

Associated Consulting Services (ACS)

Saint Paul, MN 55127

-- TRAFFIC DATA --

TH-95 at 392nd St_2019

Ref Pt: 053+00.024

Data Prepared By: ACS

TURNING MOVEMENT COUNT

File Name : TH-95 at 392nd St_2019

Site Code :

Start Date : 8/8/2019

Page No : 1

Groups Printed- Cars - Trucks

| Start Time | 392nd Southbound | | | | TH-95 Westbound | | | | 392nd Northbound | | | | TH-95 Eastbound | | | | Int. Total |
|------------|------------------|------|-------|------|-----------------|------|-------|------|------------------|------|-------|------|-----------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 06:00 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 90 | 0 | 0 | 125 |
| 06:15 | 0 | 0 | 0 | 0 | 0 | 48 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 76 | 0 | 0 | 126 |
| 06:30 | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 133 |
| 06:45 | 3 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 72 | 0 | 0 | 135 |
| Total | 3 | 0 | 0 | 0 | 0 | 185 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 326 | 0 | 0 | 519 |
| 07:00 | 1 | 0 | 1 | 0 | 2 | 51 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 58 | 0 | 0 | 117 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 53 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 83 | 0 | 0 | 138 |
| 07:30 | 1 | 0 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 91 | 0 | 0 | 170 |
| 07:45 | 1 | 0 | 0 | 0 | 1 | 50 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 96 | 0 | 0 | 150 |
| Total | 3 | 0 | 1 | 0 | 3 | 228 | 2 | 0 | 1 | 0 | 6 | 0 | 3 | 328 | 0 | 0 | 575 |
| 08:00 | 1 | 0 | 0 | 0 | 1 | 52 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 60 | 1 | 0 | 116 |
| 08:15 | 0 | 0 | 1 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 1 | 0 | 143 |
| 08:30 | 1 | 0 | 0 | 0 | 0 | 74 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 59 | 0 | 0 | 135 |
| 08:45 | 0 | 0 | 0 | 0 | 2 | 69 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 56 | 0 | 0 | 131 |
| Total | 2 | 0 | 1 | 0 | 3 | 253 | 0 | 0 | 0 | 0 | 5 | 0 | 1 | 258 | 2 | 0 | 525 |
| 09:00 | 0 | 0 | 1 | 0 | 3 | 67 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 0 | 0 | 144 |
| 09:15 | 4 | 0 | 0 | 0 | 8 | 59 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 71 | 1 | 0 | 146 |
| 09:30 | 0 | 1 | 0 | 0 | 1 | 67 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 61 | 0 | 0 | 132 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 70 | 1 | 0 | 127 |
| Total | 4 | 1 | 1 | 0 | 12 | 248 | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 274 | 2 | 0 | 549 |
| 10:00 | 0 | 0 | 0 | 0 | 0 | 77 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 71 | 0 | 0 | 149 |
| 10:15 | 1 | 0 | 0 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 160 |
| 10:30 | 1 | 0 | 0 | 0 | 0 | 72 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 80 | 0 | 0 | 155 |
| 10:45 | 0 | 0 | 0 | 0 | 1 | 63 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 78 | 0 | 0 | 144 |
| Total | 2 | 0 | 0 | 0 | 1 | 293 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 307 | 0 | 0 | 608 |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 96 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 83 | 0 | 0 | 182 |
| 11:15 | 0 | 0 | 0 | 0 | 1 | 80 | 0 | 0 | 1 | 0 | 5 | 0 | 0 | 69 | 0 | 0 | 156 |
| 11:30 | 0 | 0 | 1 | 0 | 1 | 95 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 92 | 1 | 0 | 192 |
| 11:45 | 1 | 0 | 1 | 0 | 4 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 85 | 0 | 0 | 161 |
| Total | 1 | 0 | 2 | 0 | 6 | 340 | 1 | 0 | 1 | 0 | 9 | 0 | 1 | 329 | 1 | 0 | 691 |
| 12:00 | 0 | 0 | 1 | 0 | 1 | 97 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 96 | 0 | 0 | 198 |
| 12:15 | 0 | 1 | 0 | 0 | 0 | 85 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 89 | 0 | 0 | 177 |
| 12:30 | 0 | 0 | 1 | 0 | 3 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 203 |
| 12:45 | 0 | 0 | 0 | 0 | 2 | 90 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 84 | 0 | 0 | 179 |
| Total | 0 | 1 | 2 | 0 | 6 | 375 | 1 | 0 | 1 | 0 | 5 | 0 | 1 | 365 | 0 | 0 | 757 |
| 13:00 | 1 | 0 | 1 | 0 | 2 | 94 | 2 | 0 | 1 | 0 | 3 | 0 | 0 | 92 | 1 | 0 | 197 |
| 13:15 | 0 | 0 | 1 | 0 | 1 | 95 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 90 | 1 | 0 | 190 |
| 13:30 | 0 | 0 | 2 | 0 | 2 | 106 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 96 | 0 | 0 | 208 |
| 13:45 | 1 | 0 | 0 | 0 | 3 | 91 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 75 | 0 | 0 | 172 |
| Total | 2 | 0 | 4 | 0 | 8 | 386 | 3 | 0 | 3 | 0 | 6 | 0 | 0 | 353 | 2 | 0 | 767 |
| 14:00 | 1 | 0 | 0 | 0 | 1 | 103 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 88 | 0 | 0 | 197 |
| 14:15 | 0 | 1 | 0 | 0 | 1 | 95 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 86 | 0 | 0 | 184 |
| 14:30 | 0 | 0 | 2 | 0 | 5 | 94 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 85 | 0 | 0 | 188 |

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Groups Printed- Cars - Trucks

| Start Time | 392nd Southbound | | | | TH-95 Westbound | | | | 392nd Northbound | | | | TH-95 Eastbound | | | | Int. Total |
|-------------|------------------|------|-------|------|-----------------|------|-------|------|------------------|------|-------|------|-----------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 14:45 | 0 | 0 | 0 | 0 | 3 | 95 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 70 | 2 | 0 | 173 |
| Total | 1 | 1 | 2 | 0 | 10 | 387 | 1 | 0 | 2 | 0 | 5 | 0 | 2 | 329 | 2 | 0 | 742 |
| 15:00 | 0 | 0 | 0 | 0 | 3 | 114 | 1 | 0 | 3 | 0 | 1 | 0 | 1 | 79 | 0 | 0 | 202 |
| 15:15 | 0 | 0 | 0 | 0 | 1 | 104 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 98 | 1 | 0 | 208 |
| 15:30 | 1 | 0 | 2 | 0 | 2 | 151 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 88 | 0 | 0 | 246 |
| 15:45 | 1 | 0 | 0 | 0 | 2 | 117 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 77 | 1 | 0 | 202 |
| Total | 2 | 0 | 2 | 0 | 8 | 486 | 2 | 0 | 3 | 1 | 7 | 0 | 3 | 342 | 2 | 0 | 858 |
| 16:00 | 0 | 0 | 0 | 0 | 2 | 142 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 90 | 0 | 0 | 238 |
| 16:15 | 0 | 0 | 1 | 0 | 3 | 133 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 95 | 0 | 0 | 235 |
| 16:30 | 0 | 0 | 0 | 0 | 5 | 134 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 67 | 0 | 0 | 211 |
| 16:45 | 1 | 0 | 3 | 0 | 2 | 130 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 107 | 0 | 0 | 250 |
| Total | 1 | 0 | 4 | 0 | 12 | 539 | 8 | 0 | 0 | 1 | 10 | 0 | 0 | 359 | 0 | 0 | 934 |
| 17:00 | 0 | 0 | 1 | 0 | 3 | 131 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 107 | 2 | 0 | 248 |
| 17:15 | 0 | 0 | 1 | 0 | 4 | 154 | 1 | 0 | 0 | 0 | 6 | 0 | 0 | 91 | 0 | 0 | 257 |
| 17:30 | 0 | 0 | 0 | 0 | 3 | 123 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 75 | 2 | 0 | 205 |
| 17:45 | 2 | 2 | 0 | 0 | 6 | 102 | 2 | 0 | 0 | 1 | 4 | 0 | 0 | 69 | 0 | 0 | 188 |
| Total | 2 | 2 | 2 | 0 | 16 | 510 | 5 | 0 | 0 | 1 | 14 | 0 | 0 | 342 | 4 | 0 | 898 |
| Grand Total | 23 | 5 | 21 | 0 | 85 | 4230 | 26 | 0 | 13 | 4 | 76 | 0 | 13 | 3912 | 15 | 0 | 8423 |
| Apprch % | 46.9 | 10.2 | 42.9 | 0 | 2 | 97.4 | 0.6 | 0 | 14 | 4.3 | 81.7 | 0 | 0.3 | 99.3 | 0.4 | 0 | |
| Total % | 0.3 | 0.1 | 0.2 | 0 | 1 | 50.2 | 0.3 | 0 | 0.2 | 0 | 0.9 | 0 | 0.2 | 46.4 | 0.2 | 0 | |
| Cars | 22 | 5 | 21 | 0 | 81 | 3903 | 26 | 0 | 11 | 4 | 75 | 0 | 12 | 3619 | 15 | 0 | 7794 |
| % Cars | 95.7 | 100 | 100 | 0 | 95.3 | 92.3 | 100 | 0 | 84.6 | 100 | 98.7 | 0 | 92.3 | 92.5 | 100 | 0 | 92.5 |
| Trucks | 1 | 0 | 0 | 0 | 4 | 327 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 293 | 0 | 0 | 629 |
| % Trucks | 4.3 | 0 | 0 | 0 | 4.7 | 7.7 | 0 | 0 | 15.4 | 0 | 1.3 | 0 | 7.7 | 7.5 | 0 | 0 | 7.5 |

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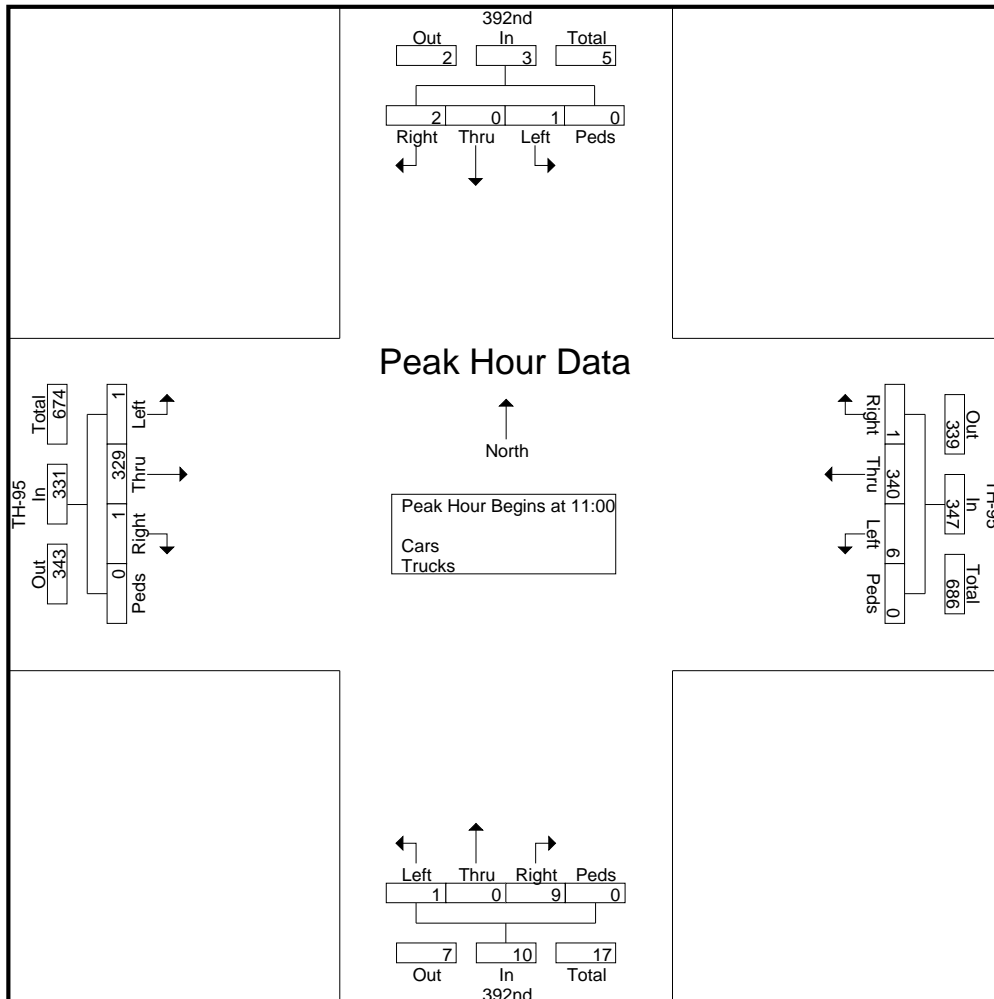
File Name : TH-95 at 392nd St_2019

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Start Date : 8/8/2019

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| Start Time | 392nd Southbound | | | | | TH-95 Westbound | | | | | 392nd Northbound | | | | | TH-95 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 11:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 | | | | | | | | | | | | | | | | | | | | | |
| 11:00 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 1 | 0 | 97 | 0 | 0 | 2 | 0 | 2 | 0 | 83 | 0 | 0 | 83 | 182 |
| 11:15 | 0 | 0 | 0 | 0 | 0 | 1 | 80 | 0 | 0 | 81 | 1 | 0 | 5 | 0 | 6 | 0 | 69 | 0 | 0 | 69 | 156 |
| 11:30 | 0 | 0 | 1 | 0 | 1 | 1 | 95 | 0 | 0 | 96 | 0 | 0 | 2 | 0 | 2 | 0 | 92 | 1 | 0 | 93 | 192 |
| 11:45 | 1 | 0 | 1 | 0 | 2 | 4 | 69 | 0 | 0 | 73 | 0 | 0 | 0 | 0 | 0 | 1 | 85 | 0 | 0 | 86 | 161 |
| Total Volume | 1 | 0 | 2 | 0 | 3 | 6 | 340 | 1 | 0 | 347 | 1 | 0 | 9 | 0 | 10 | 1 | 329 | 1 | 0 | 331 | 691 |
| % App. Total | 33.3 | 0 | 66.7 | 0 | | 1.7 | 98 | 0.3 | 0 | | 10 | 0 | 90 | 0 | | 0.3 | 99.4 | 0.3 | 0 | | |
| PHF | .250 | .000 | .500 | .000 | .375 | .375 | .885 | .250 | .000 | .894 | .250 | .000 | .450 | .000 | .417 | .250 | .894 | .250 | .000 | .890 | .900 |



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Page No : 4

| Start Time | 392nd Southbound | | | | | TH-95 Westbound | | | | | 392nd Northbound | | | | | TH-95 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 12:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 5 | 134 | 3 | 0 | 142 | 0 | 0 | 2 | 0 | 2 | 0 | 67 | 0 | 0 | 67 | 211 |
| 16:45 | 1 | 0 | 3 | 0 | 4 | 2 | 130 | 2 | 0 | 134 | 0 | 0 | 5 | 0 | 5 | 0 | 107 | 0 | 0 | 107 | 250 |
| 17:00 | 0 | 0 | 1 | 0 | 1 | 3 | 131 | 1 | 0 | 135 | 0 | 0 | 3 | 0 | 3 | 0 | 107 | 2 | 0 | 109 | 248 |
| 17:15 | 0 | 0 | 1 | 0 | 1 | 4 | 154 | 1 | 0 | 159 | 0 | 0 | 6 | 0 | 6 | 0 | 91 | 0 | 0 | 91 | 257 |
| Total Volume | 1 | 0 | 5 | 0 | 6 | 14 | 549 | 7 | 0 | 570 | 0 | 0 | 16 | 0 | 16 | 0 | 372 | 2 | 0 | 374 | 966 |
| % App. Total | 16.7 | 0 | 83.3 | 0 | | 2.5 | 96.3 | 1.2 | 0 | | 0 | 0 | 100 | 0 | | 0 | 99.5 | 0.5 | 0 | | |
| PHF | .250 | .000 | .417 | .000 | .375 | .700 | .891 | .583 | .000 | .896 | .000 | .000 | .667 | .000 | .667 | .000 | .869 | .250 | .000 | .858 | .940 |

