

Alliant Engineering

Minneapolis, MN 55415

--TRAFFIC DATA --

TH-61 at 10th Street HASTINGS
 Ref.Pt.: 116.921
 data by Alliant Engineering
 TURN MOVEMENT COUNT

File Name : 109 - TH61 & 10th Street
 Site Code : 109
 Start Date : 2/12/2014
 Page No : 1

Groups Printed- Cars

| Start Time | TH 61 Southbound | | | | | 10th Street Westbound | | | | | TH 61 Northbound | | | | | 10th Street Eastbound | | | | | Int. Total |
|-----------------|------------------|------|------|-------|------|-----------------------|------|------|-------|------|------------------|------|------|-------|------|-----------------------|------|------|-------|------|------------|
| | UTrn | Left | Thru | Right | Peds | UTrn | Left | Thru | Right | Peds | UTrn | Left | Thru | Right | Peds | UTrn | Left | Thru | Right | Peds | |
| 06:00 | 0 | 21 | 86 | 1 | 0 | 0 | 7 | 3 | 13 | 0 | 0 | 0 | 141 | 5 | 0 | 0 | 3 | 1 | 0 | 0 | 281 |
| 06:15 | 0 | 22 | 147 | 1 | 0 | 0 | 14 | 3 | 15 | 0 | 0 | 1 | 173 | 9 | 0 | 0 | 4 | 2 | 0 | 0 | 391 |
| 06:30 | 0 | 19 | 136 | 3 | 0 | 0 | 13 | 4 | 11 | 0 | 0 | 0 | 161 | 10 | 0 | 0 | 10 | 1 | 0 | 0 | 368 |
| 06:45 | 0 | 26 | 178 | 3 | 0 | 0 | 14 | 9 | 12 | 0 | 0 | 2 | 169 | 17 | 0 | 0 | 5 | 4 | 2 | 0 | 441 |
| Total | 0 | 88 | 547 | 8 | 0 | 0 | 48 | 19 | 51 | 0 | 0 | 3 | 644 | 41 | 0 | 0 | 22 | 8 | 2 | 0 | 1481 |
| 07:00 | 0 | 24 | 162 | 5 | 0 | 0 | 10 | 4 | 8 | 0 | 0 | 1 | 169 | 8 | 0 | 0 | 10 | 2 | 0 | 0 | 403 |
| 07:15 | 0 | 27 | 186 | 5 | 0 | 0 | 15 | 18 | 19 | 0 | 0 | 3 | 175 | 11 | 0 | 0 | 9 | 3 | 0 | 0 | 471 |
| 07:30 | 0 | 39 | 195 | 3 | 0 | 0 | 19 | 19 | 14 | 0 | 0 | 1 | 220 | 16 | 0 | 0 | 5 | 4 | 0 | 0 | 535 |
| 07:45 | 0 | 20 | 170 | 0 | 0 | 0 | 39 | 11 | 13 | 0 | 0 | 1 | 195 | 23 | 0 | 1 | 9 | 7 | 0 | 0 | 489 |
| Total | 0 | 110 | 713 | 13 | 0 | 0 | 83 | 52 | 54 | 0 | 0 | 6 | 759 | 58 | 0 | 1 | 33 | 16 | 0 | 0 | 1898 |
| 08:00 | 0 | 25 | 137 | 1 | 0 | 0 | 14 | 6 | 10 | 0 | 0 | 0 | 161 | 14 | 0 | 0 | 1 | 2 | 0 | 0 | 371 |
| 08:15 | 0 | 27 | 164 | 2 | 0 | 0 | 12 | 11 | 13 | 0 | 0 | 0 | 133 | 9 | 0 | 0 | 5 | 3 | 0 | 0 | 379 |
| 08:30 | 0 | 20 | 133 | 1 | 0 | 0 | 29 | 23 | 13 | 0 | 0 | 1 | 120 | 5 | 0 | 0 | 2 | 0 | 1 | 0 | 348 |
| 08:45 | 0 | 9 | 125 | 1 | 0 | 0 | 12 | 14 | 13 | 0 | 0 | 1 | 122 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 307 |
| Total | 0 | 81 | 559 | 5 | 0 | 0 | 67 | 54 | 49 | 0 | 0 | 2 | 536 | 37 | 0 | 0 | 8 | 6 | 1 | 0 | 1405 |
| 09:00 | 0 | 22 | 119 | 1 | 0 | 0 | 4 | 7 | 14 | 0 | 0 | 1 | 124 | 6 | 0 | 0 | 0 | 1 | 1 | 0 | 300 |
| 09:15 | 0 | 15 | 113 | 0 | 0 | 0 | 7 | 1 | 6 | 0 | 0 | 1 | 93 | 7 | 0 | 0 | 1 | 3 | 1 | 0 | 248 |
| *****BREAK***** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 37 | 232 | 1 | 0 | 0 | 11 | 8 | 20 | 0 | 0 | 2 | 217 | 13 | 0 | 0 | 1 | 4 | 2 | 0 | 548 |
| *****BREAK***** | | | | | | | | | | | | | | | | | | | | | |
| 10:30 | 0 | 24 | 114 | 1 | 0 | 0 | 13 | 4 | 10 | 0 | 0 | 0 | 109 | 14 | 0 | 0 | 0 | 4 | 0 | 0 | 293 |
| 10:45 | 0 | 25 | 109 | 4 | 0 | 0 | 1 | 3 | 9 | 0 | 0 | 2 | 123 | 11 | 0 | 0 | 1 | 3 | 0 | 0 | 291 |
| Total | 0 | 49 | 223 | 5 | 0 | 0 | 14 | 7 | 19 | 0 | 0 | 2 | 232 | 25 | 0 | 0 | 1 | 7 | 0 | 0 | 584 |
| 11:00 | 0 | 14 | 133 | 1 | 0 | 0 | 12 | 12 | 18 | 0 | 0 | 0 | 128 | 12 | 0 | 0 | 3 | 7 | 0 | 0 | 340 |
| 11:15 | 0 | 13 | 115 | 2 | 0 | 0 | 9 | 16 | 10 | 0 | 0 | 0 | 103 | 13 | 0 | 0 | 2 | 3 | 1 | 0 | 287 |
| 11:30 | 0 | 19 | 138 | 5 | 0 | 0 | 14 | 9 | 9 | 0 | 0 | 2 | 121 | 15 | 0 | 0 | 3 | 3 | 1 | 0 | 339 |
| 11:45 | 0 | 23 | 134 | 1 | 0 | 0 | 19 | 13 | 21 | 0 | 0 | 0 | 141 | 12 | 0 | 0 | 1 | 6 | 0 | 0 | 371 |
| Total | 0 | 69 | 520 | 9 | 0 | 0 | 54 | 50 | 58 | 0 | 0 | 2 | 493 | 52 | 0 | 0 | 9 | 19 | 2 | 0 | 1337 |
| 12:00 | 0 | 31 | 111 | 4 | 0 | 0 | 35 | 15 | 25 | 0 | 0 | 1 | 148 | 17 | 0 | 0 | 3 | 4 | 0 | 0 | 394 |
| 12:15 | 0 | 23 | 123 | 2 | 0 | 0 | 15 | 8 | 15 | 0 | 0 | 1 | 136 | 16 | 0 | 0 | 1 | 3 | 0 | 0 | 343 |
| 12:30 | 0 | 25 | 134 | 2 | 0 | 0 | 16 | 10 | 9 | 0 | 0 | 1 | 126 | 9 | 0 | 0 | 4 | 8 | 2 | 0 | 346 |
| 12:45 | 0 | 25 | 104 | 2 | 0 | 0 | 11 | 9 | 24 | 0 | 0 | 1 | 142 | 22 | 0 | 0 | 3 | 8 | 1 | 0 | 352 |
| Total | 0 | 104 | 472 | 10 | 0 | 0 | 77 | 42 | 73 | 0 | 0 | 4 | 552 | 64 | 0 | 0 | 11 | 23 | 3 | 0 | 1435 |
| 13:00 | 0 | 19 | 131 | 3 | 0 | 0 | 5 | 10 | 17 | 0 | 0 | 0 | 139 | 13 | 0 | 0 | 4 | 5 | 2 | 0 | 348 |
| 13:15 | 0 | 18 | 140 | 5 | 0 | 0 | 17 | 3 | 17 | 0 | 0 | 0 | 126 | 15 | 0 | 0 | 1 | 4 | 0 | 0 | 346 |
| *****BREAK***** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 37 | 271 | 8 | 0 | 0 | 22 | 13 | 34 | 0 | 0 | 0 | 265 | 28 | 0 | 0 | 5 | 9 | 2 | 0 | 694 |
| *****BREAK***** | | | | | | | | | | | | | | | | | | | | | |
| 14:30 | 0 | 32 | 175 | 2 | 0 | 0 | 21 | 22 | 38 | 0 | 0 | 1 | 186 | 13 | 0 | 0 | 2 | 7 | 0 | 0 | 499 |
| 14:45 | 0 | 24 | 178 | 1 | 0 | 0 | 16 | 11 | 23 | 0 | 0 | 1 | 156 | 28 | 0 | 0 | 9 | 5 | 0 | 0 | 452 |
| Total | 0 | 56 | 353 | 3 | 0 | 0 | 37 | 33 | 61 | 0 | 0 | 2 | 342 | 41 | 0 | 0 | 11 | 12 | 0 | 0 | 951 |
| 15:00 | 0 | 38 | 168 | 3 | 0 | 0 | 18 | 17 | 45 | 0 | 0 | 1 | 207 | 13 | 0 | 0 | 2 | 6 | 0 | 0 | 518 |
| 15:15 | 0 | 29 | 192 | 2 | 0 | 0 | 14 | 13 | 27 | 0 | 0 | 2 | 188 | 17 | 1 | 0 | 4 | 7 | 1 | 0 | 497 |
| 15:30 | 0 | 23 | 203 | 3 | 0 | 0 | 37 | 21 | 44 | 0 | 0 | 1 | 192 | 18 | 0 | 0 | 8 | 9 | 0 | 0 | 559 |
| 15:45 | 0 | 26 | 237 | 4 | 0 | 0 | 19 | 14 | 34 | 0 | 0 | 1 | 200 | 15 | 0 | 0 | 6 | 3 | 0 | 0 | 559 |
| Total | 0 | 116 | 800 | 12 | 0 | 0 | 88 | 65 | 150 | 0 | 0 | 5 | 787 | 63 | 1 | 0 | 20 | 25 | 1 | 0 | 2133 |
| 16:00 | 0 | 33 | 216 | 1 | 0 | 0 | 25 | 20 | 46 | 0 | 0 | 0 | 165 | 16 | 0 | 0 | 12 | 3 | 0 | 0 | 537 |
| 16:15 | 0 | 42 | 251 | 4 | 0 | 0 | 18 | 19 | 46 | 0 | 0 | 0 | 193 | 15 | 0 | 0 | 3 | 3 | 1 | 0 | 595 |
| 16:30 | 0 | 36 | 232 | 5 | 0 | 0 | 29 | 14 | 40 | 0 | 0 | 1 | 227 | 15 | 0 | 0 | 1 | 10 | 0 | 0 | 610 |
| 16:45 | 0 | 45 | 241 | 3 | 0 | 0 | 20 | 15 | 37 | 0 | 0 | 2 | 234 | 21 | 0 | 0 | 8 | 9 | 0 | 0 | 635 |
| Total | 0 | 156 | 940 | 13 | 0 | 0 | 92 | 68 | 169 | 0 | 0 | 3 | 819 | 67 | 0 | 0 | 24 | 25 | 1 | 0 | 2377 |

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File Name : 109 - TH61 & 10th Street
 Site Code : 109
 Start Date : 2/12/2014
 Page No : 2

Groups Printed- Cars

| Start Time | TH 61 Southbound | | | | | 10th Street Westbound | | | | | TH 61 Northbound | | | | | 10th Street Eastbound | | | | | Int. Total |
|-------------|------------------|------|------|-------|------|-----------------------|------|------|-------|------|------------------|------|------|-------|------|-----------------------|------|------|-------|------|------------|
| | UTrn | Left | Thru | Right | Peds | UTrn | Left | Thru | Right | Peds | UTrn | Left | Thru | Right | Peds | UTrn | Left | Thru | Right | Peds | |
| 17:00 | 0 | 41 | 245 | 7 | 0 | 0 | 24 | 11 | 41 | 0 | 0 | 4 | 225 | 17 | 0 | 0 | 13 | 14 | 2 | 0 | 644 |
| 17:15 | 0 | 34 | 243 | 4 | 0 | 0 | 19 | 9 | 33 | 0 | 0 | 2 | 204 | 15 | 0 | 3 | 9 | 5 | 1 | 0 | 581 |
| 17:30 | 0 | 37 | 207 | 3 | 0 | 0 | 33 | 11 | 33 | 0 | 0 | 1 | 181 | 23 | 0 | 0 | 13 | 8 | 4 | 0 | 554 |
| 17:45 | 0 | 36 | 207 | 5 | 0 | 0 | 16 | 10 | 20 | 0 | 0 | 4 | 204 | 8 | 0 | 0 | 4 | 6 | 0 | 0 | 520 |
| Total | 0 | 148 | 902 | 19 | 0 | 0 | 92 | 41 | 127 | 0 | 0 | 11 | 814 | 63 | 0 | 3 | 39 | 33 | 7 | 0 | 2299 |
| Grand Total | 0 | 1051 | 6532 | 106 | 0 | 0 | 685 | 452 | 865 | 0 | 0 | 42 | 6460 | 552 | 1 | 4 | 184 | 187 | 21 | 0 | 17142 |
| Apprch % | 0 | 13.7 | 85 | 1.4 | 0 | 0 | 34.2 | 22.6 | 43.2 | 0 | 0 | 0.6 | 91.6 | 7.8 | 0 | 1 | 46.5 | 47.2 | 5.3 | 0 | |
| Total % | 0 | 6.1 | 38.1 | 0.6 | 0 | 0 | 4 | 2.6 | 5 | 0 | 0 | 0.2 | 37.7 | 3.2 | 0 | 0 | 1.1 | 1.1 | 0.1 | 0 | |

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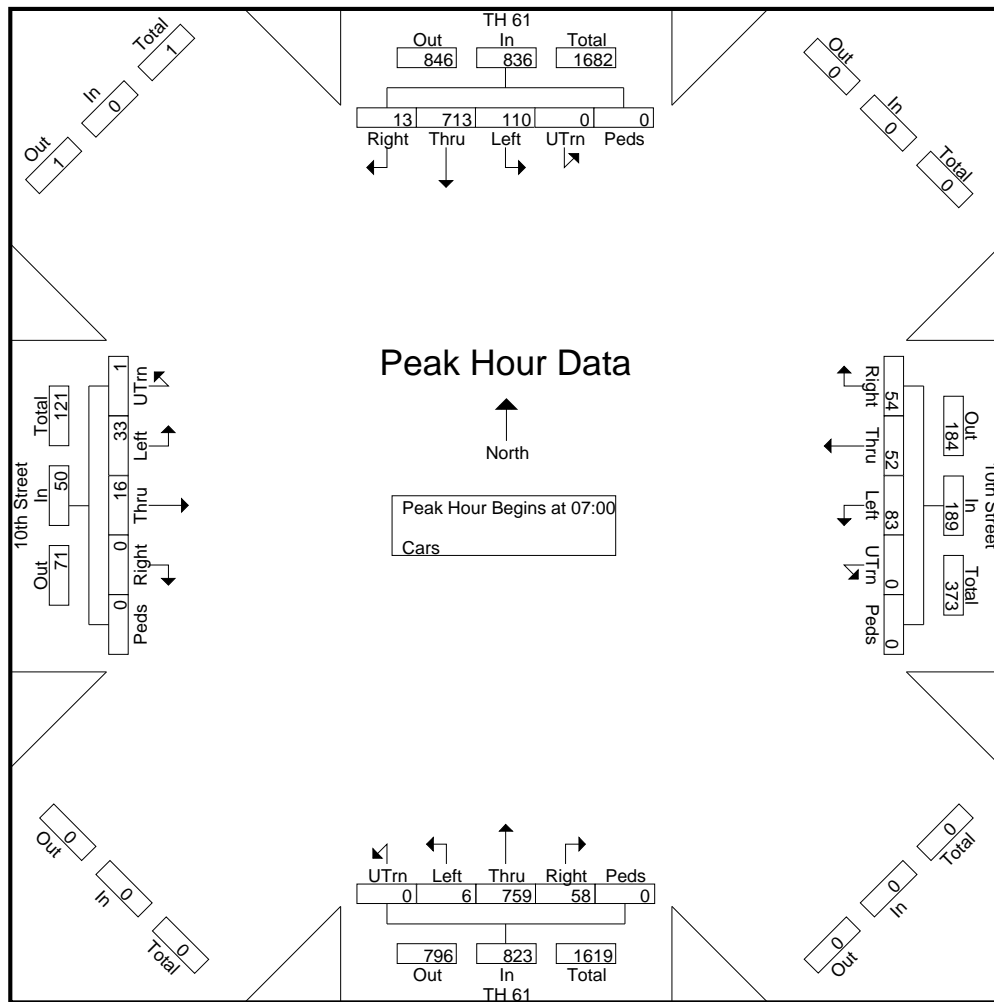
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File Name : 109 - TH61 & 10th Street
 Site Code : 109
 Start Date : 2/12/2014
 Page No : 3

| Start Time | TH 61 Southbound | | | | | | 10th Street Westbound | | | | | | TH 61 Northbound | | | | | | 10th Street Eastbound | | | | | | Int. Total |
|--------------|------------------|------|------|-------|------|------------|-----------------------|------|------|-------|------|------------|------------------|------|------|-------|------|------------|-----------------------|------|------|-------|------|------------|------------|
| | UTrn | Left | Thru | Right | Peds | App. Total | UTrn | Left | Thru | Right | Peds | App. Total | UTrn | Left | Thru | Right | Peds | App. Total | UTrn | Left | Thru | Right | Peds | App. Total | |
| 07:00 | 0 | 24 | 16 | 5 | 0 | 191 | 0 | 10 | 4 | 8 | 0 | 22 | 0 | 1 | 16 | 8 | 0 | 178 | 0 | 10 | 2 | 0 | 0 | 12 | 403 |
| 07:15 | 0 | 27 | 18 | 5 | 0 | 218 | 0 | 15 | 18 | 19 | 0 | 52 | 0 | 3 | 17 | 11 | 0 | 189 | 0 | 9 | 3 | 0 | 0 | 12 | 471 |
| 07:30 | 0 | 39 | 195 | 3 | 0 | 237 | 0 | 19 | 19 | 14 | 0 | 52 | 0 | 1 | 220 | 16 | 0 | 237 | 0 | 5 | 4 | 0 | 0 | 9 | 535 |
| 07:45 | 0 | 20 | 170 | 0 | 0 | 190 | 0 | 39 | 11 | 13 | 0 | 63 | 0 | 1 | 195 | 23 | 0 | 219 | 1 | 9 | 7 | 0 | 0 | 17 | 489 |
| Total Volume | 0 | 110 | 713 | 13 | 0 | 836 | 0 | 83 | 52 | 54 | 0 | 189 | 0 | 6 | 759 | 58 | 0 | 823 | 1 | 33 | 16 | 0 | 0 | 50 | 1898 |
| % App. Total | 0 | 13.2 | 85.3 | 1.6 | 0 | | 0 | 43.9 | 27.5 | 28.6 | 0 | | 0 | 0.7 | 92.2 | 7 | 0 | | 2 | 66 | 32 | 0 | 0 | | |
| PHF | .000 | .705 | .914 | .650 | .000 | .882 | .000 | .532 | .684 | .711 | .000 | .750 | .000 | .500 | .863 | .630 | .000 | .868 | .250 | .825 | .571 | .000 | .000 | .735 | .887 |

Peak Hour Analysis From 06:00 to 11:45 - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 07:00



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| Start Time | TH 61 Southbound | | | | | | 10th Street Westbound | | | | | | TH 61 Northbound | | | | | | 10th Street Eastbound | | | | | | Int. Total |
|--------------|------------------|------|------|-------|------|------------|-----------------------|------|------|-------|------|------------|------------------|------|------|-------|------|------------|-----------------------|------|------|-------|------|------------|------------|
| | UTrn | Left | Thru | Right | Peds | App. Total | UTrn | Left | Thru | Right | Peds | App. Total | UTrn | Left | Thru | Right | Peds | App. Total | UTrn | Left | Thru | Right | Peds | App. Total | |
| 16:15 | 0 | 42 | 251 | 4 | 0 | 297 | 0 | 18 | 19 | 46 | 0 | 83 | 0 | 0 | 193 | 15 | 0 | 208 | 0 | 3 | 3 | 1 | 0 | 7 | 595 |
| 16:30 | 0 | 36 | 232 | 5 | 0 | 273 | 0 | 29 | 14 | 40 | 0 | 83 | 0 | 1 | 227 | 15 | 0 | 243 | 0 | 1 | 10 | 0 | 0 | 11 | 610 |
| 16:45 | 0 | 45 | 241 | 3 | 0 | 289 | 0 | 20 | 15 | 37 | 0 | 72 | 0 | 2 | 234 | 21 | 0 | 257 | 0 | 8 | 9 | 0 | 0 | 17 | 635 |
| 17:00 | 0 | 41 | 245 | 7 | 0 | 293 | 0 | 24 | 11 | 41 | 0 | 76 | 0 | 4 | 225 | 17 | 0 | 246 | 0 | 13 | 14 | 2 | 0 | 29 | 644 |
| Total Volume | 0 | 164 | 969 | 19 | 0 | 1152 | 0 | 91 | 59 | 164 | 0 | 314 | 0 | 7 | 879 | 68 | 0 | 954 | 0 | 25 | 36 | 3 | 0 | 64 | 2484 |
| % App. Total | 0 | 14.2 | 84.1 | 1.6 | 0 | | 0 | 29 | 18.8 | 52.2 | 0 | | 0 | 0.7 | 92.1 | 7.1 | 0 | | 0 | 39.1 | 56.2 | 4.7 | 0 | | |
| PHF | .000 | .911 | .965 | .679 | .000 | .970 | .000 | .784 | .776 | .891 | .000 | .946 | .000 | .438 | .939 | .810 | .000 | .928 | .000 | .481 | .643 | .375 | .000 | .552 | .964 |

