

Alliant Engineering Inc Minneapolis, MN 55415

TH-55 at Theodore Wirth Pkwy
Ref.Pt.: 187.664
Alliant Engineering Inc
TURN MOVEMENT COUNT

File Name : 68_TH 55 at Wirth Pkwy_011811
Site Code : 00000068
Start Date : 1/18/2011
Page No : 1

Groups Printed- Unshifted - Bank 1

| Start Time | Theodore Wirth Pkwy Southbound | | | | TH-55 Westbound | | | | Theodore Wirth Pkwy Northbound | | | | TH-55 Eastbound | | | | Int. Total |
|---------------|--------------------------------|------|-------|------|-----------------|------|-------|------|--------------------------------|------|-------|------|-----------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 06:00 | 6 | 3 | 3 | 0 | 0 | 49 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 63 | 6 | 0 | 133 |
| 06:15 | 5 | 7 | 3 | 0 | 0 | 67 | 2 | 0 | 0 | 5 | 1 | 0 | 6 | 122 | 2 | 0 | 220 |
| 06:30 | 10 | 5 | 7 | 0 | 1 | 99 | 4 | 0 | 0 | 4 | 1 | 0 | 2 | 167 | 7 | 0 | 307 |
| 06:45 | 11 | 9 | 13 | 0 | 1 | 91 | 2 | 0 | 1 | 3 | 2 | 0 | 7 | 223 | 5 | 0 | 368 |
| Total | 32 | 24 | 26 | 0 | 2 | 306 | 8 | 0 | 1 | 14 | 4 | 0 | 16 | 575 | 20 | 0 | 1028 |
| 07:00 | 9 | 11 | 5 | 0 | 0 | 99 | 4 | 0 | 7 | 3 | 1 | 0 | 3 | 337 | 5 | 0 | 484 |
| 07:15 | 16 | 13 | 19 | 0 | 2 | 120 | 6 | 0 | 6 | 10 | 2 | 0 | 6 | 435 | 7 | 0 | 642 |
| 07:30 | 12 | 25 | 23 | 0 | 5 | 164 | 0 | 1 | 10 | 11 | 6 | 0 | 2 | 448 | 18 | 0 | 725 |
| 07:45 | 7 | 29 | 17 | 0 | 0 | 201 | 3 | 0 | 11 | 13 | 4 | 0 | 4 | 483 | 8 | 0 | 780 |
| Total | 44 | 78 | 64 | 0 | 7 | 584 | 13 | 1 | 34 | 37 | 13 | 0 | 15 | 1703 | 38 | 0 | 2631 |
| 08:00 | 12 | 35 | 27 | 1 | 2 | 175 | 5 | 0 | 10 | 11 | 7 | 0 | 5 | 488 | 7 | 0 | 785 |
| 08:15 | 14 | 29 | 17 | 1 | 2 | 171 | 6 | 0 | 8 | 19 | 3 | 0 | 10 | 425 | 13 | 1 | 719 |
| 08:30 | 5 | 15 | 4 | 1 | 0 | 89 | 0 | 0 | 8 | 5 | 2 | 0 | 5 | 292 | 8 | 0 | 434 |
| 08:45 | 9 | 17 | 15 | 0 | 3 | 111 | 4 | 0 | 9 | 13 | 3 | 0 | 10 | 313 | 2 | 1 | 510 |
| Total | 40 | 96 | 63 | 3 | 7 | 546 | 15 | 0 | 35 | 48 | 15 | 0 | 30 | 1518 | 30 | 2 | 2448 |
| 09:00 | 2 | 13 | 7 | 0 | 2 | 98 | 0 | 0 | 3 | 7 | 3 | 0 | 4 | 211 | 1 | 1 | 352 |
| 09:15 | 7 | 6 | 9 | 0 | 0 | 103 | 5 | 0 | 3 | 4 | 2 | 0 | 6 | 204 | 5 | 0 | 354 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| Total | 9 | 19 | 16 | 0 | 2 | 201 | 5 | 0 | 6 | 11 | 5 | 0 | 10 | 415 | 6 | 1 | 706 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 10:30 | 1 | 7 | 14 | 0 | 1 | 70 | 0 | 0 | 3 | 5 | 0 | 0 | 5 | 102 | 5 | 0 | 213 |
| 10:45 | 6 | 9 | 7 | 0 | 0 | 88 | 2 | 0 | 3 | 7 | 1 | 0 | 2 | 101 | 2 | 0 | 228 |
| Total | 7 | 16 | 21 | 0 | 1 | 158 | 2 | 0 | 6 | 12 | 1 | 0 | 7 | 203 | 7 | 0 | 441 |
| 11:00 | 3 | 7 | 8 | 0 | 0 | 74 | 2 | 0 | 6 | 9 | 3 | 0 | 7 | 102 | 7 | 0 | 228 |
| 11:15 | 1 | 8 | 7 | 0 | 1 | 82 | 5 | 0 | 4 | 7 | 1 | 0 | 4 | 76 | 1 | 0 | 197 |
| 11:30 | 2 | 11 | 8 | 0 | 0 | 76 | 0 | 0 | 5 | 9 | 2 | 0 | 7 | 117 | 3 | 0 | 240 |
| 11:45 | 2 | 3 | 10 | 0 | 2 | 65 | 2 | 0 | 4 | 4 | 1 | 0 | 7 | 110 | 1 | 0 | 211 |
| Total | 8 | 29 | 33 | 0 | 3 | 297 | 9 | 0 | 19 | 29 | 7 | 0 | 25 | 405 | 12 | 0 | 876 |
| 12:00 | 8 | 2 | 9 | 0 | 0 | 95 | 1 | 0 | 5 | 7 | 4 | 0 | 8 | 116 | 3 | 0 | 258 |
| 12:15 | 2 | 6 | 16 | 0 | 5 | 92 | 1 | 0 | 1 | 9 | 4 | 0 | 5 | 97 | 3 | 0 | 241 |
| 12:30 | 3 | 5 | 12 | 0 | 1 | 102 | 2 | 0 | 4 | 5 | 2 | 0 | 7 | 118 | 2 | 0 | 263 |
| 12:45 | 4 | 14 | 9 | 0 | 1 | 77 | 2 | 0 | 5 | 8 | 4 | 0 | 7 | 123 | 1 | 0 | 255 |
| Total | 17 | 27 | 46 | 0 | 7 | 366 | 6 | 0 | 15 | 29 | 14 | 0 | 27 | 454 | 9 | 0 | 1017 |
| 13:00 | 3 | 9 | 12 | 0 | 0 | 91 | 1 | 0 | 6 | 10 | 2 | 0 | 9 | 106 | 3 | 0 | 252 |
| 13:15 | 3 | 11 | 7 | 0 | 5 | 74 | 2 | 0 | 2 | 9 | 2 | 0 | 2 | 94 | 3 | 0 | 214 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| Total | 6 | 20 | 19 | 0 | 5 | 165 | 3 | 0 | 8 | 19 | 4 | 0 | 11 | 200 | 6 | 0 | 466 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 14:30 | 2 | 9 | 5 | 0 | 0 | 86 | 4 | 0 | 2 | 7 | 3 | 1 | 4 | 100 | 0 | 0 | 223 |
| 14:45 | 3 | 10 | 12 | 0 | 1 | 142 | 5 | 0 | 8 | 15 | 3 | 0 | 11 | 150 | 5 | 0 | 365 |
| Total | 5 | 19 | 17 | 0 | 1 | 228 | 9 | 0 | 10 | 22 | 6 | 1 | 15 | 250 | 5 | 0 | 588 |
| 15:00 | 9 | 13 | 10 | 0 | 4 | 125 | 4 | 0 | 4 | 11 | 1 | 0 | 9 | 174 | 3 | 0 | 367 |
| 15:15 | 5 | 9 | 13 | 0 | 1 | 150 | 9 | 0 | 5 | 9 | 2 | 0 | 20 | 222 | 9 | 0 | 454 |
| 15:30 | 2 | 7 | 8 | 0 | 2 | 166 | 7 | 0 | 6 | 12 | 4 | 0 | 18 | 220 | 9 | 1 | 462 |
| 15:45 | 3 | 8 | 13 | 0 | 2 | 185 | 5 | 0 | 10 | 30 | 6 | 0 | 18 | 318 | 5 | 0 | 603 |
| Total | 19 | 37 | 44 | 0 | 9 | 626 | 25 | 0 | 25 | 62 | 13 | 0 | 65 | 934 | 26 | 1 | 1886 |

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 Start Date : 1/18/2011
 Page No : 2

Groups Printed- Unshifted - Bank 1

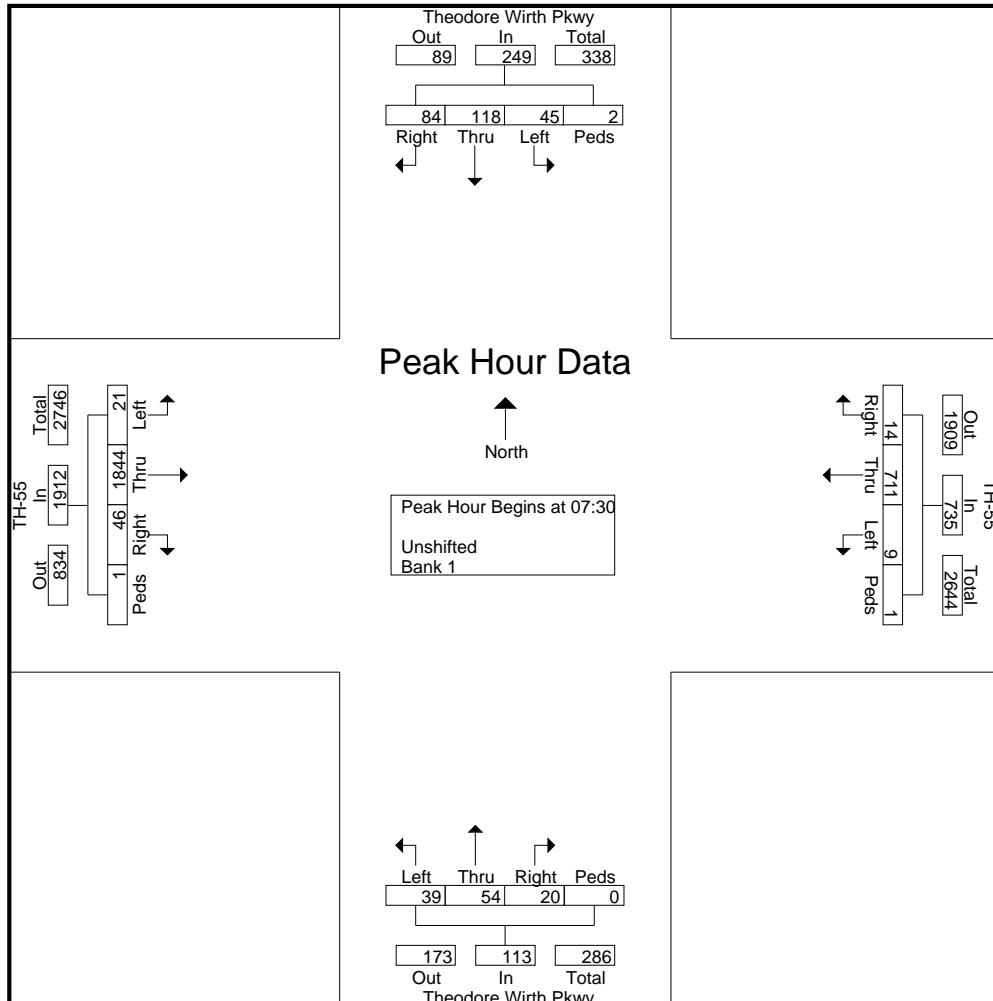
| Start Time | Theodore Wirth Pkwy Southbound | | | | TH-55 Westbound | | | | Theodore Wirth Pkwy Northbound | | | | TH-55 Eastbound | | | | Int. Total |
|-------------|--------------------------------|------|-------|------|-----------------|------|-------|------|--------------------------------|------|-------|------|-----------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 16:00 | 9 | 9 | 7 | 0 | 10 | 182 | 7 | 1 | 7 | 18 | 4 | 0 | 17 | 224 | 6 | 0 | 501 |
| 16:15 | 7 | 7 | 7 | 0 | 6 | 217 | 5 | 0 | 4 | 20 | 3 | 0 | 17 | 290 | 3 | 1 | 587 |
| 16:30 | 9 | 14 | 4 | 0 | 4 | 212 | 6 | 0 | 9 | 28 | 5 | 0 | 17 | 221 | 12 | 0 | 541 |
| 16:45 | 7 | 16 | 16 | 0 | 4 | 276 | 15 | 2 | 12 | 30 | 2 | 0 | 22 | 334 | 10 | 1 | 747 |
| Total | 32 | 46 | 34 | 0 | 24 | 887 | 33 | 3 | 32 | 96 | 14 | 0 | 73 | 1069 | 31 | 2 | 2376 |
| 17:00 | 6 | 29 | 17 | 1 | 2 | 312 | 8 | 0 | 13 | 30 | 8 | 0 | 21 | 324 | 14 | 0 | 785 |
| 17:15 | 9 | 19 | 20 | 0 | 1 | 343 | 10 | 0 | 8 | 31 | 8 | 0 | 25 | 379 | 26 | 0 | 879 |
| 17:30 | 4 | 20 | 15 | 2 | 7 | 342 | 13 | 0 | 10 | 30 | 4 | 0 | 20 | 321 | 21 | 0 | 809 |
| 17:45 | 4 | 5 | 4 | 0 | 4 | 289 | 12 | 0 | 10 | 22 | 7 | 0 | 17 | 264 | 13 | 1 | 652 |
| Total | 23 | 73 | 56 | 3 | 14 | 1286 | 43 | 0 | 41 | 113 | 27 | 0 | 83 | 1288 | 74 | 1 | 3125 |
| Grand Total | 242 | 484 | 439 | 6 | 82 | 5650 | 171 | 4 | 232 | 492 | 123 | 1 | 377 | 9014 | 264 | 7 | 17588 |
| Apprch % | 20.7 | 41.3 | 37.5 | 0.5 | 1.4 | 95.6 | 2.9 | 0.1 | 27.4 | 58 | 14.5 | 0.1 | 3.9 | 93.3 | 2.7 | 0.1 | |
| Total % | 1.4 | 2.8 | 2.5 | 0 | 0.5 | 32.1 | 1 | 0 | 1.3 | 2.8 | 0.7 | 0 | 2.1 | 51.3 | 1.5 | 0 | |
| Unshifted | 241 | 479 | 430 | 6 | 81 | 5466 | 169 | 4 | 230 | 484 | 121 | 1 | 370 | 8761 | 259 | 7 | 17109 |
| % Unshifted | 99.6 | 99 | 97.9 | 100 | 98.8 | 96.7 | 98.8 | 100 | 99.1 | 98.4 | 98.4 | 100 | 98.1 | 97.2 | 98.1 | 100 | 97.3 |
| Bank 1 | 1 | 5 | 9 | 0 | 1 | 184 | 2 | 0 | 2 | 8 | 2 | 0 | 7 | 253 | 5 | 0 | 479 |
| % Bank 1 | 0.4 | 1 | 2.1 | 0 | 1.2 | 3.3 | 1.2 | 0 | 0.9 | 1.6 | 1.6 | 0 | 1.9 | 2.8 | 1.9 | 0 | 2.7 |

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| Start Time | Theodore Wirth Pkwy Southbound | | | | | TH-55 Westbound | | | | | Theodore Wirth Pkwy Northbound | | | | | TH-55 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 09:15 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 | | | | | | | | | | | | | | | | | | | | | |
| 07:30 | 12 | 25 | 23 | 0 | 60 | 5 | 164 | 0 | 1 | 170 | 10 | 11 | 6 | 0 | 27 | 2 | 448 | 18 | 0 | 468 | 725 |
| 07:45 | 7 | 29 | 17 | 0 | 53 | 0 | 201 | 3 | 0 | 204 | 11 | 13 | 4 | 0 | 28 | 4 | 483 | 8 | 0 | 495 | 780 |
| 08:00 | 12 | 35 | 27 | 1 | 75 | 2 | 175 | 5 | 0 | 182 | 10 | 11 | 7 | 0 | 28 | 5 | 488 | 7 | 0 | 500 | 785 |
| 08:15 | 14 | 29 | 17 | 1 | 61 | 2 | 171 | 6 | 0 | 179 | 8 | 19 | 3 | 0 | 30 | 10 | 425 | 13 | 1 | 449 | 719 |
| Total Volume | 45 | 118 | 84 | 2 | 249 | 9 | 711 | 14 | 1 | 735 | 39 | 54 | 20 | 0 | 113 | 21 | 1844 | 46 | 1 | 1912 | 3009 |
| % App. Total | 18.1 | 47.4 | 33.7 | 0.8 | | 1.2 | 96.7 | 1.9 | 0.1 | | 34.5 | 47.8 | 17.7 | 0 | | 1.1 | 96.4 | 2.4 | 0.1 | | |
| PHF | .804 | .843 | .778 | .500 | .830 | .450 | .884 | .583 | .250 | .901 | .886 | .711 | .714 | .000 | .942 | .525 | .945 | .639 | .250 | .956 | .958 |



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| Start Time | Theodore Wirth Pkwy Southbound | | | | | TH-55 Westbound | | | | | Theodore Wirth Pkwy Northbound | | | | | TH-55 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 14:30 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | | | | | |
| 16:45 | 7 | 16 | 16 | 0 | 39 | 4 | 276 | 15 | 2 | 297 | 12 | 30 | 2 | 0 | 44 | 22 | 334 | 10 | 1 | 367 | 747 |
| 17:00 | 6 | 29 | 17 | 1 | 53 | 2 | 312 | 8 | 0 | 322 | 13 | 30 | 8 | 0 | 51 | 21 | 324 | 14 | 0 | 359 | 785 |
| 17:15 | 9 | 19 | 20 | 0 | 48 | 1 | 343 | 10 | 0 | 354 | 8 | 31 | 8 | 0 | 47 | 25 | 379 | 26 | 0 | 430 | 879 |
| 17:30 | 4 | 20 | 15 | 2 | 41 | 7 | 342 | 13 | 0 | 362 | 10 | 30 | 4 | 0 | 44 | 20 | 321 | 21 | 0 | 362 | 809 |
| Total Volume | 26 | 84 | 68 | 3 | 181 | 14 | 1273 | 46 | 2 | 1335 | 43 | 121 | 22 | 0 | 186 | 88 | 1358 | 71 | 1 | 1518 | 3220 |
| % App. Total | 14.4 | 46.4 | 37.6 | 1.7 | | 1 | 95.4 | 3.4 | 0.1 | | 23.1 | 65.1 | 11.8 | 0 | | 5.8 | 89.5 | 4.7 | 0.1 | | |
| PHF | .722 | .724 | .850 | .375 | .854 | .500 | .928 | .767 | .250 | .922 | .827 | .976 | .688 | .000 | .912 | .880 | .896 | .683 | .250 | .883 | .916 |

