

SRF Consulting

Jonathan Carver Pkwy CSAH-11 at CSAH-61

File Name : CSAH 11 and CSAH 61

Site Code :

SRF Consulting Group/MnDOT

Start Date : 3/12/2015

TURN MOVEMENT COUNT

Page No : 1

Groups Printed- Cars+ - Heavy Vehicles

| Start Time | Jonathan Carver Pkwy / CSAH-11 Southbound | | | | CSAH-61 Westbound | | | | Jonathan Carver Pkwy / CSAH-11 Northbound | | | | Levi Griffin Rd Eastbound | | | | Int. Total |
|------------------|---|------|-------|------|-------------------|------|-------|------|---|------|-------|------|---------------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 06:00 | 0 | 6 | 1 | 0 | 11 | 0 | 0 | 0 | 2 | 6 | 30 | 0 | 1 | 0 | 0 | 0 | 57 |
| 06:15 | 1 | 4 | 3 | 0 | 14 | 0 | 2 | 0 | 8 | 13 | 40 | 0 | 0 | 2 | 4 | 0 | 91 |
| 06:30 | 3 | 10 | 0 | 0 | 21 | 3 | 4 | 0 | 4 | 16 | 42 | 0 | 1 | 2 | 7 | 0 | 113 |
| 06:45 | 3 | 9 | 0 | 0 | 22 | 4 | 2 | 0 | 4 | 22 | 53 | 0 | 1 | 1 | 5 | 0 | 126 |
| Total | 7 | 29 | 4 | 0 | 68 | 7 | 8 | 0 | 18 | 57 | 165 | 0 | 3 | 5 | 16 | 0 | 387 |
| 07:00 | 7 | 8 | 3 | 0 | 24 | 1 | 4 | 0 | 11 | 30 | 50 | 0 | 5 | 0 | 6 | 0 | 149 |
| 07:15 | 4 | 20 | 6 | 0 | 21 | 5 | 4 | 0 | 6 | 21 | 43 | 0 | 2 | 2 | 4 | 0 | 138 |
| 07:30 | 5 | 14 | 4 | 0 | 35 | 7 | 6 | 0 | 19 | 25 | 59 | 0 | 3 | 5 | 3 | 0 | 185 |
| 07:45 | 3 | 11 | 6 | 0 | 24 | 3 | 2 | 0 | 13 | 18 | 61 | 0 | 3 | 5 | 4 | 0 | 153 |
| Total | 19 | 53 | 19 | 0 | 104 | 16 | 16 | 0 | 49 | 94 | 213 | 0 | 13 | 12 | 17 | 0 | 625 |
| 08:00 | 2 | 15 | 3 | 0 | 18 | 2 | 4 | 0 | 14 | 10 | 42 | 0 | 1 | 2 | 7 | 0 | 120 |
| 08:15 | 0 | 7 | 2 | 0 | 33 | 1 | 3 | 0 | 14 | 15 | 39 | 0 | 4 | 3 | 9 | 0 | 130 |
| 08:30 | 4 | 8 | 5 | 0 | 23 | 2 | 1 | 0 | 18 | 11 | 26 | 0 | 2 | 1 | 11 | 0 | 112 |
| 08:45 | 3 | 6 | 4 | 0 | 20 | 3 | 0 | 0 | 13 | 23 | 34 | 0 | 3 | 4 | 8 | 0 | 121 |
| Total | 9 | 36 | 14 | 0 | 94 | 8 | 8 | 0 | 59 | 59 | 141 | 0 | 10 | 10 | 35 | 0 | 483 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 11:00 | 1 | 7 | 5 | 0 | 20 | 2 | 3 | 0 | 20 | 7 | 21 | 0 | 4 | 6 | 10 | 0 | 106 |
| 11:15 | 1 | 9 | 2 | 0 | 22 | 6 | 2 | 0 | 14 | 12 | 23 | 0 | 7 | 6 | 10 | 0 | 114 |
| 11:30 | 4 | 10 | 5 | 0 | 13 | 8 | 1 | 0 | 21 | 8 | 20 | 0 | 7 | 4 | 20 | 0 | 121 |
| 11:45 | 3 | 9 | 4 | 0 | 10 | 6 | 2 | 0 | 20 | 7 | 18 | 0 | 8 | 6 | 13 | 0 | 106 |
| Total | 9 | 35 | 16 | 0 | 65 | 22 | 8 | 0 | 75 | 34 | 82 | 0 | 26 | 22 | 53 | 0 | 447 |
| 12:00 | 0 | 8 | 6 | 0 | 22 | 6 | 3 | 0 | 22 | 5 | 20 | 0 | 8 | 5 | 19 | 0 | 124 |
| 12:15 | 2 | 6 | 8 | 0 | 21 | 4 | 1 | 0 | 22 | 7 | 17 | 0 | 7 | 11 | 9 | 0 | 115 |
| 12:30 | 3 | 10 | 4 | 0 | 11 | 7 | 3 | 0 | 17 | 8 | 19 | 0 | 7 | 3 | 16 | 0 | 108 |
| 12:45 | 2 | 4 | 4 | 0 | 17 | 8 | 4 | 0 | 14 | 13 | 13 | 0 | 5 | 5 | 17 | 0 | 106 |
| Total | 7 | 28 | 22 | 0 | 71 | 25 | 11 | 0 | 75 | 33 | 69 | 0 | 27 | 24 | 61 | 0 | 453 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 15:00 | 4 | 14 | 6 | 0 | 25 | 4 | 4 | 0 | 28 | 13 | 19 | 0 | 8 | 11 | 26 | 0 | 162 |
| 15:15 | 4 | 18 | 3 | 1 | 49 | 14 | 2 | 0 | 32 | 14 | 15 | 0 | 14 | 1 | 39 | 1 | 207 |
| 15:30 | 4 | 25 | 7 | 0 | 37 | 7 | 7 | 0 | 25 | 11 | 23 | 0 | 6 | 6 | 22 | 0 | 180 |
| 15:45 | 5 | 22 | 11 | 0 | 35 | 6 | 5 | 0 | 21 | 20 | 28 | 0 | 7 | 8 | 22 | 0 | 190 |
| Total | 17 | 79 | 27 | 1 | 146 | 31 | 18 | 0 | 106 | 58 | 85 | 0 | 35 | 26 | 109 | 1 | 739 |
| 16:00 | 6 | 30 | 14 | 0 | 37 | 8 | 4 | 0 | 22 | 13 | 22 | 0 | 10 | 5 | 33 | 0 | 204 |
| 16:15 | 6 | 24 | 11 | 0 | 53 | 6 | 2 | 0 | 21 | 21 | 34 | 0 | 8 | 6 | 21 | 0 | 213 |
| 16:30 | 6 | 26 | 6 | 0 | 76 | 10 | 11 | 0 | 37 | 13 | 39 | 0 | 9 | 7 | 26 | 0 | 266 |
| 16:45 | 4 | 26 | 4 | 0 | 62 | 12 | 4 | 0 | 25 | 28 | 38 | 0 | 11 | 5 | 23 | 0 | 242 |
| Total | 22 | 106 | 35 | 0 | 228 | 36 | 21 | 0 | 105 | 75 | 133 | 0 | 38 | 23 | 103 | 0 | 925 |
| 17:00 | 4 | 29 | 10 | 0 | 56 | 6 | 4 | 0 | 30 | 17 | 28 | 0 | 9 | 5 | 36 | 0 | 234 |
| 17:15 | 5 | 25 | 9 | 0 | 59 | 7 | 3 | 0 | 30 | 9 | 33 | 0 | 7 | 6 | 26 | 0 | 219 |
| 17:30 | 5 | 18 | 7 | 0 | 48 | 4 | 5 | 0 | 13 | 19 | 28 | 0 | 9 | 2 | 32 | 0 | 190 |
| 17:45 | 3 | 15 | 4 | 0 | 35 | 10 | 4 | 0 | 24 | 11 | 26 | 0 | 13 | 10 | 23 | 0 | 178 |
| Total | 17 | 87 | 30 | 0 | 198 | 27 | 16 | 0 | 97 | 56 | 115 | 0 | 38 | 23 | 117 | 0 | 821 |
| Grand Total | 107 | 453 | 167 | 1 | 974 | 172 | 106 | 0 | 584 | 466 | 1003 | 0 | 190 | 145 | 511 | 1 | 4880 |
| Apprch % | 14.7 | 62.2 | 22.9 | 0.1 | 77.8 | 13.7 | 8.5 | 0 | 28.4 | 22.7 | 48.9 | 0 | 22.4 | 17.1 | 60.3 | 0.1 | |
| Total % | 2.2 | 9.3 | 3.4 | 0 | 20 | 3.5 | 2.2 | 0 | 12 | 9.5 | 20.6 | 0 | 3.9 | 3 | 10.5 | 0 | |
| Cars+ | 97 | 432 | 166 | 1 | 886 | 171 | 96 | 0 | 571 | 444 | 922 | 0 | 189 | 145 | 498 | 1 | 4619 |
| % Cars+ | 90.7 | 95.4 | 99.4 | 100 | 91 | 99.4 | 90.6 | 0 | 97.8 | 95.3 | 91.9 | 0 | 99.5 | 100 | 97.5 | 100 | 94.7 |
| Heavy Vehicles | 10 | 21 | 1 | 0 | 88 | 1 | 10 | 0 | 13 | 22 | 81 | 0 | 1 | 0 | 13 | 0 | 261 |
| % Heavy Vehicles | 9.3 | 4.6 | 0.6 | 0 | 9 | 0.6 | 9.4 | 0 | 2.2 | 4.7 | 8.1 | 0 | 0.5 | 0 | 2.5 | 0 | 5.3 |

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Jonathan Carver Pkwy CSAH-11 at CSAH-61

File Name : CSAH 11 and CSAH 61

Site Code :

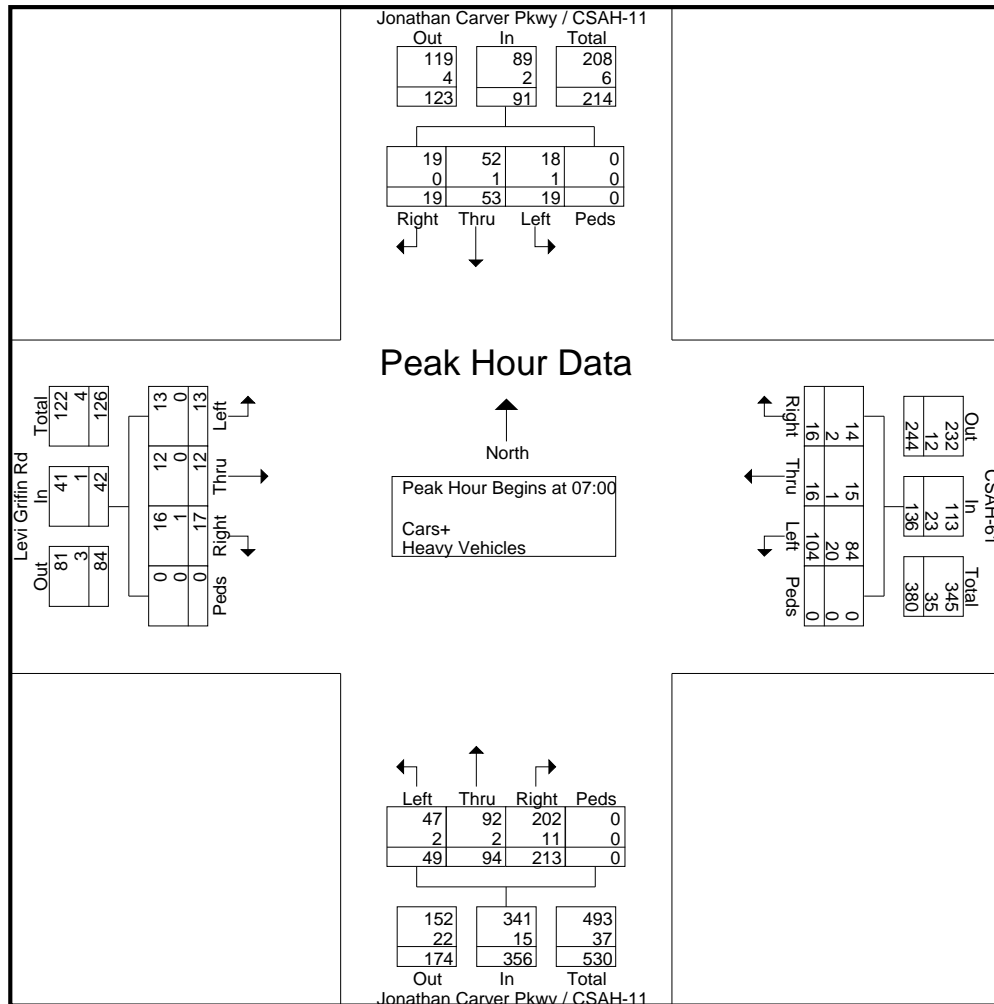
SRF Consulting Group/MnDOT

Start Date : 3/12/2015

TURN MOVEMENT COUNT

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| Start Time | Jonathan Carver Pkwy / CSAH-11 Southbound | | | | | CSAH-61 Westbound | | | | | Jonathan Carver Pkwy / CSAH-11 Northbound | | | | | Levi Griffin Rd 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 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 7 | 8 | 3 | 0 | 18 | 24 | 1 | 4 | 0 | 29 | 11 | 30 | 50 | 0 | 91 | 5 | 0 | 6 | 0 | 11 | 149 |
| 07:15 | 4 | 20 | 6 | 0 | 30 | 21 | 5 | 4 | 0 | 30 | 6 | 21 | 43 | 0 | 70 | 2 | 2 | 4 | 0 | 8 | 138 |
| 07:30 | 5 | 14 | 4 | 0 | 23 | 35 | 7 | 6 | 0 | 48 | 19 | 25 | 59 | 0 | 103 | 3 | 5 | 3 | 0 | 11 | 185 |
| 07:45 | 3 | 11 | 6 | 0 | 20 | 24 | 3 | 2 | 0 | 29 | 13 | 18 | 61 | 0 | 92 | 3 | 5 | 4 | 0 | 12 | 153 |
| Total Volume | 19 | 53 | 19 | 0 | 91 | 104 | 16 | 16 | 0 | 136 | 49 | 94 | 213 | 0 | 356 | 13 | 12 | 17 | 0 | 42 | 625 |
| % App. Total | 20.9 | 58.2 | 20.9 | 0 | | 76.5 | 11.8 | 11.8 | 0 | | 13.8 | 26.4 | 59.8 | 0 | | 31 | 28.6 | 40.5 | 0 | | |
| PHF | .679 | .663 | .792 | .000 | .758 | .743 | .571 | .667 | .000 | .708 | .645 | .783 | .873 | .000 | .864 | .650 | .600 | .708 | .000 | .875 | .845 |
| Cars+ | 18 | 52 | 19 | 0 | 89 | 84 | 15 | 14 | 0 | 113 | 47 | 92 | 202 | 0 | 341 | 13 | 12 | 16 | 0 | 41 | 584 |
| % Cars+ | 94.7 | 98.1 | 100 | 0 | 97.8 | 80.8 | 93.8 | 87.5 | 0 | 83.1 | 95.9 | 97.9 | 94.8 | 0 | 95.8 | 100 | 100 | 94.1 | 0 | 97.6 | 93.4 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 5.3 | 1.9 | 0 | 0 | 2.2 | 19.2 | 6.3 | 12.5 | 0 | 16.9 | 4.1 | 2.1 | 5.2 | 0 | 4.2 | 0 | 0 | 5.9 | 0 | 2.4 | 6.6 |



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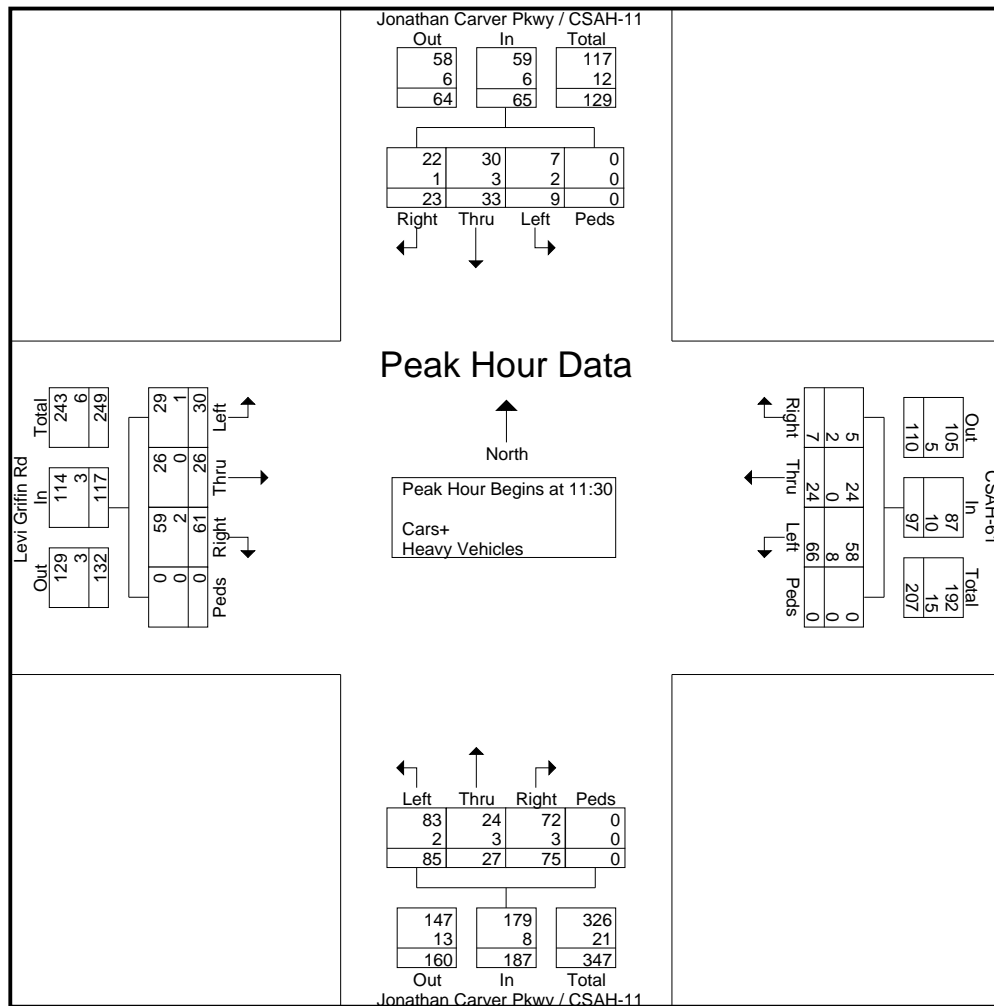
SRF Consulting Group/MnDOT

Start Date : 3/12/2015

TURN MOVEMENT COUNT

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| Start Time | Jonathan Carver Pkwy / CSAH-11 Southbound | | | | | CSAH-61 Westbound | | | | | Jonathan Carver Pkwy / CSAH-11 Northbound | | | | | Levi Griffin Rd 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 | 4 | 10 | 5 | 0 | 19 | 13 | 8 | 1 | 0 | 22 | 21 | 8 | 20 | 0 | 49 | 7 | 4 | 20 | 0 | 31 | 121 |
| 11:45 | 3 | 9 | 4 | 0 | 16 | 10 | 6 | 2 | 0 | 18 | 20 | 7 | 18 | 0 | 45 | 8 | 6 | 13 | 0 | 27 | 106 |
| 12:00 | 0 | 8 | 6 | 0 | 14 | 22 | 6 | 3 | 0 | 31 | 22 | 5 | 20 | 0 | 47 | 8 | 5 | 19 | 0 | 32 | 124 |
| 12:15 | 2 | 6 | 8 | 0 | 16 | 21 | 4 | 1 | 0 | 26 | 22 | 7 | 17 | 0 | 46 | 7 | 11 | 9 | 0 | 27 | 115 |
| Total Volume | 9 | 33 | 23 | 0 | 65 | 66 | 24 | 7 | 0 | 97 | 85 | 27 | 75 | 0 | 187 | 30 | 26 | 61 | 0 | 117 | 466 |
| % App. Total | 13.8 | 50.8 | 35.4 | 0 | | 68 | 24.7 | 7.2 | 0 | | 45.5 | 14.4 | 40.1 | 0 | | 25.6 | 22.2 | 52.1 | 0 | | |
| PHF | .563 | .825 | .719 | .000 | .855 | .750 | .750 | .583 | .000 | .782 | .966 | .844 | .938 | .000 | .954 | .938 | .591 | .763 | .000 | .914 | .940 |
| Cars+ | 7 | 30 | 22 | 0 | 59 | 58 | 24 | 5 | 0 | 87 | 83 | 24 | 72 | 0 | 179 | 29 | 26 | 59 | 0 | 114 | 439 |
| % Cars+ | 77.8 | 90.9 | 95.7 | 0 | 90.8 | 87.9 | 100 | 71.4 | 0 | 89.7 | 97.6 | 88.9 | 96.0 | 0 | 95.7 | 96.7 | 100 | 96.7 | 0 | 97.4 | 94.2 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 22.2 | 9.1 | 4.3 | 0 | 9.2 | 12.1 | 0 | 28.6 | 0 | 10.3 | 2.4 | 11.1 | 4.0 | 0 | 4.3 | 3.3 | 0 | 3.3 | 0 | 2.6 | 5.8 |



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| Start Time | Jonathan Carver Pkwy / CSAH-11 Southbound | | | | | CSAH-61 Westbound | | | | | Jonathan Carver Pkwy / CSAH-11 Northbound | | | | | Levi Griffin Rd 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 | 6 | 26 | 6 | 0 | 38 | 76 | 10 | 11 | 0 | 97 | 37 | 13 | 39 | 0 | 89 | 9 | 7 | 26 | 0 | 42 | 266 |
| 16:45 | 4 | 26 | 4 | 0 | 34 | 62 | 12 | 4 | 0 | 78 | 25 | 28 | 38 | 0 | 91 | 11 | 5 | 23 | 0 | 39 | 242 |
| 17:00 | 4 | 29 | 10 | 0 | 43 | 56 | 6 | 4 | 0 | 66 | 30 | 17 | 28 | 0 | 75 | 9 | 5 | 36 | 0 | 50 | 234 |
| 17:15 | 5 | 25 | 9 | 0 | 39 | 59 | 7 | 3 | 0 | 69 | 30 | 9 | 33 | 0 | 72 | 7 | 6 | 26 | 0 | 39 | 219 |
| Total Volume | 19 | 106 | 29 | 0 | 154 | 253 | 35 | 22 | 0 | 310 | 122 | 67 | 138 | 0 | 327 | 36 | 23 | 111 | 0 | 170 | 961 |
| % App. Total | 12.3 | 68.8 | 18.8 | 0 | | 81.6 | 11.3 | 7.1 | 0 | | 37.3 | 20.5 | 42.2 | 0 | | 21.2 | 13.5 | 65.3 | 0 | | |
| PHF | .792 | .914 | .725 | .000 | .895 | .832 | .729 | .500 | .000 | .799 | .824 | .598 | .885 | .000 | .898 | .818 | .821 | .771 | .000 | .850 | .903 |
| Cars+ | 17 | 104 | 29 | 0 | 150 | 249 | 35 | 22 | 0 | 306 | 122 | 66 | 129 | 0 | 317 | 36 | 23 | 110 | 0 | 169 | 942 |
| % Cars+ | 89.5 | 98.1 | 100 | 0 | 97.4 | 98.4 | 100 | 100 | 0 | 98.7 | 100 | 98.5 | 93.5 | 0 | 96.9 | 100 | 100 | 99.1 | 0 | 99.4 | 98.0 |
| Heavy Vehicles | | | | | | | | | | | | | | | | | | | | | |
| % Heavy Vehicles | 10.5 | 1.9 | 0 | 0 | 2.6 | 1.6 | 0 | 0 | 0 | 1.3 | 0 | 1.5 | 6.5 | 0 | 3.1 | 0 | 0 | 0.9 | 0 | 0.6 | 2.0 |

