

MN Dept of Transportation

TRAFFIC DATA COLLECTION - Metro

TH-41 at 2nd Street CHASKA
 Ref.Pt.: 001.740
 video AL
 TURN MOVEMENT COUNT - Sunday

File Name : TH-41 at 2nd St CHASKA Sun 2015
 Site Code :
 Start Date : 6/28/2015
 Page No : 1

Groups Printed- Cars +

| Start Time | TH-41 SB Southbound | | | | 2nd St WB Westbound | | | | TH-41 NB Northbound | | | | 2nd St EB Eastbound | | | | Int. Total |
|------------|---------------------|------|-------|------|---------------------|------|-------|------|---------------------|------|-------|------|---------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 06:00 | 0 | 32 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 64 |
| 06:15 | 1 | 36 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 32 | 0 | 0 | 1 | 0 | 0 | 0 | 72 |
| 06:30 | 0 | 43 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 32 | 1 | 0 | 1 | 0 | 0 | 0 | 79 |
| 06:45 | 2 | 35 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 44 | 0 | 0 | 2 | 0 | 0 | 0 | 88 |
| Total | 3 | 146 | 0 | 0 | 6 | 0 | 6 | 0 | 3 | 133 | 2 | 0 | 4 | 0 | 0 | 0 | 303 |
| 07:00 | 1 | 45 | 3 | 0 | 1 | 0 | 0 | 0 | 2 | 30 | 1 | 0 | 1 | 0 | 0 | 0 | 84 |
| 07:15 | 1 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 38 | 1 | 0 | 0 | 0 | 0 | 0 | 79 |
| 07:30 | 2 | 51 | 2 | 0 | 4 | 1 | 0 | 0 | 2 | 43 | 0 | 0 | 1 | 0 | 0 | 0 | 106 |
| 07:45 | 5 | 42 | 11 | 0 | 4 | 2 | 5 | 0 | 6 | 66 | 4 | 0 | 0 | 0 | 1 | 0 | 146 |
| Total | 9 | 175 | 16 | 0 | 9 | 3 | 5 | 0 | 12 | 177 | 6 | 0 | 2 | 0 | 1 | 0 | 415 |
| 08:00 | 4 | 52 | 12 | 0 | 0 | 0 | 1 | 0 | 0 | 55 | 1 | 0 | 1 | 1 | 1 | 0 | 128 |
| 08:15 | 4 | 46 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 63 | 1 | 0 | 0 | 0 | 0 | 0 | 119 |
| 08:30 | 3 | 79 | 0 | 0 | 1 | 0 | 6 | 0 | 0 | 59 | 1 | 0 | 0 | 1 | 0 | 0 | 150 |
| 08:45 | 2 | 79 | 0 | 0 | 6 | 0 | 2 | 0 | 4 | 72 | 5 | 0 | 0 | 1 | 0 | 0 | 171 |
| Total | 13 | 256 | 14 | 0 | 10 | 0 | 9 | 0 | 4 | 249 | 8 | 0 | 1 | 3 | 1 | 0 | 568 |
| 09:00 | 3 | 76 | 1 | 0 | 2 | 0 | 4 | 0 | 3 | 79 | 1 | 0 | 6 | 0 | 0 | 0 | 175 |
| 09:15 | 5 | 108 | 5 | 2 | 3 | 0 | 1 | 1 | 4 | 72 | 4 | 0 | 9 | 5 | 1 | 0 | 220 |
| 09:30 | 5 | 116 | 5 | 0 | 6 | 1 | 1 | 5 | 2 | 82 | 0 | 0 | 2 | 1 | 0 | 0 | 226 |
| 09:45 | 3 | 149 | 12 | 0 | 4 | 1 | 5 | 2 | 6 | 107 | 7 | 0 | 0 | 2 | 0 | 0 | 298 |
| Total | 16 | 449 | 23 | 2 | 15 | 2 | 11 | 8 | 15 | 340 | 12 | 0 | 17 | 8 | 1 | 0 | 919 |
| 10:00 | 6 | 147 | 10 | 0 | 4 | 3 | 4 | 2 | 1 | 81 | 4 | 0 | 2 | 1 | 1 | 0 | 266 |
| 10:15 | 1 | 193 | 1 | 2 | 4 | 2 | 4 | 5 | 2 | 133 | 0 | 0 | 1 | 1 | 0 | 2 | 351 |
| 10:30 | 9 | 194 | 2 | 0 | 2 | 3 | 8 | 1 | 3 | 212 | 18 | 0 | 6 | 0 | 0 | 3 | 461 |
| 10:45 | 2 | 243 | 1 | 0 | 7 | 0 | 0 | 1 | 6 | 128 | 2 | 0 | 0 | 0 | 0 | 1 | 391 |
| Total | 18 | 777 | 14 | 2 | 17 | 8 | 16 | 9 | 12 | 554 | 24 | 0 | 9 | 2 | 1 | 6 | 1469 |
| 11:00 | 4 | 153 | 1 | 0 | 6 | 1 | 8 | 2 | 2 | 125 | 1 | 0 | 3 | 1 | 0 | 0 | 307 |
| 11:15 | 3 | 218 | 2 | 0 | 4 | 0 | 3 | 0 | 5 | 112 | 2 | 4 | 1 | 0 | 0 | 0 | 354 |
| 11:30 | 3 | 177 | 5 | 0 | 3 | 1 | 4 | 1 | 3 | 321 | 4 | 6 | 9 | 2 | 4 | 0 | 543 |
| 11:45 | 1 | 159 | 5 | 0 | 4 | 1 | 2 | 1 | 4 | 133 | 2 | 0 | 0 | 3 | 1 | 0 | 316 |
| Total | 11 | 707 | 13 | 0 | 17 | 3 | 17 | 4 | 14 | 691 | 9 | 10 | 13 | 6 | 5 | 0 | 1520 |
| 12:00 | 7 | 156 | 9 | 2 | 3 | 1 | 6 | 1 | 13 | 146 | 0 | 7 | 3 | 0 | 0 | 3 | 357 |
| 12:15 | 3 | 173 | 0 | 0 | 6 | 0 | 3 | 0 | 4 | 171 | 4 | 2 | 1 | 2 | 1 | 0 | 370 |
| 12:30 | 2 | 176 | 3 | 0 | 5 | 0 | 1 | 2 | 5 | 165 | 1 | 0 | 0 | 0 | 2 | 0 | 362 |
| 12:45 | 7 | 196 | 1 | 0 | 7 | 2 | 2 | 1 | 1 | 164 | 4 | 0 | 0 | 0 | 0 | 0 | 385 |
| Total | 19 | 701 | 13 | 2 | 21 | 3 | 12 | 4 | 23 | 646 | 9 | 9 | 4 | 2 | 3 | 3 | 1474 |
| 13:00 | 12 | 152 | 2 | 2 | 3 | 0 | 5 | 7 | 5 | 154 | 1 | 1 | 5 | 0 | 1 | 0 | 350 |
| 13:15 | 8 | 165 | 3 | 0 | 3 | 0 | 2 | 0 | 3 | 174 | 4 | 2 | 2 | 1 | 2 | 0 | 369 |
| 13:30 | 3 | 200 | 1 | 0 | 7 | 0 | 2 | 0 | 3 | 164 | 2 | 1 | 5 | 4 | 5 | 0 | 397 |
| 13:45 | 2 | 176 | 4 | 0 | 2 | 0 | 1 | 0 | 4 | 167 | 1 | 1 | 4 | 0 | 3 | 7 | 372 |
| Total | 25 | 693 | 10 | 2 | 15 | 0 | 10 | 7 | 15 | 659 | 8 | 5 | 16 | 5 | 11 | 7 | 1488 |
| 14:00 | 6 | 172 | 1 | 0 | 3 | 1 | 6 | 0 | 11 | 164 | 1 | 0 | 3 | 0 | 1 | 1 | 370 |
| 14:15 | 5 | 154 | 2 | 0 | 3 | 0 | 5 | 0 | 5 | 169 | 1 | 0 | 0 | 0 | 1 | 0 | 345 |
| 14:30 | 5 | 156 | 1 | 0 | 5 | 1 | 4 | 6 | 4 | 162 | 1 | 4 | 3 | 1 | 1 | 0 | 354 |
| 14:45 | 8 | 143 | 1 | 0 | 9 | 1 | 1 | 1 | 7 | 149 | 1 | 2 | 1 | 1 | 0 | 0 | 325 |
| Total | 24 | 625 | 5 | 0 | 20 | 3 | 16 | 7 | 27 | 644 | 4 | 6 | 7 | 2 | 3 | 1 | 1394 |
| 15:00 | 7 | 139 | 0 | 0 | 6 | 1 | 2 | 0 | 5 | 184 | 1 | 0 | 2 | 0 | 0 | 4 | 351 |
| 15:15 | 6 | 180 | 3 | 1 | 6 | 2 | 3 | 0 | 5 | 158 | 2 | 0 | 4 | 0 | 0 | 0 | 370 |
| 15:30 | 3 | 163 | 3 | 0 | 7 | 1 | 4 | 1 | 4 | 185 | 2 | 0 | 3 | 0 | 1 | 0 | 377 |
| 15:45 | 12 | 150 | 2 | 0 | 3 | 0 | 2 | 3 | 5 | 180 | 2 | 0 | 2 | 2 | 0 | 0 | 363 |
| Total | 28 | 632 | 8 | 1 | 22 | 4 | 11 | 4 | 19 | 707 | 7 | 0 | 11 | 2 | 1 | 4 | 1461 |

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Groups Printed- Cars +

| Start Time | TH-41 SB Southbound | | | | 2nd St WB Westbound | | | | TH-41 NB Northbound | | | | 2nd St EB Eastbound | | | | Int. Total |
|-------------|---------------------|------|-------|------|---------------------|------|-------|------|---------------------|------|-------|------|---------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 16:00 | 11 | 161 | 4 | 2 | 4 | 0 | 7 | 4 | 6 | 152 | 8 | 0 | 0 | 2 | 1 | 0 | 362 |
| 16:15 | 20 | 171 | 1 | 0 | 6 | 0 | 5 | 3 | 8 | 210 | 4 | 0 | 2 | 1 | 2 | 0 | 433 |
| 16:30 | 7 | 147 | 3 | 0 | 6 | 1 | 2 | 3 | 7 | 226 | 2 | 3 | 1 | 0 | 0 | 0 | 408 |
| 16:45 | 3 | 162 | 5 | 0 | 7 | 1 | 2 | 1 | 9 | 205 | 1 | 0 | 4 | 2 | 1 | 0 | 403 |
| Total | 41 | 641 | 13 | 2 | 23 | 2 | 16 | 11 | 30 | 793 | 15 | 3 | 7 | 5 | 4 | 0 | 1606 |
| 17:00 | 7 | 198 | 5 | 0 | 4 | 2 | 3 | 0 | 5 | 166 | 3 | 0 | 2 | 2 | 1 | 0 | 398 |
| 17:15 | 2 | 150 | 4 | 0 | 5 | 2 | 1 | 0 | 5 | 172 | 6 | 0 | 2 | 0 | 0 | 0 | 349 |
| 17:30 | 1 | 128 | 6 | 0 | 2 | 0 | 1 | 0 | 9 | 177 | 6 | 0 | 0 | 0 | 1 | 0 | 331 |
| 17:45 | 5 | 122 | 7 | 0 | 1 | 0 | 0 | 0 | 13 | 188 | 4 | 0 | 2 | 1 | 1 | 0 | 344 |
| Total | 15 | 598 | 22 | 0 | 12 | 4 | 5 | 0 | 32 | 703 | 19 | 0 | 6 | 3 | 3 | 0 | 1422 |
| Grand Total | 222 | 6400 | 151 | 11 | 187 | 32 | 134 | 54 | 206 | 6296 | 123 | 33 | 97 | 38 | 34 | 21 | 14039 |
| Apprch % | 3.3 | 94.3 | 2.2 | 0.2 | 45.9 | 7.9 | 32.9 | 13.3 | 3.1 | 94.6 | 1.8 | 0.5 | 51.1 | 20 | 17.9 | 11.1 | |
| Total % | 1.6 | 45.6 | 1.1 | 0.1 | 1.3 | 0.2 | 1 | 0.4 | 1.5 | 44.8 | 0.9 | 0.2 | 0.7 | 0.3 | 0.2 | 0.1 | |

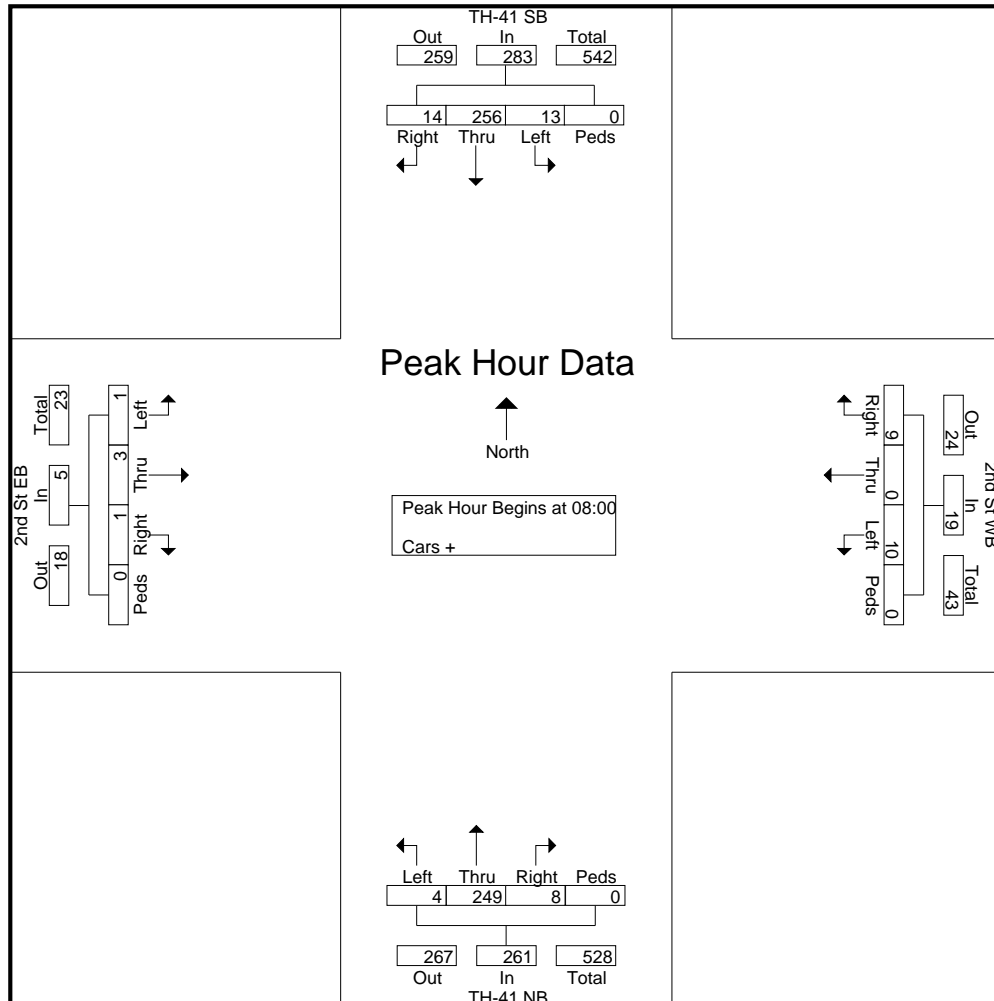
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| Start Time | TH-41 SB Southbound | | | | | 2nd St WB Westbound | | | | | TH-41 NB Northbound | | | | | 2nd St EB Eastbound | | | | | Int. Total |
|--|---------------------|------|-------|------|------------|---------------------|------|-------|------|------------|---------------------|------|-------|------|------------|---------------------|------|-------|------|------------|------------|
| | 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 08:00 | | | | | | | | | | | | | | | | | | | | | |
| 08:00 | 4 | 52 | 12 | 0 | 68 | 0 | 0 | 1 | 0 | 1 | 0 | 55 | 1 | 0 | 56 | 1 | 1 | 1 | 0 | 3 | 128 |
| 08:15 | 4 | 46 | 2 | 0 | 52 | 3 | 0 | 0 | 0 | 3 | 0 | 63 | 1 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 119 |
| 08:30 | 3 | 79 | 0 | 0 | 82 | 1 | 0 | 6 | 0 | 7 | 0 | 59 | 1 | 0 | 60 | 0 | 1 | 0 | 0 | 1 | 150 |
| 08:45 | 2 | 79 | 0 | 0 | 81 | 6 | 0 | 2 | 0 | 8 | 4 | 72 | 5 | 0 | 81 | 0 | 1 | 0 | 0 | 1 | 171 |
| Total Volume | 13 | 256 | 14 | 0 | 283 | 10 | 0 | 9 | 0 | 19 | 4 | 249 | 8 | 0 | 261 | 1 | 3 | 1 | 0 | 5 | 568 |
| % App. Total | 4.6 | 90.5 | 4.9 | 0 | | 52.6 | 0 | 47.4 | 0 | | 1.5 | 95.4 | 3.1 | 0 | | 20 | 60 | 20 | 0 | | |
| PHF | .813 | .810 | .292 | .000 | .863 | .417 | .000 | .375 | .000 | .594 | .250 | .865 | .400 | .000 | .806 | .250 | .750 | .250 | .000 | .417 | .830 |



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| Start Time | TH-41 SB Southbound | | | | | 2nd St WB Westbound | | | | | TH-41 NB Northbound | | | | | 2nd St EB 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 16:15 | | | | | | | | | | | | | | | | | | | | | |
| 16:15 | 20 | 171 | 1 | 0 | 192 | 6 | 0 | 5 | 3 | 14 | 8 | 210 | 4 | 0 | 222 | 2 | 1 | 2 | 0 | 5 | 433 |
| 16:30 | 7 | 147 | 3 | 0 | 157 | 6 | 1 | 2 | 3 | 12 | 7 | 226 | 2 | 3 | 238 | 1 | 0 | 0 | 0 | 1 | 408 |
| 16:45 | 3 | 162 | 5 | 0 | 170 | 7 | 1 | 2 | 1 | 11 | 9 | 205 | 1 | 0 | 215 | 4 | 2 | 1 | 0 | 7 | 403 |
| 17:00 | 7 | 198 | 5 | 0 | 210 | 4 | 2 | 3 | 0 | 9 | 5 | 166 | 3 | 0 | 174 | 2 | 2 | 1 | 0 | 5 | 398 |
| Total Volume | 37 | 678 | 14 | 0 | 729 | 23 | 4 | 12 | 7 | 46 | 29 | 807 | 10 | 3 | 849 | 9 | 5 | 4 | 0 | 18 | 1642 |
| % App. Total | 5.1 | 93 | 1.9 | 0 | | 50 | 8.7 | 26.1 | 15.2 | | 3.4 | 95.1 | 1.2 | 0.4 | | 50 | 27.8 | 22.2 | 0 | | |
| PHF | .463 | .856 | .700 | .000 | .868 | .821 | .500 | .600 | .583 | .821 | .806 | .893 | .625 | .250 | .892 | .563 | .625 | .500 | .000 | .643 | .948 |

