322 |
| 16:30 | 22 | 0 | 16 | 0 | 0 | 182 | 13 | 0 | 0 | 0 | 0 | 0 | 17 | 116 | 0 | 0 | 366 |
| 16:45 | 15 | 0 | 38 | 0 | 0 | 222 | 12 | 0 | 0 | 0 | 0 | 0 | 20 | 123 | 0 | 0 | 430 |
| Total | 67 | 0 | 131 | 0 | 0 | 711 | 49 | 0 | 0 | 0 | 0 | 0 | 80 | 448 | 0 | 0 | 1486 |
| 17:00 | 10 | 0 | 42 | 0 | 0 | 223 | 6 | 0 | 0 | 0 | 0 | 0 | 15 | 135 | 0 | 0 | 431 |
| 17:15 | 16 | 0 | 29 | 0 | 0 | 184 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 106 | 0 | 0 | 342 |
| 17:30 | 14 | 0 | 46 | 0 | 0 | 209 | 8 | 0 | 0 | 0 | 0 | 0 | 9 | 118 | 0 | 0 | 404 |
| 17:45 | 5 | 0 | 16 | 0 | 2 | 165 | 4 | 0 | 0 | 0 | 0 | 0 | 8 | 111 | 0 | 0 | 311 |
| Total | 45 | 0 | 133 | 0 | 2 | 781 | 20 | 0 | 0 | 0 | 0 | 0 | 37 | 470 | 0 | 0 | 1488 |
| Grand Total | 248 | 0 | 545 | 0 | 3 | 2848 | 323 | 0 | 0 | 0 | 0 | 0 | 633 | 2818 | 0 | 0 | 7418 |
| Apprch % | 31.3 | 0 | 68.7 | 0 | 0.1 | 89.7 | 10.2 | 0 | 0 | 0 | 0 | 0 | 18.3 | 81.7 | 0 | 0 | |
| Total % | 3.3 | 0 | 7.3 | 0 | 0 | 38.4 | 4.4 | 0 | 0 | 0 | 0 | 0 | 8.5 | 38 | 0 | 0 | |



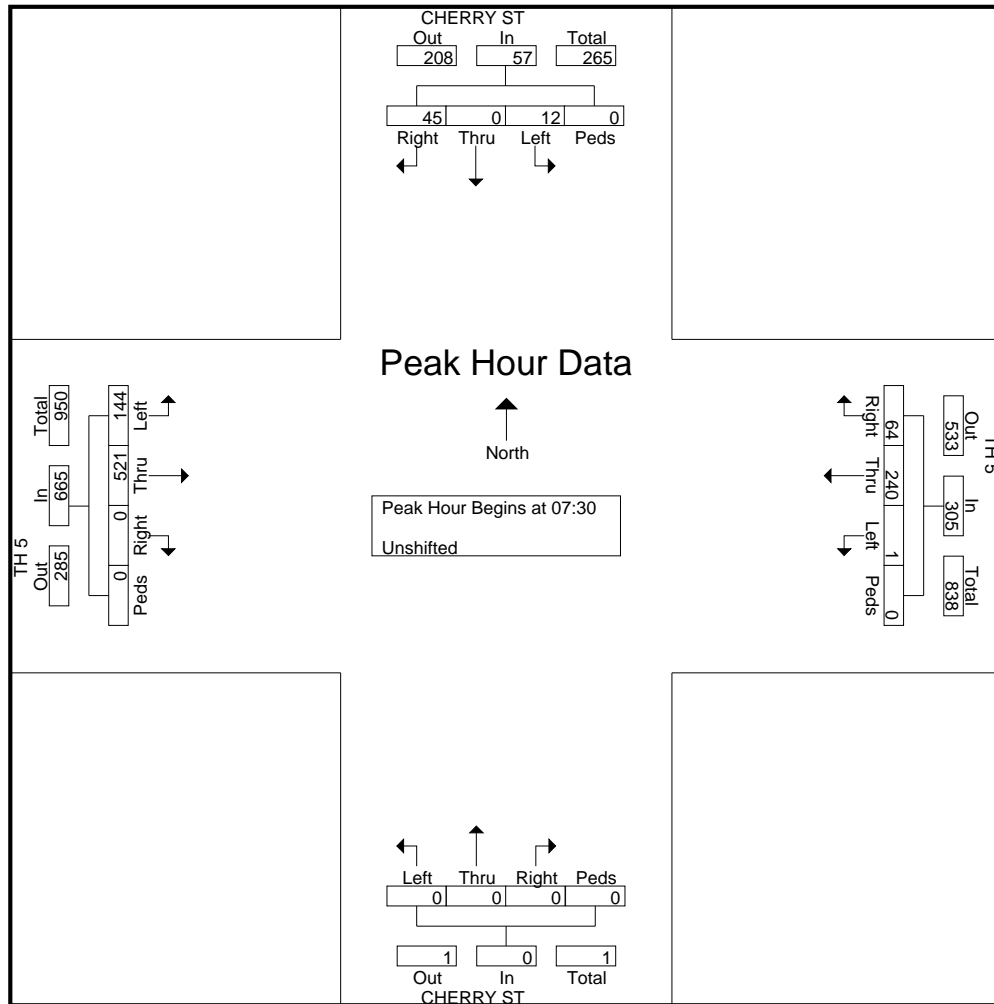
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 Site Code : 00000000
 Start Date : 6/30/2010
 Page No : 2

| Start Time | CHERRY ST Southbound | | | | | TH 5 Westbound | | | | | CHERRY ST Northbound | | | | | TH 5 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 07:30 | | | | | | | | | | | | | | | | | | | | | |
| 07:30 | 4 | 0 | 24 | 0 | 28 | 0 | 59 | 16 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | 24 | 134 | 0 | 0 | 158 | 261 |
| 07:45 | 3 | 0 | 3 | 0 | 6 | 0 | 63 | 19 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 60 | 146 | 0 | 0 | 206 | 294 |
| 08:00 | 3 | 0 | 7 | 0 | 10 | 0 | 48 | 12 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 28 | 133 | 0 | 0 | 161 | 231 |
| 08:15 | 2 | 0 | 11 | 0 | 13 | 1 | 70 | 17 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 32 | 108 | 0 | 0 | 140 | 241 |
| Total Volume | 12 | 0 | 45 | 0 | 57 | 1 | 240 | 64 | 0 | 305 | 0 | 0 | 0 | 0 | 0 | 144 | 521 | 0 | 0 | 665 | 1027 |
| % App. Total | | | | | | | | | | | | | | | | | | | | | |
| PHF | .750 | .000 | .469 | .000 | .509 | .250 | .857 | .842 | .000 | .866 | .000 | .000 | .000 | .000 | .000 | .600 | .892 | .000 | .000 | .807 | .873 |





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|--|----------------------|------|-------|------|------------|----------------|------|-------|------|------------|----------------------|------|-------|------|------------|----------------|------|-------|------|------------|------------|
| | 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 14:30 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | | | | | |
| 16:45 | 15 | 0 | 38 | 0 | 53 | 0 | 222 | 12 | 0 | 234 | 0 | 0 | 0 | 0 | 0 | 20 | 123 | 0 | 0 | 143 | 430 |
| 17:00 | 10 | 0 | 42 | 0 | 52 | 0 | 223 | 6 | 0 | 229 | 0 | 0 | 0 | 0 | 0 | 15 | 135 | 0 | 0 | 150 | 431 |
| 17:15 | 16 | 0 | 29 | 0 | 45 | 0 | 184 | 2 | 0 | 186 | 0 | 0 | 0 | 0 | 0 | 5 | 106 | 0 | 0 | 111 | 342 |
| 17:30 | 14 | 0 | 46 | 0 | 60 | 0 | 209 | 8 | 0 | 217 | 0 | 0 | 0 | 0 | 0 | 9 | 118 | 0 | 0 | 127 | 404 |
| Total Volume | 55 | 0 | 155 | 0 | 210 | 0 | 838 | 28 | 0 | 866 | 0 | 0 | 0 | 0 | 0 | 49 | 482 | 0 | 0 | 531 | 1607 |
| % App. Total | | | | | | | | | | | | | | | | | | | | | |
| PHF | .859 | .000 | .842 | .000 | .875 | .000 | .939 | .583 | .000 | .925 | .000 | .000 | .000 | .000 | .000 | .613 | .893 | .000 | .000 | .885 | .932 |

