

Alliant Engineering Inc Minneapolis, MN 55415

TH-61 at White Bear Ave / Hoffman Rd.
Ref.Pt.: 146.268
data by: Alliant Engineering Inc
TURN MOVEMENT COUNT

File Name : 14 - TH 61 & White Bear Ave
Site Code : 14
Start Date : 11/7/2012
Page No : 1

Groups Printed- Cars - Trucks

| Start Time | TH-61 Southbound | | | | | White Bear Ave Westbound | | | | | TH-61 Northbound | | | | | Hoffman Rd 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 | 1 | 9 | 119 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 29 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 188 |
| 06:15 | 0 | 18 | 173 | 2 | 0 | 0 | 3 | 2 | 35 | 0 | 0 | 0 | 53 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 289 |
| 06:30 | 0 | 32 | 241 | 1 | 0 | 0 | 5 | 0 | 36 | 0 | 0 | 0 | 70 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 385 |
| 06:45 | 0 | 46 | 323 | 4 | 0 | 0 | 9 | 0 | 59 | 0 | 0 | 1 | 64 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 511 |
| Total | 1 | 105 | 856 | 7 | 0 | 0 | 17 | 2 | 158 | 0 | 0 | 1 | 216 | 5 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 1373 |
| 07:00 | 0 | 54 | 321 | 4 | 0 | 0 | 12 | 0 | 80 | 0 | 0 | 0 | 91 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 568 |
| 07:15 | 0 | 72 | 355 | 4 | 0 | 0 | 10 | 2 | 83 | 0 | 0 | 1 | 101 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 631 |
| 07:30 | 0 | 108 | 351 | 3 | 0 | 0 | 13 | 2 | 77 | 0 | 0 | 1 | 78 | 2 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 642 |
| 07:45 | 0 | 68 | 315 | 3 | 0 | 0 | 10 | 3 | 74 | 0 | 0 | 0 | 92 | 3 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 575 |
| Total | 0 | 302 | 1342 | 14 | 0 | 0 | 45 | 7 | 314 | 0 | 0 | 2 | 362 | 8 | 0 | 0 | 12 | 8 | 0 | 0 | 0 | 2416 |
| 08:00 | 0 | 60 | 267 | 1 | 0 | 0 | 7 | 2 | 56 | 0 | 0 | 0 | 80 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 477 |
| 08:15 | 0 | 44 | 227 | 3 | 0 | 0 | 16 | 3 | 54 | 0 | 0 | 1 | 83 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 434 |
| 08:30 | 0 | 50 | 174 | 5 | 0 | 0 | 6 | 1 | 50 | 0 | 0 | 0 | 97 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 391 |
| 08:45 | 0 | 56 | 162 | 4 | 0 | 0 | 8 | 5 | 65 | 0 | 0 | 0 | 98 | 3 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 405 |
| Total | 0 | 210 | 830 | 13 | 0 | 0 | 37 | 11 | 225 | 0 | 0 | 1 | 358 | 14 | 0 | 0 | 5 | 2 | 1 | 0 | 0 | 1707 |
| 09:00 | 0 | 50 | 167 | 1 | 0 | 0 | 19 | 2 | 71 | 0 | 0 | 0 | 100 | 5 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 419 |
| 09:15 | 0 | 46 | 186 | 7 | 0 | 0 | 13 | 1 | 70 | 0 | 0 | 0 | 100 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 431 |
| **** BREAK **** | 0 | 96 | 353 | 8 | 0 | 0 | 32 | 3 | 141 | 0 | 0 | 0 | 200 | 11 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 850 |
| **** BREAK **** | 0 | 28 | 148 | 6 | 0 | 0 | 9 | 0 | 59 | 0 | 0 | 0 | 120 | 2 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 377 |
| 10:30 | 0 | 47 | 138 | 1 | 0 | 0 | 13 | 1 | 72 | 0 | 0 | 2 | 131 | 5 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 416 |
| Total | 0 | 75 | 286 | 7 | 0 | 0 | 22 | 1 | 131 | 0 | 0 | 2 | 251 | 7 | 0 | 0 | 7 | 4 | 0 | 0 | 0 | 793 |
| 11:00 | 0 | 43 | 141 | 3 | 0 | 0 | 10 | 1 | 59 | 0 | 0 | 0 | 120 | 3 | 0 | 0 | 4 | 2 | 2 | 0 | 0 | 388 |
| 11:15 | 0 | 39 | 146 | 1 | 0 | 0 | 12 | 0 | 62 | 0 | 0 | 1 | 139 | 12 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 415 |
| 11:30 | 0 | 53 | 134 | 3 | 0 | 0 | 14 | 1 | 64 | 0 | 0 | 4 | 169 | 10 | 0 | 0 | 4 | 1 | 2 | 0 | 0 | 459 |
| 11:45 | 0 | 47 | 167 | 5 | 0 | 0 | 11 | 2 | 76 | 0 | 0 | 2 | 155 | 8 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 479 |
| Total | 0 | 182 | 588 | 12 | 0 | 0 | 47 | 4 | 261 | 0 | 0 | 7 | 583 | 33 | 0 | 0 | 13 | 6 | 5 | 0 | 0 | 1741 |
| 12:00 | 0 | 55 | 143 | 3 | 0 | 0 | 13 | 3 | 58 | 0 | 0 | 3 | 141 | 11 | 0 | 0 | 4 | 1 | 1 | 0 | 0 | 436 |
| 12:15 | 0 | 47 | 150 | 2 | 0 | 0 | 11 | 5 | 69 | 0 | 0 | 1 | 171 | 3 | 0 | 0 | 4 | 0 | 2 | 0 | 0 | 465 |
| 12:30 | 0 | 55 | 170 | 5 | 0 | 0 | 16 | 3 | 76 | 0 | 0 | 0 | 133 | 11 | 0 | 0 | 8 | 2 | 1 | 0 | 0 | 480 |
| 12:45 | 0 | 46 | 148 | 3 | 0 | 0 | 12 | 2 | 71 | 0 | 0 | 3 | 175 | 14 | 0 | 0 | 9 | 1 | 3 | 0 | 0 | 487 |
| Total | 0 | 203 | 611 | 13 | 0 | 0 | 52 | 13 | 274 | 0 | 0 | 7 | 620 | 39 | 0 | 0 | 25 | 4 | 7 | 0 | 0 | 1868 |
| 13:00 | 0 | 46 | 134 | 4 | 0 | 0 | 21 | 4 | 84 | 0 | 0 | 1 | 143 | 9 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 451 |
| 13:15 | 0 | 38 | 157 | 8 | 0 | 0 | 13 | 6 | 93 | 0 | 0 | 2 | 140 | 8 | 0 | 0 | 4 | 6 | 4 | 0 | 0 | 479 |
| **** BREAK **** | 0 | 84 | 291 | 12 | 0 | 0 | 34 | 10 | 177 | 0 | 0 | 3 | 283 | 17 | 0 | 0 | 9 | 6 | 4 | 0 | 0 | 930 |
| **** BREAK **** | 0 | 77 | 143 | 2 | 0 | 0 | 14 | 2 | 99 | 0 | 0 | 0 | 190 | 13 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 545 |
| 14:30 | 0 | 69 | 150 | 3 | 0 | 0 | 9 | 0 | 146 | 0 | 0 | 0 | 218 | 6 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 604 |
| Total | 0 | 146 | 293 | 5 | 0 | 0 | 23 | 2 | 245 | 0 | 0 | 0 | 408 | 19 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 1149 |
| 15:00 | 0 | 62 | 169 | 5 | 0 | 0 | 12 | 0 | 120 | 0 | 0 | 0 | 220 | 6 | 0 | 0 | 4 | 2 | 1 | 0 | 0 | 601 |
| 15:15 | 0 | 58 | 149 | 1 | 0 | 0 | 11 | 8 | 99 | 0 | 0 | 2 | 221 | 9 | 0 | 0 | 8 | 4 | 0 | 0 | 0 | 570 |
| 15:30 | 0 | 71 | 169 | 3 | 0 | 0 | 4 | 1 | 127 | 0 | 0 | 1 | 265 | 11 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 661 |
| 15:45 | 0 | 78 | 170 | 5 | 0 | 0 | 16 | 4 | 141 | 0 | 0 | 1 | 246 | 13 | 0 | 0 | 6 | 4 | 2 | 0 | 0 | 686 |
| Total | 0 | 269 | 657 | 14 | 0 | 0 | 43 | 13 | 487 | 0 | 0 | 4 | 952 | 39 | 0 | 0 | 27 | 10 | 3 | 0 | 0 | 2518 |
| 16:00 | 0 | 63 | 147 | 3 | 0 | 0 | 7 | 2 | 133 | 0 | 0 | 5 | 271 | 16 | 0 | 0 | 5 | 2 | 1 | 0 | 0 | 655 |

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 Start Date : 11/7/2012
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Groups Printed- Cars - Trucks

| Start Time | TH-61 Southbound | | | | | White Bear Ave Westbound | | | | | TH-61 Northbound | | | | | Hoffman Rd 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 | 81 | 162 | 7 | 0 | 0 | 11 | 6 | 118 | 0 | 0 | 0 | 267 | 13 | 0 | 0 | 4 | 3 | 0 | 0 | 672 |
| 16:30 | 0 | 98 | 175 | 3 | 0 | 0 | 9 | 6 | 121 | 0 | 0 | 0 | 297 | 9 | 0 | 0 | 3 | 1 | 1 | 0 | 723 |
| 16:45 | 0 | 93 | 203 | 3 | 0 | 0 | 11 | 2 | 114 | 0 | 0 | 1 | 331 | 10 | 0 | 0 | 7 | 7 | 1 | 0 | 783 |
| Total | 0 | 335 | 687 | 16 | 0 | 0 | 38 | 16 | 486 | 0 | 0 | 6 | 1166 | 48 | 0 | 0 | 19 | 13 | 3 | 0 | 2833 |
| 17:00 | 0 | 99 | 154 | 4 | 0 | 0 | 11 | 5 | 105 | 0 | 0 | 0 | 274 | 17 | 0 | 0 | 7 | 5 | 1 | 0 | 682 |
| 17:15 | 0 | 93 | 171 | 1 | 0 | 0 | 7 | 5 | 137 | 0 | 0 | 0 | 277 | 10 | 0 | 0 | 5 | 4 | 0 | 0 | 710 |
| 17:30 | 0 | 101 | 152 | 6 | 0 | 0 | 7 | 5 | 105 | 0 | 0 | 2 | 290 | 8 | 0 | 0 | 2 | 2 | 0 | 0 | 680 |
| 17:45 | 0 | 62 | 144 | 3 | 0 | 0 | 10 | 5 | 103 | 0 | 0 | 0 | 260 | 6 | 0 | 0 | 5 | 3 | 1 | 0 | 602 |
| Total | 0 | 355 | 621 | 14 | 0 | 0 | 35 | 20 | 450 | 0 | 0 | 2 | 1101 | 41 | 0 | 0 | 19 | 14 | 2 | 0 | 2674 |
| 18:00 | 0 | 66 | 161 | 2 | 0 | 0 | 8 | 2 | 97 | 0 | 0 | 0 | 241 | 9 | 0 | 0 | 4 | 0 | 0 | 0 | 590 |
| 18:15 | 0 | 53 | 156 | 2 | 0 | 0 | 8 | 2 | 95 | 0 | 0 | 0 | 205 | 12 | 0 | 0 | 4 | 1 | 0 | 0 | 538 |
| Grand Total | 1 | 2481 | 7732 | 139 | 0 | 0 | 441 | 106 | 3541 | 0 | 0 | 35 | 6946 | 302 | 0 | 0 | 159 | 71 | 26 | 0 | 21980 |
| Apprch % | 0 | 24 | 74.7 | 1.3 | 0 | 0 | 10.8 | 2.6 | 86.6 | 0 | 0 | 0.5 | 95.4 | 4.1 | 0 | 0 | 62.1 | 27.7 | 10.2 | 0 | |
| Total % | 0 | 11.3 | 35.2 | 0.6 | 0 | 0 | 2 | 0.5 | 16.1 | 0 | 0 | 0.2 | 31.6 | 1.4 | 0 | 0 | 0.7 | 0.3 | 0.1 | 0 | |
| Cars | 1 | 2396 | 7529 | 127 | 0 | 0 | 433 | 103 | 3445 | 0 | 0 | 33 | 6771 | 299 | 0 | 0 | 150 | 63 | 25 | 0 | 21375 |
| % Cars | 100 | 96.6 | 97.4 | 91.4 | 0 | 0 | 98.2 | 97.2 | 97.3 | 0 | 0 | 94.3 | 97.5 | 99 | 0 | 0 | 94.3 | 88.7 | 96.2 | 0 | 97.2 |
| Trucks | 0 | 85 | 203 | 12 | 0 | 0 | 8 | 3 | 96 | 0 | 0 | 2 | 175 | 3 | 0 | 0 | 9 | 8 | 1 | 0 | 605 |
| % Trucks | 0 | 3.4 | 2.6 | 8.6 | 0 | 0 | 1.8 | 2.8 | 2.7 | 0 | 0 | 5.7 | 2.5 | 1 | 0 | 0 | 5.7 | 11.3 | 3.8 | 0 | 2.8 |

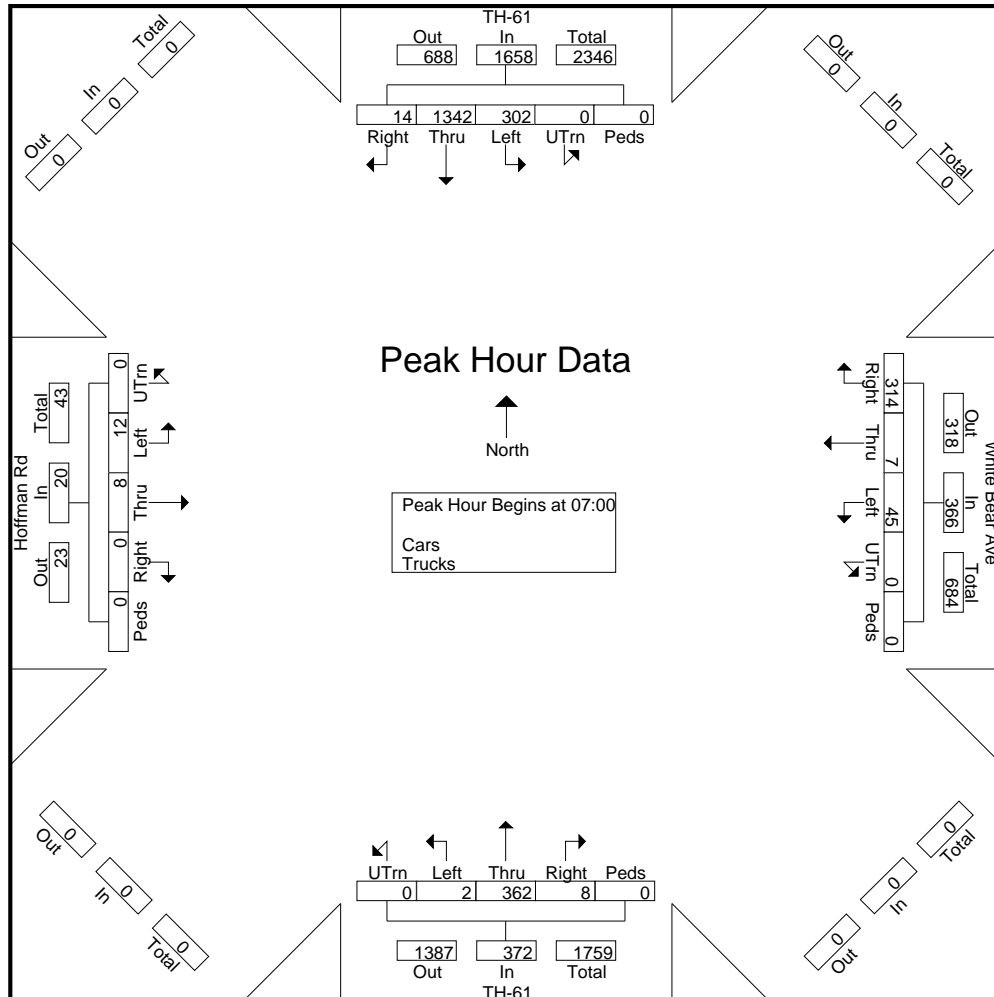
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| Start Time | TH-61 Southbound | | | | | White Bear Ave Westbound | | | | | TH-61 Northbound | | | | | Hoffman Rd Eastbound | | | | | Int. Total | | | | | |
|--------------|------------------|------|------|-------|------|--------------------------|------|------|------|-------|------------------|------------|------|------|------|----------------------|------|------------|------|------|------------|------|-------|------|------------|-----|
| | 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 | 54 | 32 | 1 | 4 | 0 | 379 | 0 | 12 | 0 | 80 | 0 | 92 | 0 | 0 | 91 | 2 | 0 | 93 | 0 | 4 | 0 | 0 | 0 | 4 | 568 |
| 07:15 | 0 | 72 | 355 | 4 | 0 | 431 | 0 | 10 | 2 | 83 | 0 | 95 | 0 | 1 | 101 | 1 | 0 | 103 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 631 |
| 07:30 | 0 | 108 | 351 | 3 | 0 | 462 | 0 | 13 | 2 | 77 | 0 | 92 | 0 | 1 | 78 | 2 | 0 | 81 | 0 | 3 | 4 | 0 | 0 | 7 | 642 | |
| 07:45 | 0 | 68 | 315 | 3 | 0 | 386 | 0 | 10 | 3 | 74 | 0 | 87 | 0 | 0 | 92 | 3 | 0 | 95 | 0 | 5 | 2 | 0 | 0 | 7 | 575 | |
| Total Volume | 0 | 302 | 1342 | 14 | 0 | 1658 | 0 | 45 | 7 | 314 | 0 | 366 | 0 | 2 | 362 | 8 | 0 | 372 | 0 | 12 | 8 | 0 | 0 | 20 | 2416 | |
| % App. Total | 0 | 18.2 | 80.9 | 0.8 | 0 | | 0 | 12.3 | 1.9 | 85.8 | 0 | | 0 | 0.5 | 97.3 | 2.2 | 0 | | 0 | 60 | 40 | 0 | 0 | | | |
| PHF | .000 | .699 | .945 | .875 | .000 | .897 | .000 | .865 | .583 | .946 | .000 | .963 | .000 | .500 | .896 | .667 | .000 | .903 | .000 | .600 | .500 | .000 | .000 | .714 | .941 | |

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 | | | | | | White Bear Ave Westbound | | | | | TH-61 Northbound | | | | | | Hoffman Rd 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 | 98 | 17 | 3 | 0 | 276 | 0 | 9 | 12 | 0 | 136 | 0 | 0 | 29 | 9 | 0 | 306 | 0 | 3 | 1 | 0 | 0 | 5 | 723 | |
| 16:45 | 0 | 93 | 203 | 3 | 0 | 299 | 0 | 11 | 2 | 114 | 0 | 127 | 0 | 1 | 331 | 10 | 0 | 342 | 0 | 7 | 7 | 1 | 0 | 15 | 783 |
| 17:00 | 0 | 99 | 154 | 4 | 0 | 257 | 0 | 11 | 5 | 105 | 0 | 121 | 0 | 0 | 274 | 17 | 0 | 291 | 0 | 7 | 5 | 1 | 0 | 13 | 682 |
| 17:15 | 0 | 93 | 171 | 1 | 0 | 265 | 0 | 7 | 5 | 137 | 0 | 149 | 0 | 0 | 277 | 10 | 0 | 287 | 0 | 5 | 4 | 0 | 0 | 9 | 710 |
| Total Volume | 0 | 383 | 703 | 11 | 0 | 1097 | 0 | 38 | 18 | 477 | 0 | 533 | 0 | 1 | 1179 | 46 | 0 | 1226 | 0 | 22 | 17 | 3 | 0 | 42 | 2898 |
| % App. Total | 0 | 34.9 | 64.1 | 1 | 0 | | 0 | 7.1 | 3.4 | 89.5 | 0 | | 0 | 0.1 | 96.2 | 3.8 | 0 | | 0 | 52.4 | 40.5 | 7.1 | 0 | | |
| PHF | .000 | .967 | .866 | .688 | .000 | .917 | .000 | .864 | .750 | .870 | .000 | .894 | .000 | .250 | .890 | .676 | .000 | .896 | .000 | .786 | .607 | .750 | .000 | .700 | .925 |

