

SRF Consulting

TH-212 at CSAH-101, SOUTH RAMPS
 Ref.Pt.: 151.615
 SRF Consulting Group/MnDOT
 TURN MOVEMENT COUNT

File Name : CR 101 and TH 212 South Ramps
 Site Code :
 Start Date : 3/5/2015
 Page No : 1

Groups Printed- Cars+ - Heavy Vehicles

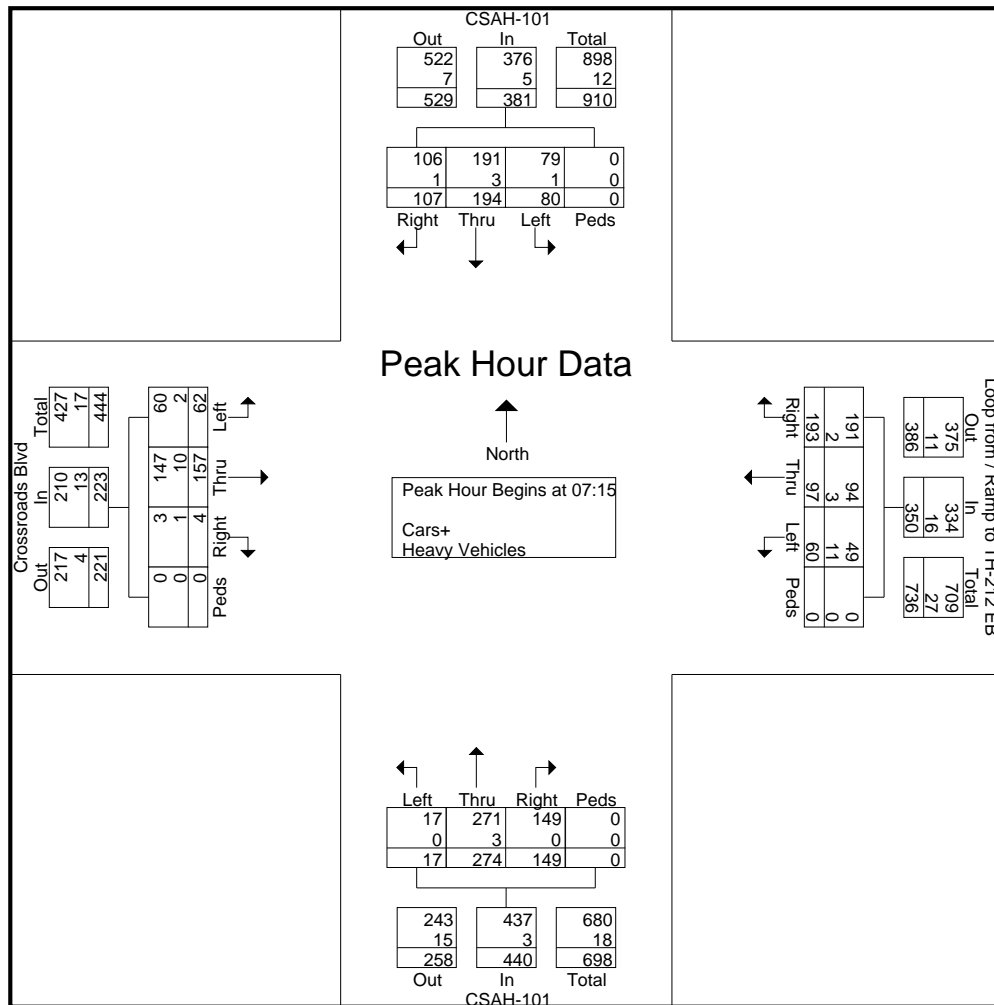
| Start Time | CSAH-101 Southbound | | | | Loop from / Ramp to TH-212 EB Westbound | | | | CSAH-101 Northbound | | | | Crossroads Blvd Eastbound | | | | Int. Total |
|------------------|---------------------|------|-------|------|---|------|-------|------|---------------------|------|-------|------|---------------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 06:00 | 13 | 11 | 9 | 0 | 3 | 15 | 6 | 0 | 1 | 16 | 15 | 0 | 3 | 16 | 2 | 0 | 110 |
| 06:15 | 6 | 12 | 9 | 0 | 8 | 14 | 14 | 0 | 2 | 15 | 23 | 0 | 6 | 23 | 2 | 0 | 134 |
| 06:30 | 21 | 25 | 15 | 0 | 11 | 14 | 13 | 0 | 1 | 19 | 19 | 0 | 2 | 25 | 4 | 0 | 169 |
| 06:45 | 28 | 26 | 22 | 0 | 10 | 18 | 21 | 0 | 4 | 37 | 53 | 0 | 5 | 36 | 2 | 0 | 262 |
| Total | 68 | 74 | 55 | 0 | 32 | 61 | 54 | 0 | 8 | 87 | 110 | 0 | 16 | 100 | 10 | 0 | 675 |
| 07:00 | 33 | 33 | 15 | 0 | 16 | 13 | 28 | 0 | 6 | 32 | 43 | 0 | 9 | 36 | 4 | 0 | 268 |
| 07:15 | 16 | 50 | 31 | 0 | 7 | 21 | 29 | 0 | 2 | 58 | 37 | 0 | 12 | 36 | 0 | 0 | 299 |
| 07:30 | 20 | 48 | 18 | 0 | 28 | 31 | 76 | 0 | 4 | 64 | 40 | 0 | 20 | 41 | 1 | 0 | 391 |
| 07:45 | 21 | 54 | 34 | 0 | 11 | 22 | 41 | 0 | 9 | 72 | 29 | 0 | 16 | 38 | 2 | 0 | 349 |
| Total | 90 | 185 | 98 | 0 | 62 | 87 | 174 | 0 | 21 | 226 | 149 | 0 | 57 | 151 | 7 | 0 | 1307 |
| 08:00 | 23 | 42 | 24 | 0 | 14 | 23 | 47 | 0 | 2 | 80 | 43 | 0 | 14 | 42 | 1 | 0 | 355 |
| 08:15 | 26 | 44 | 21 | 0 | 3 | 10 | 27 | 0 | 1 | 64 | 43 | 0 | 15 | 30 | 2 | 0 | 286 |
| 08:30 | 24 | 40 | 14 | 0 | 7 | 15 | 18 | 0 | 1 | 38 | 31 | 0 | 11 | 24 | 1 | 0 | 224 |
| 08:45 | 20 | 39 | 20 | 0 | 1 | 15 | 22 | 0 | 1 | 34 | 22 | 0 | 13 | 31 | 1 | 0 | 219 |
| Total | 93 | 165 | 79 | 0 | 25 | 63 | 114 | 0 | 5 | 216 | 139 | 0 | 53 | 127 | 5 | 0 | 1084 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 11:00 | 16 | 36 | 13 | 0 | 5 | 3 | 17 | 0 | 6 | 19 | 16 | 0 | 9 | 12 | 0 | 0 | 152 |
| 11:15 | 13 | 36 | 19 | 0 | 4 | 6 | 13 | 0 | 3 | 40 | 16 | 0 | 6 | 18 | 2 | 0 | 176 |
| 11:30 | 14 | 46 | 18 | 0 | 2 | 7 | 17 | 0 | 1 | 29 | 26 | 0 | 13 | 11 | 0 | 0 | 184 |
| 11:45 | 16 | 41 | 31 | 0 | 1 | 7 | 13 | 0 | 2 | 41 | 22 | 0 | 14 | 11 | 0 | 0 | 199 |
| Total | 59 | 159 | 81 | 0 | 12 | 23 | 60 | 0 | 12 | 129 | 80 | 0 | 42 | 52 | 2 | 0 | 711 |
| 12:00 | 15 | 50 | 23 | 0 | 2 | 6 | 11 | 0 | 3 | 25 | 21 | 0 | 15 | 17 | 4 | 0 | 192 |
| 12:15 | 18 | 44 | 28 | 0 | 3 | 6 | 15 | 0 | 0 | 36 | 16 | 0 | 22 | 25 | 5 | 0 | 218 |
| 12:30 | 12 | 34 | 22 | 0 | 1 | 5 | 13 | 0 | 5 | 27 | 22 | 0 | 22 | 11 | 1 | 0 | 175 |
| 12:45 | 18 | 45 | 21 | 0 | 2 | 3 | 14 | 0 | 5 | 34 | 18 | 0 | 7 | 8 | 3 | 0 | 178 |
| Total | 63 | 173 | 94 | 0 | 8 | 20 | 53 | 0 | 13 | 122 | 77 | 0 | 66 | 61 | 13 | 0 | 763 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 15:00 | 47 | 77 | 22 | 0 | 3 | 5 | 15 | 0 | 2 | 49 | 28 | 0 | 6 | 16 | 5 | 0 | 275 |
| 15:15 | 33 | 69 | 30 | 0 | 2 | 6 | 14 | 0 | 3 | 53 | 31 | 0 | 21 | 12 | 4 | 0 | 278 |
| 15:30 | 31 | 80 | 39 | 0 | 5 | 3 | 11 | 0 | 5 | 56 | 31 | 0 | 14 | 18 | 8 | 0 | 301 |
| 15:45 | 21 | 86 | 32 | 0 | 4 | 8 | 28 | 0 | 3 | 52 | 24 | 0 | 14 | 15 | 6 | 0 | 293 |
| Total | 132 | 312 | 123 | 0 | 14 | 22 | 68 | 0 | 13 | 210 | 114 | 0 | 55 | 61 | 23 | 0 | 1147 |
| 16:00 | 34 | 85 | 30 | 0 | 4 | 1 | 23 | 0 | 5 | 46 | 52 | 0 | 15 | 10 | 4 | 0 | 309 |
| 16:15 | 29 | 79 | 41 | 0 | 1 | 5 | 25 | 0 | 3 | 55 | 45 | 0 | 16 | 22 | 4 | 0 | 325 |
| 16:30 | 31 | 97 | 43 | 0 | 4 | 8 | 17 | 0 | 7 | 66 | 32 | 0 | 23 | 9 | 4 | 0 | 341 |
| 16:45 | 29 | 86 | 43 | 0 | 4 | 1 | 22 | 0 | 5 | 72 | 34 | 0 | 26 | 13 | 7 | 0 | 342 |
| Total | 123 | 347 | 157 | 0 | 13 | 15 | 87 | 0 | 20 | 239 | 163 | 0 | 80 | 54 | 19 | 0 | 1317 |
| 17:00 | 30 | 92 | 46 | 0 | 4 | 8 | 22 | 0 | 1 | 69 | 32 | 0 | 16 | 14 | 2 | 0 | 336 |
| 17:15 | 41 | 86 | 47 | 0 | 4 | 5 | 19 | 0 | 2 | 58 | 52 | 0 | 24 | 24 | 7 | 0 | 369 |
| 17:30 | 18 | 98 | 32 | 0 | 4 | 8 | 16 | 0 | 1 | 76 | 32 | 0 | 27 | 17 | 1 | 0 | 330 |
| 17:45 | 21 | 94 | 43 | 0 | 1 | 2 | 36 | 0 | 4 | 72 | 22 | 0 | 26 | 12 | 0 | 0 | 333 |
| Total | 110 | 370 | 168 | 0 | 13 | 23 | 93 | 0 | 8 | 275 | 138 | 0 | 93 | 67 | 10 | 0 | 1368 |
| Grand Total | 738 | 1785 | 855 | 0 | 179 | 314 | 703 | 0 | 100 | 1504 | 970 | 0 | 462 | 673 | 89 | 0 | 8372 |
| Apprch % | 21.8 | 52.8 | 25.3 | 0 | 15 | 26.3 | 58.8 | 0 | 3.9 | 58.4 | 37.7 | 0 | 37.7 | 55 | 7.3 | 0 | |
| Total % | 8.8 | 21.3 | 10.2 | 0 | 2.1 | 3.8 | 8.4 | 0 | 1.2 | 18 | 11.6 | 0 | 5.5 | 8 | 1.1 | 0 | |
| Cars+ | 711 | 1766 | 847 | 0 | 146 | 308 | 696 | 0 | 100 | 1460 | 955 | 0 | 457 | 640 | 88 | 0 | 8174 |
| % Cars+ | 96.3 | 98.9 | 99.1 | 0 | 81.6 | 98.1 | 99 | 0 | 100 | 97.1 | 98.5 | 0 | 98.9 | 95.1 | 98.9 | 0 | 97.6 |
| Heavy Vehicles | 27 | 19 | 8 | 0 | 33 | 6 | 7 | 0 | 0 | 44 | 15 | 0 | 5 | 33 | 1 | 0 | 198 |
| % Heavy Vehicles | 3.7 | 1.1 | 0.9 | 0 | 18.4 | 1.9 | 1 | 0 | 0 | 2.9 | 1.5 | 0 | 1.1 | 4.9 | 1.1 | 0 | 2.4 |

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 Site Code :
 Start Date : 3/5/2015
 Page No : 2

| Start Time | CSAH-101 Southbound | | | | | Loop from / Ramp to TH-212 EB Westbound | | | | | CSAH-101 Northbound | | | | | Crossroads Blvd 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 07:15 | | | | | | | | | | | | | | | | | | | | | |
| 07:15 | 16 | 50 | 31 | 0 | 97 | 7 | 21 | 29 | 0 | 57 | 2 | 58 | 37 | 0 | 97 | 12 | 36 | 0 | 0 | 48 | 299 |
| 07:30 | 20 | 48 | 18 | 0 | 86 | 28 | 31 | 76 | 0 | 135 | 4 | 64 | 40 | 0 | 108 | 20 | 41 | 1 | 0 | 62 | 391 |
| 07:45 | 21 | 54 | 34 | 0 | 109 | 11 | 22 | 41 | 0 | 74 | 9 | 72 | 29 | 0 | 110 | 16 | 38 | 2 | 0 | 56 | 349 |
| 08:00 | 23 | 42 | 24 | 0 | 89 | 14 | 23 | 47 | 0 | 84 | 2 | 80 | 43 | 0 | 125 | 14 | 42 | 1 | 0 | 57 | 355 |
| Total Volume | 80 | 194 | 107 | 0 | 381 | 60 | 97 | 193 | 0 | 350 | 17 | 274 | 149 | 0 | 440 | 62 | 157 | 4 | 0 | 223 | 1394 |
| % App. Total | 21 | 50.9 | 28.1 | 0 | | 17.1 | 27.7 | 55.1 | 0 | | 3.9 | 62.3 | 33.9 | 0 | | 27.8 | 70.4 | 1.8 | 0 | | |
| PHF | .870 | .898 | .787 | .000 | .874 | .536 | .782 | .635 | .000 | .648 | .472 | .856 | .866 | .000 | .880 | .775 | .935 | .500 | .000 | .899 | .891 |
| Cars+ | 79 | 191 | 106 | 0 | 376 | 49 | 94 | 191 | 0 | 334 | 17 | 271 | 149 | 0 | 437 | 60 | 147 | 3 | 0 | 210 | 1357 |
| % Cars+ | 98.8 | 98.5 | 99.1 | 0 | 98.7 | 81.7 | 96.9 | 99.0 | 0 | 95.4 | 100 | 98.9 | 100 | 0 | 99.3 | 96.8 | 93.6 | 75.0 | 0 | 94.2 | 97.3 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 1.3 | 1.5 | 0.9 | 0 | 1.3 | 18.3 | 3.1 | 1.0 | 0 | 4.6 | 0 | 1.1 | 0 | 0.7 | 3.2 | 6.4 | 25.0 | 0 | 5.8 | 2.7 | |

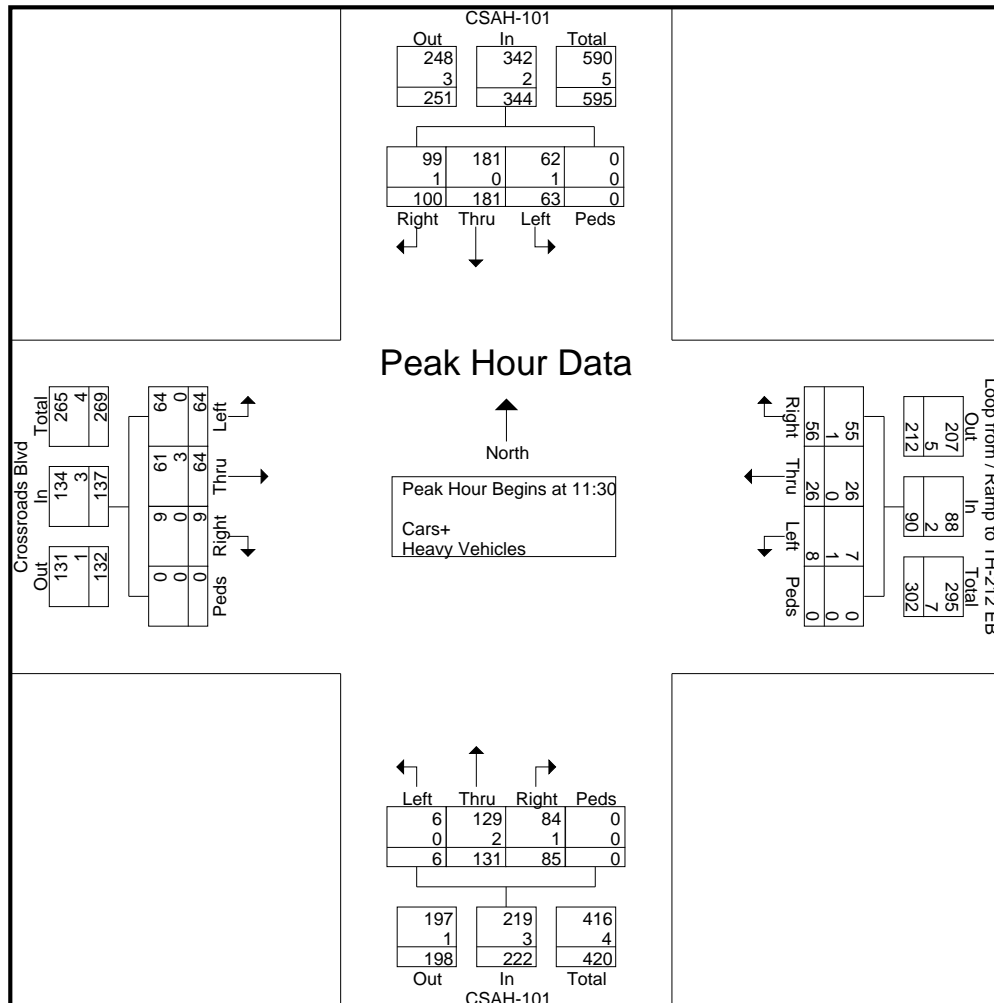


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 Site Code :
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 Page No : 3

| Start Time | CSAH-101 Southbound | | | | | Loop from / Ramp to TH-212 EB Westbound | | | | | CSAH-101 Northbound | | | | | Crossroads Blvd 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 11:00 to 12:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:30 | | | | | | | | | | | | | | | | | | | | | |
| 11:30 | 14 | 46 | 18 | 0 | 78 | 2 | 7 | 17 | 0 | 26 | 1 | 29 | 26 | 0 | 56 | 13 | 11 | 0 | 0 | 24 | 184 |
| 11:45 | 16 | 41 | 31 | 0 | 88 | 1 | 7 | 13 | 0 | 21 | 2 | 41 | 22 | 0 | 65 | 14 | 11 | 0 | 0 | 25 | 199 |
| 12:00 | 15 | 50 | 23 | 0 | 88 | 2 | 6 | 11 | 0 | 19 | 3 | 25 | 21 | 0 | 49 | 15 | 17 | 4 | 0 | 36 | 192 |
| 12:15 | 18 | 44 | 28 | 0 | 90 | 3 | 6 | 15 | 0 | 24 | 0 | 36 | 16 | 0 | 52 | 22 | 25 | 5 | 0 | 52 | 218 |
| Total Volume | 63 | 181 | 100 | 0 | 344 | 8 | 26 | 56 | 0 | 90 | 6 | 131 | 85 | 0 | 222 | 64 | 64 | 9 | 0 | 137 | 793 |
| % App. Total | 18.3 | 52.6 | 29.1 | 0 | | 8.9 | 28.9 | 62.2 | 0 | | 2.7 | 59 | 38.3 | 0 | | 46.7 | 46.7 | 6.6 | 0 | | |
| PHF | .875 | .905 | .806 | .000 | .956 | .667 | .929 | .824 | .000 | .865 | .500 | .799 | .817 | .000 | .854 | .727 | .640 | .450 | .000 | .659 | .909 |
| Cars+ | 62 | 181 | 99 | 0 | 342 | 7 | 26 | 55 | 0 | 88 | 6 | 129 | 84 | 0 | 219 | 64 | 61 | 9 | 0 | 134 | 783 |
| % Cars+ | 98.4 | 100 | 99.0 | 0 | 99.4 | 87.5 | 100 | 98.2 | 0 | 97.8 | 100 | 98.5 | 98.8 | 0 | 98.6 | 100 | 95.3 | 100 | 0 | 97.8 | 98.7 |
| Heavy Vehicles | 1.6 | 0 | 1.0 | 0 | 0.6 | 12.5 | 0 | 1.8 | 0 | 2.2 | 0 | 1.5 | 1.2 | 0 | 1.4 | 0 | 4.7 | 0 | 0 | 2.2 | 1.3 |
| % Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |



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 Site Code :
 Start Date : 3/5/2015
 Page No : 4

| Start Time | CSAH-101 Southbound | | | | | Loop from / Ramp to TH-212 EB Westbound | | | | | CSAH-101 Northbound | | | | | Crossroads Blvd 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 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 31 | 97 | 43 | 0 | 171 | 4 | 8 | 17 | 0 | 29 | 7 | 66 | 32 | 0 | 105 | 23 | 9 | 4 | 0 | 36 | 341 |
| 16:45 | 29 | 86 | 43 | 0 | 158 | 4 | 1 | 22 | 0 | 27 | 5 | 72 | 34 | 0 | 111 | 26 | 13 | 7 | 0 | 46 | 342 |
| 17:00 | 30 | 92 | 46 | 0 | 168 | 4 | 8 | 22 | 0 | 34 | 1 | 69 | 32 | 0 | 102 | 16 | 14 | 2 | 0 | 32 | 336 |
| 17:15 | 41 | 86 | 47 | 0 | 174 | 4 | 5 | 19 | 0 | 28 | 2 | 58 | 52 | 0 | 112 | 24 | 24 | 7 | 0 | 55 | 369 |
| Total Volume | 131 | 361 | 179 | 0 | 671 | 16 | 22 | 80 | 0 | 118 | 15 | 265 | 150 | 0 | 430 | 89 | 60 | 20 | 0 | 169 | 1388 |
| % App. Total | 19.5 | 53.8 | 26.7 | 0 | | 13.6 | 18.6 | 67.8 | 0 | | 3.5 | 61.6 | 34.9 | 0 | | 52.7 | 35.5 | 11.8 | 0 | | |
| PHF | .799 | .930 | .952 | .000 | .964 | 1.00 | .688 | .909 | .000 | .868 | .536 | .920 | .721 | .000 | .960 | .856 | .625 | .714 | .000 | .768 | .940 |
| Cars+ | 120 | 358 | 178 | 0 | 656 | 14 | 22 | 80 | 0 | 116 | 15 | 252 | 148 | 0 | 415 | 89 | 59 | 20 | 0 | 168 | 1355 |
| % Cars+ | 91.6 | 99.2 | 99.4 | 0 | 97.8 | 87.5 | 100 | 100 | 0 | 98.3 | 100 | 95.1 | 98.7 | 0 | 96.5 | 100 | 98.3 | 100 | 0 | 99.4 | 97.6 |
| Heavy Vehicles | 8.4 | 0.8 | 0.6 | 0 | 2.2 | 12.5 | 0 | 0 | 0 | 1.7 | 0 | 4.9 | 1.3 | 0 | 3.5 | 0 | 1.7 | 0 | 0 | 0.6 | 2.4 |
| % Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |

