

**MEMORANDUM**

TO: Brooklyn Boulevard TAC

FROM: Patrick Corkle, P.E. (MN,WI, NE), PTOE, Principal

DATE: July 23, 2012

SUBJECT: BROOKLYN BOULEVARD – TRAFFIC ANALYSIS  
CITY OF BROOKLYN CENTER

**INTRODUCTION**

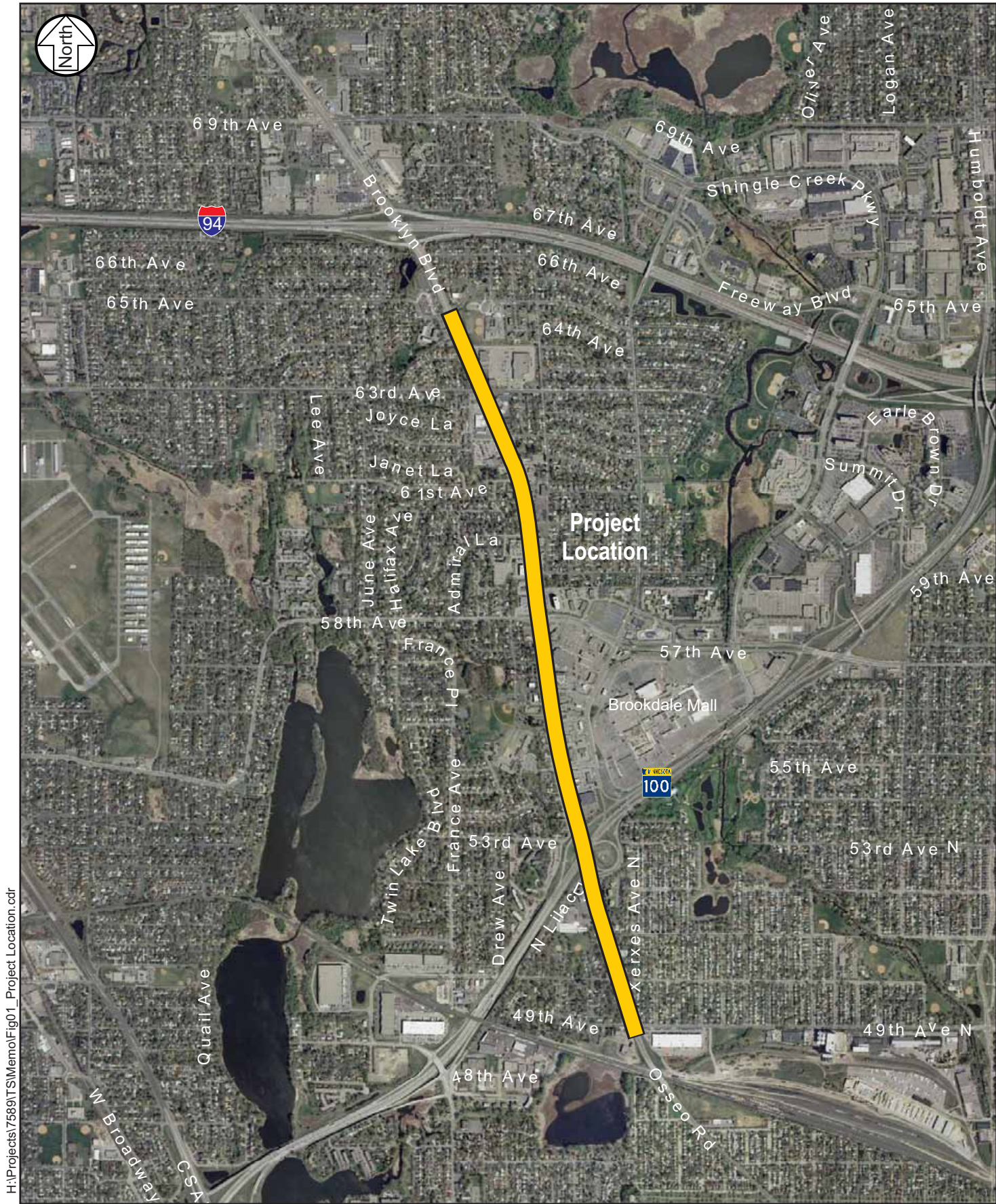
A traffic analysis was completed for Brooklyn Boulevard (CSAH 152) from I-94 to 49th Avenue North in the City of Brooklyn Center (see Figure 1). The traffic analysis looked at intersection operations analysis, crash analysis, geometric design and access management. Improvements are recommended to mitigate any of issues. A preliminary layout was completed which incorporated these recommendations.

**EXISTING TRAFFIC VOLUMES**

Existing a.m. and p.m. peak hour turning movement counts were gathered for the project. The intersections and dates collected are shown in Table 1.

**TABLE 1  
Existing Turning Movement Counts**

Main Roadway	Cross-Street	Year
Brooklyn Boulevard (CSAH 152)	65th Avenue North	Dec 2006
Brooklyn Boulevard (CSAH 152)	63rd Avenue North	Jan 2012
Brooklyn Boulevard (CSAH 152)	Bass Lake Road (CSAH 10)	Jan 2012
Brooklyn Boulevard (CSAH 152)	56th Avenue North	No Count
Brooklyn Boulevard (CSAH 152)	55th Avenue North	Jan 2012
Brooklyn Boulevard (CSAH 152)	TH 100 North Ramp	Mar 2008
Brooklyn Boulevard (CSAH 152)	TH 100 South Ramp	Mar 2008
Brooklyn Boulevard (CSAH 152)	51st Avenue / Lilac Drive	Aug 2010
Brooklyn Boulevard (CSAH 152)	50th Avenue North	Aug 2002
Brooklyn Boulevard (CSAH 152)	49th Avenue North	Aug 2000



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**Project Location**  
 Brooklyn Boulevard Corridor Study  
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**Figure 1**

## EXISTING DAILY TRAFFIC VOLUMES

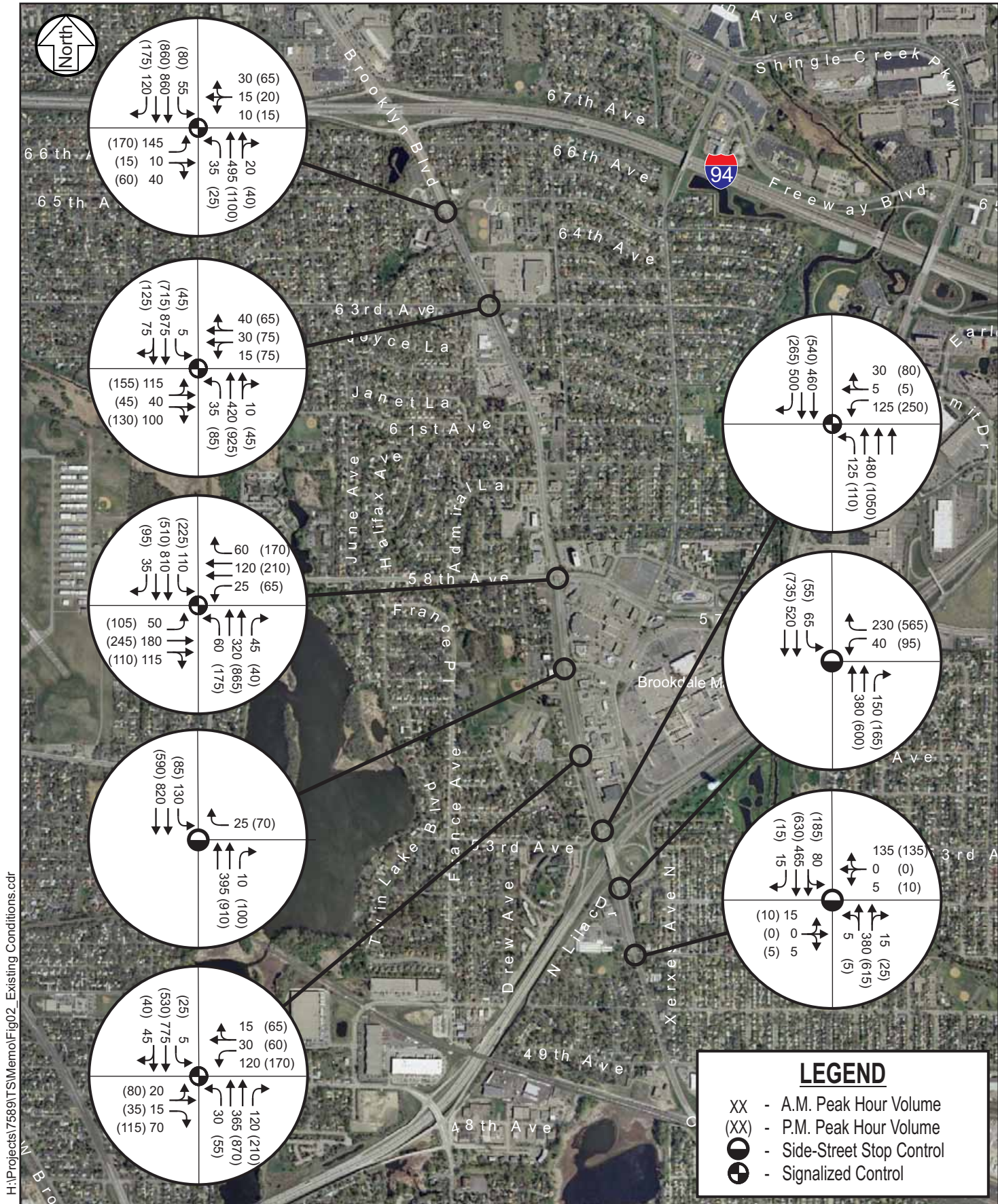
The existing traffic volumes were gathered from the flow maps. These volumes were collected in 2007 and are shown in Table 2.

**TABLE 2**  
**Existing Daily Traffic Volumes**

Roadway	Location	Daily Volume
Brooklyn Boulevard (CSAH 152)	North of I-94	40,700
Brooklyn Boulevard (CSAH 152)	South of 63rd Avenue	23,100
Brooklyn Boulevard (CSAH 152)	South of Bass Lake Road (CSAH 10)	22,200
Brooklyn Boulevard (CSAH 152)	South of 51st Avenue	18,700
63rd Avenue	West of Brooklyn Boulevard (CSAH 152)	7,800
63rd Avenue	East of Brooklyn Boulevard (CSAH 152)	4,000
Bass Lake Road (CSAH 10)	West of Brooklyn Boulevard (CSAH 152)	11,500
Bass Lake Road (CSAH 10)	East of Brooklyn Boulevard (CSAH 152)	12,900
56th Avenue	East of Brooklyn Boulevard (CSAH 152)	6,400
51st Avenue	East of Brooklyn Boulevard (CSAH 152)	3,300

## EXISTING INTERSECTION OPERATIONS

An existing intersection operations analysis was completed using a modified existing to account for the different year the traffic data was collected for the a.m. and p.m. peak hour traffic volumes and are shown in Figure 2. Intersection operations analysis results identify a Level of Service (LOS) which indicates how well an intersection is operating. Intersections are given a ranking from LOS A through LOS F. LOS A indicates the best traffic operation and LOS F indicates an intersection where demand exceeds capacity. LOS A – D is generally considered acceptable by drivers.



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**Existing Conditions**  
 Brooklyn Boulevard Corridor Study  
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**Figure 2**

An existing traffic analysis was completed using the Highway Capacity Software (HCS) software, modified existing traffic volumes (balance as needed), geometrics and traffic control. Results of the analysis shown in Table 3 indicate that all of the intersections are currently operating at an overall LOS D or better during the a.m. and p.m. peak hour.

**TABLE 3**  
**Existing Peak Hour Capacity Analysis**  
**Level of Service Results for Brooklyn Boulevard (CSAH 152)**

INTERSECTION	Level of Service	
	A.M. Peak	P.M. Peak
65th Avenue North	B	C
63rd Avenue North	C	C
Bass Lake Road (CSAH 10)	C	D
56th Avenue North*	A/B	A/B
55th Avenue North	B	C
TH 100 North Ramp	A	A
TH 100 South Ramp*	A	B
51st Avenue / Lilac Drive*	A/D	A/F
50th Avenue North*	---	---
49th Avenue North	---	---

\*Unsignalized intersection; Overall LOS/Worse Movement

## SAFETY ANALYSIS AND GEOMETRIC REVIEW

The existing corridor was reviewed for potential geometric or traffic control modifications to improve the safety and flow of traffic, transit, pedestrians, bicyclists and other non-motorized wheeled sources of travel. The review included the most recent Hennepin County crash data for intersections and roadway segments from 2005 to 2009. The MnCMAT data from 2007-2011 was also reviewed from the most recent years. These two data sets were collected for different years and different methods. Therefore they will not produce the exact number of crashes or statistics. The Hennepin County data is more applicable to this roadway and the comparable statistics of similar roadways. The MnDOT data is used as supplemental for missing information. A summary of both data sets are in the appendix.

The Hennepin County data identifies the following locations have an actual crash rate higher than the critical crash rate. These intersections or roadway segments are located at the following:

- Brooklyn Boulevard (CSAH 152) at 65th Avenue
- Brooklyn Boulevard (CSAH 152) at 63rd Avenue
- Brooklyn Boulevard (CSAH 152) south of 63rd Avenue

- Brooklyn Boulevard (CSAH 152) at Bass Lake Road (CSAH 10)

From the MnCMAT data, the Fatal and Type A crashes were identified and are shown in Figure 3. The MnCMAT data also identifies crashes with pedestrians and bicyclist. The number of crashes from 2007 to 2011 involving these other modes includes:

- Number of crashes involving pedestrians was 9
- Number of crashes involving bicycle was 7

While reviewing the crash rates is a good method to identify locations with safety issues. From past studies, safety concerns have been identified on other roadway segments and intersections in the corridor. This includes the Brooklyn Boulevard (CSAH 152) at 51st Avenue/Lilac Drive intersection. Therefore, observations and geometric review was completed for the corridor.

The following concerns and observations were determined by reviewing the existing traffic volumes, projected future traffic volumes, crash data, review of the existing geometrics and traffic control at these Brooklyn Boulevard (CSAH 152) intersections:

#### I-94 South Ramp:

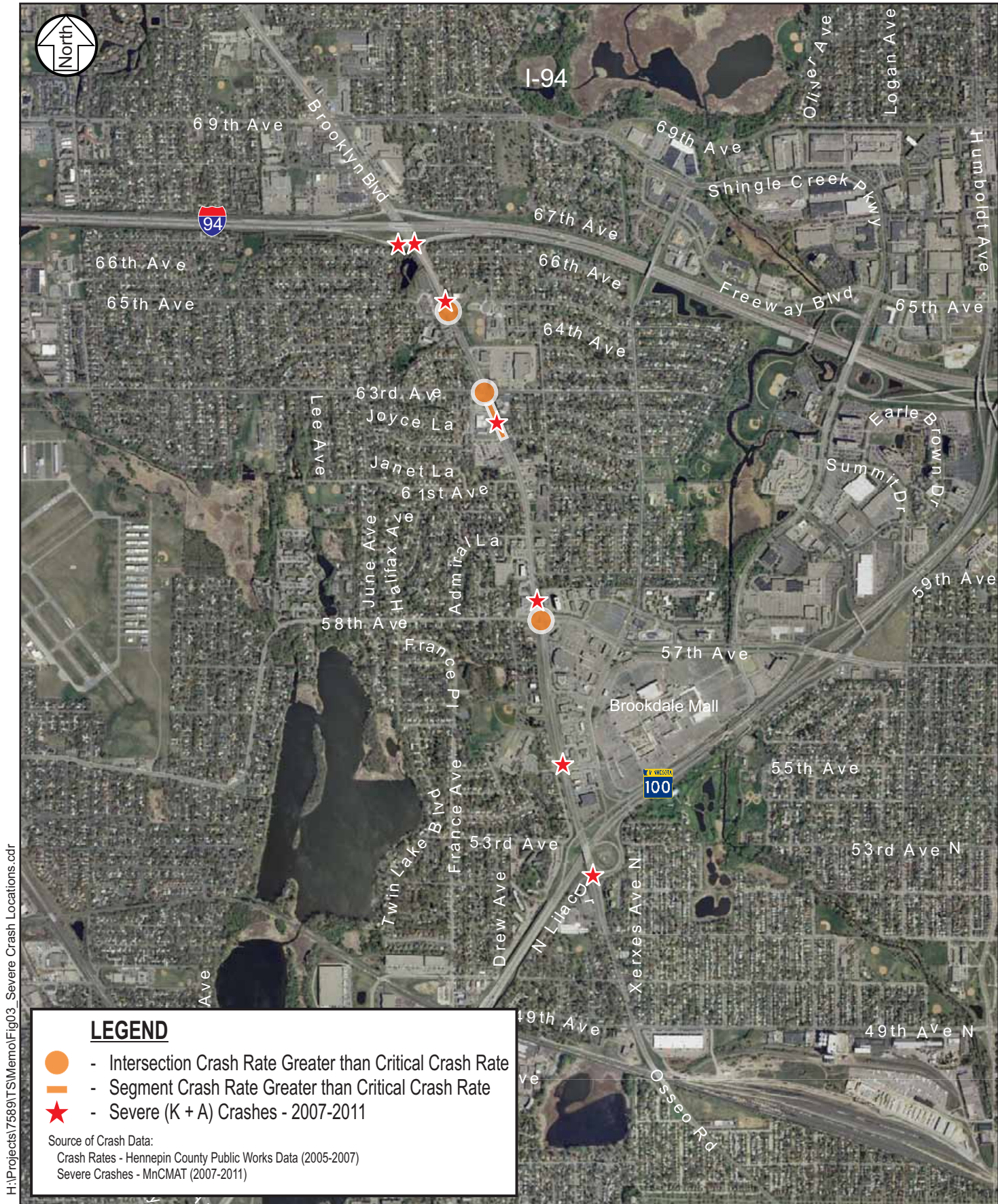
- The eastbound approach to the intersection (the eastbound off-ramp) provides a free channelized right-turn lane which provides a 1,000 foot auxiliary lane on Brooklyn Boulevard to the 65th Avenue intersection. The lane “traps” into the southbound right-turn lane at the intersection. The concerns with these geometrics elements include:
  - When making this right-turn movement followed by a left-turn movement at 65th Avenue, the driver needs to make three lane changes in 1,000 feet. The driver needs to make one lane change to get into the through lane. This is a good design on a free-flowing freeway system. On an arterial system, under stop and go conditions, these types of maneuvers can be challenging for drivers.
  - This style of right-turn treatment (free-right) continues to promote the high-speed of a freeway condition on the arterial roadway. Perhaps, this would be desirable if Brooklyn Boulevard (CSAH 152) was another high speed facility. However, the vision of the corridor wants to increase the multi-modal aspects of the corridor.
- Note that MnDOT may desire to retain the existing configuration. It provides a more efficient design to move traffic and limit queuing on the freeway ramp.

#### 65th Avenue North:

- As noted above, the southbound auxiliary lane from the I-94 South Ramp “traps” into the right-turn lane.
- The northbound approach does not have an exclusive right-turn lane.

#### 63rd Avenue North:

- The northbound and southbound approaches do not have right-turn lanes. While these movements have a relatively low volume, turn lanes are important safety features at traffic signals, and for higher volume and speed roadways.



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**Severe Crash Locations**  
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**Figure 3**

- Based on our past review of the intersection, the east-west movements are controlled by split phasing. The traffic volumes would likely be better accommodated by a different phasing and lane configuration strategy to improve operational efficiency of the intersection.

62nd Avenue North, 61st Avenue North, 60th Avenue North/Admiral Lane and 59th Avenue North:

- The northbound and southbound approaches do not have right-turn lanes. While these movements have a relatively very low volume, turn lanes are important safety features for higher volume and speed roadways.
- The signal spacing is approximately 5/8ths of a mile (63rd Avenue North to Bass Lake Road (CSAH 10)). Concerns have been identified about safe crossing locations for pedestrians in this area.

Bass Lake Road (CSAH 10):

- The southbound left-turn has been and could be a high volume movement with the re-development of the Brookdale Mall area.
- The channelized right-turn lanes for the westbound and eastbound approaches are designed such that the merging maneuver onto Brooklyn Boulevard is challenging.
- The channelized right-turn lane for northbound movement is into a 500 foot auxiliary lane on Bass Lake Road and "traps" at the right-turn lane into a retail access (Cub Foods). This condition is very challenging, in particular, for drivers making a left-turn at Northway Road. This would require a driver to make three lane changes in 400 feet and any driver continuing on Bass Lake Road needs to make one lane change. The access point to Brookdale Health, near the main intersection, adds to the number of access points drivers need to perceive and react too.
- There are concerns that the westbound left-turn lane is too short (150 feet), especially as the Mall area re-develops.
- The eastbound approach has limited turn-lane lengths.

56th Avenue North:

- The southbound left-turn movement has been and could be a large volume into the mall area. The existing left-turn lane is too short based on design standards (125 feet). The left-turn movement turns into two lanes into the mall area. This northbound channelized right-turn movement turns into these lanes as well. It could be difficult to understand who has the right-of-way.
- The westbound approach right-turn movement has two-lanes which quickly merge into one lane at the intersection. This right-turn movement has an auxiliary lane for 800 feet and becomes a "trap" right-turn lane at Bass Lake Road. This is complicated for drivers making a left-turn at Bass Lake Road as three lane changes would need to be made in this distance. An additional complication is the access to the retail area 200 feet north of 56th Avenue North.
- The northbound right-turn lane is short (150 feet).



**55th Avenue North:**

- The close-in frontage road on the westside of the intersection complicates the various movements and turns through both intersections leading to lost efficiency of the traffic signal and potential confusion to the drivers.
- The northbound and westbound channelized right-turn lanes make merging challenging because of the angle drivers approach the departing roadway.
- The northbound and southbound left-turn lanes appear short (200 feet).

**TH 100 North Ramp:**

- Any modifications to the northbound auxiliary lane from TH 100 south ramp and 55th Avenue North will need to be reconciled at this intersection.
- The southbound right-turn lane is too short (100 feet).

**TH 100 South Ramp:**

- The off-ramp current provides a free-channelized right-turn lane which has an auxiliary lane to 55th Avenue North. While this is an efficient design, it does promote a higher speed environment and challenging pedestrian crossing. The pedestrian crossing of the northbound on-ramp is also a more high-speed crossing.

**51st Avenue North:**

- The southbound direction lacks a southbound left-turn lane. This movement serves a large area with a moderate left-turning volume.

**From 51st Avenue North to 49th Avenue North:**

- The roadway operates acceptably and with minimal crashes as a four-lane undivided roadway. Different lane configurations could provide acceptable operations, but a transition location would need to be identified and an agreement with Minneapolis should be attempted to provide a similar type roadway configuration.

**Private Access Locations:**

- There are a number of private access driveways. These will need to be evaluated location by location. An implementation strategy will be needed to determine how access may change over time with re-development.

## **ACCESS MANAGEMENT GUIDELINES**

Access Management has become an important subject as transportation professionals grapple with the issues of increasing congestion and deteriorating roadway operations. The goal of managing access, whether it is street entrances or individual driveways, is to achieve an optimal balance between what is needed for safe, efficient roadway operations, and the need to provide access to adjacent properties and businesses.

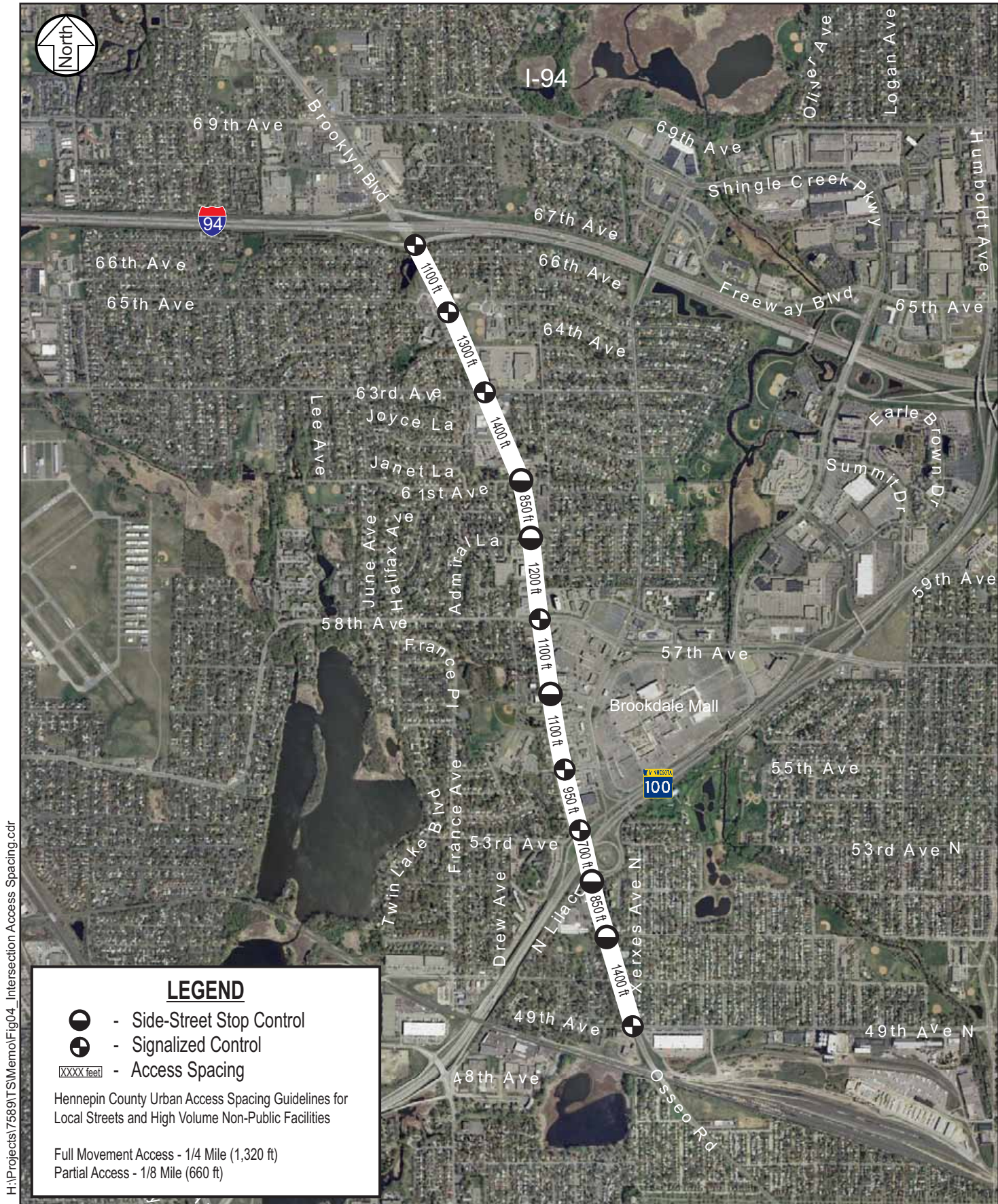
Hennepin County has adopted access spacing guidelines that are based on local and national research that shows that crash rates decrease markedly as the spacing between driveways and streets increases. The guidelines address five types of access and they differentiate for Urban and Rural situations. This includes divided and undivided roadways. Creating a divided roadway significantly improves safety as well.

Brooklyn Boulevard (CSAH 152) is identified as an “A” minor arterial. Existing daily traffic volumes in the corridor range from 19,000 to 23,000. The speed limit on the roadway is 40 MPH. The existing access spacing is shown in Figure 4.

Based on typical Hennepin County access spacing guideline policy for this type of roadway, the access spacing guidelines for this corridor would be:

- Full access spacing at 1/4-mile
- Partial access spacing at 1/8-mile

Based on the guidelines, one full-movement intersection between 60th Avenue and 61st Avenue could be installed if warrants are met and is justified. It is very unlikely either location meets traffic signal warrants at this time. When re-development occurs in this segment of the corridor, traffic volumes should be monitored for a traffic signal. In addition, pedestrian movements should be monitored to identify potential destinations and crossing locations.



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**Intersection Access Spacing**  
 Brooklyn Boulevard Corridor Study  
 City of Brooklyn Center

**Figure 4**

## YEAR 2030 TRAFFIC PROJECTIONS

To evaluate the intersections under design-year conditions, 20-year turning movement volumes were developed for a.m. and p.m. peak hours (see Figure 5). These volumes were developed using the following:

- Existing turning movement and daily traffic volumes
- Future daily traffic volumes shown in the City of Brooklyn Park's Transportation Plan
- Traffic impact analysis for the "Shingle Creek Crossing for Gatlin Development Company by Kimley-Horn and Associates 04/07/2011"

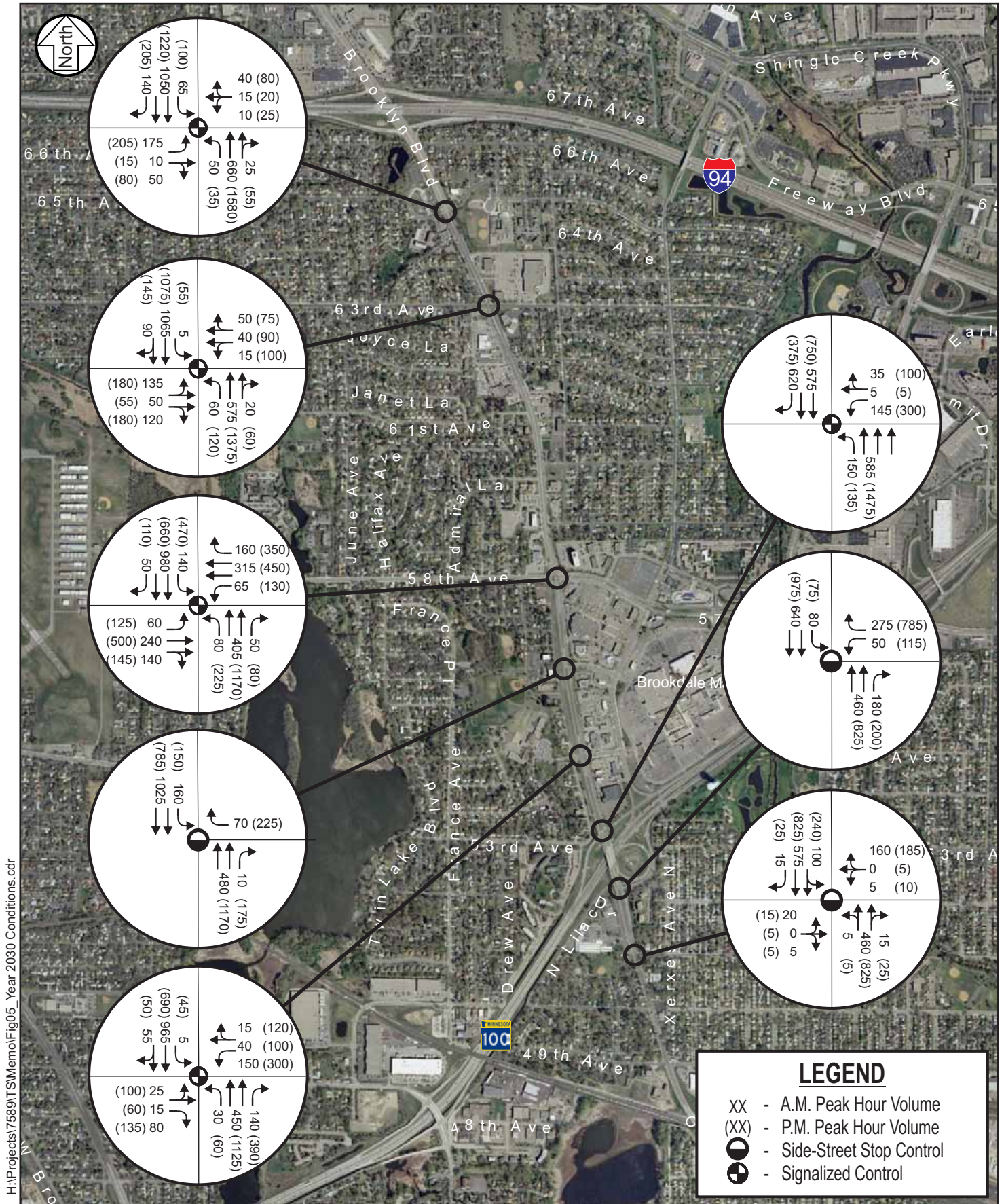
## YEAR 2030 NO BUILD TRAFFIC ANALYSIS

A year 2030 No Build traffic analysis was completed using the same methodology as for the existing conditions. The HCS results of the analysis are shown Table 4.

**TABLE 4**  
**Year 2030 No Build Peak Hour Capacity Analysis**  
**Level of Service Results for Brooklyn Boulevard (CSAH 152)**

INTERSECTION	Level of Service	
	A.M. Peak	P.M. Peak
65th Avenue North	C	C
63rd Avenue North	C	D
Bass Lake Road (CSAH 10)	D	<b>F</b>
56th Avenue North*	A/B	A/B
55th Avenue North	B	C
TH 100 North Ramp	B	B
TH 100 South Ramp*	A/B	<b>A/F</b>
51st Avenue / Lilac*	A/E	<b>A/F</b>
50th Avenue North*	---	---
49th Avenue North	---	---

\*Unsignalized intersection; Overall LOS/Worse Movement  
 Figure 3 – Year 2030 Traffic Volume Projections



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## Year 2030 No Build Conditions

Brooklyn Boulevard Corridor Study  
City of Brooklyn Center

Figure 5

The results show that the signalized intersection of Brooklyn Boulevard at Bass Lake Road, and the unsignalized intersections at Brooklyn Boulevard at TH 100 South Ramp and 51st Avenue/Lilac Drive do not operate acceptably under year 2030 No Build conditions. Improvements are identified in the recommendations portion of the report. In addition, the 63rd Avenue intersection could be operated more efficiently to reduce overall intersection delay and improve safety.

## YEAR 2030 “BUILD” TRAFFIC ANALYSIS

A year 2030 “Build” traffic analysis was completed using the same methodology as for the existing conditions. These improvements were identified to improve the operation and safety of the entire corridor for all modes of transportation. The improvements are identified in the recommendations section of this report. The HCS results of the analysis are shown Table 5.

**TABLE 5**  
**Year 2030 “Build” Peak Hour Capacity Analysis**  
**Level of Service Results for Brooklyn Boulevard (CSAH 152)**

INTERSECTION	Level of Service	
	A.M. Peak	P.M. Peak
65th Avenue North	C	C
63rd Avenue North	B	C
Bass Lake Road (CSAH 10)	C	D
56th Avenue North*	A/B	A/B
55th Avenue North	B	C
TH 100 North Ramp	B	B
TH 100 South Ramp	B	C
51st Avenue / Lilac*	A/B	A/C
50th Avenue North*	---	---
49th Avenue North	---	---

\*Unsignalized intersection; Overall LOS/Worse Movement

These improvements have not been approved by any of the agencies having jurisdiction of the roadway. Additional analysis may be needed to gain these approvals, in particular at the TH 100 interchange.

## RECOMMENDATIONS

Based on all of the information in this document, crash analysis, safety review of the corridor, geometric review of the corridor, traffic analysis of the intersections under 20 year traffic projections, improvements for pedestrian and bicycle movements, we offer the following:

Left and right-turn lanes for a 40 MPH roadway (turn-lanes maybe longer based on capacity needs or storage requirements):

- Desired Standard: 315 feet (this includes full width turn-lane and taper)
- Minimum Standard: 235 feet (this includes full width turn-lane and taper)

The minimum standard length assumes an allowable 10 MPH deceleration in the through lane. Recommend that desired standard turn lanes be installed at a minimum. Consideration should be given to 10:1 or 5:1 tapers to provide more storage than taper length.

I-94 South Ramp Intersection:

- Modify the I-94 off-ramp from a free channelized right-turn lane to a yield condition channelized right-turn lane.

65th Avenue North:

- Add a northbound right-turn lane of desired standard length.
- Revise the southbound right-turn lane from an auxiliary lane from the I-94 ramp to a 300 to 500 foot right-turn lane (full width).

63rd Avenue North:

- Provide right-turn lanes should be on the northbound and southbound approaches of desired standard length, although the southbound right-turn lane should start after the West Fire Station access.
- Remove the split-phasing on the cross-street and replace with a permissive-only phase. Consider providing an eastbound leading left-turn phase (with 3rd car detection). With this being a signalized intersection, modify the eastbound approach to provide a left-turn lane, thru lane and a right-turn lane. Modify the westbound approach to provide a left-turn lane and thru-right lane. It would be desirable to provide an additional lane for the right-turn movement for westbound, but not imperative.

62nd Avenue North, 61st Avenue North, 60th Avenue North/Admiral Lane and 59<sup>th</sup> Avenue North:

- Provide right-turn lanes on the northbound and southbound approaches on a case-by-case basis and where space is available. Implementation could occur as right-of-way becomes available during redevelopment.
- A future traffic signal maybe warranted at 61st Avenue based on future re-development. Other factors to consider are pedestrian crossings of Brooklyn Boulevard and transit locations at this intersection.

## Bass Lake Road (CSAH 10):

- Add a second southbound left-turn lane (300 feet in length).
- Extend westbound left-turn lane from 125 feet to at least the standard length, which may require modification to the eastbound left-turn at the 3/4-access (Northway Drive).
- Remove the northbound “auxiliary” lane from 56th Avenue North and replace with 300 to 500 foot right-turn lane.
- Provide a right-turn lane into the Cub Foods/Wells Fargo access. Because of the intersection spacing between 56th Avenue North and this access, this right-turn lane will likely be shorter than the minimum standard length.
- Extend eastbound turn lanes to provide 250 feet of storage (this will likely require purchase of home(s). Consider purchasing them as they become available on the south side of Bass Lake Road.
- Remove all three channelized right-turn islands and provide a yield condition.

## 56th Avenue North:

- Modify westbound right-turn lane to a yield condition with no add lane.
- Extend southbound left-turn lane to 400 feet of full width with taper.
- Consider a three-lane section on 56th Avenue North (may need additional analysis).
- Modify northbound right-turn channelized island to be a yield condition or modify the island (on the northside) to provide only one entering lane from the southbound left-turn movement (may need additional analysis).
- Extend the northbound right turn lane to the desired standard length.

## 55th Avenue North:

- Remove westbound and northbound channelized right-turn islands and provide a merge condition.
- Extend northbound and southbound left-turn lanes to provide desired standard length.

## TH 100 North Ramp:

- No recommendations but need to consider auxiliary lane from the TH 100 South Ramp to 55th Avenue North.

## TH 100 South Ramp:

- Modify off-ramp channelized right-turn lane to a merge condition and remove auxiliary lane to the north.
- Modify the northbound channelized right-turn onto the freeway on-ramp to tighter radius.
- Add the fourth approach (eastbound) and provide access to North Lilac Drive. Remove this access from 51st Avenue.
- Signalize the intersection.
- Add an additional right-turn lane to the off-ramp (dual right-turn lane).

## 51st Avenue North:

- Provide connection to the TH 100 south ramp via Lilac Drive.
- Provide a southbound left-turn lane of desired standard length.



50th and 49th Avenue North:

- Could consider three-lane section, but would need Minneapolis to continue a similar roadway section.

Other Private Access:

- Provide right-turn lanes to private access locations based on case-by-case basis. Higher volumes driveways may need right-turn lanes to provide a safer intersection.

## **APPENDIX**

- **TURNING MOVEMENT COUNTS**
- **HENNEPIN COUNTY CRASH DATA (2005-2009)**
- **MnCMAT CRASH DATA (2007-2011)**



**SRF Consulting Group, Inc.**  
 One Carlson Parkway North, Suite 150  
 Minneapolis, MN 55447

File Name : CSAH 152 at 65th Ave  
 Site Code : 00000000  
 Start Date : 12/13/2006  
 Page No : 1

CSAH 152 at 65th Ave  
 Brooklyn Center, MN

Start Time	CSAH 152 Southbound										CSAH 152 Northbound										65th Ave Westbound										65th Ave Eastbound									
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total					
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*** BREAK ***																																								
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12:15 PM	17	168	10	0	185	3	0	3	0	6	5	226	6	0	237	5	1	10	0	16	237	5	1	0	243	5	1	10	0	16	5	1	10	0	16					
12:30 PM	17	190	4	0	211	11	1	5	0	17	5	223	2	0	230	4	3	13	0	20	230	4	3	0	237	4	3	13	0	20	4	3	13	0	20					
12:45 PM	16	190	7	0	213	10	2	4	0	16	2	207	9	0	218	5	0	21	0	26	218	5	0	0	223	5	0	21	0	26	5	0	21	0	26					
Total	60	738	30	0	828	24	5	17	0	46	14	852	24	0	890	20	4	62	1	87	890	20	4	1	915	20	4	62	1	87	20	4	62	1	87					
*** BREAK ***																																								
03:00 PM	22	244	19	1	286	23	5	10	0	38	11	236	9	0	256	11	4	34	0	49	256	11	4	0	271	11	4	34	0	49	11	4	34	0	49					
03:15 PM	40	240	25	0	305	24	2	1	0	27	6	312	4	0	322	17	3	15	0	35	322	17	3	0	342	17	3	15	0	35	17	3	15	0	35					
03:30 PM	28	248	22	0	298	21	5	3	0	29	4	281	7	0	292	10	3	22	0	36	292	10	3	0	305	10	3	22	0	36	10	3	22	0	36					
03:45 PM	45	242	21	0	308	20	4	7	0	31	5	281	9	0	295	11	2	16	0	29	295	11	2	0	312	11	2	16	0	29	11	2	16	0	29					
Total	135	974	87	1	1197	88	16	21	0	125	26	1110	29	0	1165	49	12	87	0	148	1165	49	12	0	1226	49	12	87	0	148	49	12	87	0	148					



**SRF Consulting Group, Inc.**

One Carlson Parkway North, Suite 150  
Minneapolis, MN 55447

File Name : CSAH 152 at 65th Ave  
Site Code : 00000000  
Start Date : 12/13/2006  
Page No : 2

CSAH 152 at 65th Ave  
Brooklyn Center, MN

Groups Printed- Class 1

Start Time	CSAH 152 Southbound										CSAH 152 Northbound										65th Ave Eastbound																									
	65th Ave Westbound					65th Ave Eastbound					65th Ave Westbound					65th Ave Eastbound					65th Ave Westbound					65th Ave Eastbound																				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
04:00 PM	31	245	21	0	297	6	3	1	0	10	7	335	11	0	353	17	6	31	0	54	714																									
04:15 PM	41	231	22	0	294	16	7	4	0	27	3	325	11	0	339	8	1	32	0	41	701																									
04:30 PM	42	270	11	0	323	21	3	3	0	27	4	313	8	0	325	13	5	46	0	64	739																									
04:45 PM	44	231	21	0	296	11	5	6	0	22	8	345	13	0	366	23	4	37	0	64	748																									
Total	158	877	75	0	1210	54	18	14	0	86	22	1318	43	0	1383	61	16	146	0	223	2902																									
05:00 PM	44	238	26	0	308	15	2	2	0	19	10	314	10	0	334	21	1	53	0	75	736																									
05:15 PM	27	223	11	0	261	10	7	4	0	21	3	325	14	0	342	12	9	40	0	61	685																									
05:30 PM	32	221	20	0	273	10	2	2	0	14	8	318	11	0	337	23	2	40	0	65	689																									
05:45 PM	39	252	21	0	312	22	8	3	0	33	5	279	10	0	294	9	3	20	0	32	671																									
Total	142	934	78	0	1154	57	19	11	0	87	26	1236	45	0	1307	65	15	153	0	233	2781																									
Grand Total	810	6327	431	1	7569	365	90	102	5	562	148	6527	236	2	6913	310	70	912	2	1294	16338																									
Approach %	10.7	83.6	5.7	0	64.9	2.2	0.6	18.1	0.9	3.4	2.1	94.4	3.4	0	42.3	1.9	0.4	70.5	0.2	7.9																										
Total %	5	38.7	2.6	0	46.3	2.2	0.6	0.6	0	3.4	0.9	39.9	1.4	0	42.3	1.9	0.4	5.6	0	7.9																										
Start Time	CSAH 152 Southbound					65th Ave Westbound					CSAH 152 Northbound					65th Ave Eastbound																														
Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total																						
07:15 AM	31	225	13	0	269	9	1	3	0	13	5	118	14	0	137	5	1	40	0	46	465																									
07:30 AM	36	187	9	0	232	8	4	0	0	12	2	125	6	0	133	14	5	45	0	64	441																									
07:45 AM	36	226	11	0	273	9	5	1	0	15	9	133	11	0	153	11	2	35	0	48	489																									
08:00 AM	14	221	21	0	256	4	1	2	0	7	3	118	3	0	124	8	0	24	0	32	419																									
Total Volume	117	859	54	0	1030	30	11	6	0	47	19	494	34	0	547	38	8	144	0	190	1814																									
% App. Total	11.4	83.4	5.2	0	63.8	23.4	12.8	0	0	3.5	90.3	6.2	0	0	20	4.2	75.8	0	0	7.42																										
PHF	.813	.950	.643	.000	.833	.550	.500	.000	.783	.528	.929	.607	.000	.894	.679	.400	.800	.000	.000	.742																										

Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM



**SRF Consulting Group, Inc.**

One Carlson Parkway North, Suite 150  
Minneapolis, MN 55447

File Name : CSAH 152 at 65th Ave  
Site Code : 00000000  
Start Date : 12/13/2006  
Page No : 3

CSAH 152 at 65th Ave  
Brooklyn Center, MN

Start Time	CSAH 152 Southbound				65th Ave Westbound				CSAH 152 Northbound				65th Ave Eastbound								
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	10	200	9	0	219	0	2	5	0	7	2	196	7	0	205	6	0	18	1	25	456
12:15 PM	17	158	10	0	185	3	0	3	0	6	5	226	6	0	237	5	1	10	0	16	444
12:30 PM	17	190	4	0	211	11	1	5	0	17	5	223	2	0	230	4	3	13	0	20	478
12:45 PM	16	190	7	0	213	10	2	4	0	16	2	207	9	0	218	5	0	21	0	26	473
Total Volume	60	738	30	0	828	24	5	17	0	46	14	852	24	0	890	20	4	62	1	87	1851
% App. Total	7.2	89.1	3.6	0	94.5	52.2	10.9	37	0	1.6	95.7	2.7	0	0	93.9	23	4.6	71.3	1.1	8.7	968
PHF	.882	.923	.750	.000	.945	.545	.625	.850	.000	.676	.700	.942	.667	.000	.939	.833	.333	.738	.250	.837	.968
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	41	231	22	0	294	16	7	4	0	27	3	325	11	0	339	8	1	32	0	41	701
04:30 PM	42	270	11	0	323	21	3	3	0	27	4	313	8	0	325	13	5	46	0	64	739
04:45 PM	44	231	21	0	296	11	5	6	0	22	8	345	13	0	366	23	4	37	0	64	748
05:00 PM	44	238	26	0	308	15	2	2	0	19	10	314	10	0	334	21	1	53	0	75	736
Total Volume	171	970	80	0	1221	63	17	15	0	95	25	1297	42	0	1364	65	11	168	0	244	2924
% App. Total	14	79.4	6.6	0	94.5	66.3	17.9	15.8	0	1.8	95.1	3.1	0	0	93.2	26.6	4.5	68.9	0	8.13	.977
PHF	.972	.898	.769	.000	.945	.750	.607	.825	.000	.880	.625	.940	.808	.000	.932	.707	.560	.792	.000	.813	.977

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**HENNEPIN COUNTY  
TRANSPORTATION DEPARTMENT  
TURNING MOVEMENT COUNT**

AM-PM OFF PEAK T.M. TUES.  
CSAH # 152 @ 63rd. AVE. N.  
6-9 AM. 15 DEG. CLDY.  
11-1:00 & 3-6 PM. 23 DEG. CLDY.

File Name : CSAH 152 at 63rd Ave  
Site Code : 00003325  
Start Date : 1/24/2012  
Page No : 1

Start Time	CSAH # 152 Southbound						63rd. AVE. N. Westbound						CSAH # 152 Northbound						63rd. AVE. N. Eastbound					
	Left	Thru	Right	Peds	App. Total		Left	Turn	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total	
06:00 AM	0	76	7	0	83		2	6	5	0	13		3	41	0	0	44		14	2	10	0	26	
06:15 AM	0	99	7	1	107		0	4	7	0	11		3	52	1	0	56		29	5	18	0	52	
06:30 AM	3	158	6	0	167		1	1	12	0	14		5	73	2	0	80		22	7	17	0	46	
06:45 AM	2	167	16	0	185		0	4	13	0	17		3	83	1	0	87		23	8	25	0	56	
Total	5	500	36	1	542		3	15	37	0	55		14	249	4	0	267		88	22	70	0	180	
07:00 AM	2	171	17	0	190		1	6	12	0	19		6	96	0	0	102		30	2	19	0	51	
07:15 AM	2	212	24	1	239		3	7	12	0	22		8	98	0	0	106		30	6	27	1	64	
07:30 AM	0	252	15	0	267		4	5	8	0	17		11	111	1	0	123		35	9	20	0	64	
07:45 AM	1	217	15	1	234		3	8	11	0	22		10	98	5	0	113		27	10	27	0	64	
Total	5	852	71	2	930		11	26	43	0	80		35	403	6	0	444		122	27	93	1	243	
08:00 AM	1	190	20	2	213		1	7	9	0	17		5	112	2	0	119		19	13	26	2	60	
08:15 AM	3	135	12	2	152		5	8	13	0	26		13	98	4	0	115		28	9	17	2	56	
08:30 AM	1	151	9	1	162		8	15	7	1	31		8	94	7	0	109		29	3	21	0	53	
08:45 AM	5	163	12	0	180		4	5	15	0	24		10	115	7	0	132		23	29	20	0	72	
Total	10	639	53	5	707		18	35	44	1	98		36	419	20	0	475		99	54	84	4	241	
*** BREAK ***																								
11:00 AM	10	129	18	0	157		8	7	10	0	25		13	119	12	0	144		18	4	12	0	34	
11:15 AM	16	107	18	0	141		12	11	11	0	34		9	126	8	0	143		37	4	18	0	59	
11:30 AM	8	136	22	0	166		7	10	9	0	26		13	144	7	0	164		20	9	15	2	46	
11:45 AM	10	150	13	0	173		18	5	9	0	32		10	112	5	0	127		18	10	13	3	44	
Total	44	522	71	0	637		45	33	39	0	117		45	501	32	0	578		93	27	58	5	185	
12:00 PM	7	132	16	2	157		18	8	13	1	40		14	134	5	0	153		23	13	22	1	59	
12:15 PM	4	149	19	0	172		12	17	7	0	36		13	136	9	0	158		23	10	19	0	52	
12:30 PM	9	129	16	0	154		15	19	10	0	44		20	127	12	0	159		26	10	22	0	58	
12:45 PM	6	138	11	0	155		15	9	20	1	45		17	116	8	1	142		29	8	22	0	59	
Total	26	548	62	2	638		60	53	50	2	165		64	513	34	1	612		101	41	85	1	228	
*** BREAK ***																								
03:00 PM	15	148	28	2	193		10	12	16	0	38		21	179	4	0	204		32	18	26	0	76	
03:15 PM	12	172	15	2	201		15	16	17	1	49		15	185	10	2	212		21	16	21	1	59	
03:30 PM	14	175	31	2	222		13	18	13	0	44		27	184	9	0	220		30	21	18	1	70	
03:45 PM	4	176	37	0	217		6	13	8	0	27		23	227	19	0	269		29	15	31	4	79	
Total	45	671	111	6	833		44	59	54	1	158		86	775	42	2	905		112	70	96	6	284	

# HENNEPIN COUNTY TRANSPORTATION DEPARTMENT TURNING MOVEMENT COUNT

AM-PM OFF PEAK T.M. TUES.  
CSAH # 152 @ 63rd. AVE. N.  
6-9 AM. 15 DEG. CLDY.  
11-1:00 & 3-6 PM. 23 DEG. CLDY.

File Name : CSAH 152 at 63rd Ave  
Site Code : 00003325  
Start Date : 1/24/2012  
Page No : 2

Groups Printed- Passenger Vehicles - Commercial Vehicles

Start Time	CSAH # 152 Southbound										CSAH # 152 Northbound										63rd. AVE. N. Eastbound																					
	Westbound			Eastbound			Westbound			Eastbound			Westbound			Eastbound			Westbound			Eastbound			Westbound			Eastbound														
	Left	Thru	Right	Peds	App. 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	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total	
04:00 PM	19	216	36	1	272	22	22	14	3	61	23	252	16	2	293	49	7	37	1	94	720																					
04:15 PM	9	159	34	0	202	24	17	13	1	55	22	215	13	1	251	28	14	29	0	71	579																					
04:30 PM	9	157	27	2	195	13	22	17	4	56	20	224	10	0	254	36	13	32	4	85	590																					
04:45 PM	8	183	24	0	215	14	12	17	1	44	20	230	5	0	255	38	10	31	2	81	595																					
Total	45	715	121	3	884	73	73	61	9	216	85	921	44	3	1053	151	44	129	7	331	2484																					
05:00 PM	6	173	35	3	217	23	23	11	0	57	30	254	11	0	295	27	9	18	2	56	625																					
05:15 PM	10	148	33	2	193	12	15	7	0	34	26	212	8	0	246	39	21	23	3	86	559																					
05:30 PM	12	185	42	0	239	12	14	13	0	39	29	241	15	0	285	36	14	14	0	64	627																					
05:45 PM	8	148	32	2	190	16	15	13	0	44	22	203	13	0	238	27	13	21	0	61	533																					
Total	36	654	142	7	839	63	67	44	0	174	107	910	47	0	1064	129	57	76	5	267	2344																					
Grand Total	216	5101	667	26	6010	317	361	372	13	1063	472	4691	229	6	5398	895	342	691	29	1957	14428																					
Approch %	3.6	84.9	11.1	0.4		29.8	34	35	1.2		8.7	86.9	4.2	0.1		45.7	17.5	35.3	1.5																							
Total %	1.5	35.4	4.6	0.2	41.7	2.2	2.5	2.6	0.1	7.4	3.3	32.5	1.6	0	37.4	6.2	2.4	4.8	0.2	13.6																						
Passenger Vehicles	202	4963	625	26	5816	307	327	358	13	1005	446	4573	224	6	5249	852	308	664	29	1853	13923																					
% Passenger Vehicles	93.5	97.3	93.7	100	96.8	96.8	90.6	96.2	100	94.5	94.5	97.5	97.8	100	97.2	95.2	90.1	96.1	100	94.7	96.5																					
Commercial Vehicles	14	138	42	0	194	10	34	14	0	58	26	118	5	0	149	43	34	27	0	104	505																					
% Commercial Vehicles	6.5	2.7	6.3	0	3.2	3.2	9.4	3.8	0	5.5	5.5	2.5	2.2	0	2.8	4.8	9.9	3.9	0	5.3	3.5																					

Start Time	CSAH # 152 Southbound										CSAH # 152 Northbound										63rd. AVE. N. Eastbound																					
	Westbound			Eastbound			Westbound			Eastbound			Westbound			Eastbound			Westbound			Eastbound			Westbound			Eastbound														
	Left	Thru	Right	Peds	App. 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	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total	
07:15 AM	2	212	24	1	239	3	7	12	0	22	8	98	0	0	106	30	6	27	1	64	431																					
07:30 AM	0	252	15	0	267	4	5	8	0	17	11	111	1	0	123	35	9	20	0	64	471																					
07:45 AM	1	217	15	1	234	5	8	11	0	22	10	98	5	0	113	27	10	27	0	64	433																					
08:00 AM	1	190	20	2	213	1	7	9	0	17	5	112	2	0	119	19	13	26	2	60	409																					
Total Volume	4	871	74	4	953	11	27	40	0	78	34	419	8	0	461	111	38	100	3	252	1744																					
% App. Total	0.4	91.4	7.8	0.4		14.1	34.6	51.3	0		7.4	90.9	1.7	0		44	15.1	39.7	1.2																							
PHF	.500	.864	.771	.500	.892	.688	.844	.833	.000	.886	.773	.935	.400	.000	.937	.793	.731	.926	.375		.984																					

Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 07:15 AM

**HENNEPIN COUNTY  
TRANSPORTATION DEPARTMENT  
TURNING MOVEMENT COUNT**

AM-PM OFF PEAK T.M. TUES.  
CSAH # 152 @ 63rd. AVE. N.  
6-9 AM. 15 DEG. CLDY.  
11-1:00 & 3-6 PM. 23 DEG. CLDY.

File Name : CSAH 152 at 63rd Ave  
Site Code : 00003325  
Start Date : 1/24/2012  
Page No : 3

Start Time	CSAH # 152 Southbound				63rd. AVE. N. Westbound				CSAH # 152 Northbound				63rd. AVE. N. Eastbound								
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	7	132	16	2	157	18	8	13	1	40	14	134	5	0	153	23	13	22	1	59	409
12:15 PM	4	149	19	0	172	12	17	7	0	36	13	136	9	0	158	23	10	19	0	52	418
12:30 PM	9	129	16	0	154	15	19	10	0	44	20	127	12	0	159	26	10	22	0	58	415
12:45 PM	6	138	11	0	155	15	9	20	1	45	17	116	8	1	142	29	8	22	0	59	401
Total Volume	26	548	62	2	638	60	53	50	2	165	64	513	34	1	612	101	41	85	1	228	1643
% App. Total	4.1	85.9	9.7	0.3	92.7	36.4	32.1	30.3	1.2	10.5	10.5	83.8	5.6	0.2	96.2	44.3	18	37.3	0.4	96.6	983
PHF	.722	.919	.816	.250	.927	.833	.697	.625	.500	.917	.800	.943	.708	.250	.962	.871	.788	.966	.250	.966	983

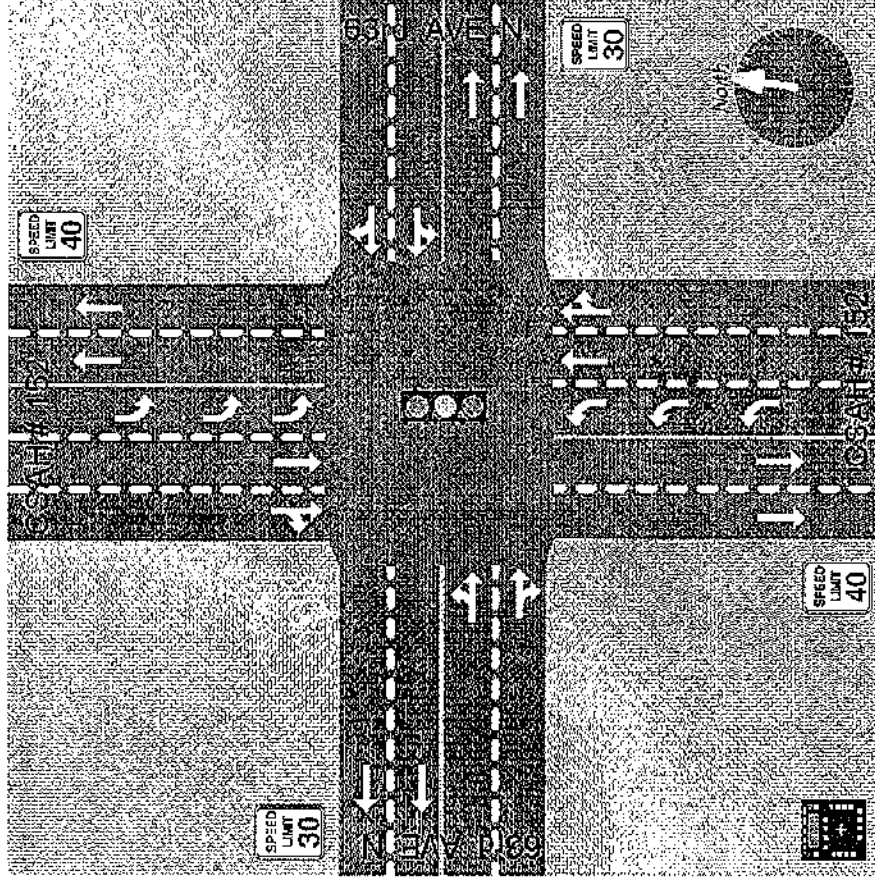
Start Time	CSAH # 152 Southbound				63rd. AVE. N. Westbound				CSAH # 152 Northbound				63rd. AVE. N. Eastbound								
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	19	216	36	1	272	22	22	14	3	61	23	252	16	2	293	49	7	37	1	94	720
04:15 PM	9	159	34	0	202	24	17	13	1	55	22	215	13	1	251	28	14	29	0	71	579
04:30 PM	9	157	27	2	195	13	22	17	4	56	20	224	10	0	254	36	13	32	4	85	590
04:45 PM	8	183	24	0	215	14	12	17	1	44	20	230	5	0	255	38	10	31	2	81	595
Total Volume	45	715	121	3	884	73	73	61	9	216	85	921	44	3	1053	151	44	129	7	331	2484
% App. Total	5.1	80.9	13.7	0.3	92.7	33.8	33.8	28.2	4.2	12.2	12.2	87.5	4.2	0.3	98.8	45.6	13.3	39	2.1	88.0	863
PHF	.592	.828	.840	.375	.813	.760	.830	.897	.563	.885	.924	.914	.688	.375	.898	.770	.786	.872	.438	.880	863



**HENNEPIN COUNTY  
TRANSPORTATION DEPARTMENT  
TURNING MOVEMENT COUNT**

AM-PM OFF PEAK T.M. TUES.  
CSAH # 152 @ 63rd. AVE. N.  
6-9 AM. 15 DEG. CLDY.  
11-1:00 & 3-6 PM. 23 DEG. CLDY.

File Name : CSAH 152 at 63rd Ave  
Site Code : 00003325  
Start Date : 1/24/2012  
Page No : 4



**HENNEPIN COUNTY  
TRANSPORTATION DEPARTMENT  
TURNING MOVEMENT COUNT**

AM-PM OFF PEAK T.M. THUR.  
CSAH # 152 @ CSAH # 10  
6-9 AM. 14 DEG. CLDY.  
11-1:00 & 3-6 PM. 13 DEG.

File Name : CSAH 152 at CSAH 10  
Site Code : 00003323  
Start Date : 1/12/2012  
Page No : 1

Start Time	Groups Printed- Passenger Vehicles - Commercial Vehicles																							
	CSAH # 152 Southbound						CSAH # 152 Northbound						CSAH # 10 Eastbound											
	Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total		Left	Thru	Right	Peds	App. Total	Int. Total						
06:00 AM	7	71	4	1	83		1	8	6	2	17		1	30	2	0	33		8	14	15	0	37	170
06:15 AM	17	97	2	3	119		2	16	7	0	25		8	32	1	0	41		6	22	31	0	59	244
06:30 AM	12	128	10	0	150		6	18	6	0	30		9	57	2	1	69		10	18	23	0	51	300
06:45 AM	28	150	6	0	184		2	15	9	0	26		13	62	6	0	81		5	23	21	0	49	340
<b>Total</b>	<b>64</b>	<b>446</b>	<b>22</b>	<b>4</b>	<b>536</b>		<b>11</b>	<b>57</b>	<b>28</b>	<b>2</b>	<b>98</b>		<b>31</b>	<b>181</b>	<b>11</b>	<b>1</b>	<b>224</b>		<b>29</b>	<b>77</b>	<b>90</b>	<b>0</b>	<b>196</b>	<b>1054</b>
07:00 AM	26	179	8	0	213		3	16	8	0	27		10	82	3	0	95		12	35	27	0	74	409
07:15 AM	21	212	7	3	243		7	26	7	0	40		13	68	8	0	89		13	42	24	0	79	451
07:30 AM	26	213	11	0	250		2	33	30	0	65		16	75	10	0	101		9	57	33	0	99	515
07:45 AM	34	204	8	0	246		11	41	14	0	66		19	92	20	0	131		13	46	31	0	90	533
<b>Total</b>	<b>107</b>	<b>808</b>	<b>34</b>	<b>3</b>	<b>952</b>		<b>23</b>	<b>116</b>	<b>59</b>	<b>0</b>	<b>198</b>		<b>58</b>	<b>317</b>	<b>41</b>	<b>0</b>	<b>416</b>		<b>47</b>	<b>180</b>	<b>115</b>	<b>0</b>	<b>342</b>	<b>1908</b>
08:00 AM	22	158	4	0	184		4	27	17	3	51		20	65	15	0	100		11	30	27	0	68	403
08:15 AM	20	138	5	0	163		7	22	18	2	49		14	83	8	1	106		14	32	24	0	70	388
08:30 AM	24	105	7	1	137		3	16	16	1	36		16	72	12	1	101		20	36	20	1	77	351
08:45 AM	35	122	9	0	166		5	14	15	0	34		13	83	13	1	110		5	32	23	0	60	370
<b>Total</b>	<b>101</b>	<b>523</b>	<b>25</b>	<b>1</b>	<b>650</b>		<b>19</b>	<b>79</b>	<b>66</b>	<b>6</b>	<b>170</b>		<b>63</b>	<b>303</b>	<b>48</b>	<b>3</b>	<b>417</b>		<b>50</b>	<b>130</b>	<b>94</b>	<b>1</b>	<b>275</b>	<b>1512</b>
*** BREAK ***																								
11:00 AM	34	77	5	0	116		15	32	29	0	76		23	77	8	0	108		17	31	15	0	63	363
11:15 AM	41	103	9	0	153		12	28	30	3	73		21	72	19	0	112		11	30	11	0	52	390
11:30 AM	37	78	17	0	132		13	24	39	0	76		21	98	13	0	132		9	38	17	0	64	404
11:45 AM	42	89	16	0	147		9	26	31	0	66		29	100	20	0	149		13	31	9	0	53	415
<b>Total</b>	<b>154</b>	<b>347</b>	<b>47</b>	<b>0</b>	<b>548</b>		<b>49</b>	<b>110</b>	<b>129</b>	<b>3</b>	<b>291</b>		<b>94</b>	<b>347</b>	<b>60</b>	<b>0</b>	<b>501</b>		<b>50</b>	<b>130</b>	<b>52</b>	<b>0</b>	<b>232</b>	<b>1572</b>
12:00 PM	48	104	11	0	163		15	31	30	1	77		33	105	31	0	169		9	32	14	1	56	465
12:15 PM	40	105	9	1	155		21	47	33	0	101		29	125	15	0	169		20	52	15	0	87	512
12:30 PM	46	103	6	2	157		10	31	29	0	70		28	120	14	0	162		15	41	19	0	75	464
12:45 PM	52	98	11	0	161		7	38	37	1	83		27	135	16	0	178		11	46	11	0	68	490
<b>Total</b>	<b>186</b>	<b>410</b>	<b>37</b>	<b>3</b>	<b>636</b>		<b>53</b>	<b>147</b>	<b>129</b>	<b>2</b>	<b>331</b>		<b>117</b>	<b>485</b>	<b>76</b>	<b>0</b>	<b>678</b>		<b>55</b>	<b>171</b>	<b>59</b>	<b>1</b>	<b>286</b>	<b>1931</b>
*** BREAK ***																								
03:00 PM	56	116	22	1	195		9	38	46	0	93		39	150	29	0	218		17	49	24	1	91	597
03:15 PM	39	159	19	0	217		17	41	39	0	97		36	200	20	0	256		16	65	22	0	103	673
03:30 PM	47	131	19	0	197		10	45	46	0	101		51	245	3	0	299		15	46	32	0	93	690
03:45 PM	57	114	19	1	191		15	49	44	0	108		36	216	20	0	272		20	48	29	0	97	668
<b>Total</b>	<b>199</b>	<b>520</b>	<b>79</b>	<b>2</b>	<b>800</b>		<b>51</b>	<b>173</b>	<b>175</b>	<b>0</b>	<b>399</b>		<b>162</b>	<b>811</b>	<b>72</b>	<b>0</b>	<b>1045</b>		<b>68</b>	<b>208</b>	<b>107</b>	<b>1</b>	<b>384</b>	<b>2628</b>

**HENNEPIN COUNTY  
TRANSPORTATION DEPARTMENT  
TURNING MOVEMENT COUNT**

AM-PM OFF PEAK T.M. THUR.  
CSAH # 152 @ CSAH # 10  
6-9 AM, 14 DEG. CLDY.  
11-1:00 & 3-6 PM, 13 DEG.

File Name : CSAH 152 at CSAH 10  
Site Code : 00003323  
Start Date : 1/12/2012  
Page No : 2

**Groups Printed- Passenger Vehicles - Commercial Vehicles**

Start Time	CSAH # 152 Southbound										CSAH # 152 Northbound										CSAH # 10 Eastbound										Int. Total
	Left		Thru		Right		Peds		App. Total		Left		Thru		Right		Peds		App. Total		Left		Thru		Right		Peds		App. Total		
04:00 PM	58	122	21	0	201	0	0	0	101	43	228	13	0	284	42	51	32	0	125	42	51	32	0	125	42	51	32	0	125	711	
04:15 PM	65	128	22	2	217	0	0	0	110	38	226	16	1	281	23	69	29	0	121	23	69	29	0	121	23	69	29	0	121	729	
04:30 PM	44	126	20	2	192	0	0	0	111	39	207	11	0	257	25	58	27	0	110	25	58	27	0	110	25	58	27	0	110	670	
04:45 PM	62	119	21	0	202	0	0	0	105	46	204	2	1	253	27	65	28	1	121	27	65	28	1	121	27	65	28	1	121	681	
Total	229	495	84	4	812	0	0	0	427	166	865	42	2	1075	117	243	116	1	477	117	243	116	1	477	117	243	116	1	477	2791	
05:00 PM	54	135	28	1	218	1	1	1	112	49	227	11	0	287	30	52	22	0	104	30	52	22	0	104	30	52	22	0	104	721	
05:15 PM	38	135	16	0	189	0	0	0	107	41	226	5	0	272	33	59	23	0	115	33	59	23	0	115	33	59	23	0	115	683	
05:30 PM	49	116	18	1	184	0	0	0	108	68	222	5	0	295	24	55	39	0	108	24	55	39	0	108	24	55	39	0	108	695	
05:45 PM	45	90	22	1	158	0	0	0	79	46	185	13	0	245	22	51	20	0	93	22	51	20	0	93	22	51	20	0	93	575	
Total	186	476	84	3	749	1	1	1	406	204	860	34	1	1099	109	217	94	0	420	109	217	94	0	420	109	217	94	0	420	2674	
Grand Total	1226	4025	412	20	5683	14	14	14	2320	895	4169	384	7	5455	525	1356	727	4	2612	525	1356	727	4	2612	525	1356	727	4	2612	16070	
Approach %	21.6	70.8	7.2	0.4		0.6	0.6	0.6	16.4	76.4	7	0.1			20.1	51.9	27.8	0.2		20.1	51.9	27.8	0.2		20.1	51.9	27.8	0.2			
Total %	7.6	25	2.6	0.1	35.4	0.1	0.1	0.1	14.4	5.6	25.9	2.4	0	33.9	3.3	8.4	4.5	0	16.3	3.3	8.4	4.5	0	16.3	3.3	8.4	4.5	0	16.3		
Passenger Vehicles	1184	3919	401	20	5524	14	14	14	2219	869	4068	370	7	5214	510	1304	704	4	2522	510	1304	704	4	2522	510	1304	704	4	2522	15579	
% Passenger Vehicles	96.6	97.4	97.3	100	97.2	100	100	95.6	97.1	97.6	96.4	100	100	97.4	97.1	96.2	96.8	100	96.6	97.1	96.2	96.8	100	96.6	97.1	96.2	96.8	100	96.6	96.9	
Commercial Vehicles	42	106	11	0	159	0	0	0	101	26	101	14	0	141	15	52	23	0	90	15	52	23	0	90	15	52	23	0	90	491	
% Commercial Vehicles	3.4	2.6	2.7	0	2.8	0	0	0	4.4	2.9	2.4	3.6	0	2.6	2.9	3.8	3.2	0	3.4	2.9	3.8	3.2	0	3.4	2.9	3.8	3.2	0	3.4	3.1	

Start Time	CSAH # 152 Southbound										CSAH # 152 Northbound										CSAH # 10 Eastbound										Int. Total
	Left		Thru		Right		Peds		App. Total		Left		Thru		Right		Peds		App. Total		Left		Thru		Right		Peds		App. Total		
07:00 AM	26	179	8	0	213	0	0	0	27	10	82	3	0	95	12	35	27	0	74	12	35	27	0	74	12	35	27	0	74	409	
07:15 AM	21	212	7	3	243	0	0	0	40	13	68	8	0	89	13	42	24	0	79	13	42	24	0	79	13	42	24	0	79	451	
07:30 AM	26	213	11	0	250	0	0	0	65	16	75	10	0	101	9	57	33	0	99	9	57	33	0	99	9	57	33	0	99	515	
07:45 AM	34	204	8	0	246	0	0	0	66	19	92	20	0	131	13	46	31	0	90	13	46	31	0	90	13	46	31	0	90	533	
Total Volume	107	808	34	3	952	0	0	0	198	58	317	41	0	416	47	180	115	0	342	47	180	115	0	342	47	180	115	0	342	1908	
% App. Total	11.2	84.9	3.6	0.3		0	0	0	13.9	76.2	9.9	0	0	794	13.7	52.6	33.6	0		13.7	52.6	33.6	0		13.7	52.6	33.6	0			
PHF	.787	.948	.773	.250	.952	.000	.000	.000	.750	.763	.861	.513	.000	.794	.904	.789	.871	.000	.864	.904	.789	.871	.000	.864	.904	.789	.871	.000	.864	.895	

Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 07:00 AM

**HENNEPIN COUNTY  
TRANSPORTATION DEPARTMENT  
TURNING MOVEMENT COUNT**

AM-PM OFF PEAK T.M. THUR.  
CSAH # 152 @ CSAH # 10  
6-9 AM, 14 DEG. CLDY.  
11-1:00 & 3-6 PM, 13 DEG.

File Name : CSAH 152 at CSAH 10  
Site Code : 00003323  
Start Date : 1/12/2012  
Page No : 3

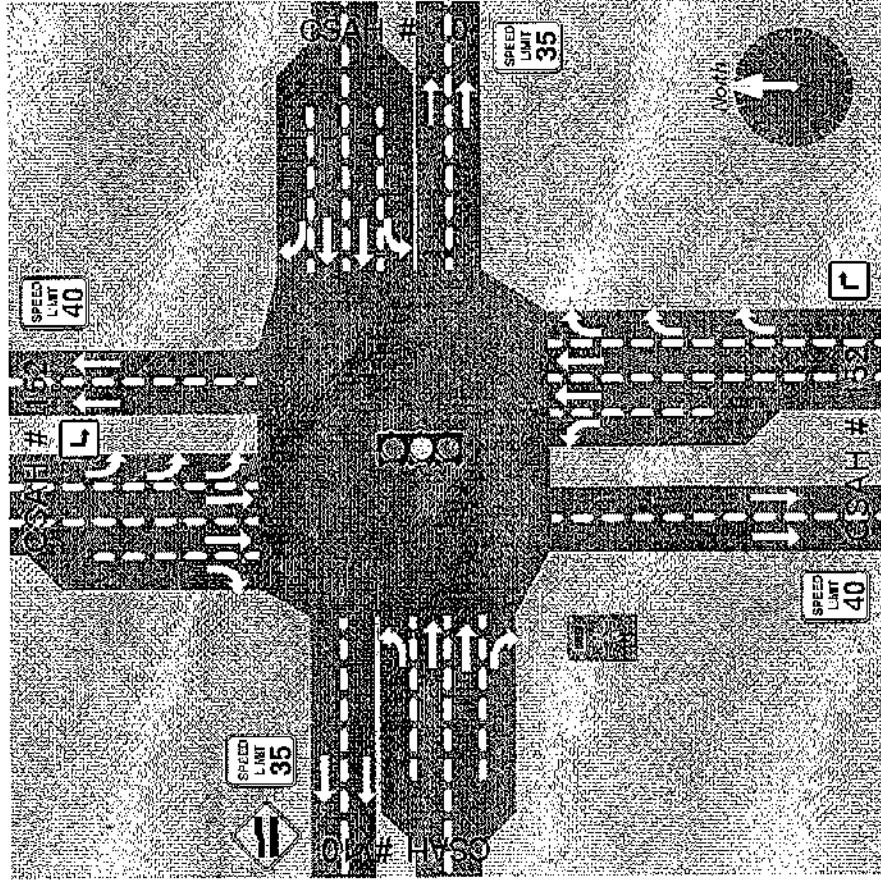
Start Time	CSAH # 152 Southbound				CSAH # 10 Westbound				CSAH # 152 Northbound				CSAH # 10 Eastbound								
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	48	104	11	0	163	15	31	30	1	77	33	105	31	0	169	9	32	14	1	56	465
12:15 PM	40	105	9	1	155	21	47	33	0	101	29	125	15	0	169	20	52	15	0	87	512
12:30 PM	46	103	6	2	157	10	31	29	0	70	28	120	14	0	162	15	41	19	0	75	464
12:45 PM	52	98	11	0	161	7	38	37	1	83	27	135	16	0	178	11	46	11	0	68	490
Total Volume	186	410	37	3	636	53	147	129	2	331	117	485	76	0	678	55	171	59	1	286	1931
% App. Total	29.2	64.5	5.8	0.5	97.5	16	44.4	39	0.6	81.9	17.3	71.5	11.2	0	95.2	19.2	59.8	20.6	0.3	82.2	943
PHF	.894	.976	.841	.375		.631	.782	.872	.500		.886	.898	.613	.000		.688	.822	.776	.250		

Start Time	CSAH # 152 Southbound				CSAH # 10 Westbound				CSAH # 152 Northbound				CSAH # 10 Eastbound								
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	65	128	22	2	217	14	57	39	0	110	38	226	16	1	281	23	69	29	0	121	729
04:30 PM	44	126	20	2	192	21	48	42	0	111	39	207	11	0	257	25	58	27	0	110	670
04:45 PM	62	119	21	0	202	14	56	35	0	105	46	204	2	1	253	27	65	28	1	121	681
05:00 PM	54	135	28	1	218	12	49	50	1	112	49	227	11	0	287	30	52	22	0	104	721
Total Volume	225	508	91	5	829	61	210	166	1	438	172	864	40	2	1078	105	244	106	1	456	2801
% App. Total	27.1	61.3	11	0.6	97.5	13.9	47.9	37.9	0.2	97.8	16	80.1	3.7	0.2	93.9	23	53.5	23.2	0.2	94.2	961
PHF	.865	.941	.813	.625		.726	.921	.830	.250		.878	.952	.625	.500		.875	.884	.914	.250		

HENNEPIN COUNTY  
TRANSPORTATION DEPARTMENT  
TURNING MOVEMENT COUNT

AM-PM OFF PEAK T.M. THUR.  
CSAH # 152 @ CSAH # 10  
6-9 AM. 14 DEG. CLDY.  
11-1:00 & 3-6 PM. 13 DEG.

File Name : CSAH 152 at CSAH 10  
Site Code : 00003323  
Start Date : 1/12/2012  
Page No : 4



**HENNEPIN COUNTY  
TRANSPORTATION DEPARTMENT  
TURNING MOVEMENT COUNT**

AM-PM OFF PEAK T.M. THUR.  
CSAH # 152 @ 55TH. AVE. N.  
6-9 AM. COLD -14DEG. SUNNY  
11-1:00 & 3-6 PM. -3 DEG.

File Name : CSAH 152 at 55th Ave  
Site Code : 00003324  
Start Date : 1/19/2012  
Page No : 1

Start Time	CSAH # 152 Southbound												CSAH # 152 Northbound												55th. AVE. N. Eastbound												Int. Total
	Westbound				Westbound				Westbound				Northbound				Northbound				Eastbound																
	Left	Thru	Right	Peds	App. 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												
06:00 AM	2	79	3	0	84	18	1	0	0	19	4	25	10	0	35	2	2	8	0	12	154																
06:15 AM	0	104	5	0	109	13	7	1	0	21	5	32	11	0	48	7	1	8	0	16	194																
06:30 AM	0	142	5	0	147	14	2	4	0	20	5	42	14	0	61	5	1	28	0	34	262																
06:45 AM	0	153	2	0	155	20	5	3	0	28	7	66	16	0	89	10	8	17	0	35	307																
Total	2	478	15	0	495	65	15	8	0	88	21	165	51	0	237	24	12	61	0	97	917																
07:00 AM	0	175	6	0	181	16	0	4	0	20	8	83	19	1	111	10	3	27	0	40	352																
07:15 AM	0	164	10	0	174	30	6	2	0	38	7	82	15	0	104	5	0	21	0	26	342																
07:30 AM	1	230	11	0	242	26	2	2	0	30	4	90	25	0	119	5	4	21	0	30	421																
07:45 AM	2	205	12	0	219	39	11	3	0	53	6	103	34	0	143	5	5	17	0	27	442																
Total	3	774	39	0	816	111	19	11	0	141	25	358	93	1	477	25	12	86	0	123	1557																
08:00 AM	1	173	10	2	186	23	11	5	0	39	9	90	45	1	145	5	3	8	0	16	386																
08:15 AM	4	134	13	0	151	27	15	2	0	44	16	80	18	0	114	6	3	11	0	20	329																
08:30 AM	1	120	14	0	135	29	6	2	0	37	21	90	24	0	135	9	6	20	0	35	342																
08:45 AM	5	110	9	1	125	7	2	1	0	10	13	118	18	1	150	9	2	17	1	29	314																
Total	11	537	46	3	597	86	34	10	0	130	59	378	105	2	544	29	14	56	1	100	1371																
*** BREAK ***																																					
11:00 AM	7	60	4	0	71	26	9	8	0	43	5	97	24	0	126	10	12	34	0	56	296																
11:15 AM	5	68	8	0	81	20	5	8	0	33	12	97	44	0	153	12	11	11	0	34	301																
11:30 AM	13	69	6	0	88	26	13	6	0	45	18	136	51	0	205	8	5	8	0	21	359																
11:45 AM	4	54	11	0	69	35	6	11	0	52	12	95	42	0	149	4	5	13	0	22	292																
Total	29	251	29	0	309	107	33	33	0	173	47	425	161	0	633	34	33	66	0	133	1248																
12:00 PM	4	80	4	0	88	38	11	16	0	65	9	113	38	0	160	14	12	11	0	37	350																
12:15 PM	10	93	12	0	115	39	11	16	0	66	14	107	56	0	177	14	11	11	0	36	394																
12:30 PM	6	83	2	0	91	42	16	15	0	73	10	106	50	0	166	9	6	17	0	32	362																
12:45 PM	7	84	8	0	99	55	7	14	0	76	10	116	34	0	160	8	7	12	0	27	362																
Total	27	340	26	0	393	174	45	61	0	280	43	442	178	0	663	45	36	51	0	132	1468																
*** BREAK ***																																					
03:00 PM	1	113	10	0	124	41	4	13	0	58	13	156	30	0	199	9	4	22	0	35	416																
03:15 PM	6	95	18	0	119	48	16	1	0	65	25	206	49	0	280	13	4	15	0	32	496																
03:30 PM	4	113	17	1	135	42	16	9	0	67	16	202	53	0	271	17	4	39	0	60	533																
03:45 PM	6	99	15	0	120	34	8	8	2	52	22	228	47	1	298	27	2	33	0	62	532																
Total	17	420	60	1	498	165	44	31	2	242	76	792	179	1	1048	66	14	109	0	189	1977																

**HENNEPIN COUNTY  
TRANSPORTATION DEPARTMENT  
TURNING MOVEMENT COUNT**

AM-PM OFF PEAK T.M. THUR.  
CSAH # 152 @ 55th. AVE. N.  
6-9 AM. COLD -14DEG. SUNNY  
11-1:00 & 3-6 PM. -3 DEG.

File Name : CSAH 152 at 55th Ave  
Site Code : 00003324  
Start Date : 1/19/2012  
Page No : 2

**Groups Printed- Passenger Vehicles - Commercial Vehicles**

Start Time	CSAH # 152 Southbound						55th. AVE. N. Westbound						CSAH # 152 Northbound						55th. AVE. N. Eastbound					
	Left	Thru	Right	Peds	App. Total	Int. Total	Left	Thru	Right	Peds	App. Total	Int. Total	Left	Thru	Right	Peds	App. Total	Int. Total	Left	Thru	Right	Peds	App. Total	Int. Total
	04:00 PM	3	109	16	0	128	0	32	9	9	0	50	0	15	210	31	0	256	0	19	9	20	0	48
04:15 PM	10	134	8	0	152	0	39	12	13	0	64	0	11	229	50	0	290	0	14	7	27	0	48	554
04:30 PM	8	144	8	0	160	0	39	13	25	0	77	0	12	276	55	0	293	0	15	4	24	0	43	573
04:45 PM	2	129	18	0	149	0	45	16	17	1	79	0	15	181	53	2	251	0	20	11	23	0	54	533
Total	23	516	50	0	589	0	155	50	64	1	270	0	53	846	189	2	1090	0	68	31	94	0	193	2142
05:00 PM	3	120	6	0	129	0	44	16	10	0	70	0	14	231	49	0	294	0	29	10	37	0	76	569
05:15 PM	4	130	2	0	136	0	47	7	15	0	69	0	10	197	52	0	259	0	21	3	10	0	34	498
05:30 PM	3	105	6	0	114	0	42	8	9	0	59	0	17	224	43	0	284	0	14	10	18	0	42	499
05:45 PM	5	98	10	0	113	0	43	17	10	0	70	0	17	172	46	0	235	0	13	9	12	0	34	452
Total	15	453	24	0	492	0	176	48	44	0	268	0	58	824	190	0	1072	0	77	32	77	0	186	2018
Grand Total	127	3769	289	4	4189	0	1039	288	262	3	1592	0	382	4230	1146	6	5764	0	368	184	600	1	1153	12698
Approch %	3	90	6.9	0.1	65.3	0.1	18.1	16.5	0.2	0.2	12.5	0.1	6.6	73.4	19.9	0.1	45.4	0.1	31.9	16	52	0.1	9.1	9.1
Total %	1	29.7	2.3	0	33	0	8.2	2.3	2.1	0	12.5	0	3	33.3	9	0	45.4	0	2.9	1.4	4.7	0	9.1	9.1
Passenger Vehicles	123	3646	267	4	4040	0	941	281	257	3	1482	0	354	4113	1040	6	5513	0	348	183	561	1	1093	12128
% Passenger Vehicles	96.9	96.7	92.4	100	96.4	0	90.6	97.6	98.1	100	93.1	0	92.7	97.2	90.8	100	95.6	0	94.6	99.5	93.5	100	94.8	95.5
Commercial Vehicles	4	123	22	0	149	0	98	7	5	0	110	0	28	117	106	0	251	0	20	1	39	0	60	570
% Commercial Vehicles	3.1	3.3	7.6	0	3.6	0	9.4	2.4	1.9	0	6.9	0	7.3	2.8	9.2	0	4.4	0	5.4	0.5	6.5	0	5.2	4.5

Start Time	CSAH # 152 Southbound						55th. AVE. N. Westbound						CSAH # 152 Northbound						55th. AVE. N. Eastbound							
	Left	Thru	Right	Peds	App. Total	Int. Total	Left	Thru	Right	Peds	App. Total	Int. Total	Left	Thru	Right	Peds	App. Total	Int. Total	Left	Thru	Right	Peds	App. Total	Int. Total		
	07:15 AM	0	164	10	0	174	0	30	6	2	0	38	0	7	82	15	0	104	0	5	0	21	0	26	342	
07:30 AM	1	230	11	0	242	0	26	2	2	0	30	0	4	90	25	0	119	0	4	21	0	0	30	421		
07:45 AM	2	205	12	0	219	0	39	11	3	0	53	0	6	103	34	0	143	0	5	5	17	0	27	442		
08:00 AM	1	173	10	2	186	0	23	11	5	0	39	0	9	90	45	1	145	0	5	3	8	0	16	386		
Total Volume	4	772	43	2	821	0	118	30	12	0	160	0	26	365	119	1	511	0	20	12	67	0	99	1591		
% App. Total	0.5	94	5.2	0.2	73.8	0	18.8	7.5	0	0	23.3	0.2	5.1	71.4	23.3	0.2	20.2	12.1	67.7	0	20.2	12.1	67.7	0	20.2	12.1
PHF	500	839	896	250	848	0	756	682	660	0	755	0	722	886	661	250	881	0	100	600	798	0	825	900		

Peak Hour Analysis From 06:00 AM to 09:45 AM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 07:15 AM

**HENNEPIN COUNTY  
TRANSPORTATION DEPARTMENT  
TURNING MOVEMENT COUNT**

AM-PM OFF PEAK T.M. THUR.  
CSAH # 152 @ 55Th. AVE. N.  
6-9 AM. COLD -14DEG. SUNNY  
11-1:00 & 3-6 PM. -3 DEG.

File Name : CSAH 152 at 55th Ave  
Site Code : 00003324  
Start Date : 1/19/2012  
Page No : 3

Start Time	CSAH # 152 Southbound				55th. AVE. N. Westbound				CSAH # 152 Northbound				55th. AVE. N. Eastbound								
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	4	80	4	0	88	38	11	16	0	65	9	113	38	0	160	14	12	11	0	37	350
12:15 PM	10	93	12	0	115	39	11	16	0	66	14	107	56	0	177	14	11	11	0	56	394
12:30 PM	6	83	2	0	91	42	16	15	0	73	10	106	50	0	166	9	6	17	0	32	362
12:45 PM	7	84	8	0	99	55	7	14	0	76	10	116	34	0	160	8	7	12	0	27	302
Total Volume	27	340	26	0	393	174	45	61	0	280	43	442	178	0	663	45	36	51	0	132	1468
% App. Total	6.9	86.5	6.6	0	72.1	62.1	16.1	21.8	0	60.7	6.5	66.7	26.8	0	93.6	34.1	27.3	38.6	0	89.2	931
PHF	.675	.914	.542	.000	.854	.791	.703	.953	.000	.921	.768	.953	.795	.000	.936	.804	.750	.750	.000	.892	931

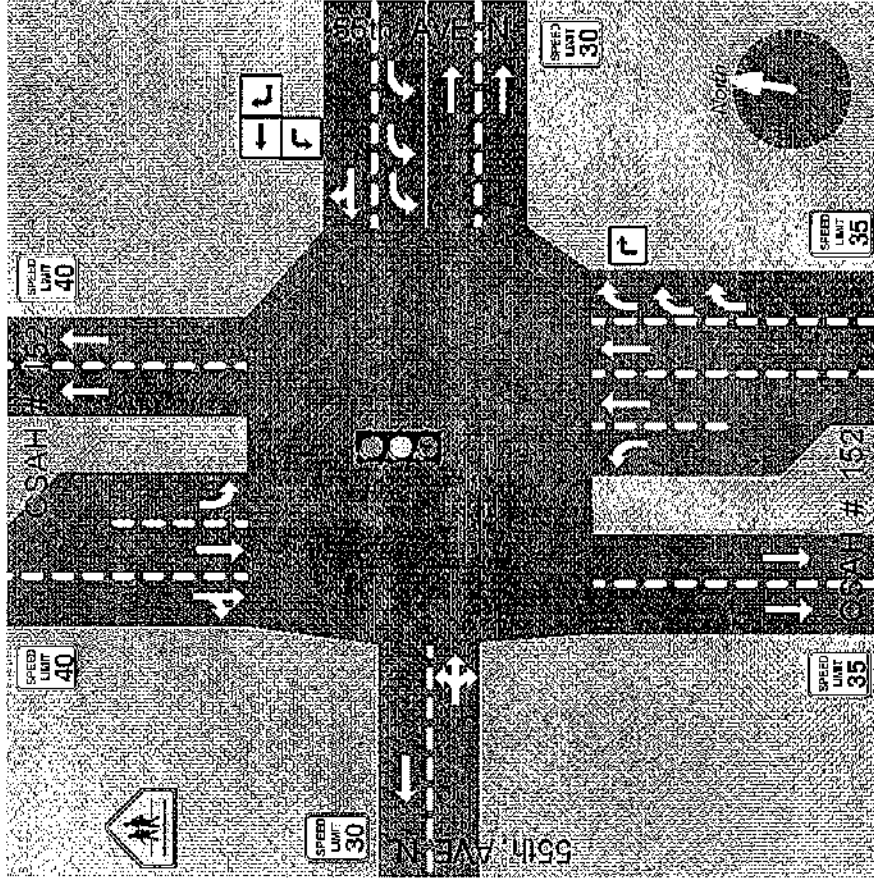
Peak Hour Analysis From 02:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	10	134	8	0	152	39	12	13	0	64	11	229	50	0	290	14	7	27	0	48	554
04:30 PM	8	144	8	0	160	39	13	25	0	77	12	226	55	0	293	15	4	24	0	43	573
04:45 PM	2	129	18	0	149	45	16	17	1	79	15	181	53	2	251	20	11	23	0	54	533
05:00 PM	3	120	6	0	129	44	16	10	0	70	14	231	49	0	294	29	10	37	0	76	569
Total Volume	23	527	40	0	590	167	57	65	1	290	52	867	207	2	1128	78	32	111	0	221	2229
% App. Total	3.9	89.3	6.8	0	72.6	57.6	19.7	22.4	0.3	61.8	4.6	76.9	18.4	0.2	95.9	35.3	14.5	50.2	0	77.7	973
PHF	.575	.915	.556	.000	.922	.928	.891	.650	.250	.918	.867	.938	.941	.250	.959	.672	.727	.750	.000	.773	973



**HENNEPIN COUNTY  
TRANSPORTATION DEPARTMENT  
TURNING MOVEMENT COUNT**

AM-PM OFF PEAK T.M. THUR.  
CSAH # 152 @ 55Th. AVE. N.  
6-9 AM. COLD -14DEG. SUNNY  
11-1:00 & 3-6 PM. -3 DEG.

File Name : CSAH 152 at 55th Ave  
Site Code : 00003324  
Start Date : 1/19/2012  
Page No : 4





**MINNESOTA DEPT OF TRANSPORTATION**  
TRAFFIC DATA COLLECTION - METRO

TH-100 AT BROOKLYN BLVD., W RAMPS Name : TH-100 AT BROOKLYN BLVD W RAMPS 2007 AM  
 REF.PT.: 014.032 Site Code : 00000000  
 JAMAR #D4-3358 KF Start Date : 5/22/2007  
 TURN MOVEMENT COUNT Page No : 1

Groups Printed- Cars & Trucks

Start Time	RAMP FROM TH-100 SB Southbound				BROOKLYN BLVD Westbound				RAMP TO TH-100 SB Northbound				BROOKLYN BLVD Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00	6	0	2	0	25	48	0	0	0	0	0	0	0	33	55	0	169
06:15	19	1	4	0	26	55	0	0	0	0	0	0	0	55	90	0	250
06:30	30	0	5	0	49	82	0	0	0	0	0	0	0	67	105	0	338
06:45	24	0	4	0	27	79	0	0	0	0	0	0	0	72	111	0	317
Total	79	1	15	0	127	264	0	0	0	0	0	0	0	227	361	0	1074
07:00	20	0	3	0	40	109	0	0	0	0	0	0	0	89	94	0	355
07:15	31	1	6	0	35	116	0	0	0	0	0	0	0	120	147	0	456
07:30	27	0	5	0	33	97	0	0	0	0	0	0	0	116	145	0	423
07:45	33	1	7	0	29	164	1	0	0	0	0	0	0	109	121	0	465
Total	111	2	21	0	137	486	1	0	0	0	0	0	0	434	507	0	1699
08:00	30	2	16	0	28	135	0	0	0	0	0	0	0	134	96	0	441
08:15	33	0	6	0	32	134	0	0	0	0	0	0	0	129	87	0	421
08:30	34	1	9	0	28	157	0	0	0	0	0	0	0	83	90	0	402
08:45	35	1	14	0	26	153	0	0	0	0	0	0	0	79	73	0	381
Total	132	4	45	0	114	579	0	0	0	0	0	0	0	425	346	0	1645
Grand Total	322	7	81	0	378	1329	1	0	0	0	0	0	0	1086	1214	0	4418
Approch %	78.5	1.7	19.8	0	22.1	77.8	0.1	0	0	0	0	0	0	47.2	52.8	0	
Total %	7.3	0.2	1.8	0	8.6	30.1	0	0	0	0	0	0	0	24.6	27.5	0	

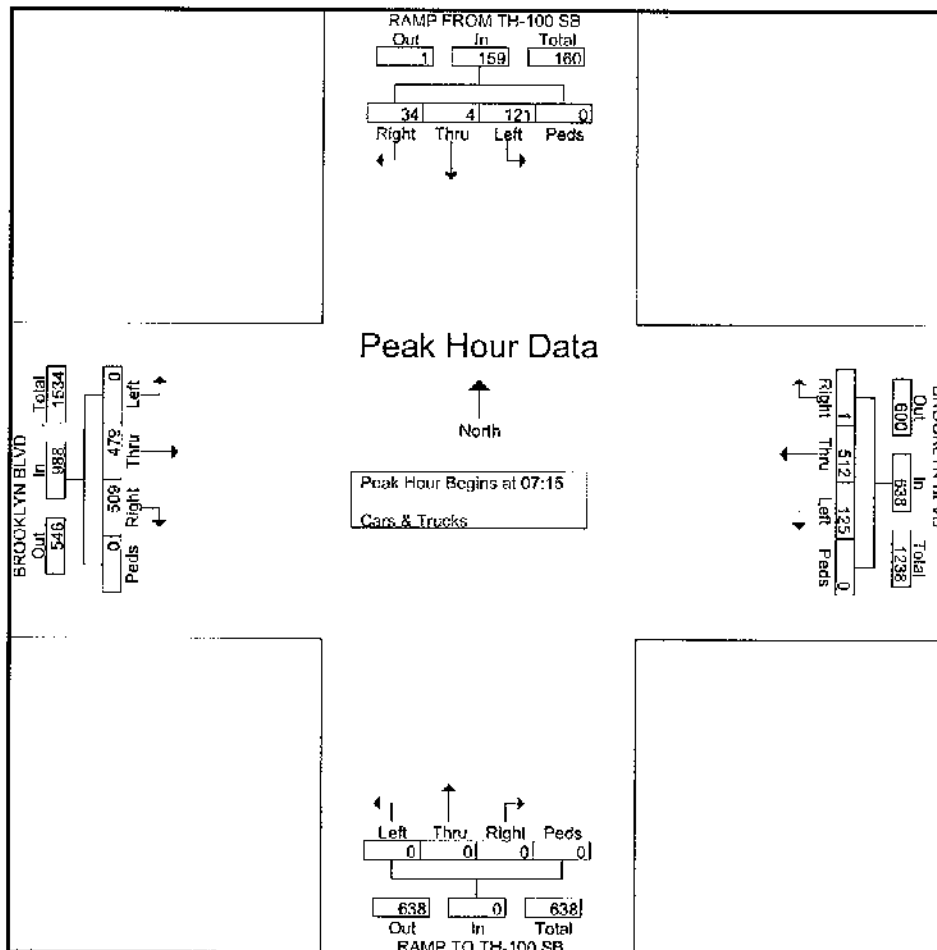


# MINNESOTA DEPT OF TRANSPORTATION

## TRAFFIC DATA COLLECTION - METRO

TH-100 AT BROOKLYN BLVD., W RAMPS Name : TH-100 AT BROOKLYN BLVD W RAMPS 2007 AM  
 REF.PT.: 014.032 Site Code : 00000000  
 JAMAR #D4-3358 KF Start Date : 5/22/2007  
 TURN MOVEMENT COUNT Page No : 2

Start Time	RAMP FROM TH-100 SB Southbound					BROOKLYN BLVD Westbound					RAMP TO TH-100 SB Northbound					BROOKLYN BLVD Eastbound					In. 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 07:15																					
07:15	31	1	6	0	38	35	116	0	0	151	0	0	0	0	0	0	120	147	0	267	456
07:30	27	0	5	0	32	33	97	0	0	130	0	0	0	0	0	0	116	145	0	261	423
07:45	33	1	7	0	41	29	164	1	0	194	0	0	0	0	0	0	109	121	0	230	465
08:00	30	2	16	0	48	28	135	0	0	163	0	0	0	0	0	0	134	95	0	230	441
Total Volume	121	4	34	0	159	125	512	1	0	638	0	0	0	0	0	0	479	509	0	988	1785
% App. Total																					
PHF	.917	.500	.531	.000	.828	.893	.780	.250	.000	.822	.000	.000	.000	.000	.000	.000	.894	.866	.000	.925	.960





**MINNESOTA DEPT OF TRANSPORTATION**  
TRAFFIC DATA COLLECTION - METRO

TH-100 @ BROOKLYN BLVD/CSAH-152 RAMP TH-100 AT BROOKLYN BLVD W RAMPS 2007 PM  
 REF.PT.: 014.032 Site Code : 00000000  
 JAMAR # D4-3358 KF Start Date : 6/27/2007  
 TURN MOVEMENT COUNT - PM Page No : 1

Groups Printed- Cars & Trucks

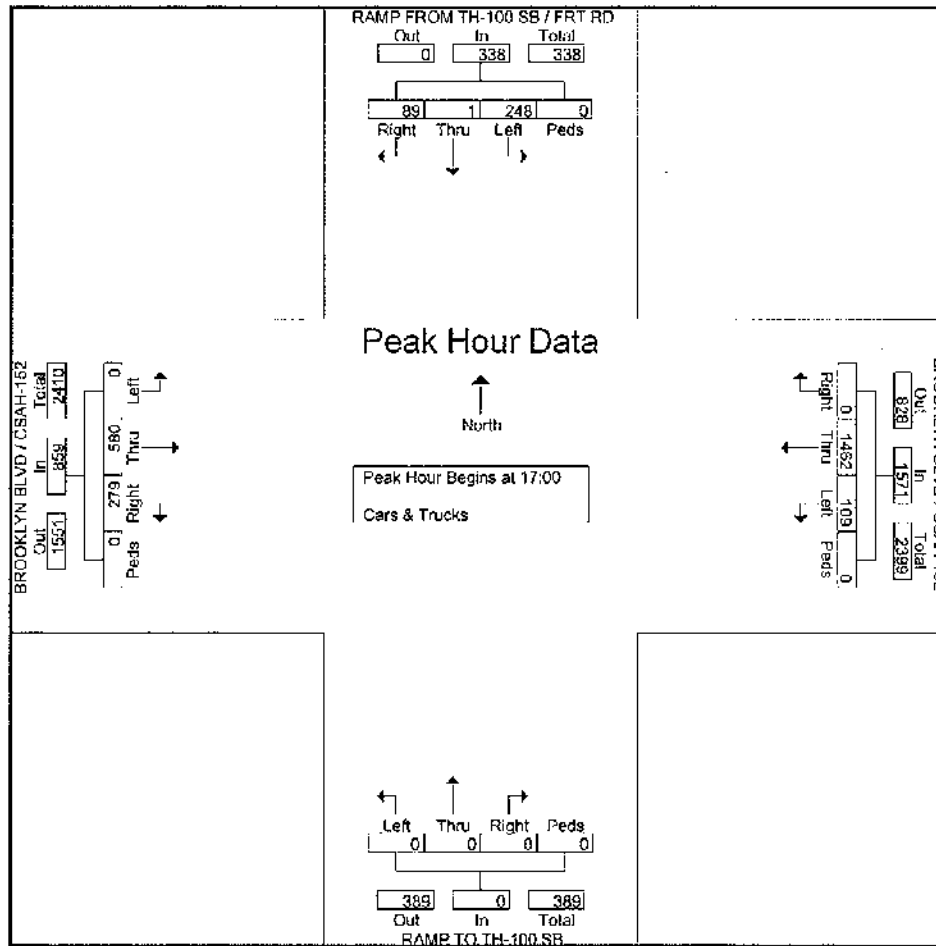
Start Time	RAMP FROM TH-100 SB / FRT RD Southbound				BROOKLYN BLVD / CSAH- 152 Westbound				RAMP TO TH-100 SB Northbound				BROOKLYN BLVD / CSAH- 152 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
15:00	51	0	14	0	28	254	0	0	0	0	0	0	0	116	73	0	536
15:15	65	1	8	0	16	271	0	0	0	0	0	0	0	126	59	0	546
15:30	54	0	21	0	24	282	0	0	0	0	0	0	0	125	59	0	565
15:45	58	0	19	0	16	278	0	0	0	0	0	0	0	112	48	0	531
Total	228	1	62	0	84	1085	0	0	0	0	0	0	0	479	239	0	2178
16:00	44	0	15	0	25	288	0	0	0	0	0	0	0	133	71	0	576
16:15	53	0	11	0	17	284	0	0	0	0	0	0	0	118	69	0	552
16:30	65	0	15	0	23	295	0	0	0	0	0	0	0	143	71	0	612
16:45	74	0	13	0	23	337	0	0	0	0	0	0	0	139	63	0	649
Total	236	0	54	0	88	1204	0	0	0	0	0	0	0	533	274	0	2389
17:00	57	0	14	0	24	333	0	0	0	0	0	0	0	153	73	0	654
17:15	61	1	23	0	32	362	0	0	0	0	0	0	0	137	62	0	678
17:30	69	0	30	0	36	405	0	0	0	0	0	0	0	137	66	0	743
17:45	61	0	22	0	17	362	0	0	0	0	0	0	0	153	78	0	693
Total	248	1	89	0	109	1462	0	0	0	0	0	0	0	580	279	0	2768
Grand Total	712	2	205	0	281	3751	0	0	0	0	0	0	0	1592	792	0	7335
Apprch %	77.5	0.2	22.3	0	7	93	0	0	0	0	0	0	0	66.8	33.2	0	
Total %	9.7	0	2.8	0	3.8	51.1	0	0	0	0	0	0	0	21.7	10.8	0	



MINNESOTA DEPT OF TRANSPORTATION  
TRAFFIC DATA COLLECTION - METRO

TH-100 @ BROOKLYN BLVD/CSAH-152 RAMP TH-100 AT BROOKLYN BLVD W RAMPS 2007 PM  
 REF.PT.: 014.032 Site Code : 00000000  
 JAMAR # D4-3358 KF Start Date : 6/27/2007  
 TURN MOVEMENT COUNT - PM Page No : 2

Start Time	RAMP FROM TH-100 SB / FRT RD Southbound					BROOKLYN BLVD / CSAH-152 Westbound					RAMP TO TH-100 SB Northbound					BROOKLYN BLVD / CSAH-152 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 17:00																					
17:00	57	0	14	0	71	24	333	0	0	357	0	0	0	0	0	0	153	73	0	226	654
17:15	61	1	23	0	85	32	362	0	0	394	0	0	0	0	0	0	137	62	0	199	678
17:30	69	0	30	0	99	36	405	0	0	441	0	0	0	0	0	0	137	66	0	203	743
17:45	61	0	22	0	83	17	362	0	0	379	0	0	0	0	0	0	153	78	0	231	693
Total Volume	248	1	89	0	338	109	1462	0	0	1571	0	0	0	0	0	0	580	279	0	859	2768
% App. Total	73.4	0.3	26.3	0		6.9	93.1	0	0		0	0	0	0		0	67.5	32.5	0		
PHF	899	250	742	000	854	757	902	000	000	891	000	000	000	000	000	000	948	894	000	930	931





MINNESOTA DEPT OF TRANSPORTATION  
TRAFFIC DATA COLLECTION - METRO

TH-100 AT BROOKLYN BLVD., EAST RAMPS Site Name : TH-100 AT BROOKLYN BLVD E RAMPS 2007  
 REF.PT.: 014.032 Site Code : 00000000  
 JAMAR # 631 RE Start Date : 6/14/2007  
 TURN MOVEMENT COUNT Page No : 1

Groups Printed- Cars & Trucks

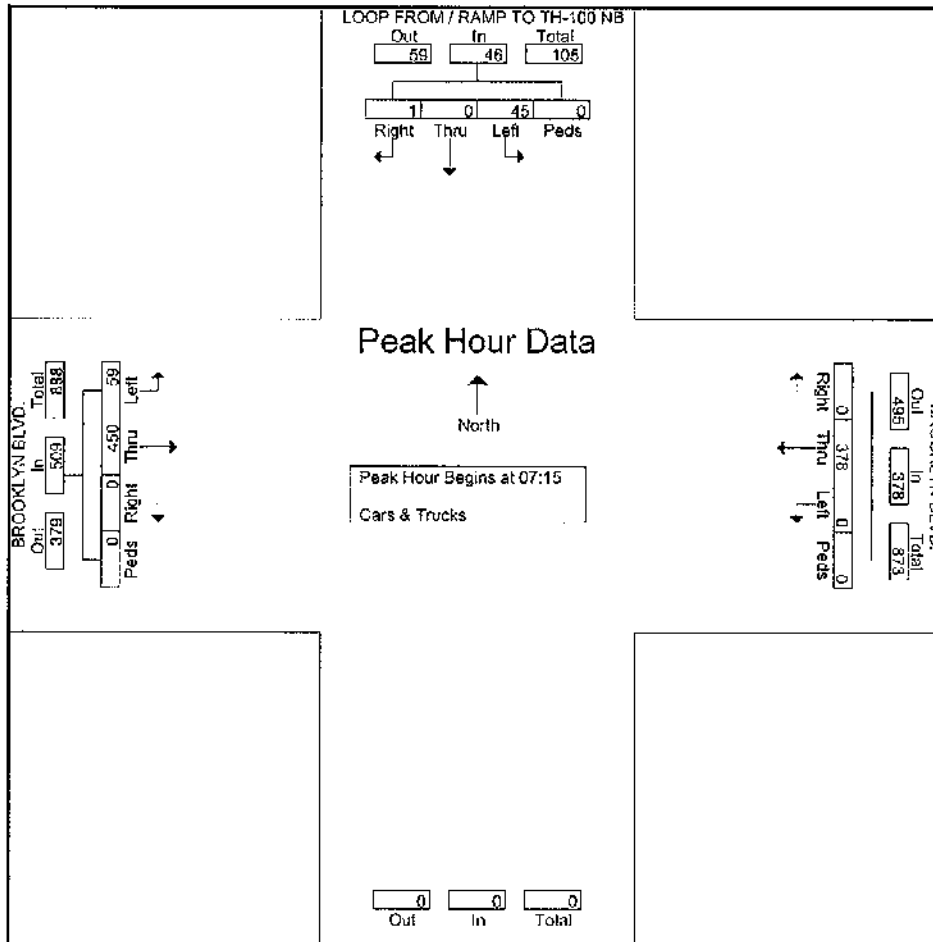
Start Time	LOOP FROM / RAMP TO TH-100 NB Southbound				BROOKLYN BLVD. Westbound				BROOKLYN BLVD. Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00	3	0	0	0	0	55	0	0	7	51	0	0	116
06:15	11	0	0	0	0	77	0	0	14	62	0	0	164
06:30	11	0	1	0	0	83	0	0	6	74	0	0	175
06:45	12	0	0	0	0	80	0	0	18	61	0	0	171
Total	37	0	1	0	0	295	0	0	45	248	0	0	626
07:00	13	0	0	0	0	81	0	0	9	92	0	0	195
07:15	10	0	0	0	0	94	0	0	15	112	0	0	231
07:30	11	0	0	0	0	97	0	0	17	107	0	0	232
07:45	18	0	1	0	0	80	0	0	11	129	0	0	239
Total	52	0	1	0	0	352	0	0	52	440	0	0	897
08:00	6	0	0	0	0	107	0	0	16	102	0	0	231
08:15	18	0	0	0	0	94	0	0	14	75	0	0	201
08:30	13	0	0	0	0	122	0	0	19	94	0	0	248
08:45	11	0	0	0	0	90	0	0	8	87	0	0	196
Total	48	0	0	0	0	413	0	0	57	358	0	0	876
*** BREAK ***													
15:00	26	0	1	0	0	157	0	0	25	164	0	0	373
15:15	40	0	0	0	0	170	0	0	39	144	0	0	373
15:30	27	0	0	0	0	161	0	0	29	162	0	0	379
15:45	27	0	0	0	0	166	0	0	16	169	0	0	378
Total	120	0	1	0	0	654	0	0	89	639	0	0	1503
16:00	27	0	0	0	0	180	0	0	22	157	0	0	386
16:15	33	0	0	0	0	206	0	0	15	157	0	0	411
16:30	28	0	0	0	0	224	0	0	21	145	0	0	418
16:45	26	0	0	0	0	192	0	0	15	183	0	0	416
Total	114	0	0	0	0	802	0	0	73	642	0	0	1631
17:00	30	0	0	0	0	221	0	0	17	212	0	0	480
17:15	27	0	0	0	0	264	0	0	12	174	0	0	477
17:30	23	0	0	0	0	222	0	0	9	191	0	0	445
17:45	28	0	0	0	0	224	0	0	20	173	0	0	445
Total	108	0	0	0	0	931	0	0	58	750	0	0	1847
Grand Total	479	0	3	0	0	3447	0	0	374	3077	0	0	7380
Approch %	99.4	0	0.6	0	0	100	0	0	10.8	89.2	0	0	
Total %	6.5	0	0	0	0	46.7	0	0	5.1	41.7	0	0	



MINNESOTA DEPT OF TRANSPORTATION  
TRAFFIC DATA COLLECTION - METRO

TH-100 AT BROOKLYN BLVD., EAST RAMP Site Name : TH-100 AT BROOKLYN BLVD E RAMPS 2007  
 REF.PT.: 014.032 Site Code : 00000000  
 JAMAR # 631 RE Start Date : 6/14/2007  
 TURN MOVEMENT COUNT Page No : 2

Start Time	LOOP FROM / RAMP TO TH-100 NB Southbound					BROOKLYN BLVD. Westbound					BROOKLYN BLVD. Eastbound					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 08:45 - Peak 1 of 1																
Peak Hour for Entire Intersection Begins at 07:15																
07:15	10	0	0	0	10	0	94	0	0	94	15	112	0	0	127	231
07:30	11	0	0	0	11	0	97	0	0	97	17	107	0	0	124	232
07:45	18	0	1	0	19	0	80	0	0	80	11	129	0	0	140	239
08:00	6	0	0	0	6	0	107	0	0	107	16	102	0	0	118	231
Total Volume	45	0	1	0	46	0	378	0	0	378	59	450	0	0	509	933
% App. Total	97.8	0	2.2	0		0	100	0	0		11.6	88.4	0	0		
PHF	.625	.000	.250	.000	.605	.000	.883	.000	.000	.883	.868	.872	.000	.000	.909	.976



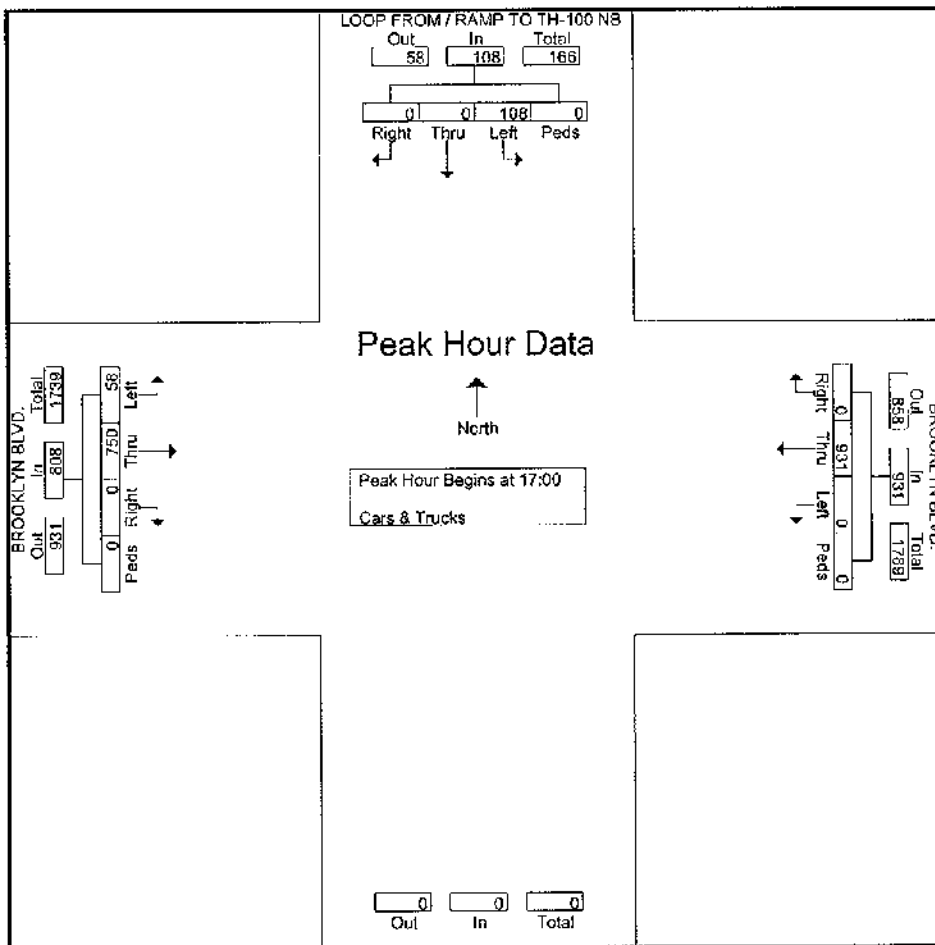


# MINNESOTA DEPT OF TRANSPORTATION

## TRAFFIC DATA COLLECTION - METRO

TH-100 AT BROOKLYN BLVD., EAST RAMP Site Name : TH-100 AT BROOKLYN BLVD E RAMPS 2007  
 REF.PT.: 014.032 Site Code : 00000000  
 JAMAR # 631 RE Start Date : 6/14/2007  
 TURN MOVEMENT COUNT Page No : 3

Start Time	LOOP FROM / RAMP TO TH-100 NB Southbound					BROOKLYN BLVD. Westbound					BROOKLYN BLVD. Eastbound					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 17:00																
17:00	30	0	0	0	30	0	221	0	0	221	17	212	0	0	229	480
17:15	27	0	0	0	27	0	264	0	0	264	12	174	0	0	186	477
17:30	23	0	0	0	23	0	222	0	0	222	9	191	0	0	200	445
17:45	28	0	0	0	28	0	224	0	0	224	20	173	0	0	193	445
Total Volume	108	0	0	0	108	0	931	0	0	931	58	750	0	0	808	1847
% App. Total	100	0	0	0	100	0	100	0	0	100	7.2	92.8	0	0	88.2	96.2
PIIT	.900	.000	.000	.000	.900	.000	.882	.000	.000	.882	.725	.884	.000	.000	.882	.962





# SRF Consulting Group, Inc.

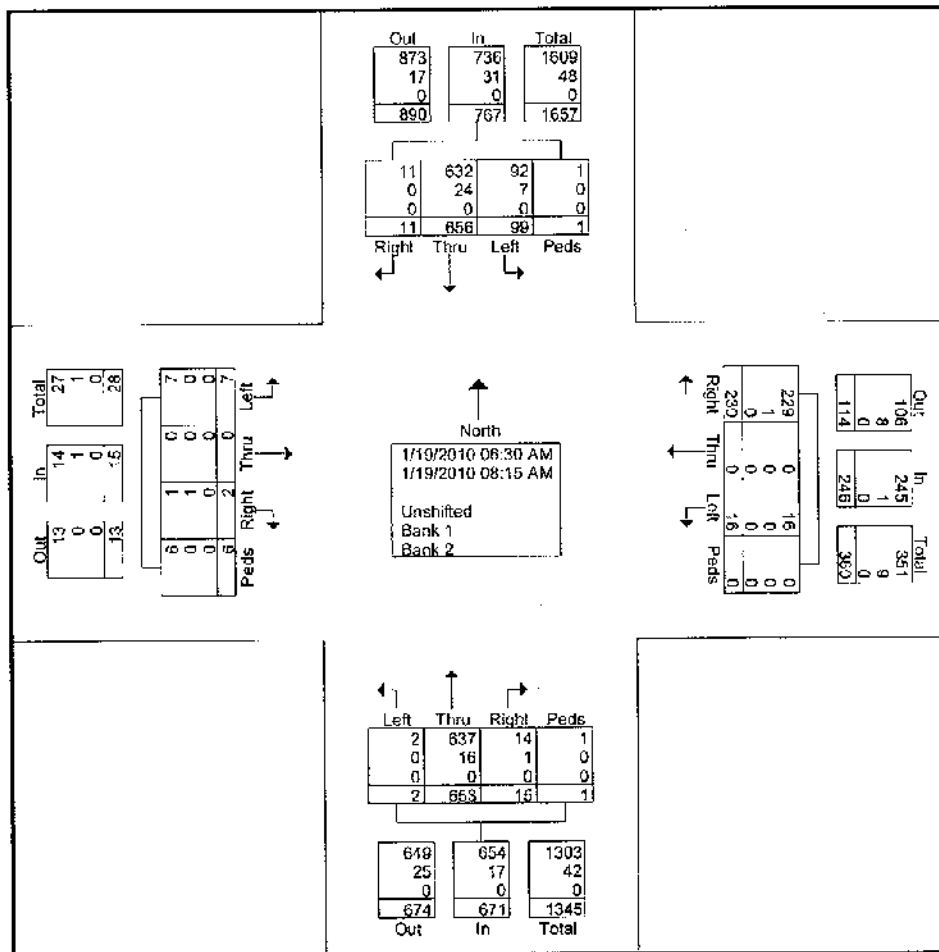
One Carlson Parkway, Suite 150  
Minneapolis, MN 55447

Counted By:  
Day of Week:  
Location:  
All Vehicles ←

File Name : Brooklyn Blvd\_51st Ave\_AM  
Site Code : 00000123  
Start Date : 1/19/2010  
Page No : 1

### Groups Printed- Unshifted - Bank 1 - Bank 2

Start Time	From North					From East					From South					From West					Ink. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
06:30 AM	0	67	11	0	78	29	0	1	0	30	2	62	0	0	64	1	0	0	0	1	173
06:45 AM	1	74	5	0	80	32	0	1	0	33	0	72	0	0	72	0	0	1	0	1	186
<b>Total</b>	<b>1</b>	<b>141</b>	<b>16</b>	<b>0</b>	<b>158</b>	<b>61</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>2</b>	<b>134</b>	<b>0</b>	<b>0</b>	<b>136</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>359</b>
07:00 AM	0	94	12	0	106	24	0	2	0	26	0	82	1	0	83	0	0	2	1	3	218
07:15 AM	3	78	11	0	92	32	0	1	0	33	1	89	0	0	90	0	0	1	2	3	218
07:30 AM	2	68	15	0	85	32	0	2	0	34	4	80	0	0	84	0	0	1	0	1	204
07:45 AM	3	116	15	1	135	35	0	1	0	36	3	87	0	0	90	1	0	0	2	3	264
<b>Total</b>	<b>8</b>	<b>356</b>	<b>53</b>	<b>1</b>	<b>418</b>	<b>123</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>129</b>	<b>8</b>	<b>338</b>	<b>1</b>	<b>0</b>	<b>347</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>10</b>	<b>904</b>
08:00 AM	1	88	17	0	106	21	0	1	0	22	3	88	1	1	93	0	0	0	1	1	222
08:15 AM	1	71	13	0	85	25	0	7	0	32	2	93	0	0	95	0	0	2	0	2	214
<b>Grand Total</b>	<b>11</b>	<b>656</b>	<b>99</b>	<b>1</b>	<b>767</b>	<b>230</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>246</b>	<b>15</b>	<b>653</b>	<b>2</b>	<b>1</b>	<b>671</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>15</b>	<b>1699</b>
<b>Approch %</b>	<b>1.4</b>	<b>85.5</b>	<b>12.9</b>	<b>0.1</b>		<b>93.5</b>	<b>0</b>	<b>6.5</b>	<b>0</b>		<b>2.2</b>	<b>97.3</b>	<b>0.3</b>	<b>0.1</b>		<b>13.3</b>	<b>0</b>	<b>46.7</b>	<b>40</b>		
<b>Total %</b>	<b>0.6</b>	<b>38.6</b>	<b>5.8</b>	<b>0.1</b>	<b>45.1</b>	<b>13.5</b>	<b>0</b>	<b>0.9</b>	<b>0</b>	<b>14.5</b>	<b>0.9</b>	<b>38.4</b>	<b>0.1</b>	<b>0.1</b>	<b>39.5</b>	<b>0.1</b>	<b>0</b>	<b>0.4</b>	<b>0.4</b>	<b>0.9</b>	
<b>Unshifted</b>	<b>11</b>	<b>632</b>	<b>92</b>	<b>1</b>	<b>736</b>	<b>229</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>245</b>	<b>14</b>	<b>637</b>	<b>2</b>	<b>1</b>	<b>654</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>6</b>	<b>14</b>	<b>1649</b>
<b>% Unshifted</b>	<b>100</b>	<b>96.3</b>	<b>92.9</b>	<b>100</b>	<b>96</b>	<b>99.6</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>99.6</b>	<b>93.3</b>	<b>97.5</b>	<b>100</b>	<b>100</b>	<b>97.5</b>	<b>50</b>	<b>0</b>	<b>100</b>	<b>100</b>	<b>93.3</b>	<b>97.1</b>
<b>Bank 1</b>	<b>0</b>	<b>24</b>	<b>7</b>	<b>0</b>	<b>31</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>50</b>
<b>% Bank 1</b>	<b>0</b>	<b>3.7</b>	<b>7.1</b>	<b>0</b>	<b>4</b>	<b>0.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.4</b>	<b>6.7</b>	<b>2.5</b>	<b>0</b>	<b>0</b>	<b>2.5</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6.7</b>	<b>2.9</b>
<b>Bank 2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>% Bank 2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



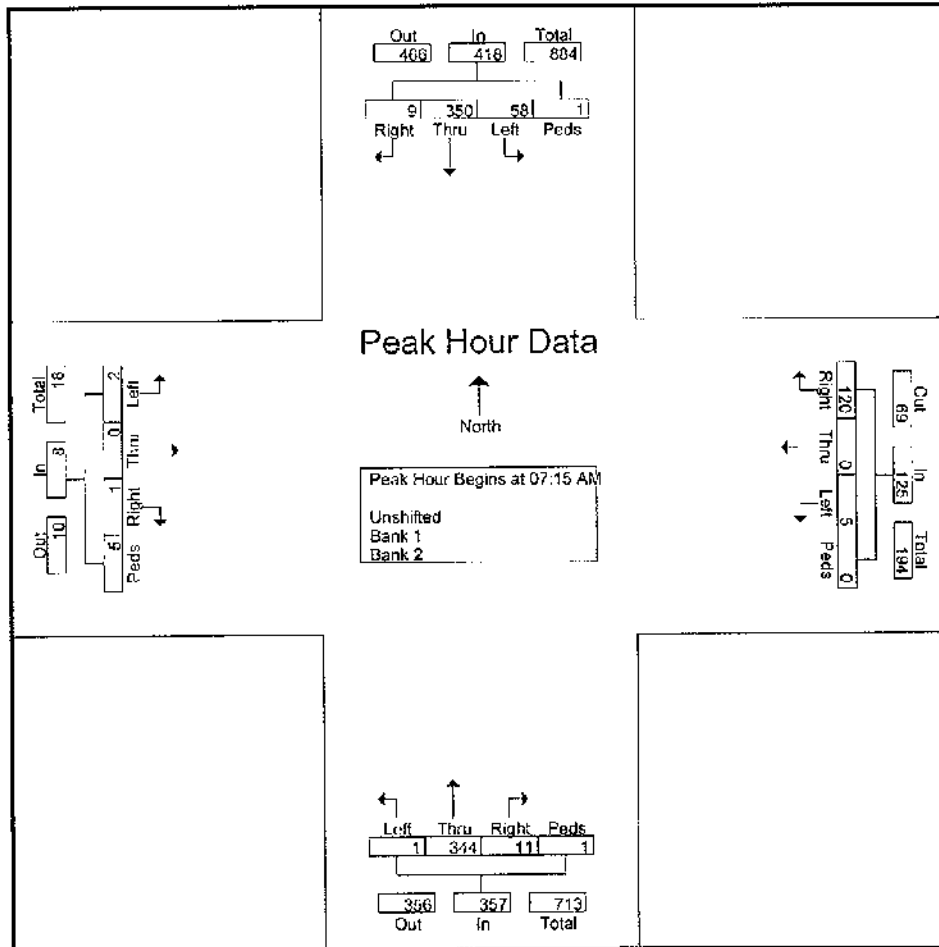
# SRF Consulting Group, Inc.

One Carlson Parkway, Suite 150  
Minneapolis, MN 55447

Counted By:  
Day of Week:  
Location:  
All Vehicles

File Name : Brooklyn Blvd\_51st Ave\_AM  
Site Code : 00000123  
Start Date : 1/19/2010  
Page No : 2

Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	3	78	11	0	92	32	0	1	0	33	1	89	0	0	90	0	0	1	2	3	218
07:30 AM	2	68	15	0	85	32	0	2	0	34	4	80	0	0	84	0	0	1	0	1	204
07:45 AM	3	116	15	1	135	35	0	1	0	36	3	87	0	0	90	1	0	0	2	3	264
08:00 AM	1	88	17	0	106	21	0	1	0	22	3	88	1	1	93	0	0	0	1	1	222
Total Volume	9	350	58	1	418	120	0	5	0	125	11	344	1	1	357	1	0	2	5	8	908
% App. Total	2.2	83.7	13.9	0.2		96	0	4	0		3.1	96.4	0.3	0.3		12.5	0	25	62.5		
PHP	750	754	853	250	774	857	000	625	000	868	688	966	250	250	960	250	000	500	625	667	860



# SRF Consulting Group, Inc.

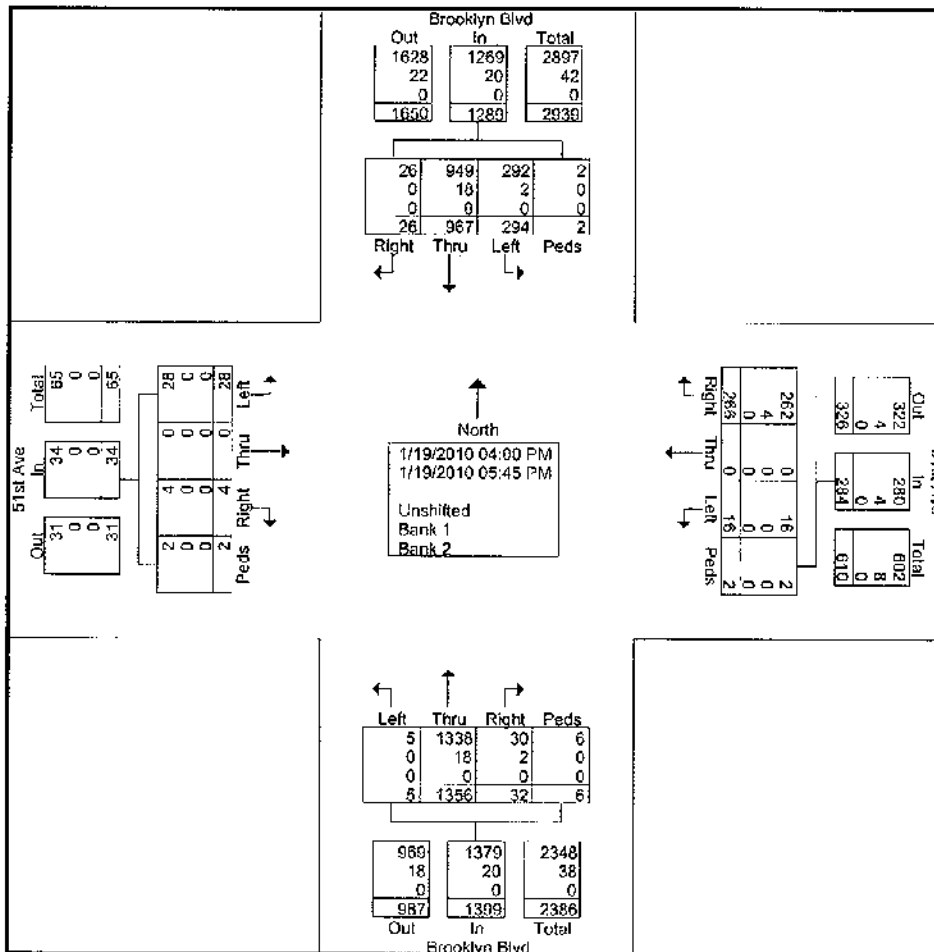
One Carlson Parkway, Suite 150  
Minneapolis, MN 55447

Counted By: Ryan  
Day of Week: Tuesday  
Location: Brooklyn Blvd & 51st Ave  
All Vehicles

File Name : Brooklyn Blvd\_51st Ave\_PM  
Site Code : 22222222  
Start Date : 1/19/2010  
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

Start Time	Brooklyn Blvd From North					51st Ave From East					Brooklyn Blvd From South					51st Ave From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	3	147	36	0	186	43	0	3	0	46	6	150	1	1	158	1	0	4	0	5	395
04:15 PM	4	125	41	0	170	35	0	2	0	37	5	173	2	0	180	1	0	5	0	6	393
04:30 PM	1	123	34	1	159	25	0	1	1	27	8	172	0	1	181	1	0	4	0	5	372
04:45 PM	1	115	39	1	156	40	0	3	0	43	4	171	0	1	176	0	0	0	0	0	375
<b>Total</b>	<b>9</b>	<b>510</b>	<b>150</b>	<b>2</b>	<b>671</b>	<b>143</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>153</b>	<b>23</b>	<b>666</b>	<b>3</b>	<b>3</b>	<b>695</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>16</b>	<b>1535</b>
05:00 PM	2	107	29	0	138	27	0	1	0	28	1	160	0	0	161	0	0	1	2	3	330
05:15 PM	5	122	32	0	159	28	0	2	0	30	6	218	1	1	226	1	0	4	0	5	420
05:30 PM	4	110	40	0	154	27	0	0	1	28	1	168	1	0	170	0	0	4	0	4	356
05:45 PM	6	118	43	0	167	41	0	4	0	45	1	144	0	2	147	0	0	6	0	6	365
<b>Total</b>	<b>17</b>	<b>457</b>	<b>144</b>	<b>0</b>	<b>618</b>	<b>123</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>131</b>	<b>9</b>	<b>690</b>	<b>2</b>	<b>3</b>	<b>704</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>18</b>	<b>1471</b>
<b>Grand Total</b>	<b>26</b>	<b>967</b>	<b>294</b>	<b>2</b>	<b>1289</b>	<b>266</b>	<b>0</b>	<b>16</b>	<b>2</b>	<b>284</b>	<b>32</b>	<b>1356</b>	<b>5</b>	<b>6</b>	<b>1399</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>2</b>	<b>34</b>	<b>3006</b>
Approch %	2	75	22.8	0.2	1289	93.7	0	5.6	0.7	284	2.3	96.9	0.4	0.4	1399	11.8	0	82.4	5.9	34	3006
Total %	0.9	32.2	9.8	0.1	42.9	8.8	0	0.5	0.1	9.4	1.1	45.1	0.2	0.2	46.5	0.1	0	0.9	0.1	1.1	
Unshifted	26	949	292	2	1269	262	0	16	2	280	30	1338	5	6	1379	4	0	28	2	34	2962
% Unshifted	100	98.1	99.3	100	98.4	98.5	0	100	100	98.6	93.8	98.7	100	100	98.6	100	0	100	100	100	98.5
Bank 1	0	18	2	0	20	4	0	0	0	4	2	18	0	0	20	0	0	0	0	0	44
% Bank 1	0	1.9	0.7	0	1.6	1.5	0	0	0	1.4	6.2	1.3	0	0	1.4	0	0	0	0	0	1.5
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



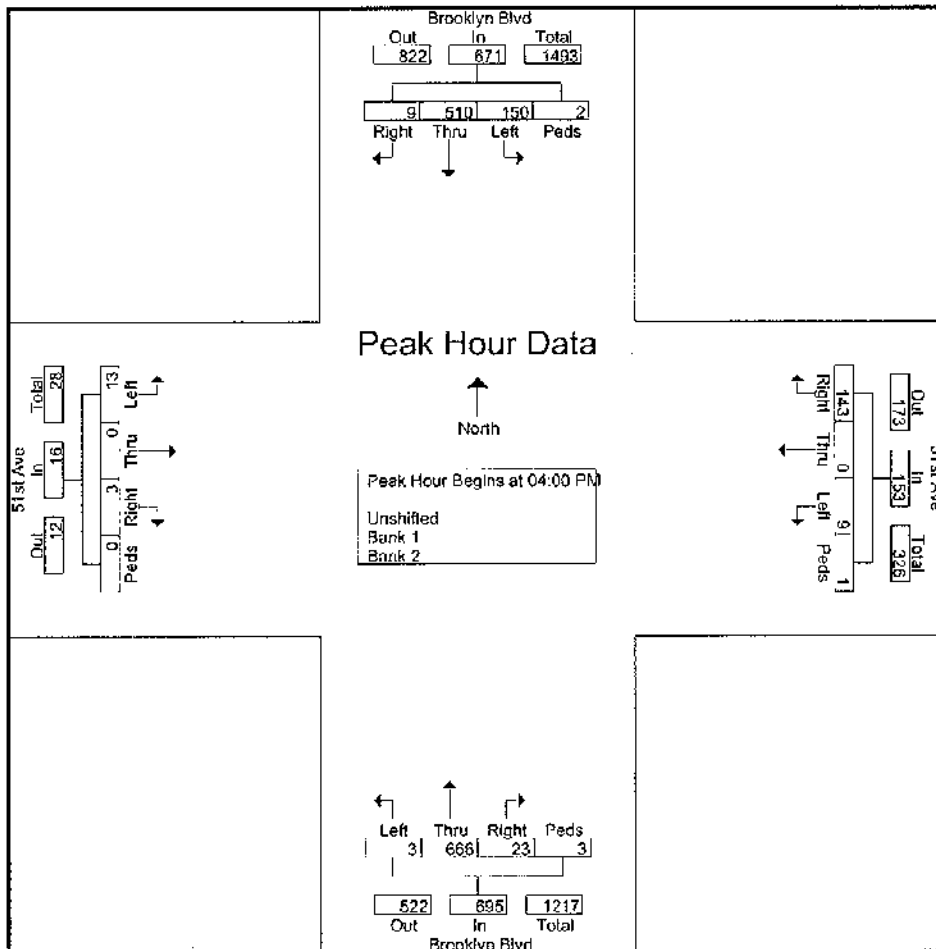
# SRF Consulting Group, Inc.

One Carlson Parkway, Suite 150  
Minneapolis, MN 55447

Counted By: Ryan  
Day of Week: Tuesday  
Location: Brooklyn Blvd & 51st Ave  
All Vehicles

File Name : Brooklyn Blvd\_51st Ave\_PM  
Site Code : 22222222  
Start Date : 1/19/2010  
Page No : 2

Start Time	Brooklyn Blvd From North					51st Ave From East					Brooklyn Blvd From South					51st Ave From West					Est. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	3	147	36	0	186	43	0	3	0	46	6	150	1	1	158	1	0	4	0	5	395
04:15 PM	4	125	41	0	170	35	0	2	0	37	5	173	2	0	180	1	0	5	0	6	393
04:30 PM	1	123	34	1	159	25	0	1	1	27	8	172	0	1	181	1	0	4	0	5	372
04:45 PM	1	115	39	1	156	40	0	3	0	43	4	171	0	1	176	0	0	0	0	0	375
<b>Total Volume</b>	<b>9</b>	<b>510</b>	<b>150</b>	<b>2</b>	<b>671</b>	<b>143</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>153</b>	<b>23</b>	<b>666</b>	<b>3</b>	<b>3</b>	<b>695</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>16</b>	<b>1535</b>
<b>% App. Total</b>	<b>1.3</b>	<b>76</b>	<b>22.4</b>	<b>0.3</b>		<b>93.5</b>	<b>0</b>	<b>5.9</b>	<b>0.7</b>		<b>3.3</b>	<b>95.8</b>	<b>0.4</b>	<b>0.4</b>		<b>18.8</b>	<b>0</b>	<b>81.2</b>	<b>0</b>		
PHF	.563	.867	.915	.500	.902	.831	.000	.750	.250	.832	.719	.962	.375	.750	.960	.750	.000	.650	.000	.667	.972



# SRF Consulting Group, Inc.

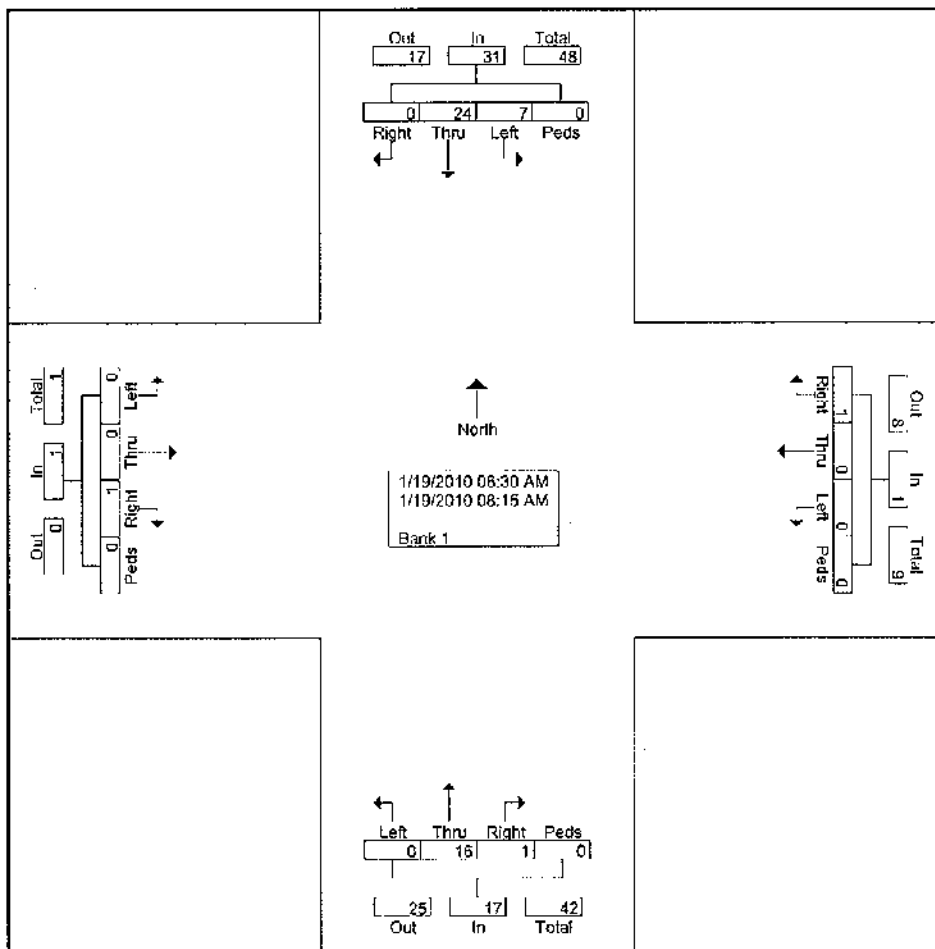
One Carlson Parkway, Suite 150  
Minneapolis, MN 55447

Counted By:  
Day of Week:  
Location:  
Only Trucks ←

File Name : Brooklyn Blvd\_51st Ave\_AM  
Site Code : 00000123  
Start Date : 1/19/2010  
Page No : 1

Groups Printed- Bank 1

Start Time	From North					From East					From South					From West					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
06:30 AM	0	5	1	0	6	1	0	0	0	1	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	11
06:45 AM	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
<b>Total</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
07:00 AM	0	4	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
07:15 AM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
07:45 AM	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	<b>0</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
08:00 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
08:15 AM	0	2	1	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
Grand Total	0	26	7	0	31	1	0	0	0	1	1	16	0	0	17	1	0	0	0	1	0	0	0	0	0	50
Approx %	0	77.4	22.6	0		100	0	0	0		5.9	94.1	0	0		100	0	0	0							
Total %	0	48	14	0	62	2	0	0	0	2	2	32	0	0	34	2	0	0	0	2	0	0	0	0	2	



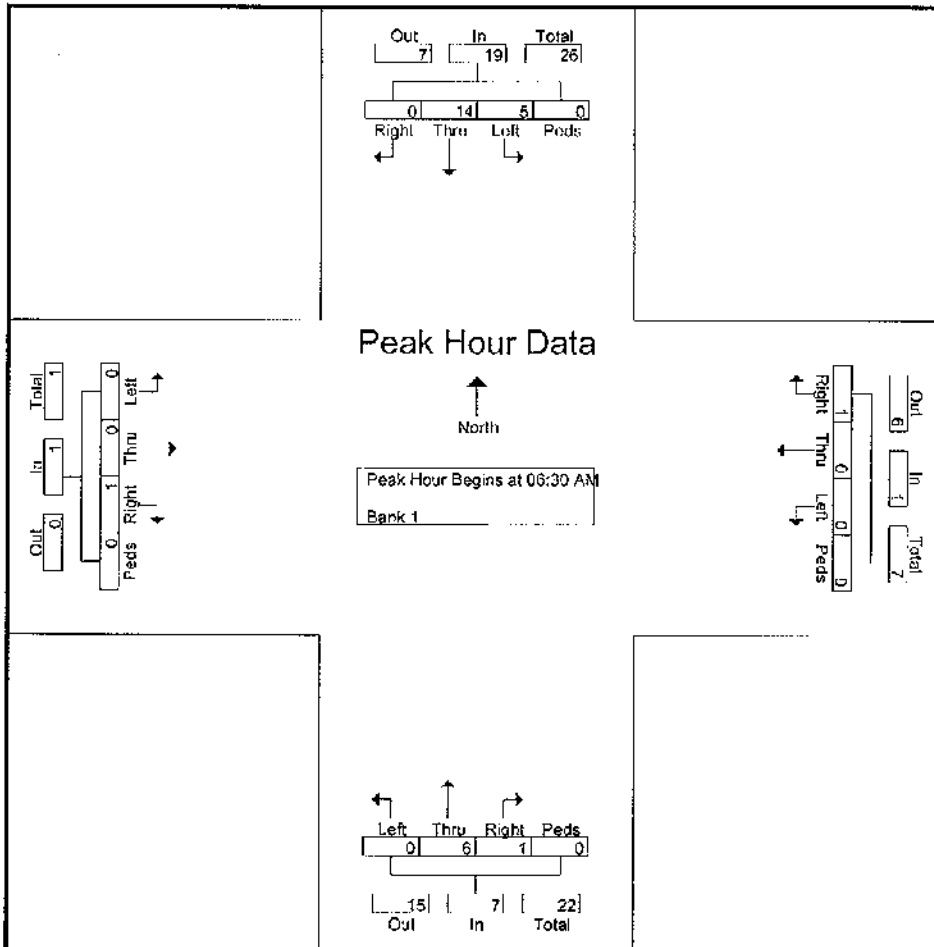
# SRF Consulting Group, Inc.

One Carlson Parkway, Suite 150  
Minneapolis, MN 55447

Counted By:  
Day of Week:  
Location:  
Only Trucks

File Name : Brooklyn Blvd\_51st Ave\_AM  
Site Code : 00000123  
Start Date : 1/19/2010  
Page No : 2

Start Time	From North					From East					From South					From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	0	5	1	0	6	1	0	0	0	1	1	2	0	0	3	1	0	0	0	1	11
06:45 AM	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
07:00 AM	0	4	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
07:15 AM	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
<b>Total Volume</b>	0	14	5	0	19	1	0	0	0	1	1	6	0	0	7	1	0	0	0	1	28
% App. Total	0	73.7	26.3	0		100	0	0	0		14.3	85.7	0	0		100	0	0	0		
PIUF	.000	.700	.625	.000	.792	.250	.000	.000	.000	.250	.250	.750	.000	.000	.583	.250	.000	.000	.000	.250	.636



# SRF Consulting Group, Inc.

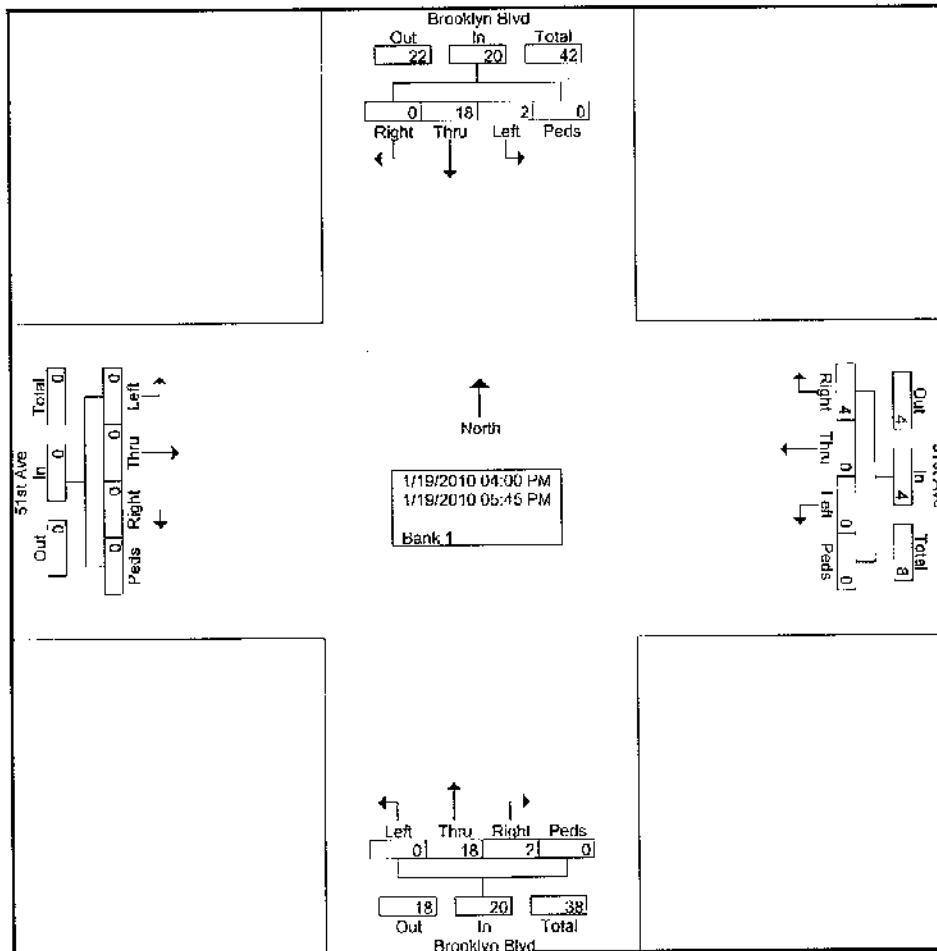
One Carlson Parkway, Suite 150  
Minneapolis, MN 55447

Counted By: Ryan  
Day of Week: Tuesday  
Location: Brooklyn Blvd & 51st Ave  
Only Trucks

File Name : Brooklyn Blvd\_51st Ave\_PM  
Site Code : 22222222  
Start Date : 1/19/2010  
Page No : 1

Groups Printed- Bank 1

Start Time	Brooklyn Blvd From North					51st Ave From East					Brooklyn Blvd From South					51st Ave From West					Int. Total					
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total						
04:00 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
04:15 PM	0	2	1	0	3	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	6
04:30 PM	0	3	0	0	3	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	8
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	0	9	1	0	10	2	0	0	0	2	2	8	0	0	10	0	0	0	0	0	0	0	0	0	0	22
05:00 PM	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
05:15 PM	0	2	1	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
05:30 PM	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
<b>Total</b>	0	9	1	0	10	2	0	0	0	2	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	22
<b>Grand Total</b>	0	18	2	0	20	4	0	0	0	4	2	18	0	0	20	0	0	0	0	0	0	0	0	0	0	44
Apprch %	0	90	10	0		100	0	0	0		10	90	0	0		0	0	0	0		0	0	0	0		
Total %	0	40.9	4.5	0	45.5	9.1	0	0	0	9.1	4.5	40.9	0	0	45.5	0	0	0	0	0	0	0	0	0	0	



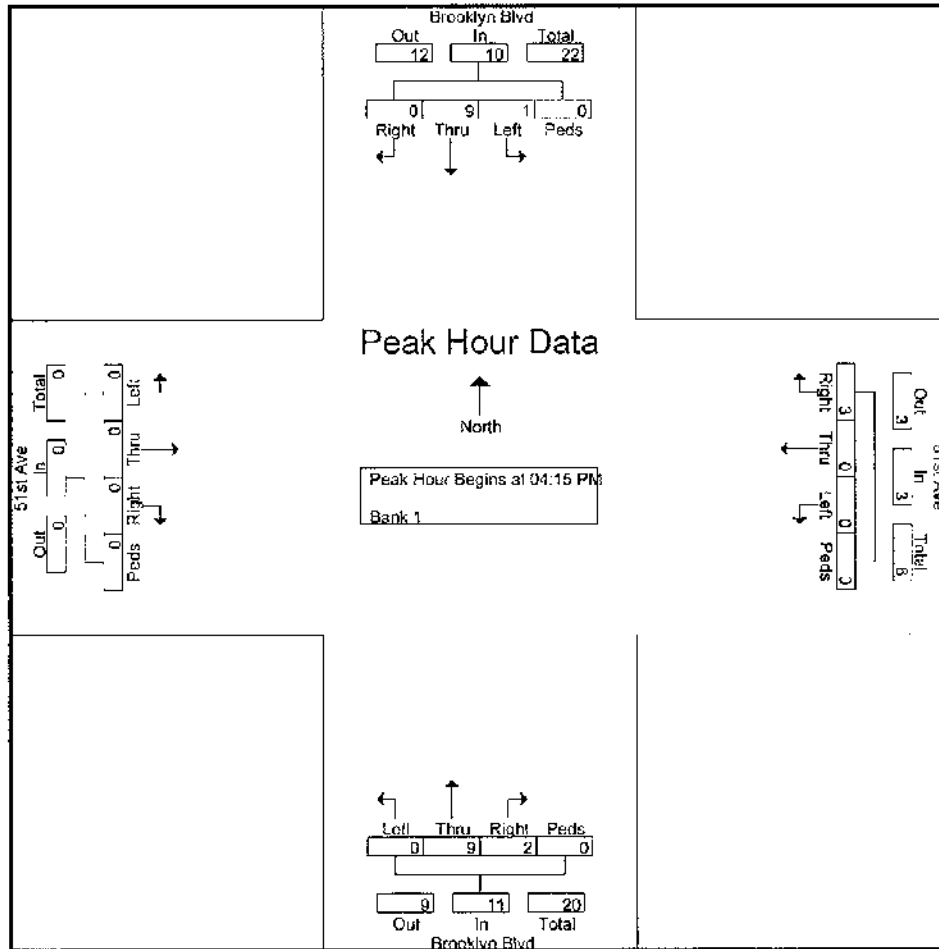
# SRF Consulting Group, Inc.

One Carlson Parkway, Suite 150  
Minneapolis, MN 55447

Counted By: Ryan  
Day of Week: Tuesday  
Location: Brooklyn Blvd & 51st Ave  
Only Trucks

File Name : Brooklyn Blvd\_51st Ave\_PM  
Site Code : 22222222  
Start Date : 1/19/2010  
Page No : 2

Start Time	Brooklyn Blvd From North					51st Ave From East					Brooklyn Blvd From South					51st Ave From West					1st Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:15 PM																						
04:15 PM	0	2	1	0	3	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	6
04:30 PM	0	3	0	0	3	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	0	8
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4
05:00 PM	0	3	0	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	6
Total Volume	0	9	1	0	10	3	0	0	0	3	2	9	0	0	11	0	0	0	0	0	0	24
% App. Total	0	90	10	0		.300	0	0	0		18.2	81.8	0	0		0	0	0	0		0	
PIEF	.000	.750	.250	.000	.833	.750	.000	.000	.000	.750	.500	.750	.000	.000	.688	.000	.000	.000	.000	.000	.000	.750







KENTON COUNTY PUBLIC WORKS

TRANSPORTATION DEPARTMENT - TRANSPORTATION PLANNING DIVISION

DATE: 06/08/11

SEGMENT CRASH RATES - SUBURBAN

PAGE: 67

SEVERITY COSTS ARE: \$230,900 EACH FATAL CRASH, \$230,900 EACH INJURY CRASH, \$12,400 EACH PROPERTY DAMAGE CRASH.

ADT IN HUNDREDS.

\*\* LAST 3 YEAR ANNUAL \*\*

BEG RD NO	END MILE PT	MAIN ROAD TYPE	DAYS OPEN	CROSS ROAD TYPE	2005 TOT-F-PI RATE/ADT	2006 TOT-F-PI RATE/ADT	2007 TOT-F-PI RATE/ADT	2008 TOT-F-PI RATE/ADT	2009 TOT-F-PI RATE/ADT	CRASH RATE	X BASE	SEVERITY COST	
152	3.19	3.32	0.14	U-4-DIVID 365 S OF FAI 94 TO N OF 65TH AVE	BRK CENTER	1.0 1	0 0 0	1.0 1	1.0 0	0 0 0	1.78	0.57	\$81,100
						0.85 229	0.00 229	0.85 231	0.85 231	0.00 225	>TYPE=1	V/VM=	1,170,190
152	3.40	3.50	0.11	CNT-LT-TN 365 S OF 65TH AVE TO M.P. 3.50	BRK CENTER	0 0 0	0 0 0	2.0 0	2.0 1	2.0 1	2.38	2.18	\$170,466
						0.00 229	0.00 229	2.16 231	2.16 231	2.21 225	>TYPE=1	V/VM=	919,435
152	3.51	3.56	0.06	U-4-DIVID 365 M.P. 3.51 TO N OF 63RD AVE	BRK CENTER	1.0 0	1.0 0	2.0 0	0.0 0	0.0 0	2.01	1.33	\$9,366
						1.99 229	1.99 229	3.55 231	0.00 231	0.00 225	>TYPE=1	V/VM=	501,510
152	3.64	3.68	0.05	U-4-DIVID 365 S OF 63RD AVE TO M.P. 3.68	BRK CENTER	2.0 0	1.0 0	2.0 2	1.0 0	0.0 0	2.39*	2.39*	\$158,066
						4.79 229	2.39 229	4.74 231	2.37 231	0.00 225	>TYPE=1	V/VM=	417,925
152	3.69	4.21	0.53	CNT-LT-TN 365 M.P. 3.69 TO N OF CSAH 10	BRK CENTER	13.0 7	7.0 4	11.0 5	7.0 4	4.0 2	1.72	1.66	\$892,100
						2.93 229	1.58 229	2.46 231	1.57 231	0.92 225	>TYPE=1	V/VM=	4,430,005
152	4.29	4.42	0.14	U-4-DIVID 365 S OF CSAH 10 TO N OF 56TH AVE	BRK CENTER	2.0 0	0.0 0	1.0 0	0.0 0	0.0 0	1.60	0.30	\$4,133
						1.76 223	0.00 223	0.88 222	0.00 222	0.00 205	>TYPE=1	V/VM=	1,105,463
152	4.50	4.63	0.14	U-4-DIVID 365 S OF 56TH AVE TO N OF 55TH AVE	BRK CENTER	0.0 0	0.0 0	0.0 0	1.0 1	0.0 0	1.80	0.30	\$76,966
						0.00 223	0.00 223	0.00 222	0.88 222	0.00 205	>TYPE=2	V/VM=	1,105,463
152	4.71	4.82	0.12	U-4-DIVID 365 S OF 55TH AVE TO N OF HWY 100	BRK CENTER	0.0 0	1.0 1	1.0 1	2.0 2	0.0 0	1.85	1.06	\$230,900
						0.00 223	1.02 223	1.03 222	2.06 222	0.00 205	>TYPE=1	V/VM=	947,540
152	5.05	5.10	0.06	U-4-DIVID 365 S OF HWY 100 TO N OF 51ST ST	BRK CENTER	0.0 0	0.0 0	0.0 0	2.0 2	0.0 0	2.06	1.68	\$153,933
						0.00 182	0.00 182	0.00 187	4.88 187	0.00 170	>TYPE=1	V/VM=	397,120
152	5.16	5.24	0.07	U-4-DIVID 365 S OF 51ST/LILAC TO N OF 50TH	BRK CENTER	0.0 0	0.0 0	0.0 0	0.0 0	0.0 0	2.25	0.00	\$0
						0.00 182	0.00 182	0.00 187	0.00 187	0.00 170	>TYPE=	V/VM=	463,305
152	5.32	5.37	0.06	U-4-DIVID 365 S OF 50TH AVE TO N OF 49TH AVE	BRK CENTER	0.0 0	0.0 0	0.0 0	0.0 0	0.0 0	3.32	0.00	\$9
						0.00 182	0.00 182	0.00 187	0.00 187	0.00 170	>TYPE=	V/VM=	397,120
153	4.55	4.74	0.20	U-4-DIVID 365 E OF CSAH 27 TO W OF KENZINGTON	ST ANTHONY	1.0 0	0.0 0	0.0 0	1.0 0	1.0 0	2.01	1.35	\$8,266
						2.08 66	0.00 66	0.00 73	1.88 73	2.40 57	>TYPE=1	V/VM=	493,965
153	4.82	4.91	0.10	U-4-DIVID 365 E OF KENZINGTON TO W OF COLLIDGE	ST ANTHONY	0.0 0	0.0 0	0.0 0	1.0 0	0.0 0	1.97	1.35	\$4,133
						0.00 71	0.00 71	0.00 73	3.75 73	0.00 57	>TYPE=1	V/VM=	246,983
156	0.04	0.09	0.06	U-4-DIVID 365 N OF TH 55 TO S OF GLEN VALY RD	GLEN VALLY	1.0 0	0.0 0	4.0 1	3.0 0	2.0 0	2.03*	9.40	\$110,033
						3.02 151	0.00 151	12.51 145	9.38 145	6.30 145	>TYPE=1	V/VM=	313,010
156	0.17	0.34	0.18	U-4-DIVID 365 N OF GLEN VALY RD TO S OF 10TH	GLEN VALLY	1.0 1	0.0 0	0.0 0	0.0 0	0.0 0	1.94	0.00	\$0
						1.01 151	0.00 151	0.00 146	0.00 146	0.00 145	>TYPE=	V/VM=	957,030



HEMPHILL COUNTY PUBLIC WORKS

TRANSPORTATION DEPARTMENT - TRANSPORTATION PLANNING DIVISION

DATE: 06/08/11 SEGMENT CRASH RATES - SUBURBAN PAGE: 66

SEVERITY COSTS ARE: \$230,900 EACH FATAL CRASH, \$230,900 EACH INJURY CRASH, \$12,400 EACH PROPERTY DAMAGE CRASH.  
ADT IN HUNDREDS.

\*\* LAST 3 YEAR ANNUAL \*\*

BEG RD NO	END MILE PT	MAIN ROAD TYPE	DAYS OPEN TRAF	CROSS ROAD TYPE	2005 TOT-F-PI RATE/ADT	2006 TOT-F-PI RATE/ADT	2007 TOT-F-PI RATE/ADT	2008 TOT-F-PI RATE/ADT	2009 TOT-F-PI RATE/ADT	CRIT X	CRSH RATE C	SEVERITY COST
151	2.06	2.70 0.65 U-2-LANE	365		0.00 23	2.01 21	0.00 21	2.48 17	0.00 17	>TYPE=7	0.77	\$76,966
		N LOMA LINDA DR TO N OF CSRAH 150									V/VM=	434,958
152	0.04	0.08 0.05 U-4-DIVID	365	BRK PARK	0.00 0	0.00 0	0.00 0	0.00 0	0.00 0	2.04	0.00	\$0
		E OF CSRAH 81 TO W OF JOLLY								>TYPE=	V/VM=	392,983
152	0.16	0.21 0.06 U-4-DIVID	365	BRK PARK	0.00 217	0.00 217	0.00 212	0.00 212	0.00 222	2.02*	4.24	\$97,633
		E OF JOLLY TO W OF CUB ENT								>TYPE=1	V/VM=	471,580
152	0.29	0.32 0.04 U-4-DIVID	365	BRK PARK	0.00 217	0.00 217	0.00 212	3.23 212	3.09 222	2.03*	2.12	\$153,933
		E OF CUB ENT TO W OF CSRAH 150								>TYPE=1	V/VM=	314,386
152	0.40	0.44 0.05 U-4-DIVID	365	BRK PARK	0.00 218	0.00 218	0.00 206	0.00 206	0.00 199	2.04	0.00	\$0
		E OF CSRAH 150 TO W OF NORTHWD								>TYPE=	V/VM=	371,691
152	0.52	0.59 0.07 U-4-DIVID	365	BRK PARK	0.00 0	0.00 0	0.00 0	0.00 0	0.00 0	2.01	0.00	\$0
		E OF NORTHWD TO W OF KENTUCKY								>TYPE=	V/VM=	523,368
152	0.66	1.32 0.67 U-4-DIVID	365	BRK PARK	7.0 5	4.0 4	4.0 3	9.0 7	3.0 1	1.32	1.07	\$867,300
		E OF KENTUCKY TO W OF CSRAH 14								>TYPE=1	V/VM=	4,980,668
152	1.40	1.46 0.07 U-4-DIVID	365	BRK PARK	1.0 1	1.0 1	1.0 0	0.00 0	0.00 0	2.02	0.70	\$4,133
		E OF CSRAH 14 TO N OF WELCOME								>TYPE=1	V/VM=	476,933
152	1.54	1.63 0.10 U-4-DIVID	365	BRK PARK	2.0 2	0.00 199	0.00 191	0.00 191	0.00 178	1.94	0.00	\$0
		S OF WELCOME TO N OF UNITY								>TYPE=	V/VM=	681,333
152	1.71	1.87 0.17 U-4-DIVID	365	BRK PARK	2.0 1	2.0 2	1.0 1	1.0 1	0.00 0	1.68	0.43	\$153,933
		S OF UNITY TO N OF REGENT/3RD								>TYPE=1	V/VM=	1,542,976
152	1.95	2.32 0.38 CMT-LT-TN	365	BRK CENTER	0.47 309	1.17 309	1.13 319	0.90 319	0.98 293	1.73	1.01	\$636,400
		S OF REGENT TO N OF NOBLE/71ST								>TYPE=1	V/VM=	4,304,323
152	2.40	2.54 0.15 CMT-LT-TN	365	BRK CENTER	0.59 309	1.77 309	0.57 319	0.57 319	2.49 293	2.10	1.18	\$170,466
		S OF NOBLE TO MP 254								>TYPE=1	V/VM=	1,699,075
152	2.55	2.69 0.15 U-6-DIVID	365	BRK CENTER	3.0 3	6.0 0	10.0 4	5.0 1	3.0 3	1.90*	3.53	\$657,066
		MP 255 TO N OF CSRAH 130								>TYPE=1	V/VM=	1,699,075
152	2.77	2.84 0.08 U-6-DIVID	365	BRK CENTER	6.0 2	2.0 0	1.0 0	4.0 0	0.00 0	2.05	1.45	\$20,666
		S OF CSRAH 130 TO N OF 68TH AV								>TYPE=1	V/VM=	1,152,426
152	2.92	3.00 0.09 U-6-DIVID	365	BRK CENTER	0.00 426	0.71 426	0.75 407	0.00 407	3.29 370	2.01	1.29	\$93,500
		S OF 68TH AV TO N OF FAI NRAMP								>TYPE=1	V/VM=	1,296,480

HENNEPIN COUNTY PUBLIC WORKS

TRANSPORTATION DEPARTMENT - TRANSPORTATION PLANNING DIVISION

DATE: 06/08/11

INTERSECTION CRASH RATES - SUBURBAN

SEVERITY COSTS ARE: \$230,900 EACH FATAL CRASH, \$230,900 EACH INJURY CRASH, \$12,400 EACH PROPERTY DAMAGE CRASH.

\*\* LAST 3 YEAR ANNUAL \*\*

RD NO	MILE	END	FT	MILE	MAIN ROAD	DAYS V OPEN	TRAFFIC	CROSS ROAD	2005		2007		2009		CRIT X RATE C	CRSH RATE	SEVERITY COST
									TOT-F-PI RATE/ADT	TOT-F-PI RATE/ADT	TOT-F-PI RATE/ADT	TOT-F-PI RATE/ADT					
152	4.64	4.70	0.07	U-4-DIVID	365	SG-D	ERK CENTER	5 0 3	5 0 2	6 0 3	3 0 1	3 0 2	0.80	0.41	\$485,600		
				@ 55TH AVE N				0.45	0.303	0.44	0.308	0.61	0.271	0.32	0.254	\$9,684,666	
152	4.83	4.92	0.10	U-4-DIVID	365	S-ST	ERK CENTER	6 0 3	6 0 2	4 0 2	7 0 3	7 0 3	0.89	0.64	\$657,066		
				@ TH 100 NORTH RAMP				0.62	0.267	0.62	0.267	0.82	0.235	>TYPE=1	V/VN=	9,356,165	
152	4.93	5.04	0.12	U-4-DIVID	365	RT	ERK CENTER	1 0 1	1 0 1	0 0 0	1 0 0	2 0 0	0.53	0.12	\$12,400		
				@ TH 100 SOUTH RAMP				0.12	0.231	0.12	0.231	0.23	0.243	>TYPE=1	V/VN=	8,674,833	
152	5.11	5.17	0.07	U-4-UNDIV	365	2STP	ERK CENTER	4 0 3	6 0 2	4 0 3	4 0 3	4 0 1	0.62	0.55	\$559,433		
				@ 51ST AVE/LILIAC DRIVE				0.54	0.202	0.81	0.203	0.53	0.205	>TYPE=1	V/VN=	7,275,666	
152	5.25	5.31	0.07	U-4-UNDIV	365	TBE	ERK CENTER	2 0 2	2 0 1	0 0 0	0 0 0	0 0 0	0.47	0.00	\$0		
				@ 50TH AVE N				0.29	0.188	0.29	0.188	0.00	0.193	>TYPE=	V/VN=	6,837,666	
152	5.38	5.44	0.07	U-4-UNDIV	365	SG-A	ERK CENTER	7 1 4	3 0 1	0 0 0	3 0 1	2 0 0	1.09	0.26	\$93,300		
				@ 49TH AVE N				1.10	0.175	0.47	0.175	0.00	0.178	>TYPE=1	V/VN=	6,326,666	
153	4.48	4.54	0.07	U-4-DIVID	365	SG-B	ST ANTHONY	3 0 1	1 0 0	2 0 1	0 0 0	3 0 2	0.79	0.32	\$239,166		
				@ STINSON BLVD				0.59	0.139	0.20	0.139	0.38	0.146	>TYPE=1	V/VN=	5,134,333	
153	4.75	4.81	0.07	U-4-DIVID	365	SG-Z	ST ANTHONY	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0.91	0.00	\$0		
				@ KENZINGTON HOMES				0.00	0.073	0.00	0.073	0.00	0.078	>TYPE=	V/VN=	2,652,333	
153	4.52	5.00	0.09	U-4-DIVID	365	2STP	ST ANTHONY	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0.76	0.00	\$0		
				@ 27TH AVE-LT/COMM ENI-RT				0.00	0.074	0.00	0.074	0.00	0.081	>TYPE=	V/VN=	2,737,500	
156	0.00	0.03	0.03	U-4-DIVID	365	SG-D	GLEN VALLEY	6 0 3	2 0 0	12 0 5	6 0 6	8 0 3	0.72	0.51	\$1,127,133		
				@ MYTH 55				0.33	0.495	0.12	0.464	0.71	0.462	>TYPE=1	V/VN=	16,948,166	
156	0.10	0.16	0.07	U-4-DIVID	365	SG-D	GLEN VALLEY	3 0 1	2 0 0	1 0 0	4 0 0	1 0 0	0.83	0.25	\$24,800		
				@ GOLDEN VALLEY RD				0.38	0.217	0.25	0.223	0.13	0.218	>TYPE=1	V/VN=	7,908,333	
156	0.35	0.41	0.07	U-4-DIVID	365	SG-D	GLEN VALLEY	2 0 1	0 0 0	3 0 0	4 0 2	3 0 3	0.87	0.51	\$405,500		
				@ 10TH AVE				0.29	0.186	0.00	0.186	0.45	0.181	>TYPE=1	V/VN=	6,497,600	
156	0.60	0.66	0.07	U-4-UNDIV	365	SG-T	GLEN VALLEY	4 0 2	3 0 3	0 0 0	1 0 0	0 0 0	0.51	0.06	\$4,133		
				@ PLYMOUTH AVE				0.67	0.164	0.51	0.160	0.00	0.151	>TYPE=1	V/VN=	5,450,566	
156	0.85	0.91	0.07	U-4-UNDIV	365	SG-T	GLEN VALLEY	0 0 0	1 0 0	0 0 0	0 0 0	0 0 0	0.53	0.00	\$0		
				@ OLYMPIA ST				0.00	0.145	0.19	0.141	0.00	0.128	>TYPE=	V/VN=	4,574,666	
156	1.10	1.16	0.07	U-4-UNDIV	365	2STP	GLEN VALLEY	1 0 1	1 0 0	2 0 1	2 0 0	0 0 0	0.68	0.29	\$89,366		
				@ DUFFIE ST				0.19	0.143	0.19	0.143	0.42	0.130	>TYPE=1	V/VN=	4,635,500	

HENNEPIN COUNTY PUBLIC WORKS

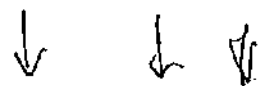
TRANSPORTATION DEPARTMENT - TRANSPORTATION PLANNING DIVISION

DATE: 06/08/11

INTERSECTION CRASH RATES - SUBURBAN

SEVERITY COSTS ARE: \$230,900 EACH FATAL CRASH, \$230,900 EACH INJURY CRASH, \$12,400 EACH PROPERTY DAMAGE CRASH.  
ADT IN HUNDREDS.

REG NO	RD MILE PT	END MILE	MAIN ROAD TYPE	DAYS OPEN TRAF	CROSS ROAD TYPE	2005		2006		2007		2008		2009		CRIT X	CRSH RATE	SEVERITY COST
						TOT-F-PI RATE/ADT	TOT-F-PI RATE/ADT	TOT-F-PI RATE/ADT	TOT-F-PI RATE/ADT	TOT-F-PI RATE/ADT	TOT-F-PI RATE/ADT	TOT-F-PI RATE/ADT	TOT-F-PI RATE/ADT					
151	2.71	2.74	0.04 U-2-LANE @ CSAH 19-S JCT	365	TEE ORONO	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.59	0.38	\$8,265
152	0.09	0.15	0.07 U-4-DIVID @ JOLLY LANE	365	SG-D BRK PARK	0.19	0.29	0.19	0.29	0.32	0.25	0.43	0.25	0.00	0.28	0.80	0.24	\$538,756
152	0.22	0.28	0.07 U-4-DIVID @ CUB/RAINBOW ENT	365	SG-D BRK PARK	0.27	0.30	0.27	0.30	0.09	0.30	1.00	0.00	0.20	0.27	0.78	0.12	\$307,866
152	0.45	0.51	0.07 U-4-DIVID @ NORTHWIND PLAZA	365	2STP BRK PARK	0.00	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.61	0.04	\$75,966	
152	0.59	0.65	0.07 U-4-DIVID @ KENTUCKY AVE N	365	SG-B BRK PARK	0.23	0.24	0.11	0.24	0.12	0.23	0.12	0.23	0.06	0.22	0.72	0.00	\$153,933
152	1.47	1.53	0.07 U-4-DIVID @ WELCOME AVE	365	SG-D BRK PARK	0.90	0.21	0.13	0.21	0.13	0.24	0.40	0.28	0.56	0.19	0.84	0.36	\$542,900
152	1.64	1.70	0.07 U-4-DIVID @ JUNITY AVE N	365	SG-B BRK PARK	0.57	0.24	0.11	0.24	0.12	0.23	0.35	0.28	0.00	0.22	0.71	0.16	\$235,033
152	1.88	1.94	0.07 U-4-DIVID @ REGENT/73RD AVE	365	SG-D BRK PARK	0.42	0.32	0.83	0.30	0.65	0.35	0.35	0.35	0.35	0.30	0.77	0.45	\$1,012,966
152	2.33	2.39	0.07 CNT-LT-IN @ NOBLE/71ST	365	SG-E BRK CENTER	0.38	0.35	0.46	0.35	0.60	0.37	0.52	0.37	0.24	0.34	0.78	0.45	\$857,066
152	2.85	2.91	0.07 U-6-DIVID @ 63TH AV	365	SG-D BRK CENTER	0.06	0.43	0.56	0.43	0.65	0.42	1.00	0.00	0.42	0.38	0.74	0.38	\$725,766
152	3.01	3.09	0.09 U-4-DIVID @ PAL 94 NORTE RAMP	365	S-RT BRK CENTER	1.30	0.56	1.82	0.56	1.28	0.52	1.23	0.49	1.89	0.43	0.80*	1.46	\$2,503,285
152	3.10	3.18	0.09 U-4-DIVID @ PAL 94 SOUTH RAMP	365	S-RT BRK CENTER	1.19	0.32	0.51	0.32	0.79	0.38	0.52	0.38	1.18	0.32	0.36	0.93	\$821,033
152	3.33	3.35	0.07 U-4-DIVID @ 65TH AVE N	365	SG-D BRK CENTER	0.43	0.25	0.43	0.25	1.18	0.25	0.86	0.25	0.55	0.24	0.81*	0.87*	\$900,366
152	3.57	3.63	0.07 U-4-DIVID @ 63RD AVE N	365	SG-B BRK CENTER	1.00	0.30	0.67	0.30	0.80	0.30	1.13	0.29	0.68	0.28	0.68*	0.86*	\$694,266
152	4.43	4.49	0.07 U-4-DIVID @ 56TH AVE N	365	TEE BRK CENTER	0.00	0.24	0.11	0.25	0.32	0.25	0.11	0.25	0.00	0.23	0.44	0.15	\$235,033



HENNEPIN COUNTY PUBLIC WORKS

TRANSPORTATION DEPARTMENT - TRANSPORTATION PLANNING DIVISION

PAGE: 13

DATE: 05/08/11

INTERSECTION CRASH RATES - SUBURBAN

SEVERITY COSTS ARE: \$230,900 EACH FATAL CRASH, \$230,900 EACH INJURY CRASH, \$12,400 EACH PROPERTY DAMAGE CRASH. ADT IN HUNDREDS.

RD NO	MILE PT	BEG MILE	END MILE	MAIN ROAD TYPE	DAYS V OPEN	CROSS ROAD TYPE	2005		2006		2007		2008		TOT-F-PI RATE/ADT	TOT-F-PI RATE/ADT	CRIT X RATE C	CSH RATE	SEVERITY COST
							TOT-F-PI RATE/ADT	TOT-F-PI RATE/ADT	TOT-F-PI RATE/ADT	TOT-F-PI RATE/ADT	TOT-F-PI RATE/ADT	TOT-F-PI RATE/ADT	TOT-F-PI RATE/ADT	TOT-F-PI RATE/ADT					
10	19.89	19.95	0.07	U-4-DIVID @ TRENTON LANE	365	2STP PLYMOUTH	0.00	0.00	0.00	0.26	2.00	0.00	0.00	0.00	0.00	0.00	0.62	0.09	\$8,266
10	19.17	19.23	0.07	U-4-DIVID @ NATHAN LANE	365	SG-D PLYMOUTH	0.19	0.289	0.17	0.327	0.46	0.299	0.20	0.276	0.00	0.259	0.79	0.23	\$220,266
10	19.83	19.89	0.07	U-4-DIVID @ GETTYSBURG/INTERNATIONAL	365	SG-D NEW HOPE	0.44	0.251	0.22	0.251	0.24	0.228	0.12	0.228	0.25	0.223	0.83	0.20	\$20,566
10	20.04	20.10	0.07	U-4-DIVID @ BOONE AVE	365	SG-D NEW HOPE	0.29	0.284	0.50	0.274	0.11	0.257	0.21	0.257	1.00	0.00	0.81	0.14	\$89,366
10	20.26	20.32	0.07	U-4-DIVID @ XYLON AVE N - R	365	TEE NEW HOPE	0.31	0.176	0.39	0.176	0.34	0.163	0.33	0.167	1.00	0.155	0.48	0.28	\$239,166
10	21.08	21.13	0.06	U-4-DIVID @ LOUISIANA AVE	365	TEE CRYSTAL	0.40	0.207	0.27	0.203	0.45	0.184	0.44	0.185	0.16	0.173	0.47	0.35	\$320,266
10	21.14	21.22	0.09	U-4-DIVID @ JERSEY AVE	365	SG-D CRYSTAL	0.59	0.243	0.35	0.233	0.91	0.240	0.57	0.240	0.95	0.229	0.82	0.81	\$815,133
10	21.46	21.52	0.07	U-4-DIVID @ SHERBURN AVE	365	SG-B CRYSTAL	1.00	0.11	1.00	0.11	2.00	0.23	0.235	0.24	0.232	2.00	0.72	0.24	\$170,466
10	21.55	21.66	0.14	U-4-DIVID @ EIMHURST AV	365	TEE CRYSTAL	1.00	0.12	1.00	0.12	1.00	0.11	0.00	0.00	1.00	0.00	0.46	0.09	\$81,100
10	22.32	22.38	0.07	U-4-DIVID @ REGENT AVE	365	SG-C CRYSTAL	0.39	0.140	0.20	0.140	0.42	0.129	0.00	0.129	0.22	0.122	0.88	0.22	\$158,066
10	23.17	23.24	0.08	CNT-LT-TN @ JUNE AVE	365	ORSC BRK CENTER	0.00	0.127	0.43	0.127	0.23	0.120	0.00	0.120	0.22	0.126	0.51	0.15	\$81,100
10	23.25	23.32	0.08	CNT-LT-TN @ HALIFAX AVE	365	ORST BRK CENTER	1.00	0.130	0.00	0.132	0.00	0.126	0.43	0.126	0.30	0.132	0.51	0.14	\$8,266
10	23.66	23.72	0.07	U-4-DIVID @ CSAH 152	365	SG-D BRK CENTER	1.32	0.353	2.50	0.351	1.43	0.345	1.04	0.343	0.91	0.332	0.76*	1.13	\$1,047,600
10	23.88	23.94	0.07	U-4-DIVID @ XERMES AVE	365	SG-B BRK CENTER	0.80	0.241	0.95	0.231	0.97	0.225	1.11	0.223	0.39	0.212	0.72*	0.83	\$665,333
10	24.04	24.10	0.07	U-4-DIVID @ NORTHWAY DR/BROOKDALE ENT	365	SG-D BRK CENTER	0.00	0.287	0.00	0.287	0.11	0.240	0.34	0.240	0.00	0.198	0.83	0.16	\$162,200

0.76\* 1.13  
0.76\* 1.13  
0.76\* 1.13

**2007-2011 MnCMAT Crash Data**

**Brooklyn Boulevard Intersection Crash Data by Severity**

Description	Traffic Control	Crash Rates			Crashes		Severity					Pedestrian and Bicycle Crashes			Pedestrian and Bicycle by Severity				
		Expected Crash Rate <sup>(1)</sup>	Actual Crash Rate	Critical Crash Rate	Total Crashes	Total Severe Crashes	K	A	B	C	PD	Pedestrian	Bicycle	Total	K	A	B	C	PD
CSAH 152 and WB I-94 Ramps	Signalized	0.49	1.21	0.62	110	0	0	0	6	39	65	1	2	3	0	0	2	1	0
CSAH 152 and EB I-94 Ramps	Signalized	0.49	0.64	0.66	34	2	0	2	6	4	22	0	0	0	0	0	0	0	0
CSAH 152 and 65th Ave N	Signalized	0.36	N/A	N/A	47	1	0	1	3	19	24	1	0	1	0	0	0	1	0
CSAH 152 and 63rd Ave N	Signalized	0.36	1.14	0.51	59	0	0	0	2	18	39	2	1	3	0	0	0	3	0
CSAH 152 and 58th Ave N/Bass Lake Rd	Signalized	0.44	1.12	0.59	68	0	0	0	5	16	47	0	3	3	0	0	1	2	0
CSAH 152 and 56th Ave N	Side Street-Stop	0.21	0.21	0.33	10	0	0	0	0	6	4	0	0	0	0	0	0	0	0
CSAH 152 and 55th Ave N	Signalized	0.36	0.53	0.51	25	1	0	1	2	9	13	1	0	1	0	0	1	0	0
CSAH 152 and SB TH 100 Ramps	Signalized	0.49	N/A	N/A	20	1	0	1	2	7	10	1	1	2	0	0	0	2	0
CSAH 152 and NB TH 100 Ramps	Side Street-Stop	0.21	0.22	0.33	10	0	0	0	0	4	6	0	0	0	0	0	0	0	0
CSAH 152 and 51st Ave N	Side Street-Stop	0.21	N/A	N/A	19	0	0	0	2	8	9	1	0	1	0	0	1	0	0
CSAH 152 and 50th Ave N	Side Street-Stop	0.30	N/A	N/A	4	0	0	0	0	2	2	0	0	0	0	0	0	0	0
CSAH 152 and 49th Ave N	Signalized	0.60	N/A	N/A	13	0	0	0	2	2	9	0	0	0	0	0	0	0	0

**Brooklyn Boulevard Intersection Crash Data by Diagram**

Description	Traffic Control	Crash Rates			Crashes		Diagram								
		Expected Crash Rate <sup>(1)</sup>	Actual Crash Rate	Critical Crash Rate	Total Crashes	Total Severe Crashes	Rear End	Sideswipe Passing	Left Turn	Runoff Road	Right Angle	Right Turn	Head On	Sideswipe Opposing	Other
CSAH 152 and WB I-94 Ramps	Signalized	0.49	1.21	0.62	110	0	75	7	3	3	6	4	1	0	11
CSAH 152 and EB I-94 Ramps	Signalized	0.49	0.64	0.66	34	2	20	6	1	0	4	0	0	0	3
CSAH 152 and 65th Ave N	Signalized	0.36	N/A	N/A	47	1	12	6	7	2	10	0	4	2	4
CSAH 152 and 63rd Ave N	Signalized	0.36	1.14	0.51	59	0	26	3	2	1	12	1	0	2	12
CSAH 152 and 58th Ave N/Bass Lake Rd	Signalized	0.44	1.12	0.59	68	0	36	7	5	1	8	1	2	0	8
CSAH 152 and 56th Ave N	Side Street-Stop	0.21	0.21	0.33	10	0	2	3	0	0	1	0	1	0	3
CSAH 152 and 55th Ave N	Signalized	0.36	0.53	0.51	25	1	6	3	2	2	7	0	0	0	5
CSAH 152 and SB TH 100 Ramps	Signalized	0.49	N/A	N/A	20	1	6	5	1	1	5	1	0	0	1
CSAH 152 and NB TH 100 Ramps	Side Street-Stop	0.21	0.22	0.33	10	0	5	0	1	2	1	0	0	0	1
CSAH 152 and 51st Ave N	Side Street-Stop	0.21	N/A	N/A	19	0	4	1	3	0	5	0	2	2	2
CSAH 152 and 50th Ave N	Side Street-Stop	0.30	N/A	N/A	4	0	3	0	0	0	1	0	0	0	0
CSAH 152 and 49th Ave N	Signalized	0.60	N/A	N/A	13	0	2	2	2	2	2	0	2	0	1

<sup>(1)</sup> Expected rates from Hennepin County 2005-2009 Average Rates  
 N/A - Rates not calculated, since daily traffic volumes were not available.

2007-2011 MnCMAT Crash Data

Brooklyn Boulevard Segment Crash Data by Severity

Description	Facility Type	AADT	Length	VMT	Crash Rates			Crashes		Severity					Pedestrian and Bicycle Crashes			Pedestrian and Bicycle by Severity				
					Expected Crash Rate <sup>(1)</sup>	Actual Crash Rate	Critical Crash Rate	Total Crashes	Total Severe Crashes	K	A	B	C	PD	Pedestrian	Bicycle	Total	K	A	B	C	PD
I-94 Ramps to 65th Ave N	4-Lane Divided	22500	0.11	4516875	0.71	0.44	1.47	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0
65th Ave N to 63rd Ave N	4-Lane /Center Turn Lanes	22500	0.14	5748750	1.09	0.87	1.89	5	0	0	0	0	1	4	0	0	0	0	0	0	0	0
63rd Ave N to 58th Ave N/Bass Lake Rd	4-Lane /Center Turn Lanes	22500	0.55	22584375	1.09	1.99	1.47	45	2	0	2	4	12	27	1	0	1	0	0	0	1	0
58th Ave N/Bass Lake Rd to 56th Ave N	4-Lane Divided	22500	0.11	4516875	0.71	0.22	1.47	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0
56th Ave N to 55th Ave N	4-Lane Divided	22500	0.11	4516875	0.71	0.89	1.47	4	0	0	0	1	3	0	1	0	1	0	0	1	0	0
55th Ave N to TH 100 Ramps <sup>(2)</sup>	4-Lane Divided	20500	0.09	3367125	0.71	0.00	1.61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TH 100 Ramps to 51st Ave N <sup>(2)</sup>	4-Lane Divided	17000	0.06	1861500	0.71	0.00	1.99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51st Ave N to 50th Ave N <sup>(2)</sup>	4-Lane Undivided	17000	0.03	930750	1.17	0.00	3.55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50th Ave N to 49th Ave N <sup>(2)</sup>	4-Lane Undivided	17000	0.03	930750	1.17	0.00	3.55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Brooklyn Boulevard Segment Crash Data by Diagram

Description	Facility Type	AADT	Length	VMT	Crash Rates			Crashes		Diagram									
					Expected Crash Rate <sup>(1)</sup>	Actual Crash Rate	Critical Crash Rate	Total Crashes	Total Severe Crashes	Rear End	Sideswipe Passing	Left Turn	Runoff Road	Right Angle	Right Turn	Head On	Sideswipe Opposing	Other	
I-94 Ramps to 65th Ave N	4-Lane Divided	22500	0.11	4516875	0.71	0.44	1.47	2	0	0	1	0	0	0	0	0	0	0	1
65th Ave N to 63rd Ave N	4-Lane /Center Turn Lanes	22500	0.14	5748750	1.09	0.87	1.89	5	0	3	1	0	0	0	0	0	0	0	1
63rd Ave N to 58th Ave N/Bass Lake Rd	4-Lane /Center Turn Lanes	22500	0.55	22584375	1.09	1.99	1.47	45	2	6	6	4	0	11	1	6	0	11	
58th Ave N/Bass Lake Rd to 56th Ave N	4-Lane Divided	22500	0.11	4516875	0.71	0.22	1.47	1	0	0	0	0	0	0	1	0	0	0	
56th Ave N to 55th Ave N	4-Lane Divided	22500	0.11	4516875	0.71	0.89	1.47	4	0	1	0	0	0	1	0	1	0	1	
55th Ave N to TH 100 Ramps <sup>(2)</sup>	4-Lane Divided	20500	0.09	3367125	0.71	0.00	1.61	0	0	0	0	0	0	0	0	0	0	0	
TH 100 Ramps to 51st Ave N <sup>(2)</sup>	4-Lane Divided	17000	0.06	1861500	0.71	0.00	1.99	0	0	0	0	0	0	0	0	0	0	0	
51st Ave N to 50th Ave N <sup>(2)</sup>	4-Lane Undivided	17000	0.03	930750	1.17	0.00	3.55	0	0	0	0	0	0	0	0	0	0	0	
50th Ave N to 49th Ave N <sup>(2)</sup>	4-Lane Undivided	17000	0.03	930750	1.17	0.00	3.55	0	0	0	0	0	0	0	0	0	0	0	

2007-2011 MnCMAT Crash Data

<sup>(1)</sup> Expected rates from Hennepin County 2005-2009 Average Rates

<sup>(2)</sup> No segment crashes occurred in these segments. All crashes were intersection related.