

Alliant Engineering Inc Minneapolis, MN 55415

TH-149 at I-494, North ramps
Ref.Pt.: 004.264
Alliant Engineering Inc
TURN MOVEMENT COUNT

File Name : 13_TH 149 at I 494 N RAMP_022310
Site Code : 00000013
Start Date : 2/23/2010
Page No : 1

Groups Printed- Unshifted - Bank 1

| Start Time | Dodd Rd (TH-149) Southbound | | | | ramp from / loop to WB I-494 Westbound | | | | Dodd Rd (TH-149) Northbound | | | | Int. Total |
|---------------|--------------------------------|------|-------|------|---|------|-------|------|--------------------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 06:00 | 7 | 8 | 0 | 0 | 63 | 0 | 6 | 0 | 0 | 5 | 39 | 0 | 128 |
| 06:15 | 17 | 19 | 0 | 0 | 77 | 0 | 8 | 0 | 0 | 13 | 56 | 0 | 190 |
| 06:30 | 20 | 11 | 0 | 0 | 102 | 0 | 14 | 0 | 0 | 19 | 69 | 0 | 235 |
| 06:45 | 17 | 29 | 0 | 0 | 134 | 0 | 25 | 0 | 0 | 36 | 78 | 0 | 319 |
| Total | 61 | 67 | 0 | 0 | 376 | 0 | 53 | 0 | 0 | 73 | 242 | 0 | 872 |
| 07:00 | 23 | 30 | 0 | 0 | 140 | 0 | 18 | 0 | 0 | 63 | 77 | 0 | 351 |
| 07:15 | 37 | 43 | 0 | 0 | 133 | 1 | 41 | 0 | 0 | 87 | 123 | 0 | 465 |
| 07:30 | 41 | 67 | 0 | 0 | 151 | 1 | 74 | 0 | 0 | 176 | 103 | 0 | 613 |
| 07:45 | 39 | 82 | 0 | 0 | 183 | 0 | 62 | 0 | 0 | 100 | 89 | 0 | 555 |
| Total | 140 | 222 | 0 | 0 | 607 | 2 | 195 | 0 | 0 | 426 | 392 | 0 | 1984 |
| 08:00 | 32 | 53 | 0 | 0 | 155 | 0 | 20 | 0 | 0 | 71 | 75 | 0 | 406 |
| 08:15 | 30 | 40 | 0 | 0 | 111 | 0 | 27 | 0 | 0 | 47 | 75 | 0 | 330 |
| 08:30 | 27 | 38 | 0 | 0 | 79 | 0 | 21 | 0 | 0 | 38 | 67 | 0 | 270 |
| 08:45 | 12 | 25 | 0 | 0 | 79 | 0 | 10 | 0 | 0 | 37 | 65 | 0 | 228 |
| Total | 101 | 156 | 0 | 0 | 424 | 0 | 78 | 0 | 0 | 193 | 282 | 0 | 1234 |
| 09:00 | 11 | 27 | 0 | 0 | 109 | 0 | 21 | 0 | 0 | 26 | 98 | 0 | 292 |
| 09:15 | 13 | 22 | 0 | 0 | 52 | 0 | 11 | 0 | 0 | 34 | 58 | 0 | 190 |
| *** BREAK *** | | | | | | | | | | | | | |
| Total | 24 | 49 | 0 | 0 | 161 | 0 | 32 | 0 | 0 | 60 | 156 | 0 | 482 |
| *** BREAK *** | | | | | | | | | | | | | |
| 10:30 | 8 | 16 | 0 | 0 | 50 | 0 | 6 | 0 | 0 | 30 | 62 | 0 | 172 |
| 10:45 | 13 | 15 | 0 | 0 | 28 | 0 | 10 | 0 | 0 | 22 | 63 | 0 | 151 |
| Total | 21 | 31 | 0 | 0 | 78 | 0 | 16 | 0 | 0 | 52 | 125 | 0 | 323 |
| 11:00 | 18 | 14 | 0 | 0 | 17 | 0 | 2 | 0 | 0 | 30 | 89 | 0 | 170 |
| 11:15 | 16 | 30 | 0 | 0 | 37 | 0 | 6 | 0 | 0 | 32 | 70 | 0 | 191 |
| 11:30 | 13 | 22 | 0 | 0 | 29 | 0 | 9 | 0 | 0 | 39 | 76 | 0 | 188 |
| 11:45 | 21 | 15 | 0 | 0 | 38 | 0 | 6 | 0 | 0 | 44 | 84 | 0 | 208 |
| Total | 68 | 81 | 0 | 0 | 121 | 0 | 23 | 0 | 0 | 145 | 319 | 0 | 757 |
| 12:00 | 19 | 30 | 0 | 0 | 35 | 0 | 4 | 0 | 0 | 35 | 69 | 0 | 192 |
| 12:15 | 16 | 34 | 0 | 0 | 35 | 0 | 7 | 0 | 0 | 43 | 65 | 0 | 200 |
| 12:30 | 11 | 30 | 0 | 0 | 26 | 0 | 5 | 0 | 0 | 39 | 72 | 0 | 183 |
| 12:45 | 15 | 29 | 0 | 0 | 42 | 0 | 4 | 0 | 0 | 50 | 55 | 0 | 195 |
| Total | 61 | 123 | 0 | 0 | 138 | 0 | 20 | 0 | 0 | 167 | 261 | 0 | 770 |
| 13:00 | 11 | 25 | 0 | 0 | 25 | 0 | 9 | 0 | 0 | 33 | 55 | 0 | 158 |
| 13:15 | 14 | 31 | 0 | 0 | 40 | 0 | 6 | 0 | 0 | 33 | 69 | 0 | 193 |
| *** BREAK *** | | | | | | | | | | | | | |
| Total | 25 | 56 | 0 | 0 | 65 | 0 | 15 | 0 | 0 | 66 | 124 | 0 | 351 |
| *** BREAK *** | | | | | | | | | | | | | |
| 14:30 | 15 | 27 | 0 | 0 | 25 | 0 | 12 | 1 | 0 | 51 | 105 | 0 | 236 |
| 14:45 | 52 | 44 | 0 | 0 | 23 | 0 | 13 | 0 | 0 | 63 | 108 | 0 | 303 |
| Total | 67 | 71 | 0 | 0 | 48 | 0 | 25 | 1 | 0 | 114 | 213 | 0 | 539 |
| 15:00 | 41 | 51 | 0 | 0 | 31 | 0 | 7 | 0 | 0 | 75 | 125 | 0 | 330 |
| 15:15 | 59 | 35 | 0 | 0 | 30 | 0 | 7 | 0 | 0 | 57 | 128 | 0 | 316 |
| 15:30 | 31 | 11 | 0 | 0 | 19 | 0 | 6 | 0 | 0 | 74 | 183 | 0 | 324 |
| 15:45 | 42 | 34 | 0 | 0 | 30 | 0 | 8 | 0 | 0 | 73 | 145 | 0 | 332 |
| Total | 173 | 131 | 0 | 0 | 110 | 0 | 28 | 0 | 0 | 279 | 581 | 0 | 1302 |

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Site Code : 00000013
Start Date : 2/23/2010
Page No : 2

Groups Printed- Unshifted - Bank 1

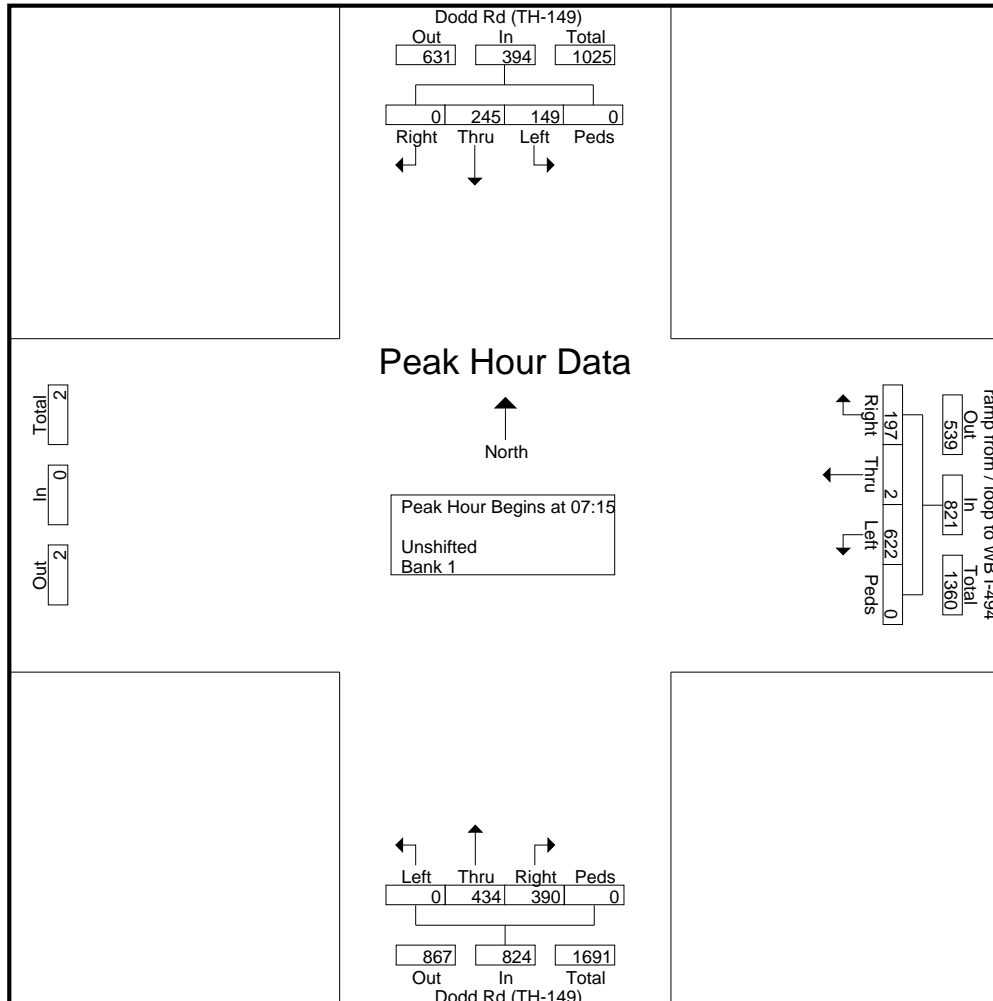
| Start Time | Dodd Rd (TH-149) Southbound | | | | ramp from / loop to WB I-494 Westbound | | | | Dodd Rd (TH-149) Northbound | | | | Int. Total |
|-------------|--------------------------------|------|-------|------|---|------|-------|------|--------------------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 16:00 | 40 | 54 | 0 | 0 | 38 | 0 | 10 | 0 | 0 | 59 | 199 | 0 | 400 |
| 16:15 | 35 | 37 | 0 | 0 | 33 | 0 | 12 | 0 | 0 | 88 | 174 | 0 | 379 |
| 16:30 | 25 | 35 | 0 | 0 | 27 | 0 | 5 | 0 | 0 | 86 | 198 | 0 | 376 |
| 16:45 | 17 | 14 | 0 | 0 | 15 | 0 | 4 | 0 | 1 | 90 | 181 | 0 | 322 |
| Total | 117 | 140 | 0 | 0 | 113 | 0 | 31 | 0 | 1 | 323 | 752 | 0 | 1477 |
| 17:00 | 21 | 24 | 0 | 0 | 38 | 0 | 11 | 0 | 0 | 104 | 200 | 0 | 398 |
| 17:15 | 48 | 30 | 0 | 0 | 28 | 0 | 10 | 0 | 0 | 79 | 175 | 0 | 370 |
| 17:30 | 29 | 22 | 0 | 0 | 43 | 0 | 8 | 0 | 0 | 89 | 173 | 0 | 364 |
| 17:45 | 22 | 25 | 0 | 0 | 33 | 0 | 13 | 0 | 0 | 76 | 145 | 0 | 314 |
| Total | 120 | 101 | 0 | 0 | 142 | 0 | 42 | 0 | 0 | 348 | 693 | 0 | 1446 |
| Grand Total | 978 | 1228 | 0 | 0 | 2383 | 2 | 558 | 1 | 1 | 2246 | 4140 | 0 | 11537 |
| Apprch % | 44.3 | 55.7 | 0 | 0 | 80.9 | 0.1 | 19 | 0 | 0 | 35.2 | 64.8 | 0 | |
| Total % | 8.5 | 10.6 | 0 | 0 | 20.7 | 0 | 4.8 | 0 | 0 | 19.5 | 35.9 | 0 | |
| Unshifted | 962 | 1177 | 0 | 0 | 2261 | 2 | 538 | 1 | 1 | 2205 | 4040 | 0 | 11187 |
| % Unshifted | 98.4 | 95.8 | 0 | 0 | 94.9 | 100 | 96.4 | 100 | 100 | 98.2 | 97.6 | 0 | 97 |
| Bank 1 | 16 | 51 | 0 | 0 | 122 | 0 | 20 | 0 | 0 | 41 | 100 | 0 | 350 |
| % Bank 1 | 1.6 | 4.2 | 0 | 0 | 5.1 | 0 | 3.6 | 0 | 0 | 1.8 | 2.4 | 0 | 3 |

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 Page No : 3

| Start Time | Dodd Rd (TH-149) Southbound | | | | | ramp from / loop to WB I-494 Westbound | | | | | Dodd Rd (TH-149) Northbound | | | | | Int. 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 07:15 | | | | | | | | | | | | | | | | |
| 07:15 | 37 | 43 | 0 | 0 | 80 | 133 | 1 | 41 | 0 | 175 | 0 | 87 | 123 | 0 | 210 | 465 |
| 07:30 | 41 | 67 | 0 | 0 | 108 | 151 | 1 | 74 | 0 | 226 | 0 | 176 | 103 | 0 | 279 | 613 |
| 07:45 | 39 | 82 | 0 | 0 | 121 | 183 | 0 | 62 | 0 | 245 | 0 | 100 | 89 | 0 | 189 | 555 |
| 08:00 | 32 | 53 | 0 | 0 | 85 | 155 | 0 | 20 | 0 | 175 | 0 | 71 | 75 | 0 | 146 | 406 |
| Total Volume | 149 | 245 | 0 | 0 | 394 | 622 | 2 | 197 | 0 | 821 | 0 | 434 | 390 | 0 | 824 | 2039 |
| % App. Total | 37.8 | 62.2 | 0 | 0 | | 75.8 | 0.2 | 24 | 0 | | 0 | 52.7 | 47.3 | 0 | | |
| PHF | .909 | .747 | .000 | .000 | .814 | .850 | .500 | .666 | .000 | .838 | .000 | .616 | .793 | .000 | .738 | .832 |



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 Start Date : 2/23/2010
 Page No : 4

| Start Time | Dodd Rd (TH-149) Southbound | | | | | ramp from / loop to WB I-494 Westbound | | | | | Dodd Rd (TH-149) Northbound | | | | | Int. 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 15:45 | | | | | | | | | | | | | | | | |
| 15:45 | 42 | 34 | 0 | 0 | 76 | 30 | 0 | 8 | 0 | 38 | 0 | 73 | 145 | 0 | 218 | 332 |
| 16:00 | 40 | 54 | 0 | 0 | 94 | 38 | 0 | 10 | 0 | 48 | 0 | 59 | 199 | 0 | 258 | 400 |
| 16:15 | 35 | 37 | 0 | 0 | 72 | 33 | 0 | 12 | 0 | 45 | 0 | 88 | 174 | 0 | 262 | 379 |
| 16:30 | 25 | 35 | 0 | 0 | 60 | 27 | 0 | 5 | 0 | 32 | 0 | 86 | 198 | 0 | 284 | 376 |
| Total Volume | 142 | 160 | 0 | 0 | 302 | 128 | 0 | 35 | 0 | 163 | 0 | 306 | 716 | 0 | 1022 | 1487 |
| % App. Total | 47 | 53 | 0 | 0 | | 78.5 | 0 | 21.5 | 0 | | 0 | 29.9 | 70.1 | 0 | | |
| PHF | .845 | .741 | .000 | .000 | .803 | .842 | .000 | .729 | .000 | .849 | .000 | .869 | .899 | .000 | .900 | .929 |

