

Alliant Engineering Inc Minneapolis, MN 55415

TH-61 at Buerkle Rd.
ref.pt.: 143.808
data by: Alliant Engineering Inc
TURN MOVEMENT COUNT

File Name : 9 - TH 61 & Buerkle Rd
Site Code : 9
Start Date : 11/8/2012
Page No : 1

Groups Printed- Cars - Trucks

| Start Time | TH-61 Southbound | | | | | Buerkle Rd Westbound | | | | | TH-61 Northbound | | | | | private entrance 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 | 10 | 130 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 0 | 42 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 210 |
| 06:15 | 0 | 15 | 204 | 0 | 0 | 0 | 6 | 0 | 9 | 0 | 0 | 0 | 74 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 323 |
| 06:30 | 0 | 23 | 299 | 0 | 0 | 0 | 12 | 0 | 18 | 0 | 0 | 0 | 79 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 450 |
| 06:45 | 0 | 26 | 367 | 0 | 0 | 0 | 9 | 0 | 18 | 0 | 0 | 0 | 91 | 25 | 0 | 0 | 0 | 0 | 0 | 1 | 537 |
| Total | 0 | 74 | 1000 | 0 | 0 | 0 | 31 | 0 | 48 | 0 | 0 | 0 | 286 | 80 | 0 | 0 | 0 | 0 | 0 | 1 | 1520 |
| 07:00 | 0 | 24 | 382 | 0 | 0 | 0 | 16 | 0 | 18 | 0 | 0 | 0 | 88 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 551 |
| 07:15 | 0 | 49 | 413 | 0 | 0 | 0 | 20 | 0 | 28 | 0 | 0 | 0 | 111 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 648 |
| 07:30 | 0 | 47 | 465 | 0 | 0 | 0 | 16 | 0 | 30 | 0 | 0 | 0 | 127 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 715 |
| 07:45 | 0 | 55 | 358 | 0 | 0 | 0 | 18 | 0 | 30 | 0 | 0 | 0 | 120 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 623 |
| Total | 0 | 175 | 1618 | 0 | 0 | 0 | 70 | 0 | 106 | 0 | 0 | 0 | 446 | 122 | 0 | 0 | 0 | 0 | 0 | 0 | 2537 |
| 08:00 | 0 | 51 | 233 | 0 | 0 | 0 | 14 | 0 | 31 | 0 | 0 | 0 | 109 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 464 |
| 08:15 | 0 | 28 | 216 | 0 | 0 | 0 | 15 | 0 | 18 | 0 | 0 | 0 | 137 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 444 |
| 08:30 | 0 | 33 | 169 | 0 | 0 | 0 | 30 | 0 | 21 | 0 | 0 | 0 | 111 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 391 |
| 08:45 | 0 | 25 | 172 | 0 | 0 | 0 | 33 | 0 | 18 | 0 | 0 | 1 | 139 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 424 |
| Total | 0 | 137 | 790 | 0 | 0 | 0 | 92 | 0 | 88 | 0 | 0 | 1 | 496 | 119 | 0 | 0 | 0 | 0 | 0 | 0 | 1723 |
| 09:00 | 0 | 22 | 162 | 0 | 0 | 0 | 17 | 0 | 22 | 0 | 0 | 0 | 111 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 359 |
| 09:15 | 0 | 28 | 178 | 0 | 0 | 0 | 24 | 0 | 24 | 0 | 0 | 0 | 119 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 395 |
| **** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 50 | 340 | 0 | 0 | 0 | 41 | 0 | 46 | 0 | 0 | 0 | 230 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 754 |
| **** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 10:30 | 0 | 34 | 195 | 0 | 0 | 0 | 21 | 0 | 15 | 0 | 0 | 0 | 134 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 435 |
| 10:45 | 0 | 24 | 162 | 0 | 0 | 0 | 36 | 0 | 31 | 0 | 0 | 0 | 131 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 425 |
| Total | 0 | 58 | 357 | 0 | 0 | 0 | 57 | 0 | 46 | 0 | 0 | 0 | 265 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 860 |
| 11:00 | 0 | 25 | 138 | 0 | 0 | 0 | 27 | 1 | 25 | 0 | 0 | 0 | 129 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 377 |
| 11:15 | 0 | 20 | 172 | 0 | 0 | 0 | 27 | 0 | 26 | 0 | 0 | 0 | 163 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 455 |
| 11:30 | 0 | 29 | 154 | 0 | 0 | 0 | 43 | 0 | 29 | 0 | 0 | 0 | 152 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 446 |
| 11:45 | 0 | 28 | 170 | 0 | 0 | 0 | 27 | 0 | 27 | 0 | 0 | 1 | 142 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 450 |
| Total | 0 | 102 | 634 | 0 | 0 | 0 | 124 | 1 | 107 | 0 | 0 | 1 | 586 | 173 | 0 | 0 | 0 | 0 | 0 | 0 | 1728 |
| 12:00 | 0 | 27 | 152 | 0 | 0 | 0 | 47 | 0 | 37 | 0 | 0 | 0 | 142 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 443 |
| 12:15 | 0 | 21 | 185 | 0 | 0 | 0 | 37 | 0 | 29 | 0 | 0 | 0 | 141 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 454 |
| 12:30 | 0 | 33 | 163 | 0 | 0 | 0 | 39 | 0 | 22 | 0 | 0 | 0 | 154 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 436 |
| 12:45 | 0 | 34 | 211 | 0 | 0 | 0 | 28 | 0 | 26 | 0 | 0 | 0 | 166 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 509 |
| Total | 0 | 115 | 711 | 0 | 0 | 0 | 151 | 0 | 114 | 0 | 0 | 0 | 603 | 148 | 0 | 0 | 0 | 0 | 0 | 0 | 1842 |
| 13:00 | 0 | 37 | 159 | 0 | 0 | 0 | 33 | 0 | 32 | 0 | 0 | 0 | 135 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 420 |
| 13:15 | 0 | 31 | 167 | 0 | 0 | 0 | 29 | 0 | 41 | 0 | 0 | 0 | 158 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 470 |
| **** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| Total | 0 | 68 | 326 | 0 | 0 | 0 | 62 | 0 | 73 | 0 | 0 | 0 | 293 | 68 | 0 | 0 | 0 | 0 | 0 | 0 | 890 |
| **** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 14:30 | 0 | 17 | 222 | 0 | 0 | 0 | 40 | 0 | 37 | 0 | 0 | 0 | 187 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 541 |
| 14:45 | 0 | 33 | 197 | 0 | 0 | 0 | 45 | 0 | 40 | 0 | 0 | 0 | 184 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 547 |
| Total | 0 | 50 | 419 | 0 | 0 | 0 | 85 | 0 | 77 | 0 | 0 | 0 | 371 | 86 | 0 | 0 | 0 | 0 | 0 | 0 | 1088 |
| 15:00 | 0 | 32 | 238 | 0 | 0 | 0 | 54 | 0 | 37 | 0 | 0 | 0 | 230 | 61 | 0 | 0 | 0 | 0 | 0 | 0 | 652 |
| 15:15 | 0 | 23 | 235 | 0 | 0 | 0 | 33 | 0 | 52 | 0 | 0 | 0 | 243 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 618 |
| 15:30 | 0 | 35 | 270 | 0 | 0 | 0 | 52 | 0 | 42 | 0 | 0 | 1 | 275 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 723 |
| 15:45 | 0 | 36 | 227 | 0 | 0 | 0 | 41 | 0 | 52 | 0 | 0 | 0 | 284 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 676 |
| Total | 0 | 126 | 970 | 0 | 0 | 0 | 180 | 0 | 183 | 0 | 0 | 1 | 1032 | 177 | 0 | 0 | 0 | 0 | 0 | 0 | 2669 |
| 16:00 | 0 | 32 | 272 | 0 | 0 | 1 | 51 | 0 | 55 | 0 | 0 | 0 | 273 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 721 |

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Groups Printed- Cars - Trucks

| Start Time | TH-61 Southbound | | | | | Buerkle Rd Westbound | | | | | TH-61 Northbound | | | | | private entrance Eastbound | | | | | Int. Total |
|-------------|------------------|------|------|-------|------|----------------------|------|------|-------|------|------------------|------|------|-------|------|----------------------------|------|------|-------|------|------------|
| | UTrn | Left | Thru | Right | Peds | UTrn | Left | Thru | Right | Peds | UTrn | Left | Thru | Right | Peds | UTrn | Left | Thru | Right | Peds | |
| 16:15 | 0 | 34 | 228 | 0 | 0 | 0 | 35 | 0 | 53 | 0 | 0 | 0 | 303 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 688 |
| 16:30 | 0 | 46 | 315 | 0 | 0 | 0 | 58 | 0 | 60 | 0 | 0 | 0 | 324 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 850 |
| 16:45 | 0 | 21 | 255 | 0 | 0 | 0 | 37 | 0 | 40 | 0 | 0 | 0 | 338 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 732 |
| Total | 0 | 133 | 1070 | 0 | 0 | 1 | 181 | 0 | 208 | 0 | 0 | 0 | 1238 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 2991 |
| 17:00 | 0 | 21 | 290 | 0 | 0 | 0 | 55 | 0 | 47 | 0 | 0 | 0 | 334 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 786 |
| 17:15 | 0 | 28 | 272 | 0 | 0 | 0 | 33 | 0 | 47 | 0 | 0 | 0 | 318 | 48 | 0 | 0 | 0 | 0 | 0 | 0 | 746 |
| 17:30 | 0 | 14 | 219 | 0 | 0 | 0 | 35 | 0 | 34 | 0 | 0 | 0 | 265 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 610 |
| 17:45 | 1 | 26 | 223 | 0 | 0 | 0 | 40 | 0 | 33 | 0 | 0 | 0 | 270 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 624 |
| Total | 1 | 89 | 1004 | 0 | 0 | 0 | 163 | 0 | 161 | 0 | 0 | 0 | 1187 | 161 | 0 | 0 | 0 | 0 | 0 | 0 | 2766 |
| 18:00 | 0 | 18 | 229 | 0 | 0 | 0 | 45 | 0 | 23 | 0 | 0 | 0 | 228 | 37 | 3 | 0 | 0 | 0 | 0 | 0 | 583 |
| 18:15 | 0 | 21 | 155 | 1 | 0 | 0 | 33 | 0 | 24 | 0 | 0 | 0 | 216 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | 484 |
| Grand Total | 1 | 1216 | 9623 | 1 | 0 | 1 | 1315 | 1 | 1304 | 0 | 0 | 3 | 7477 | 1489 | 3 | 0 | 0 | 0 | 0 | 1 | 22435 |
| Apprch % | 0 | 11.2 | 88.8 | 0 | 0 | 0 | 50.2 | 0 | 49.8 | 0 | 0 | 0 | 83.3 | 16.6 | 0 | 0 | 0 | 0 | 0 | 100 | |
| Total % | 0 | 5.4 | 42.9 | 0 | 0 | 0 | 5.9 | 0 | 5.8 | 0 | 0 | 0 | 33.3 | 6.6 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Cars | 1 | 1175 | 9392 | 1 | 0 | 1 | 1256 | 1 | 1269 | 0 | 0 | 1 | 7305 | 1431 | 3 | 0 | 0 | 0 | 0 | 1 | 21837 |
| % Cars | 100 | 96.6 | 97.6 | 100 | 0 | 100 | 95.5 | 100 | 97.3 | 0 | 0 | 33.3 | 97.7 | 96.1 | 100 | 0 | 0 | 0 | 0 | 100 | 97.3 |
| Trucks | 0 | 41 | 231 | 0 | 0 | 0 | 59 | 0 | 35 | 0 | 0 | 2 | 172 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 598 |
| % Trucks | 0 | 3.4 | 2.4 | 0 | 0 | 0 | 4.5 | 0 | 2.7 | 0 | 0 | 66.7 | 2.3 | 3.9 | 0 | 0 | 0 | 0 | 0 | 0 | 2.7 |

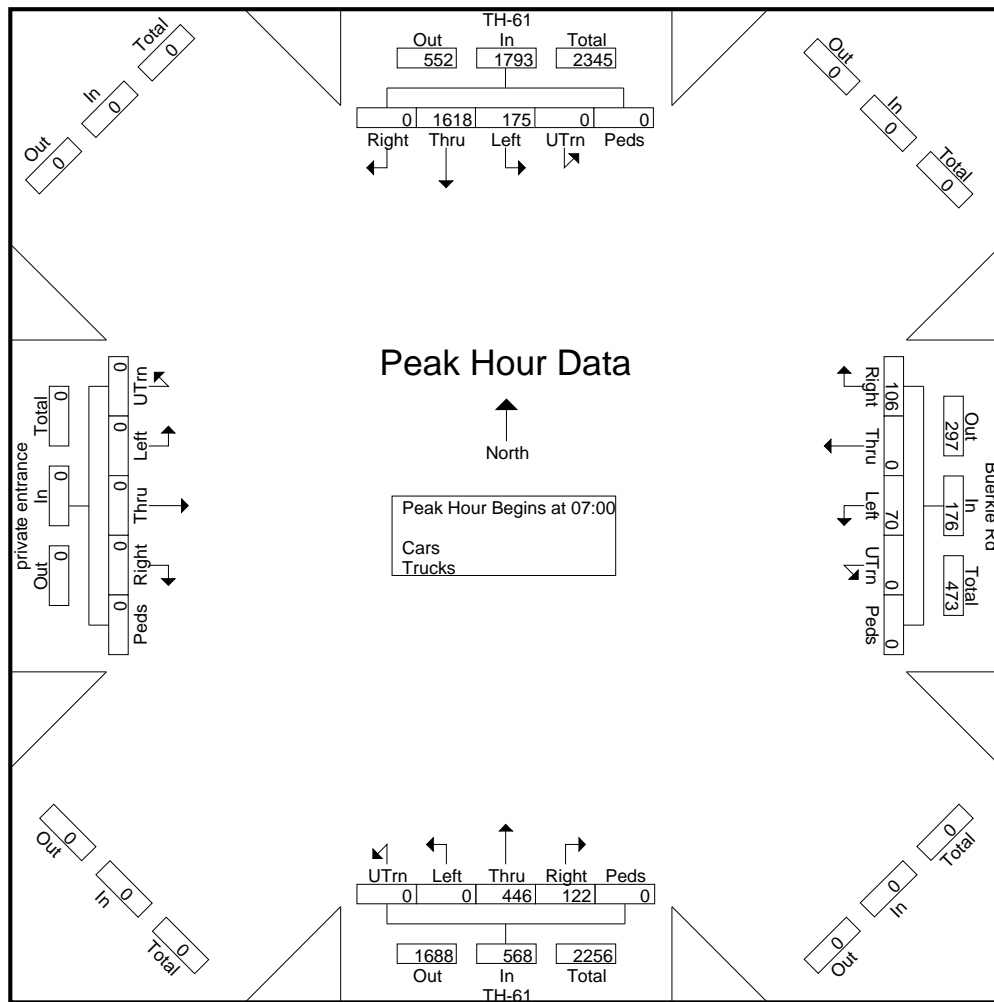
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| Start Time | TH-61 Southbound | | | | | Buerkle Rd Westbound | | | | | TH-61 Northbound | | | | | private entrance Eastbound | | | | | Int. Total | | | | | |
|--------------|------------------|------|------|-------|------|----------------------|------|------|------|-------|------------------|------------|------|------|------|----------------------------|------|------------|------|------|------------|------|-------|------|------------|------|
| | 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 | 38 | 2 | 0 | 0 | 406 | 0 | 16 | 0 | 18 | 0 | 34 | 0 | 0 | 88 | 23 | 0 | 111 | 0 | 0 | 0 | 0 | 0 | 0 | 551 |
| 07:15 | 0 | 49 | 41 | 3 | 0 | 0 | 462 | 0 | 20 | 0 | 28 | 0 | 48 | 0 | 0 | 11 | 27 | 0 | 138 | 0 | 0 | 0 | 0 | 0 | 0 | 648 |
| 07:30 | 0 | 47 | 465 | 0 | 0 | 0 | 512 | 0 | 16 | 0 | 30 | 0 | 46 | 0 | 0 | 127 | 30 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 0 | 715 |
| 07:45 | 0 | 55 | 358 | 0 | 0 | 0 | 413 | 0 | 18 | 0 | 30 | 0 | 48 | 0 | 0 | 120 | 42 | 0 | 162 | 0 | 0 | 0 | 0 | 0 | 0 | 623 |
| Total Volume | 0 | 175 | 1618 | 0 | 0 | 0 | 1793 | 0 | 70 | 0 | 106 | 0 | 176 | 0 | 0 | 446 | 122 | 0 | 568 | 0 | 0 | 0 | 0 | 0 | 0 | 2537 |
| % App. Total | 0 | 9.8 | 90.2 | 0 | 0 | 0 | 0 | 0 | 39.8 | 0 | 60.2 | 0 | 0 | 0 | 0 | 78.5 | 21.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PHF | .000 | .795 | .870 | .000 | .000 | .000 | .875 | .000 | .875 | .000 | .883 | .000 | .917 | .000 | .000 | .878 | .726 | .000 | .877 | .000 | .000 | .000 | .000 | .000 | .000 | .887 |

Peak Hour Analysis From 06:00 to 09:15 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:00



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| Start Time | TH-61 Southbound | | | | | | Buerkle Rd Westbound | | | | | | TH-61 Northbound | | | | | | private entrance 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 | |
| Peak Hour Analysis From 14:30 to 18:15 - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 0 | 46 | 315 | 0 | 0 | 361 | 0 | 58 | 0 | 60 | 0 | 118 | 0 | 0 | 324 | 47 | 0 | 371 | 0 | 0 | 0 | 0 | 0 | 0 | 850 |
| 16:45 | 0 | 21 | 255 | 0 | 0 | 276 | 0 | 37 | 0 | 40 | 0 | 77 | 0 | 0 | 338 | 41 | 0 | 379 | 0 | 0 | 0 | 0 | 0 | 0 | 732 |
| 17:00 | 0 | 21 | 290 | 0 | 0 | 311 | 0 | 55 | 0 | 47 | 0 | 102 | 0 | 0 | 334 | 39 | 0 | 373 | 0 | 0 | 0 | 0 | 0 | 0 | 786 |
| 17:15 | 0 | 28 | 272 | 0 | 0 | 300 | 0 | 33 | 0 | 47 | 0 | 80 | 0 | 0 | 318 | 48 | 0 | 366 | 0 | 0 | 0 | 0 | 0 | 0 | 746 |
| Total Volume | 0 | 116 | 1132 | 0 | 0 | 1248 | 0 | 183 | 0 | 194 | 0 | 377 | 0 | 0 | 1314 | 175 | 0 | 1489 | 0 | 0 | 0 | 0 | 0 | 0 | 3114 |
| % App. Total | 0 | 9.3 | 90.7 | 0 | 0 | | 0 | 48.5 | 0 | 51.5 | 0 | | 0 | 0 | 88.2 | 11.8 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | |
| PHF | .000 | .630 | .898 | .000 | .000 | .864 | .000 | .789 | .000 | .808 | .000 | .799 | .000 | .000 | .972 | .911 | .000 | .982 | .000 | .000 | .000 | .000 | .000 | .000 | .916 |

