

Alliant Engineering Inc Minneapolis, MN 55415

TH-55/149 at Lone Oak Rd / CSAH-26

Re.Pt.: 202.512

Alliant Engineering Inc

TURN MOVEMENT COUNT

File Name : 08_TH 55 at Lone Oak Rd_021710

Site Code : 00000008

Start Date : 2/17/2010

Page No : 1

Groups Printed- Unshifted - Bank 1

Start Time	TH-55 / TH-149 / Dodd Rd Southbound				Lone Oak Rd (CSAH-26) Westbound				TH-55 / TH-149 / Dodd Rd Northbound				Lone Oak Rd (CSAH-26) Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00	1	93	10	0	2	15	7	0	16	170	0	0	5	16	15	0	350
06:15	3	99	16	0	1	15	15	0	36	223	0	0	5	23	15	0	451
06:30	2	132	20	0	0	32	11	0	39	289	0	0	14	22	31	0	592
06:45	13	199	33	1	3	27	10	0	36	285	2	0	14	43	23	0	689
Total	19	523	79	1	6	89	43	0	127	967	2	0	38	104	84	0	2082
07:00	13	164	18	0	1	16	13	0	29	399	2	0	4	44	15	1	719
07:15	17	212	25	0	0	45	12	1	42	379	1	0	19	70	28	0	851
07:30	19	220	25	0	0	29	28	0	30	368	1	0	20	76	28	0	844
07:45	37	263	31	0	0	41	11	0	33	289	3	0	35	102	40	3	888
Total	86	859	99	0	1	131	64	1	134	1435	7	0	78	292	111	4	3302
08:00	39	226	24	0	2	40	10	0	17	225	0	0	23	76	30	0	712
08:15	19	222	19	1	1	25	12	0	19	228	1	0	10	51	30	0	638
08:30	17	196	11	0	1	25	16	0	9	186	0	0	14	56	50	0	581
08:45	21	161	17	0	0	21	15	0	14	156	1	0	18	41	42	0	507
Total	96	805	71	1	4	111	53	0	59	795	2	0	65	224	152	0	2438
09:00	7	168	11	0	1	18	3	0	22	141	2	0	16	28	32	0	449
09:15	8	149	16	0	0	14	8	0	13	165	1	0	15	34	24	0	447
*** BREAK ***																	
Total	15	317	27	0	1	32	11	0	35	306	3	0	31	62	56	0	896
*** BREAK ***																	
10:30	2	96	11	0	0	18	4	0	24	103	1	0	9	36	28	0	332
10:45	7	86	21	0	1	24	2	0	17	81	0	0	12	34	15	0	300
Total	9	182	32	0	1	42	6	0	41	184	1	0	21	70	43	0	632
11:00	12	100	18	0	3	26	6	0	31	122	1	0	13	25	28	0	385
11:15	4	113	15	0	1	31	14	0	26	132	1	0	30	41	18	0	426
11:30	10	120	18	0	1	38	11	0	25	130	1	0	20	34	35	0	443
11:45	14	113	27	0	7	40	15	0	7	107	2	0	24	55	24	0	435
Total	40	446	78	0	12	135	46	0	89	491	5	0	87	155	105	0	1689
12:00	13	117	19	0	6	31	18	0	11	97	2	0	15	32	39	1	401
12:15	11	114	19	0	5	52	11	0	9	49	2	0	14	54	23	0	363
12:30	20	122	17	0	5	29	13	0	24	123	3	0	26	34	23	0	439
12:45	14	101	14	0	4	35	12	1	14	131	5	0	22	58	22	0	433
Total	58	454	69	0	20	147	54	1	58	400	12	0	77	178	107	1	1636
13:00	10	104	20	0	3	31	11	0	33	141	4	0	14	34	33	0	438
13:15	4	106	11	0	1	19	13	0	25	121	1	0	17	42	23	0	383
*** BREAK ***																	
Total	14	210	31	0	4	50	24	0	58	262	5	0	31	76	56	0	821
*** BREAK ***																	
14:30	7	168	9	0	3	39	6	0	29	173	5	0	21	24	24	0	508
14:45	16	144	18	0	2	30	11	0	20	184	1	0	21	39	28	0	514
Total	23	312	27	0	5	69	17	0	49	357	6	0	42	63	52	0	1022
15:00	6	156	13	1	4	38	18	0	23	205	3	0	46	32	17	0	562
15:15	8	169	9	0	6	36	18	1	15	178	2	0	24	29	25	0	520
15:30	10	211	13	0	4	54	15	0	25	196	0	0	26	38	41	0	633
15:45	18	179	11	0	2	44	16	0	36	194	2	0	21	40	35	0	598
Total	42	715	46	1	16	172	67	1	99	773	7	0	117	139	118	0	2313

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 Start Date : 2/17/2010
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Groups Printed- Unshifted - Bank 1

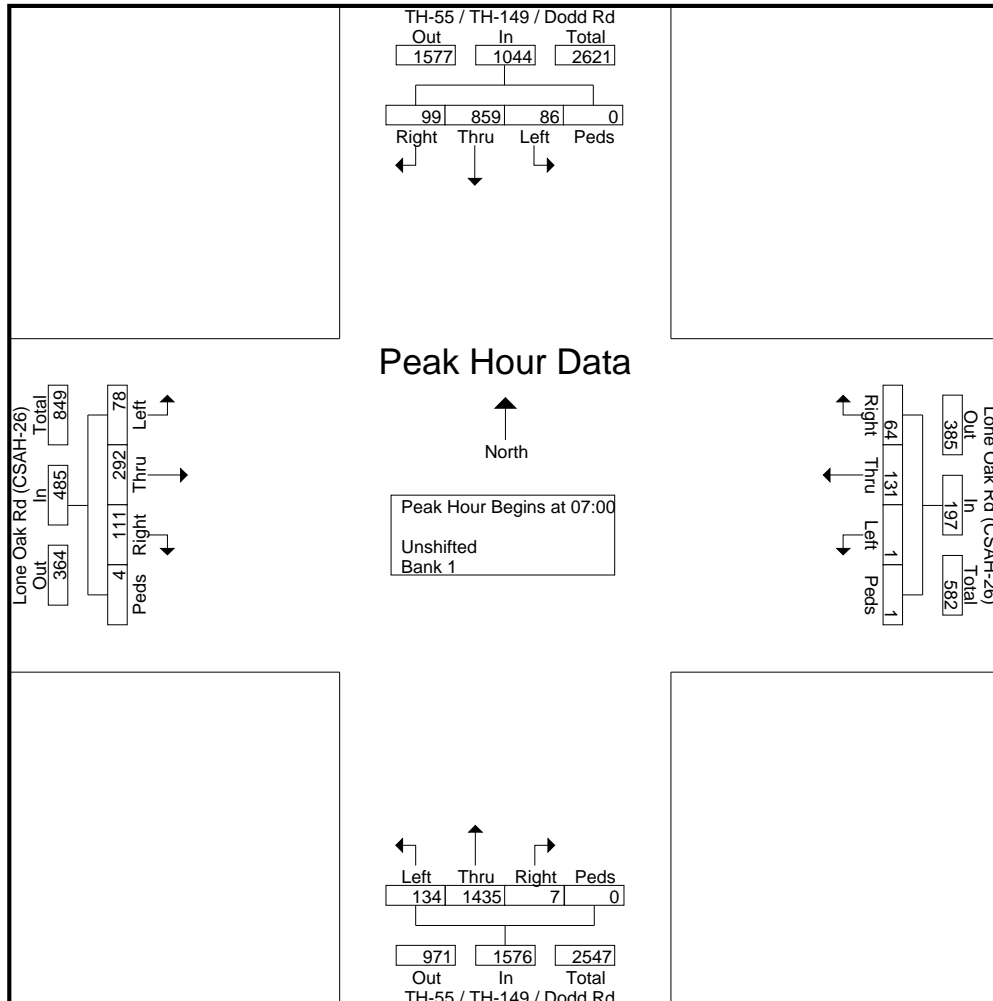
Start Time	TH-55 / TH-149 / Dodd Rd Southbound				Lone Oak Rd (CSAH-26) Westbound				TH-55 / TH-149 / Dodd Rd Northbound				Lone Oak Rd (CSAH-26) Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
16:00	5	240	9	0	7	63	21	0	22	228	2	0	31	37	46	0	711
16:15	9	275	19	0	4	67	22	1	34	250	2	0	37	50	49	0	819
16:30	14	344	22	0	3	81	32	0	30	275	2	0	35	61	52	0	951
16:45	17	291	8	0	8	71	31	0	26	294	4	0	30	52	40	0	872
Total	45	1150	58	0	22	282	106	1	112	1047	10	0	133	200	187	0	3353
17:00	18	335	14	0	7	94	56	0	30	298	2	0	48	57	72	0	1031
17:15	21	334	3	0	3	72	27	0	31	266	1	0	27	40	49	0	874
17:30	11	261	7	0	4	56	33	0	27	251	1	0	24	45	43	0	763
17:45	12	295	11	0	2	37	27	0	18	205	2	0	24	29	58	0	720
Total	62	1225	35	0	16	259	143	0	106	1020	6	0	123	171	222	0	3388
Grand Total	509	7198	652	3	108	1519	634	4	967	8037	66	0	843	1734	1293	5	23572
Apprch %	6.1	86.1	7.8	0	4.8	67.1	28	0.2	10.7	88.6	0.7	0	21.8	44.7	33.4	0.1	
Total %	2.2	30.5	2.8	0	0.5	6.4	2.7	0	4.1	34.1	0.3	0	3.6	7.4	5.5	0	
Unshifted	487	6949	580	2	100	1479	615	4	916	7860	60	0	782	1673	1192	3	22702
% Unshifted	95.7	96.5	89	66.7	92.6	97.4	97	100	94.7	97.8	90.9	0	92.8	96.5	92.2	60	96.3
Bank 1	22	249	72	1	8	40	19	0	51	177	6	0	61	61	101	2	870
% Bank 1	4.3	3.5	11	33.3	7.4	2.6	3	0	5.3	2.2	9.1	0	7.2	3.5	7.8	40	3.7

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	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 07:00																					
07:00	13	164	18	0	195	1	16	13	0	30	29	399	2	0	430	4	44	15	1	64	719
07:15	17	212	25	0	254	0	45	12	1	58	42	379	1	0	422	19	70	28	0	117	851
07:30	19	220	25	0	264	0	29	28	0	57	30	368	1	0	399	20	76	28	0	124	844
07:45	37	263	31	0	331	0	41	11	0	52	33	289	3	0	325	35	102	40	3	180	888
Total Volume	86	859	99	0	1044	1	131	64	1	197	134	1435	7	0	1576	78	292	111	4	485	3302
% App. Total	8.2	82.3	9.5	0		0.5	66.5	32.5	0.5		8.5	91.1	0.4	0		16.1	60.2	22.9	0.8		
PHF	.581	.817	.798	.000	.789	.250	.728	.571	.250	.849	.798	.899	.583	.000	.916	.557	.716	.694	.333	.674	.930



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	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	14	344	22	0	380	3	81	32	0	116	30	275	2	0	307	35	61	52	0	148	951
16:45	17	291	8	0	316	8	71	31	0	110	26	294	4	0	324	30	52	40	0	122	872
17:00	18	335	14	0	367	7	94	56	0	157	30	298	2	0	330	48	57	72	0	177	1031
17:15	21	334	3	0	358	3	72	27	0	102	31	266	1	0	298	27	40	49	0	116	874
Total Volume	70	1304	47	0	1421	21	318	146	0	485	117	1133	9	0	1259	140	210	213	0	563	3728
% App. Total	4.9	91.8	3.3	0		4.3	65.6	30.1	0		9.3	90	0.7	0		24.9	37.3	37.8	0		
PHF	.833	.948	.534	.000	.935	.656	.846	.652	.000	.772	.944	.951	.563	.000	.954	.729	.861	.740	.000	.795	.904

