

I-35W NB Ramp & Portland Av S - TMC

Wed Jul 17, 2024

Full Length (12 AM-12 AM (+1))

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1211429, Location: 44.891126, -93.267827, Site Code: Int-16383



Provided by: City of Minneapolis - Traffic
300 Border Av N,
Minneapolis, MN, 55405, US

| Leg Direction | I-35W NB Ramp | | MN-62 WB Ramp | | | | | Portland Av S | | | | | Portland Av S | | | | | Int |
|--------------------|---------------|------|---------------|---|----|-----|------------|---------------|-----|---|------------|------|---------------|----|---|-----|------|------|
| | Eastbound | | Westbound | | | | Northbound | | | | Southbound | | | | | | | |
| Time | App | Ped* | L | T | R | App | Ped* | L | T | U | App | Ped* | T | R | U | App | Ped* | Int |
| 2024-07-17 12:00AM | 0 | 0 | 4 | 0 | 5 | 9 | 1 | 10 | 6 | 0 | 16 | 0 | 9 | 2 | 0 | 11 | 0 | 36 |
| 12:15AM | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 14 | 4 | 0 | 18 | 0 | 4 | 0 | 0 | 4 | 0 | 26 |
| 12:30AM | 0 | 0 | 3 | 0 | 3 | 6 | 0 | 11 | 6 | 0 | 17 | 0 | 6 | 1 | 0 | 7 | 0 | 30 |
| 12:45AM | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 9 | 5 | 0 | 14 | 0 | 7 | 0 | 0 | 7 | 0 | 25 |
| Hourly Total | 0 | 0 | 11 | 0 | 12 | 23 | 1 | 44 | 21 | 0 | 65 | 0 | 26 | 3 | 0 | 29 | 0 | 117 |
| 1:00AM | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 2 | 2 | 0 | 4 | 0 | 6 | 0 | 0 | 6 | 0 | 12 |
| 1:15AM | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 3 | 1 | 0 | 4 | 0 | 8 | 1 | 0 | 9 | 0 | 17 |
| 1:30AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 | 0 | 9 | 0 | 8 | 1 | 0 | 9 | 0 | 18 |
| 1:45AM | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 8 | 3 | 0 | 11 | 0 | 5 | 0 | 0 | 5 | 0 | 18 |
| Hourly Total | 0 | 0 | 4 | 0 | 4 | 8 | 0 | 17 | 11 | 0 | 28 | 0 | 27 | 2 | 0 | 29 | 0 | 65 |
| 2:00AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 8 | 0 | 3 | 0 | 0 | 3 | 0 | 11 |
| 2:15AM | 0 | 1 | 0 | 0 | 3 | 3 | 1 | 4 | 1 | 0 | 5 | 0 | 5 | 1 | 0 | 6 | 0 | 14 |
| 2:30AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 5 | 0 | 2 | 1 | 0 | 3 | 0 | 8 |
| 2:45AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 2 | 0 | 0 | 2 | 0 | 8 |
| Hourly Total | 0 | 1 | 0 | 0 | 3 | 3 | 1 | 15 | 9 | 0 | 24 | 0 | 12 | 2 | 0 | 14 | 0 | 41 |
| 3:00AM | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 4 | 3 | 0 | 7 | 0 | 2 | 1 | 0 | 3 | 0 | 12 |
| 3:15AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 7 | 0 | 3 | 0 | 0 | 3 | 0 | 10 |
| 3:30AM | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 5 | 1 | 0 | 6 | 0 | 5 | 1 | 0 | 6 | 0 | 14 |
| 3:45AM | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 4 | 3 | 0 | 7 | 0 | 1 | 0 | 0 | 1 | 0 | 10 |
| Hourly Total | 0 | 0 | 3 | 0 | 3 | 6 | 0 | 16 | 11 | 0 | 27 | 0 | 11 | 2 | 0 | 13 | 0 | 46 |
| 4:00AM | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 11 | 1 | 0 | 12 | 0 | 6 | 0 | 0 | 6 | 0 | 22 |
| 4:15AM | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 8 | 2 | 0 | 10 | 0 | 2 | 0 | 0 | 2 | 0 | 15 |
| 4:30AM | 0 | 0 | 1 | 0 | 4 | 5 | 0 | 16 | 1 | 0 | 17 | 0 | 7 | 1 | 0 | 8 | 0 | 30 |
| 4:45AM | 0 | 0 | 3 | 0 | 3 | 6 | 0 | 21 | 5 | 0 | 26 | 0 | 8 | 0 | 0 | 8 | 0 | 40 |
| Hourly Total | 0 | 0 | 5 | 0 | 13 | 18 | 0 | 56 | 9 | 0 | 65 | 0 | 23 | 1 | 0 | 24 | 0 | 107 |
| 5:00AM | 0 | 0 | 1 | 0 | 3 | 4 | 0 | 18 | 10 | 0 | 28 | 0 | 10 | 4 | 0 | 14 | 0 | 46 |
| 5:15AM | 0 | 0 | 1 | 0 | 1 | 2 | 0 | 30 | 7 | 0 | 37 | 0 | 12 | 0 | 1 | 13 | 0 | 52 |
| 5:30AM | 0 | 0 | 5 | 0 | 9 | 14 | 1 | 47 | 14 | 0 | 61 | 0 | 19 | 1 | 0 | 20 | 0 | 95 |
| 5:45AM | 0 | 1 | 14 | 0 | 8 | 22 | 1 | 55 | 12 | 0 | 67 | 0 | 17 | 1 | 0 | 18 | 0 | 107 |
| Hourly Total | 0 | 1 | 21 | 0 | 21 | 42 | 2 | 150 | 43 | 0 | 193 | 0 | 58 | 6 | 1 | 65 | 0 | 300 |
| 6:00AM | 0 | 2 | 2 | 0 | 11 | 13 | 1 | 31 | 17 | 0 | 48 | 0 | 31 | 4 | 0 | 35 | 0 | 96 |
| 6:15AM | 0 | 0 | 6 | 0 | 10 | 16 | 1 | 59 | 18 | 0 | 77 | 0 | 19 | 4 | 0 | 23 | 0 | 116 |
| 6:30AM | 0 | 4 | 6 | 0 | 8 | 14 | 1 | 78 | 17 | 0 | 95 | 0 | 34 | 7 | 0 | 41 | 0 | 150 |
| 6:45AM | 0 | 0 | 14 | 0 | 15 | 29 | 1 | 55 | 27 | 0 | 82 | 0 | 48 | 3 | 0 | 51 | 0 | 162 |
| Hourly Total | 0 | 6 | 28 | 0 | 44 | 72 | 4 | 223 | 79 | 0 | 302 | 0 | 132 | 18 | 0 | 150 | 0 | 524 |
| 7:00AM | 0 | 0 | 11 | 0 | 7 | 18 | 3 | 80 | 37 | 0 | 117 | 0 | 40 | 3 | 0 | 43 | 0 | 178 |
| 7:15AM | 0 | 0 | 13 | 0 | 20 | 33 | 2 | 118 | 48 | 0 | 166 | 0 | 52 | 8 | 0 | 60 | 0 | 259 |
| 7:30AM | 0 | 3 | 12 | 0 | 6 | 18 | 2 | 181 | 48 | 0 | 229 | 0 | 65 | 7 | 0 | 72 | 0 | 319 |
| 7:45AM | 0 | 3 | 22 | 0 | 20 | 42 | 1 | 148 | 79 | 0 | 227 | 0 | 83 | 7 | 0 | 90 | 0 | 359 |
| Hourly Total | 0 | 6 | 58 | 0 | 53 | 111 | 8 | 527 | 212 | 0 | 739 | 0 | 240 | 25 | 0 | 265 | 0 | 1115 |
| 8:00AM | 0 | 3 | 17 | 2 | 16 | 35 | 1 | 100 | 73 | 0 | 173 | 0 | 71 | 5 | 0 | 76 | 0 | 284 |
| 8:15AM | 0 | 1 | 20 | 0 | 17 | 37 | 0 | 69 | 84 | 0 | 153 | 0 | 60 | 3 | 0 | 63 | 0 | 253 |
| 8:30AM | 0 | 3 | 25 | 0 | 9 | 34 | 1 | 89 | 69 | 0 | 158 | 0 | 72 | 4 | 0 | 76 | 0 | 268 |
| 8:45AM | 0 | 2 | 21 | 0 | 24 | 45 | 0 | 87 | 50 | 0 | 137 | 0 | 63 | 1 | 0 | 64 | 0 | 246 |
| Hourly Total | 0 | 9 | 83 | 2 | 66 | 151 | 2 | 345 | 276 | 0 | 621 | 0 | 266 | 13 | 0 | 279 | 0 | 1051 |
| 9:00AM | 0 | 2 | 10 | 0 | 16 | 26 | 0 | 80 | 49 | 0 | 129 | 0 | 45 | 7 | 0 | 52 | 1 | 207 |
| 9:15AM | 0 | 2 | 10 | 0 | 16 | 26 | 1 | 70 | 53 | 0 | 123 | 0 | 56 | 6 | 0 | 62 | 0 | 211 |
| 9:30AM | 0 | 0 | 14 | 0 | 13 | 27 | 1 | 64 | 47 | 0 | 111 | 0 | 54 | 1 | 0 | 55 | 0 | 193 |
| 9:45AM | 0 | 2 | 20 | 0 | 17 | 37 | 2 | 64 | 47 | 0 | 111 | 0 | 64 | 3 | 0 | 67 | 0 | 215 |
| Hourly Total | 0 | 6 | 54 | 0 | 62 | 116 | 4 | 278 | 196 | 0 | 474 | 0 | 219 | 17 | 0 | 236 | 1 | 826 |
| 10:00AM | 0 | 0 | 18 | 0 | 13 | 31 | 0 | 60 | 52 | 0 | 112 | 1 | 57 | 2 | 0 | 59 | 0 | 202 |
| 10:15AM | 0 | 0 | 12 | 0 | 19 | 31 | 0 | 51 | 49 | 0 | 100 | 1 | 47 | 6 | 0 | 53 | 0 | 184 |

| Leg Direction | I-35W NB Ramp Eastbound | | MN-62 WB Ramp Westbound | | | | | Portland Av S Northbound | | | | | Portland Av S Southbound | | | | | |
|---------------|-------------------------|------|-------------------------|---|-----|-----|------|--------------------------|-----|---|-----|------|--------------------------|----|---|-----|------|------|
| Time | App | Ped* | L | T | R | App | Ped* | L | T | U | App | Ped* | T | R | U | App | Ped* | Int |
| 10:30AM | 0 | 2 | 9 | 0 | 13 | 22 | 0 | 58 | 63 | 0 | 121 | 0 | 48 | 4 | 0 | 52 | 0 | 195 |
| 10:45AM | 0 | 1 | 21 | 1 | 17 | 39 | 0 | 56 | 55 | 1 | 112 | 0 | 56 | 4 | 0 | 60 | 0 | 211 |
| Hourly Total | 0 | 3 | 60 | 1 | 62 | 123 | 0 | 225 | 219 | 1 | 445 | 2 | 208 | 16 | 0 | 224 | 0 | 792 |
| 11:00AM | 0 | 0 | 14 | 0 | 15 | 29 | 0 | 47 | 67 | 0 | 114 | 0 | 67 | 3 | 0 | 70 | 0 | 213 |
| 11:15AM | 0 | 0 | 21 | 0 | 17 | 38 | 2 | 73 | 51 | 0 | 124 | 0 | 57 | 11 | 0 | 68 | 0 | 230 |
| 11:30AM | 0 | 1 | 32 | 0 | 20 | 52 | 5 | 58 | 66 | 0 | 124 | 0 | 69 | 6 | 0 | 75 | 0 | 251 |
| 11:45AM | 0 | 29 | 16 | 0 | 16 | 32 | 1 | 79 | 78 | 0 | 157 | 0 | 62 | 5 | 0 | 67 | 0 | 256 |
| Hourly Total | 0 | 30 | 83 | 0 | 68 | 151 | 8 | 257 | 262 | 0 | 519 | 0 | 255 | 25 | 0 | 280 | 0 | 950 |
| 12:00PM | 0 | 5 | 14 | 0 | 23 | 37 | 2 | 65 | 80 | 0 | 145 | 0 | 67 | 8 | 0 | 75 | 0 | 257 |
| 12:15PM | 0 | 0 | 15 | 0 | 22 | 37 | 1 | 72 | 62 | 0 | 134 | 0 | 77 | 5 | 0 | 82 | 0 | 253 |
| 12:30PM | 0 | 0 | 15 | 1 | 17 | 33 | 2 | 80 | 87 | 0 | 167 | 0 | 80 | 8 | 0 | 88 | 0 | 288 |
| 12:45PM | 0 | 0 | 16 | 1 | 20 | 37 | 1 | 80 | 68 | 0 | 148 | 0 | 76 | 2 | 0 | 78 | 0 | 263 |
| Hourly Total | 0 | 5 | 60 | 2 | 82 | 144 | 6 | 297 | 297 | 0 | 594 | 0 | 300 | 23 | 0 | 323 | 0 | 1061 |
| 1:00PM | 0 | 0 | 14 | 1 | 25 | 40 | 1 | 78 | 87 | 0 | 165 | 0 | 99 | 5 | 0 | 104 | 0 | 309 |
| 1:15PM | 0 | 0 | 21 | 0 | 18 | 39 | 1 | 87 | 88 | 0 | 175 | 0 | 81 | 3 | 0 | 84 | 0 | 298 |
| 1:30PM | 0 | 0 | 20 | 0 | 19 | 39 | 4 | 74 | 79 | 0 | 153 | 0 | 85 | 5 | 0 | 90 | 0 | 282 |
| 1:45PM | 0 | 2 | 18 | 1 | 21 | 40 | 4 | 88 | 75 | 0 | 163 | 0 | 74 | 3 | 0 | 77 | 0 | 280 |
| Hourly Total | 0 | 2 | 73 | 2 | 83 | 158 | 10 | 327 | 329 | 0 | 656 | 0 | 339 | 16 | 0 | 355 | 0 | 1169 |
| 2:00PM | 0 | 2 | 11 | 0 | 15 | 26 | 2 | 113 | 100 | 0 | 213 | 0 | 74 | 5 | 0 | 79 | 0 | 318 |
| 2:15PM | 0 | 1 | 11 | 0 | 14 | 25 | 30 | 92 | 96 | 0 | 188 | 1 | 60 | 3 | 0 | 63 | 0 | 276 |
| 2:30PM | 0 | 0 | 24 | 0 | 23 | 47 | 1 | 76 | 84 | 0 | 160 | 0 | 102 | 8 | 0 | 110 | 0 | 317 |
| 2:45PM | 0 | 1 | 14 | 0 | 13 | 27 | 4 | 75 | 98 | 0 | 173 | 0 | 94 | 3 | 0 | 97 | 0 | 297 |
| Hourly Total | 0 | 4 | 60 | 0 | 65 | 125 | 37 | 356 | 378 | 0 | 734 | 1 | 330 | 19 | 0 | 349 | 0 | 1208 |
| 3:00PM | 0 | 2 | 12 | 1 | 22 | 35 | 4 | 116 | 120 | 0 | 236 | 0 | 90 | 6 | 0 | 96 | 0 | 367 |
| 3:15PM | 0 | 1 | 18 | 0 | 29 | 47 | 1 | 108 | 95 | 0 | 203 | 0 | 107 | 5 | 0 | 112 | 0 | 362 |
| 3:30PM | 0 | 3 | 23 | 0 | 13 | 36 | 3 | 105 | 96 | 0 | 201 | 0 | 100 | 4 | 0 | 104 | 0 | 341 |
| 3:45PM | 0 | 1 | 29 | 1 | 18 | 48 | 2 | 71 | 116 | 0 | 187 | 0 | 119 | 2 | 0 | 121 | 0 | 356 |
| Hourly Total | 0 | 7 | 82 | 2 | 82 | 166 | 10 | 400 | 427 | 0 | 827 | 0 | 416 | 17 | 0 | 433 | 0 | 1426 |
| 4:00PM | 0 | 1 | 14 | 1 | 23 | 38 | 4 | 90 | 126 | 0 | 216 | 0 | 134 | 5 | 0 | 139 | 0 | 393 |
| 4:15PM | 0 | 4 | 10 | 0 | 30 | 40 | 4 | 75 | 124 | 0 | 199 | 0 | 137 | 1 | 0 | 138 | 0 | 377 |
| 4:30PM | 0 | 1 | 19 | 0 | 27 | 46 | 1 | 63 | 103 | 0 | 166 | 0 | 152 | 6 | 0 | 158 | 0 | 370 |
| 4:45PM | 0 | 4 | 15 | 0 | 30 | 45 | 2 | 61 | 140 | 0 | 201 | 0 | 137 | 3 | 0 | 140 | 0 | 386 |
| Hourly Total | 0 | 10 | 58 | 1 | 110 | 169 | 11 | 289 | 493 | 0 | 782 | 0 | 560 | 15 | 0 | 575 | 0 | 1526 |
| 5:00PM | 0 | 0 | 25 | 0 | 38 | 63 | 5 | 54 | 125 | 0 | 179 | 0 | 147 | 4 | 0 | 151 | 0 | 393 |
| 5:15PM | 0 | 0 | 17 | 0 | 47 | 64 | 2 | 66 | 142 | 0 | 208 | 0 | 143 | 3 | 0 | 146 | 0 | 418 |
| 5:30PM | 0 | 5 | 29 | 0 | 41 | 70 | 6 | 60 | 118 | 0 | 178 | 0 | 140 | 0 | 0 | 140 | 0 | 388 |
| 5:45PM | 0 | 1 | 22 | 0 | 35 | 57 | 1 | 42 | 114 | 0 | 156 | 0 | 112 | 1 | 0 | 113 | 0 | 326 |
| Hourly Total | 0 | 6 | 93 | 0 | 161 | 254 | 14 | 222 | 499 | 0 | 721 | 0 | 542 | 8 | 0 | 550 | 0 | 1525 |
| 6:00PM | 0 | 1 | 19 | 0 | 25 | 44 | 2 | 54 | 113 | 0 | 167 | 0 | 116 | 6 | 0 | 122 | 0 | 333 |
| 6:15PM | 0 | 3 | 26 | 0 | 34 | 60 | 6 | 53 | 125 | 0 | 178 | 0 | 92 | 2 | 0 | 94 | 0 | 332 |
| 6:30PM | 0 | 4 | 13 | 0 | 32 | 45 | 3 | 75 | 99 | 0 | 174 | 0 | 97 | 3 | 0 | 100 | 0 | 319 |
| 6:45PM | 0 | 2 | 18 | 0 | 28 | 46 | 1 | 65 | 73 | 0 | 138 | 0 | 63 | 3 | 0 | 66 | 0 | 250 |
| Hourly Total | 0 | 10 | 76 | 0 | 119 | 195 | 12 | 247 | 410 | 0 | 657 | 0 | 368 | 14 | 0 | 382 | 0 | 1234 |
| 7:00PM | 0 | 0 | 17 | 1 | 26 | 44 | 2 | 59 | 77 | 0 | 136 | 0 | 84 | 7 | 0 | 91 | 0 | 271 |
| 7:15PM | 0 | 5 | 22 | 0 | 23 | 45 | 1 | 54 | 82 | 0 | 136 | 0 | 70 | 5 | 0 | 75 | 0 | 256 |
| 7:30PM | 0 | 0 | 14 | 1 | 24 | 39 | 2 | 67 | 90 | 0 | 157 | 0 | 54 | 3 | 0 | 57 | 0 | 253 |
| 7:45PM | 0 | 3 | 11 | 0 | 26 | 37 | 4 | 64 | 71 | 0 | 135 | 0 | 62 | 0 | 0 | 62 | 0 | 234 |
| Hourly Total | 0 | 8 | 64 | 2 | 99 | 165 | 9 | 244 | 320 | 0 | 564 | 0 | 270 | 15 | 0 | 285 | 0 | 1014 |
| 8:00PM | 0 | 0 | 16 | 0 | 27 | 43 | 2 | 61 | 76 | 0 | 137 | 0 | 51 | 4 | 0 | 55 | 0 | 235 |
| 8:15PM | 0 | 4 | 11 | 1 | 20 | 32 | 2 | 59 | 77 | 0 | 136 | 0 | 67 | 7 | 0 | 74 | 0 | 242 |
| 8:30PM | 0 | 2 | 18 | 0 | 17 | 35 | 3 | 57 | 69 | 0 | 126 | 0 | 47 | 5 | 0 | 52 | 0 | 213 |
| 8:45PM | 0 | 0 | 21 | 0 | 22 | 43 | 2 | 67 | 60 | 0 | 127 | 0 | 61 | 7 | 0 | 68 | 0 | 238 |
| Hourly Total | 0 | 6 | 66 | 1 | 86 | 153 | 9 | 244 | 282 | 0 | 526 | 0 | 226 | 23 | 0 | 249 | 0 | 928 |
| 9:00PM | 0 | 0 | 12 | 0 | 25 | 37 | 3 | 60 | 40 | 0 | 100 | 0 | 51 | 6 | 0 | 57 | 0 | 194 |
| 9:15PM | 0 | 1 | 15 | 0 | 14 | 29 | 0 | 61 | 50 | 0 | 111 | 0 | 50 | 3 | 0 | 53 | 0 | 193 |
| 9:30PM | 0 | 0 | 8 | 0 | 20 | 28 | 0 | 62 | 56 | 0 | 118 | 0 | 42 | 9 | 0 | 51 | 0 | 197 |
| 9:45PM | 0 | 0 | 7 | 0 | 7 | 14 | 0 | 39 | 31 | 0 | 70 | 0 | 32 | 5 | 0 | 37 | 0 | 121 |
| Hourly Total | 0 | 1 | 42 | 0 | 66 | 108 | 3 | 222 | 177 | 0 | 399 | 0 | 175 | 23 | 0 | 198 | 0 | 705 |
| 10:00PM | 0 | 0 | 6 | 0 | 12 | 18 | 0 | 53 | 39 | 0 | 92 | 0 | 32 | 0 | 0 | 32 | 0 | 142 |
| 10:15PM | 0 | 1 | 11 | 0 | 16 | 27 | 0 | 40 | 30 | 0 | 70 | 0 | 27 | 1 | 0 | 28 | 1 | 125 |

| Leg Direction | I-35W NB Ramp Eastbound | | MN-62 WB Ramp Westbound | | | | | Portland Av S Northbound | | | | | Portland Av S Southbound | | | | | |
|--|-------------------------|------------|-------------------------|-----------|-------------|--------------|------------|--------------------------|-------------|----------|--------------|----------|--------------------------|------------|----------|--------------|----------|--------------|
| Time | App | Ped* | L | T | R | App | Ped* | L | T | U | App | Ped* | T | R | U | App | Ped* | Int |
| 10:30PM | 0 | 0 | 9 | 1 | 8 | 18 | 0 | 42 | 36 | 0 | 78 | 0 | 21 | 1 | 0 | 22 | 0 | 118 |
| 10:45PM | 0 | 0 | 10 | 0 | 10 | 20 | 0 | 21 | 32 | 0 | 53 | 0 | 13 | 2 | 0 | 15 | 0 | 88 |
| Hourly Total | 0 | 1 | 36 | 1 | 46 | 83 | 0 | 156 | 137 | 0 | 293 | 0 | 93 | 4 | 0 | 97 | 1 | 473 |
| 11:00PM | 0 | 0 | 5 | 0 | 5 | 10 | 0 | 36 | 21 | 0 | 57 | 0 | 16 | 4 | 0 | 20 | 0 | 87 |
| 11:15PM | 0 | 1 | 2 | 0 | 9 | 11 | 0 | 20 | 17 | 0 | 37 | 0 | 12 | 2 | 0 | 14 | 0 | 62 |
| 11:30PM | 0 | 0 | 5 | 0 | 5 | 10 | 0 | 14 | 13 | 0 | 27 | 0 | 11 | 0 | 0 | 11 | 0 | 48 |
| 11:45PM | 0 | 0 | 2 | 0 | 7 | 9 | 0 | 21 | 8 | 0 | 29 | 0 | 15 | 0 | 0 | 15 | 0 | 53 |
| Hourly Total | 0 | 1 | 14 | 0 | 26 | 40 | 0 | 91 | 59 | 0 | 150 | 0 | 54 | 6 | 0 | 60 | 0 | 250 |
| Total | 0 | 123 | 1134 | 14 | 1436 | 2584 | 151 | 5248 | 5156 | 1 | 10405 | 3 | 5150 | 313 | 1 | 5464 | 2 | 18453 |
| % Approach | - | - | 43.9% | 0.5% | 55.6% | - | - | 50.4% | 49.6% | 0% | - | - | 94.3% | 5.7% | 0% | - | - | - |
| % Total | 0% | - | 6.1% | 0.1% | 7.8% | 14.0% | - | 28.4% | 27.9% | 0% | 56.4% | - | 27.9% | 1.7% | 0% | 29.6% | - | - |
| Lights | 0 | - | 1118 | 14 | 1401 | 2533 | - | 5169 | 5005 | 1 | 10175 | - | 4975 | 306 | 1 | 5282 | - | 17990 |
| % Lights | - | - | 98.6% | 100% | 97.6% | 98.0% | - | 98.5% | 97.1% | 100% | 97.8% | - | 96.6% | 97.8% | 100% | 96.7% | - | 97.5% |
| Articulated Trucks and Single-Unit Trucks | 0 | - | 11 | 0 | 24 | 35 | - | 57 | 31 | 0 | 88 | - | 50 | 7 | 0 | 57 | - | 180 |
| % Articulated Trucks and Single-Unit Trucks | - | - | 1.0% | 0% | 1.7% | 1.4% | - | 1.1% | 0.6% | 0% | 0.8% | - | 1.0% | 2.2% | 0% | 1.0% | - | 1.0% |
| Buses | 0 | - | 5 | 0 | 8 | 13 | - | 21 | 111 | 0 | 132 | - | 110 | 0 | 0 | 110 | - | 255 |
| % Buses | - | - | 0.4% | 0% | 0.6% | 0.5% | - | 0.4% | 2.2% | 0% | 1.3% | - | 2.1% | 0% | 0% | 2.0% | - | 1.4% |
| Bicycles on Road | 0 | - | 0 | 0 | 3 | 3 | - | 1 | 9 | 0 | 10 | - | 15 | 0 | 0 | 15 | - | 28 |
| % Bicycles on Road | - | - | 0% | 0% | 0.2% | 0.1% | - | 0% | 0.2% | 0% | 0.1% | - | 0.3% | 0% | 0% | 0.3% | - | 0.2% |
| Pedestrians | - | 21 | - | - | - | - | 49 | - | - | - | - | 3 | - | - | - | - | - | 2 |
| % Pedestrians | - | 17.1% | - | - | - | - | 32.5% | - | - | - | - | 100% | - | - | - | - | - | 100% |
| Bicycles on Crosswalk | - | 102 | - | - | - | - | 102 | - | - | - | - | 0 | - | - | - | - | - | 0 |
| % Bicycles on Crosswalk | - | 82.9% | - | - | - | - | 67.5% | - | - | - | - | 0% | - | - | - | - | - | 0% |

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

I-35W NB Ramp & Portland Av S - TMC

Wed Jul 17, 2024

Full Length (12 AM-12 AM (+1))

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

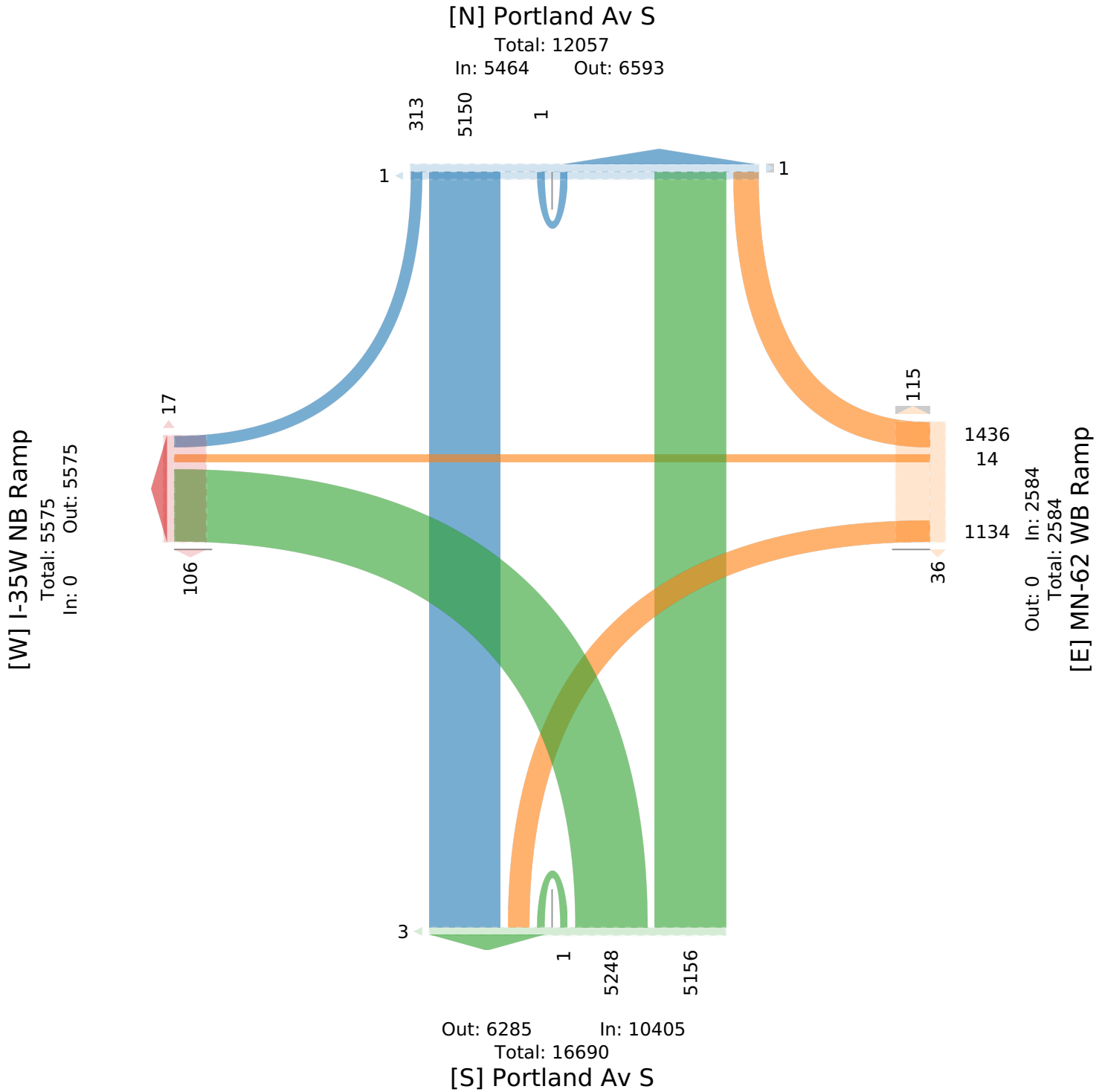
All Movements

ID: 1211429, Location: 44.891126, -93.267827, Site Code: Int-16383



Provided by: City of Minneapolis - Traffic

300 Border Av N,
Minneapolis, MN, 55405, US



I-35W NB Ramp & Portland Av S - TMC

Wed Jul 17, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1211429, Location: 44.891126, -93.267827, Site Code: Int-16383



Provided by: City of Minneapolis - Traffic
300 Border Av N,
Minneapolis, MN, 55405, US

| Leg Direction | I-35W NB Ramp Eastbound | | MN-62 WB Ramp Westbound | | | | | Portland Av S Northbound | | | | | Portland Av S Southbound | | | | | |
|--|-------------------------|----------|-------------------------|----------|-----------|--------------|----------|--------------------------|------------|----------|--------------|----------|--------------------------|-----------|----------|--------------|----------|-------------|
| Time | App | Ped* | L | T | R | App | Ped* | L | T | U | App | Ped* | T | R | U | App | Ped* | Int |
| 2024-07-17 7:15AM | 0 | 0 | 13 | 0 | 20 | 33 | 2 | 118 | 48 | 0 | 166 | 0 | 52 | 8 | 0 | 60 | 0 | 259 |
| 7:30AM | 0 | 3 | 12 | 0 | 6 | 18 | 2 | 181 | 48 | 0 | 229 | 0 | 65 | 7 | 0 | 72 | 0 | 319 |
| 7:45AM | 0 | 3 | 22 | 0 | 20 | 42 | 1 | 148 | 79 | 0 | 227 | 0 | 83 | 7 | 0 | 90 | 0 | 359 |
| 8:00AM | 0 | 3 | 17 | 2 | 16 | 35 | 1 | 100 | 73 | 0 | 173 | 0 | 71 | 5 | 0 | 76 | 0 | 284 |
| Total | 0 | 9 | 64 | 2 | 62 | 128 | 6 | 547 | 248 | 0 | 795 | 0 | 271 | 27 | 0 | 298 | 0 | 1221 |
| % Approach | - | - | 50.0% | 1.6% | 48.4% | - | - | 68.8% | 31.2% | 0% | - | - | 90.9% | 9.1% | 0% | - | - | - |
| % Total | 0% | - | 5.2% | 0.2% | 5.1% | 10.5% | - | 44.8% | 20.3% | 0% | 65.1% | - | 22.2% | 2.2% | 0% | 24.4% | - | - |
| PHF | - | - | 0.727 | 0.250 | 0.775 | 0.762 | - | 0.756 | 0.785 | - | 0.868 | - | 0.810 | 0.844 | - | 0.822 | - | 0.849 |
| Lights | 0 | - | 62 | 2 | 59 | 123 | - | 538 | 241 | 0 | 779 | - | 261 | 27 | 0 | 288 | - | 1190 |
| % Lights | - | - | 96.9% | 100% | 95.2% | 96.1% | - | 98.4% | 97.2% | 0% | 98.0% | - | 96.3% | 100% | 0% | 96.6% | - | 97.5% |
| Articulated Trucks and Single-Unit Trucks | 0 | - | 1 | 0 | 1 | 2 | - | 7 | 2 | 0 | 9 | - | 2 | 0 | 0 | 2 | - | 13 |
| % Articulated Trucks and Single-Unit Trucks | - | - | 1.6% | 0% | 1.6% | 1.6% | - | 1.3% | 0.8% | 0% | 1.1% | - | 0.7% | 0% | 0% | 0.7% | - | 1.1% |
| Buses | 0 | - | 1 | 0 | 2 | 3 | - | 2 | 5 | 0 | 7 | - | 6 | 0 | 0 | 6 | - | 16 |
| % Buses | - | - | 1.6% | 0% | 3.2% | 2.3% | - | 0.4% | 2.0% | 0% | 0.9% | - | 2.2% | 0% | 0% | 2.0% | - | 1.3% |
| Bicycles on Road | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 2 | 0 | 0 | 2 | - | 2 |
| % Bicycles on Road | - | - | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | - | 0.7% | 0% | 0% | 0.7% | - | 0.2% |
| Pedestrians | - | 1 | - | - | - | - | 0 | - | - | - | - | 0 | - | - | - | - | - | 0 |
| % Pedestrians | - | 11.1% | - | - | - | - | 0% | - | - | - | - | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | 8 | - | - | - | - | 6 | - | - | - | - | 0 | - | - | - | - | - | 0 |
| % Bicycles on Crosswalk | - | 88.9% | - | - | - | - | 100% | - | - | - | - | - | - | - | - | - | - | - |

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

I-35W NB Ramp & Portland Av S - TMC

Wed Jul 17, 2024

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1211429, Location: 44.891126, -93.267827, Site Code: Int-16383



Provided by: City of Minneapolis - Traffic

300 Border Av N,
Minneapolis, MN, 55405, US

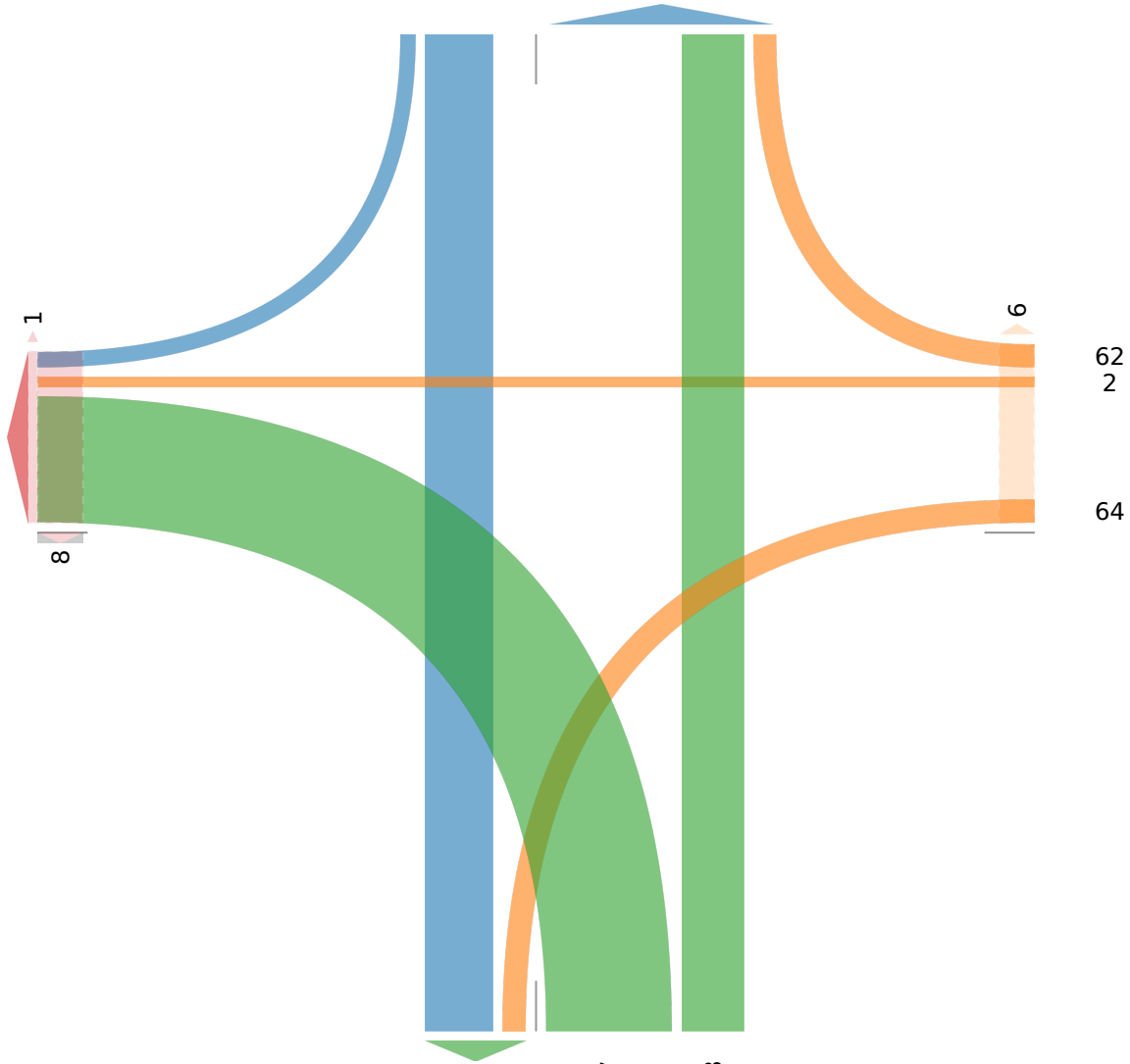
[N] Portland Av S

Total: 608

In: 298 Out: 310

27
271

[W] I-35W NB Ramp
Total: 576
In: 0 Out: 576



Out: 335 In: 795

Total: 1130

[S] Portland Av S

I-35W NB Ramp & Portland Av S - TMC

Wed Jul 17, 2024

Midday Peak (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1211429, Location: 44.891126, -93.267827, Site Code: Int-16383



Provided by: City of Minneapolis - Traffic
300 Border Av N,
Minneapolis, MN, 55405, US

| Leg Direction | I-35W NB Ramp Eastbound | | MN-62 WB Ramp Westbound | | | | | Portland Av S Northbound | | | | | Portland Av S Southbound | | | | | |
|--|-------------------------|----------|-------------------------|----------|-----------|--------------|-----------|--------------------------|------------|----------|--------------|----------|--------------------------|-----------|----------|--------------|----------|-------------|
| Time | App | Ped* | L | T | R | App | Ped* | L | T | U | App | Ped* | T | R | U | App | Ped* | Int |
| 2024-07-17 1:00PM | 0 | 0 | 14 | 1 | 25 | 40 | 1 | 78 | 87 | 0 | 165 | 0 | 99 | 5 | 0 | 104 | 0 | 309 |
| 1:15PM | 0 | 0 | 21 | 0 | 18 | 39 | 1 | 87 | 88 | 0 | 175 | 0 | 81 | 3 | 0 | 84 | 0 | 298 |
| 1:30PM | 0 | 0 | 20 | 0 | 19 | 39 | 4 | 74 | 79 | 0 | 153 | 0 | 85 | 5 | 0 | 90 | 0 | 282 |
| 1:45PM | 0 | 2 | 18 | 1 | 21 | 40 | 4 | 88 | 75 | 0 | 163 | 0 | 74 | 3 | 0 | 77 | 0 | 280 |
| Total | 0 | 2 | 73 | 2 | 83 | 158 | 10 | 327 | 329 | 0 | 656 | 0 | 339 | 16 | 0 | 355 | 0 | 1169 |
| % Approach | - | - | 46.2% | 1.3% | 52.5% | - | - | 49.8% | 50.2% | 0% | - | - | 95.5% | 4.5% | 0% | - | - | - |
| % Total | 0% | - | 6.2% | 0.2% | 7.1% | 13.5% | - | 28.0% | 28.1% | 0% | 56.1% | - | 29.0% | 1.4% | 0% | 30.4% | - | - |
| PHF | - | - | 0.869 | 0.500 | 0.830 | 0.988 | - | 0.929 | 0.935 | - | 0.937 | - | 0.856 | 0.800 | - | 0.853 | - | 0.946 |
| Lights | 0 | - | 72 | 2 | 82 | 156 | - | 319 | 319 | 0 | 638 | - | 328 | 16 | 0 | 344 | - | 1138 |
| % Lights | - | - | 98.6% | 100% | 98.8% | 98.7% | - | 97.6% | 97.0% | 0% | 97.3% | - | 96.8% | 100% | 0% | 96.9% | - | 97.3% |
| Articulated Trucks and Single-Unit Trucks | 0 | - | 0 | 0 | 1 | 1 | - | 6 | 4 | 0 | 10 | - | 4 | 0 | 0 | 4 | - | 15 |
| % Articulated Trucks and Single-Unit Trucks | - | - | 0% | 0% | 1.2% | 0.6% | - | 1.8% | 1.2% | 0% | 1.5% | - | 1.2% | 0% | 0% | 1.1% | - | 1.3% |
| Buses | 0 | - | 1 | 0 | 0 | 1 | - | 2 | 6 | 0 | 8 | - | 7 | 0 | 0 | 7 | - | 16 |
| % Buses | - | - | 1.4% | 0% | 0% | 0.6% | - | 0.6% | 1.8% | 0% | 1.2% | - | 2.1% | 0% | 0% | 2.0% | - | 1.4% |
| Bicycles on Road | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 0 | 0 | 0 | - | 0 |
| % Bicycles on Road | - | - | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | - | 0% | 0% | 0% | 0% | - | 0% |
| Pedestrians | - | 1 | - | - | - | - | 4 | - | - | - | - | 0 | - | - | - | - | - | 0 |
| % Pedestrians | - | 50.0% | - | - | - | - | 40.0% | - | - | - | - | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | 1 | - | - | - | - | 6 | - | - | - | - | 0 | - | - | - | - | - | 0 |
| % Bicycles on Crosswalk | - | 50.0% | - | - | - | - | 60.0% | - | - | - | - | - | - | - | - | - | - | - |

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

I-35W NB Ramp & Portland Av S - TMC

Wed Jul 17, 2024

Midday Peak (1 PM - 2 PM)

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

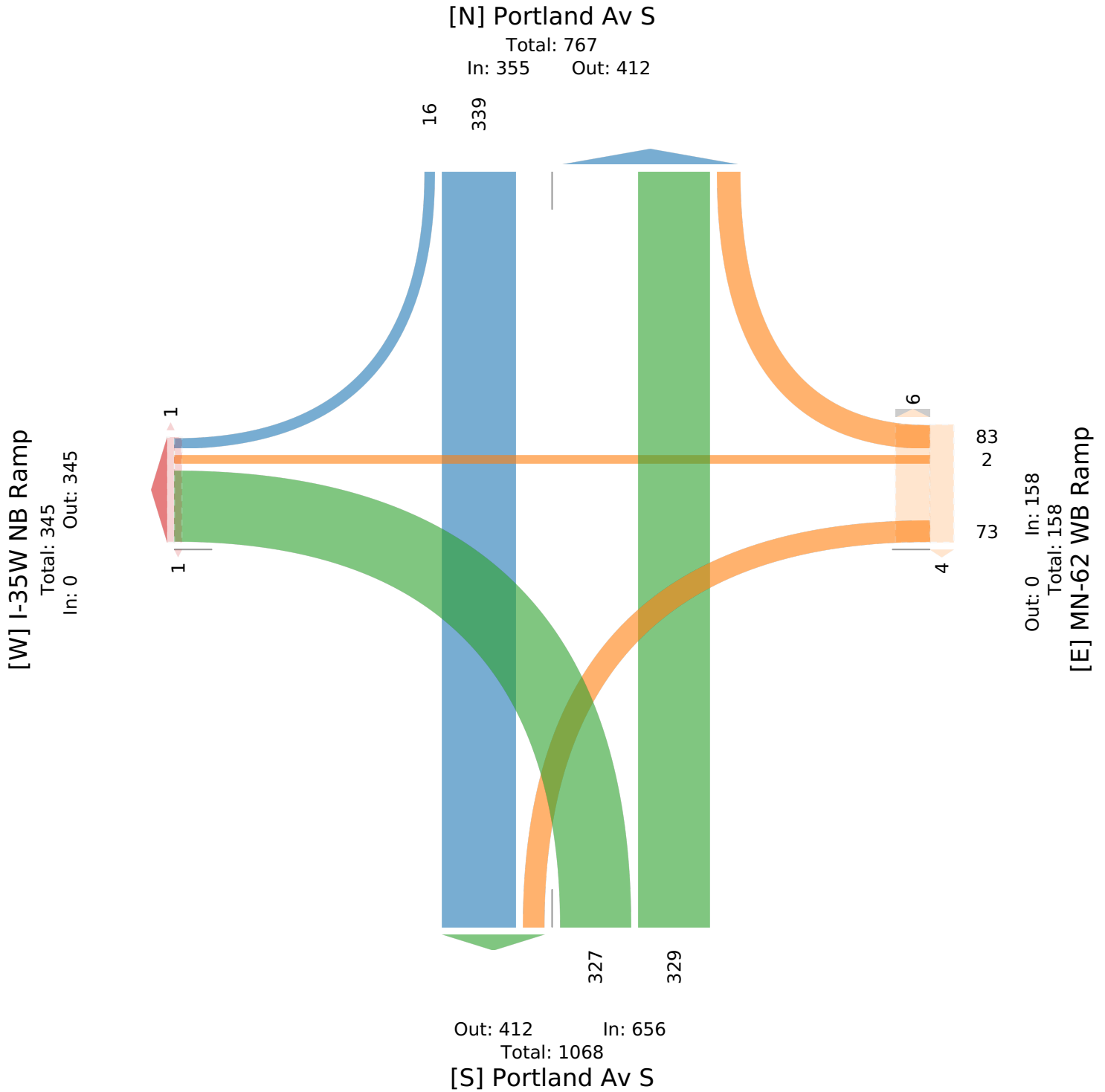
All Movements

ID: 1211429, Location: 44.891126, -93.267827, Site Code: Int-16383



Provided by: City of Minneapolis - Traffic

300 Border Av N,
Minneapolis, MN, 55405, US



I-35W NB Ramp & Portland Av S - TMC

Wed Jul 17, 2024

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1211429, Location: 44.891126, -93.267827, Site Code: Int-16383



Provided by: City of Minneapolis - Traffic
300 Border Av N,
Minneapolis, MN, 55405, US

| Leg Direction | I-35W NB Ramp Eastbound | | MN-62 WB Ramp Westbound | | | | | Portland Av S Northbound | | | | | Portland Av S Southbound | | | | | |
|--|-------------------------|----------|-------------------------|----------|------------|--------------|-----------|--------------------------|------------|----------|--------------|----------|--------------------------|-----------|----------|--------------|----------|-------------|
| Time | App | Ped* | L | T | R | App | Ped* | L | T | U | App | Ped* | T | R | U | App | Ped* | Int |
| 2024-07-17 4:45PM | 0 | 4 | 15 | 0 | 30 | 45 | 2 | 61 | 140 | 0 | 201 | 0 | 137 | 3 | 0 | 140 | 0 | 386 |
| 5:00PM | 0 | 0 | 25 | 0 | 38 | 63 | 5 | 54 | 125 | 0 | 179 | 0 | 147 | 4 | 0 | 151 | 0 | 393 |
| 5:15PM | 0 | 0 | 17 | 0 | 47 | 64 | 2 | 66 | 142 | 0 | 208 | 0 | 143 | 3 | 0 | 146 | 0 | 418 |
| 5:30PM | 0 | 5 | 29 | 0 | 41 | 70 | 6 | 60 | 118 | 0 | 178 | 0 | 140 | 0 | 0 | 140 | 0 | 388 |
| Total | 0 | 9 | 86 | 0 | 156 | 242 | 15 | 241 | 525 | 0 | 766 | 0 | 567 | 10 | 0 | 577 | 0 | 1585 |
| % Approach | - | - | 35.5% | 0% | 64.5% | - | - | 31.5% | 68.5% | 0% | - | - | 98.3% | 1.7% | 0% | - | - | - |
| % Total | 0% | - | 5.4% | 0% | 9.8% | 15.3% | - | 15.2% | 33.1% | 0% | 48.3% | - | 35.8% | 0.6% | 0% | 36.4% | - | - |
| PHF | - | - | 0.741 | - | 0.830 | 0.864 | - | 0.913 | 0.923 | - | 0.919 | - | 0.963 | 0.625 | - | 0.954 | - | 0.947 |
| Lights | 0 | - | 86 | 0 | 154 | 240 | - | 238 | 517 | 0 | 755 | - | 552 | 10 | 0 | 562 | - | 1557 |
| % Lights | - | - | 100% | 0% | 98.7% | 99.2% | - | 98.8% | 98.5% | 0% | 98.6% | - | 97.4% | 100% | 0% | 97.4% | - | 98.2% |
| Articulated Trucks and Single-Unit Trucks | 0 | - | 0 | 0 | 2 | 2 | - | 2 | 1 | 0 | 3 | - | 8 | 0 | 0 | 8 | - | 13 |
| % Articulated Trucks and Single-Unit Trucks | - | - | 0% | 0% | 1.3% | 0.8% | - | 0.8% | 0.2% | 0% | 0.4% | - | 1.4% | 0% | 0% | 1.4% | - | 0.8% |
| Buses | 0 | - | 0 | 0 | 0 | 0 | - | 1 | 6 | 0 | 7 | - | 6 | 0 | 0 | 6 | - | 13 |
| % Buses | - | - | 0% | 0% | 0% | 0% | - | 0.4% | 1.1% | 0% | 0.9% | - | 1.1% | 0% | 0% | 1.0% | - | 0.8% |
| Bicycles on Road | 0 | - | 0 | 0 | 0 | 0 | - | 0 | 1 | 0 | 1 | - | 1 | 0 | 0 | 1 | - | 2 |
| % Bicycles on Road | - | - | 0% | 0% | 0% | 0% | - | 0% | 0.2% | 0% | 0.1% | - | 0.2% | 0% | 0% | 0.2% | - | 0.1% |
| Pedestrians | - | 0 | - | - | - | - | 3 | - | - | - | - | 0 | - | - | - | - | - | 0 |
| % Pedestrians | - | 0% | - | - | - | - | 20.0% | - | - | - | - | - | - | - | - | - | - | - |
| Bicycles on Crosswalk | - | 9 | - | - | - | - | 12 | - | - | - | - | 0 | - | - | - | - | - | 0 |
| % Bicycles on Crosswalk | - | 100% | - | - | - | - | 80.0% | - | - | - | - | - | - | - | - | - | - | - |

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

I-35W NB Ramp & Portland Av S - TMC

Wed Jul 17, 2024

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks and Single-Unit Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

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