

Alliant Engineering Inc Minneapolis, MN 55415

TH-65 at Moore Lake Drive
Ref.Pt.: 007.309 FRIDLEY
data by Alliant Engineering Inc
TURN MOVEMENT COUNT

File Name : TH-65 at Moore Lake Dr 2009
Site Code : 00000004
Start Date : 1/6/2009
Page No : 1

Groups Printed- Unshifted

| Start Time | TH-65 Southbound | | | | E Moore Lake Drive Westbound | | | | TH-65 Northbound | | | | W Moore Lake Drive Eastbound | | | | Int. Total |
|---------------|------------------|------|-------|------|------------------------------|------|-------|------|------------------|------|-------|------|------------------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 06:00 | 4 | 242 | 2 | 0 | 6 | 2 | 0 | 0 | 0 | 57 | 19 | 0 | 0 | 3 | 6 | 0 | 341 |
| 06:15 | 5 | 276 | 3 | 0 | 8 | 3 | 5 | 0 | 1 | 85 | 4 | 0 | 1 | 4 | 3 | 0 | 398 |
| 06:30 | 6 | 362 | 7 | 1 | 9 | 5 | 2 | 0 | 0 | 135 | 10 | 0 | 1 | 4 | 7 | 0 | 549 |
| 06:45 | 10 | 330 | 8 | 0 | 15 | 4 | 5 | 0 | 2 | 169 | 11 | 0 | 3 | 2 | 8 | 0 | 567 |
| Total | 25 | 1210 | 20 | 1 | 38 | 14 | 12 | 0 | 3 | 446 | 44 | 0 | 5 | 13 | 24 | 0 | 1855 |
| 07:00 | 11 | 355 | 11 | 0 | 19 | 8 | 4 | 0 | 1 | 167 | 15 | 0 | 4 | 11 | 6 | 1 | 613 |
| 07:15 | 8 | 425 | 6 | 0 | 22 | 8 | 12 | 0 | 2 | 155 | 14 | 0 | 4 | 4 | 9 | 0 | 669 |
| 07:30 | 11 | 426 | 12 | 0 | 27 | 14 | 8 | 1 | 3 | 136 | 17 | 0 | 5 | 7 | 12 | 0 | 679 |
| 07:45 | 11 | 376 | 18 | 0 | 16 | 42 | 11 | 0 | 10 | 186 | 9 | 0 | 6 | 21 | 20 | 0 | 726 |
| Total | 41 | 1582 | 47 | 0 | 84 | 72 | 35 | 1 | 16 | 644 | 55 | 0 | 19 | 43 | 47 | 1 | 2687 |
| 08:00 | 9 | 292 | 9 | 0 | 19 | 32 | 6 | 0 | 6 | 150 | 17 | 0 | 6 | 17 | 12 | 0 | 575 |
| 08:15 | 11 | 278 | 1 | 0 | 14 | 9 | 5 | 0 | 1 | 143 | 14 | 0 | 0 | 4 | 5 | 0 | 485 |
| 08:30 | 9 | 285 | 6 | 1 | 22 | 7 | 1 | 0 | 3 | 143 | 18 | 0 | 2 | 5 | 8 | 0 | 510 |
| 08:45 | 17 | 205 | 3 | 0 | 20 | 13 | 4 | 0 | 5 | 179 | 18 | 0 | 3 | 5 | 10 | 0 | 482 |
| Total | 46 | 1060 | 19 | 1 | 75 | 61 | 16 | 0 | 15 | 615 | 67 | 0 | 11 | 31 | 35 | 0 | 2052 |
| 09:00 | 15 | 214 | 2 | 0 | 13 | 7 | 4 | 0 | 8 | 140 | 35 | 0 | 1 | 4 | 7 | 0 | 450 |
| 09:15 | 11 | 170 | 6 | 1 | 14 | 5 | 1 | 0 | 4 | 138 | 30 | 0 | 2 | 5 | 9 | 0 | 396 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| Total | 26 | 384 | 8 | 1 | 27 | 12 | 5 | 0 | 12 | 278 | 65 | 0 | 3 | 9 | 16 | 0 | 846 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 10:30 | 15 | 164 | 2 | 0 | 26 | 7 | 10 | 0 | 1 | 140 | 17 | 0 | 3 | 3 | 11 | 0 | 399 |
| 10:45 | 16 | 146 | 4 | 0 | 45 | 6 | 10 | 0 | 3 | 145 | 25 | 0 | 4 | 13 | 8 | 0 | 425 |
| Total | 31 | 310 | 6 | 0 | 71 | 13 | 20 | 0 | 4 | 285 | 42 | 0 | 7 | 16 | 19 | 0 | 824 |
| 11:00 | 12 | 165 | 4 | 0 | 20 | 3 | 11 | 0 | 3 | 140 | 27 | 0 | 4 | 11 | 2 | 0 | 402 |
| 11:15 | 22 | 149 | 3 | 0 | 15 | 9 | 12 | 0 | 4 | 148 | 21 | 1 | 5 | 8 | 4 | 1 | 402 |
| 11:30 | 20 | 148 | 5 | 0 | 29 | 15 | 16 | 0 | 3 | 157 | 58 | 0 | 11 | 16 | 4 | 0 | 482 |
| 11:45 | 19 | 164 | 4 | 0 | 31 | 10 | 10 | 0 | 4 | 169 | 46 | 0 | 7 | 16 | 8 | 0 | 488 |
| Total | 73 | 626 | 16 | 0 | 95 | 37 | 49 | 0 | 14 | 614 | 152 | 1 | 27 | 51 | 18 | 1 | 1774 |
| 12:00 | 20 | 160 | 2 | 0 | 28 | 11 | 17 | 0 | 8 | 140 | 47 | 0 | 4 | 6 | 6 | 0 | 449 |
| 12:15 | 15 | 164 | 5 | 0 | 42 | 10 | 26 | 0 | 2 | 163 | 34 | 0 | 3 | 5 | 7 | 0 | 476 |
| 12:30 | 12 | 199 | 2 | 0 | 41 | 14 | 23 | 0 | 7 | 180 | 31 | 0 | 7 | 15 | 7 | 0 | 538 |
| 12:45 | 14 | 175 | 3 | 0 | 44 | 16 | 15 | 0 | 7 | 196 | 22 | 0 | 3 | 18 | 6 | 0 | 519 |
| Total | 61 | 698 | 12 | 0 | 155 | 51 | 81 | 0 | 24 | 679 | 134 | 0 | 17 | 44 | 26 | 0 | 1982 |
| 13:00 | 8 | 152 | 4 | 0 | 33 | 12 | 12 | 0 | 10 | 198 | 37 | 0 | 4 | 15 | 2 | 0 | 487 |
| 13:15 | 14 | 169 | 3 | 0 | 36 | 10 | 17 | 0 | 1 | 173 | 38 | 0 | 2 | 6 | 2 | 0 | 471 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| Total | 22 | 321 | 7 | 0 | 69 | 22 | 29 | 0 | 11 | 371 | 75 | 0 | 6 | 21 | 4 | 0 | 958 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 14:30 | 12 | 219 | 4 | 0 | 35 | 3 | 20 | 0 | 6 | 257 | 37 | 0 | 5 | 4 | 6 | 0 | 608 |
| 14:45 | 24 | 194 | 7 | 0 | 32 | 16 | 20 | 0 | 12 | 234 | 26 | 1 | 9 | 12 | 4 | 0 | 591 |
| Total | 36 | 413 | 11 | 0 | 67 | 19 | 40 | 0 | 18 | 491 | 63 | 1 | 14 | 16 | 10 | 0 | 1199 |
| 15:00 | 21 | 227 | 10 | 0 | 29 | 14 | 18 | 0 | 11 | 257 | 43 | 0 | 18 | 24 | 14 | 0 | 686 |
| 15:15 | 16 | 174 | 3 | 0 | 45 | 7 | 27 | 0 | 7 | 306 | 37 | 0 | 8 | 20 | 8 | 1 | 659 |
| 15:30 | 20 | 204 | 5 | 5 | 28 | 14 | 35 | 0 | 5 | 310 | 38 | 2 | 5 | 13 | 9 | 0 | 693 |
| 15:45 | 30 | 197 | 10 | 0 | 31 | 17 | 18 | 0 | 5 | 359 | 42 | 1 | 10 | 12 | 5 | 0 | 737 |
| Total | 87 | 802 | 28 | 5 | 133 | 52 | 98 | 0 | 28 | 1232 | 160 | 3 | 41 | 69 | 36 | 1 | 2775 |

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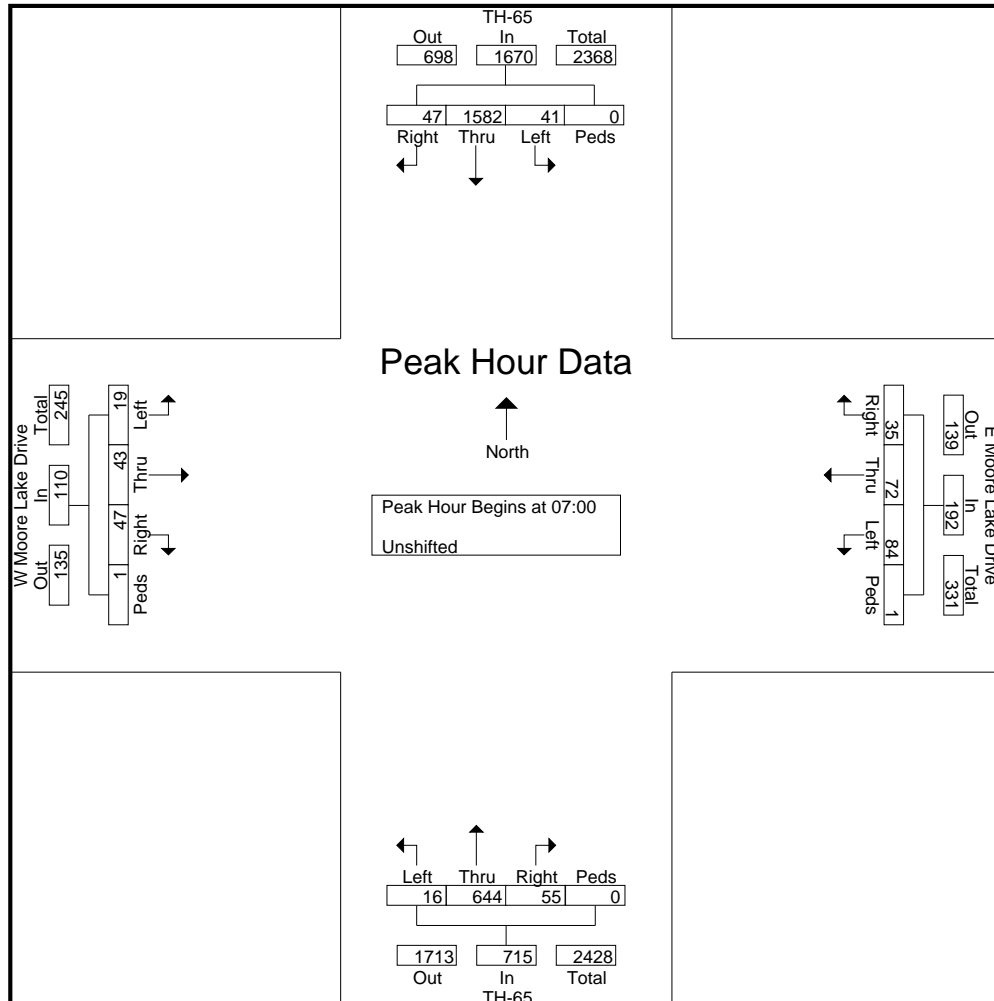
| Start Time | TH-65 Southbound | | | | E Moore Lake Drive Westbound | | | | TH-65 Northbound | | | | W Moore Lake Drive Eastbound | | | | Int. Total |
|-------------|------------------|------|-------|------|------------------------------|------|-------|------|------------------|------|-------|------|------------------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 16:00 | 11 | 198 | 7 | 4 | 36 | 8 | 17 | 0 | 9 | 364 | 51 | 0 | 12 | 22 | 4 | 0 | 743 |
| 16:15 | 16 | 197 | 6 | 0 | 37 | 17 | 28 | 0 | 10 | 354 | 50 | 0 | 6 | 19 | 2 | 0 | 742 |
| 16:30 | 33 | 199 | 5 | 0 | 43 | 18 | 19 | 0 | 3 | 337 | 46 | 0 | 6 | 27 | 3 | 0 | 739 |
| 16:45 | 29 | 209 | 3 | 0 | 32 | 18 | 29 | 0 | 4 | 343 | 70 | 0 | 5 | 19 | 5 | 0 | 766 |
| Total | 89 | 803 | 21 | 4 | 148 | 61 | 93 | 0 | 26 | 1398 | 217 | 0 | 29 | 87 | 14 | 0 | 2990 |
| 17:00 | 22 | 194 | 5 | 0 | 48 | 19 | 34 | 0 | 10 | 378 | 66 | 0 | 6 | 23 | 9 | 0 | 814 |
| 17:15 | 20 | 210 | 13 | 0 | 30 | 18 | 32 | 0 | 9 | 379 | 53 | 0 | 7 | 24 | 7 | 1 | 803 |
| 17:30 | 24 | 179 | 5 | 0 | 36 | 23 | 25 | 0 | 5 | 325 | 46 | 0 | 6 | 18 | 2 | 0 | 694 |
| 17:45 | 25 | 189 | 3 | 0 | 29 | 17 | 40 | 0 | 4 | 344 | 49 | 0 | 8 | 14 | 3 | 0 | 725 |
| Total | 91 | 772 | 26 | 0 | 143 | 77 | 131 | 0 | 28 | 1426 | 214 | 0 | 27 | 79 | 21 | 1 | 3036 |
| Grand Total | 628 | 8981 | 221 | 12 | 1105 | 491 | 609 | 1 | 199 | 8479 | 1288 | 5 | 206 | 479 | 270 | 4 | 22978 |
| Apprch % | 6.4 | 91.3 | 2.2 | 0.1 | 50.1 | 22.3 | 27.6 | 0 | 2 | 85 | 12.9 | 0.1 | 21.5 | 49.9 | 28.2 | 0.4 | |
| Total % | 2.7 | 39.1 | 1 | 0.1 | 4.8 | 2.1 | 2.7 | 0 | 0.9 | 36.9 | 5.6 | 0 | 0.9 | 2.1 | 1.2 | 0 | |

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| Start Time | TH-65 Southbound | | | | | E Moore Lake Drive Westbound | | | | | TH-65 Northbound | | | | | W Moore Lake Drive 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 | 11 | 355 | 11 | 0 | 377 | 19 | 8 | 4 | 0 | 31 | 1 | 167 | 15 | 0 | 183 | 4 | 11 | 6 | 1 | 22 | 613 |
| 07:15 | 8 | 425 | 6 | 0 | 439 | 22 | 8 | 12 | 0 | 42 | 2 | 155 | 14 | 0 | 171 | 4 | 4 | 9 | 0 | 17 | 669 |
| 07:30 | 11 | 426 | 12 | 0 | 449 | 27 | 14 | 8 | 1 | 50 | 3 | 136 | 17 | 0 | 156 | 5 | 7 | 12 | 0 | 24 | 679 |
| 07:45 | 11 | 376 | 18 | 0 | 405 | 16 | 42 | 11 | 0 | 69 | 10 | 186 | 9 | 0 | 205 | 6 | 21 | 20 | 0 | 47 | 726 |
| Total Volume | 41 | 1582 | 47 | 0 | 1670 | 84 | 72 | 35 | 1 | 192 | 16 | 644 | 55 | 0 | 715 | 19 | 43 | 47 | 1 | 110 | 2687 |
| % App. Total | 2.5 | 94.7 | 2.8 | 0 | | 43.8 | 37.5 | 18.2 | 0.5 | | 2.2 | 90.1 | 7.7 | 0 | | 17.3 | 39.1 | 42.7 | 0.9 | | |
| PHF | .932 | .928 | .653 | .000 | .930 | .778 | .429 | .729 | .250 | .696 | .400 | .866 | .809 | .000 | .872 | .792 | .512 | .588 | .250 | .585 | .925 |



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| Start Time | TH-65 Southbound | | | | | E Moore Lake Drive Westbound | | | | | TH-65 Northbound | | | | | W Moore Lake Drive 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 | 33 | 199 | 5 | 0 | 237 | 43 | 18 | 19 | 0 | 80 | 3 | 337 | 46 | 0 | 386 | 6 | 27 | 3 | 0 | 36 | 739 |
| 16:45 | 29 | 209 | 3 | 0 | 241 | 32 | 18 | 29 | 0 | 79 | 4 | 343 | 70 | 0 | 417 | 5 | 19 | 5 | 0 | 29 | 766 |
| 17:00 | 22 | 194 | 5 | 0 | 221 | 48 | 19 | 34 | 0 | 101 | 10 | 378 | 66 | 0 | 454 | 6 | 23 | 9 | 0 | 38 | 814 |
| 17:15 | 20 | 210 | 13 | 0 | 243 | 30 | 18 | 32 | 0 | 80 | 9 | 379 | 53 | 0 | 441 | 7 | 24 | 7 | 1 | 39 | 803 |
| Total Volume | 104 | 812 | 26 | 0 | 942 | 153 | 73 | 114 | 0 | 340 | 26 | 1437 | 235 | 0 | 1698 | 24 | 93 | 24 | 1 | 142 | 3122 |
| % App. Total | 11 | 86.2 | 2.8 | 0 | | 45 | 21.5 | 33.5 | 0 | | 1.5 | 84.6 | 13.8 | 0 | | 16.9 | 65.5 | 16.9 | 0.7 | | |
| PHF | .788 | .967 | .500 | .000 | .969 | .797 | .961 | .838 | .000 | .842 | .650 | .948 | .839 | .000 | .935 | .857 | .861 | .667 | .250 | .910 | .959 |

