



TRAFFIC IMPACT ANALYSIS

CANNON FALLS TECHNOLOGY PARK

CANNON FALLS, MINNESOTA

Prepared for:

Tract Management Company

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JULY 2025

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REPORT CERTIFICATION

I hereby certify that this report was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.



Jacob Rojer, P.E., PTOE

License No. 56767

July 7, 2025

Date

TABLE OF CONTENTS

INTRODUCTION..... 4

EXISTING ROADWAY CONDITIONS 4

Existing Roadways 6

Existing Traffic Volumes 8

Future Background Growth..... 8

Pedestrians And Bicycles 8

BACKGROUND CONDITIONS ANALYSIS 12

Existing Year (2024) Conditions..... 12

Opening Year (2029) No-Build Conditions..... 15

Design Year (2044) No-Build Conditions..... 17

BUILD CONDITIONS ANALYSIS 19

Site Access Points..... 19

Site Trip Generation..... 19

Site Trip Distribution 20

SCENARIO 1 BUILD CONDITIONS 20

Opening Year (2029) Scenario 1 Conditions 25

Design Year (2044) Scenario 1 Conditions..... 28

SCENARIO 2 BUILD CONDITIONS 31

Opening Year (2029) Scenario 2 Conditions 36

Design Year (2044) Scenario 2 Conditions..... 39

TURN LANE WARRANT ANALYSIS 42

CONCLUSIONS AND RECOMMENDATIONS 43

APPENDIX..... 47

APPENDIX

- A. Turning Movement Counts
- B. Site Layout Exhibit
- C. SimTraffic Analysis Results

INTRODUCTION

Kimley-Horn and Associates, Inc., (Kimley-Horn) was retained to prepare a traffic impact study for the two development scenarios proposed by Tract Management Company. Tract Management Company is proposing two development scenarios at the southeast corner of the intersection of Highway 52 and Rochester Boulevard in Cannon Falls, Minnesota. Scenario 2 consists of a 1,500,000 Square Foot (SF) technology park, and Scenario 1 consists of a 1,750,000 SF industrial park. **Exhibit 1** shows the proposed project location.

As part of this study, the existing roadway network was analyzed to determine the current operations at the study intersections. In order to assess the potential impact of the development scenarios on the area roadway network, site-generated trips were established and added to the background traffic volumes. Background traffic volumes included the other major development projects in the vicinity. Future traffic conditions were evaluated for the approximate Opening Year of the proposed development (2029) and a long term “Design Year” (2044).

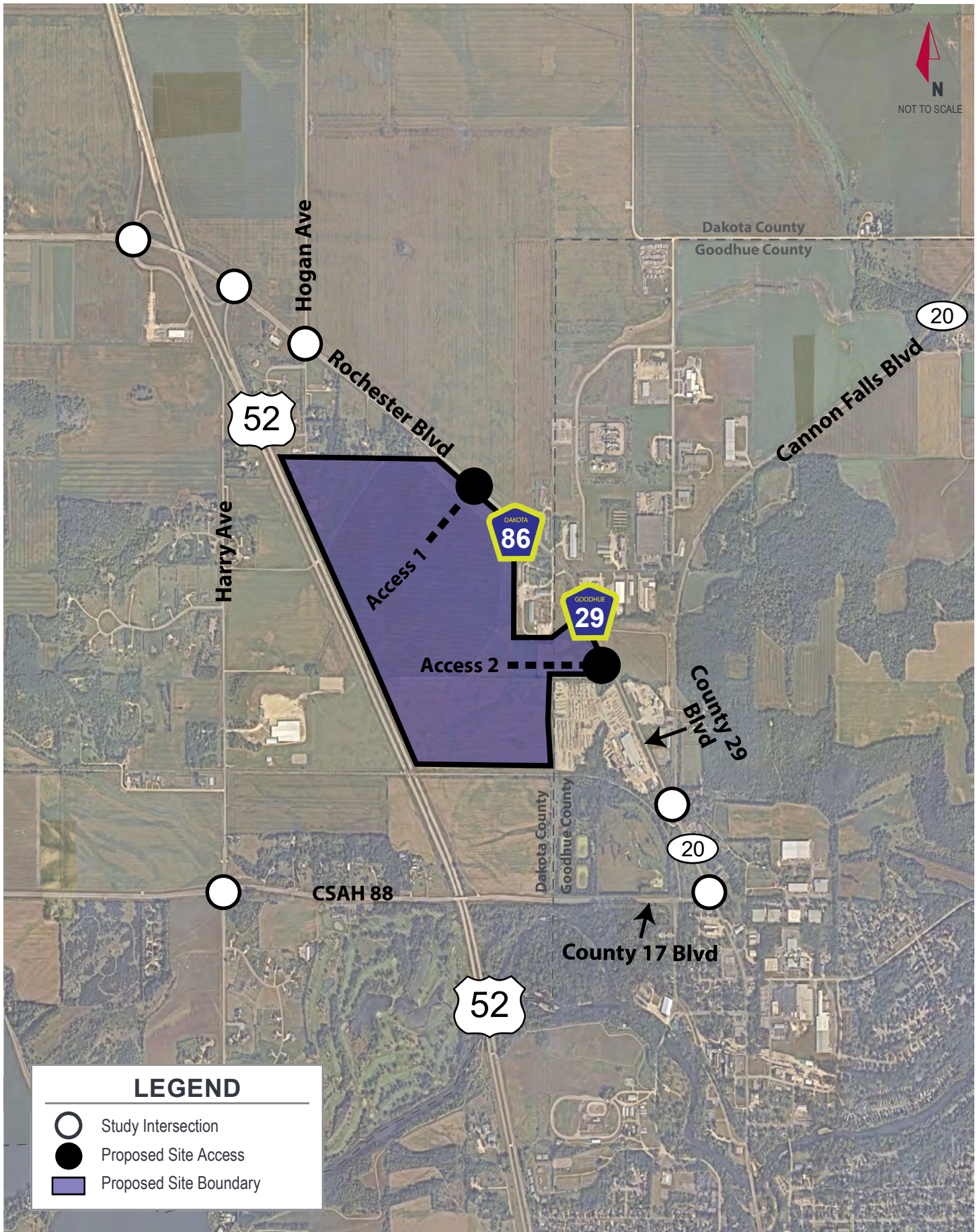
This report presents and documents data collection, summarizes the evaluation of existing and projected future traffic conditions on the surrounding roadways, and identifies recommendations to address the potential impact of site-generated traffic on the adjacent roadway network.

EXISTING ROADWAY CONDITIONS

The proposed development would be located at the southeast corner of the intersection of Highway 52 and Rochester Boulevard in Cannon Falls, Minnesota. The following intersections are included in the traffic analysis:

- Rochester Boulevard & Highway 52 SB Ramps/Harry Avenue
- Rochester Boulevard & Highway 52 NB Ramps
- Rochester Boulevard & Hogan Avenue
- County 29 Boulevard & Cannon Falls Boulevard (MN 20)
- County 29 Boulevard (MN 20) & County 17 Boulevard
- County State Aid Highway (CSAH) 88 & Harry Avenue

The study intersections listed above are shown in **Exhibit 1**. Note that Rochester Boulevard is assumed to have an east-west orientation throughout the study area and then transition to County 29 Boulevard with a north-south orientation at its intersection with Holiday Avenue.



EXISTING ROADWAYS

Access to the development will be provided via two access points, with one on Rochester Boulevard and one on County 29 Boulevard. The following provides a detailed description of the surrounding roadways.

Rochester Boulevard is currently a two-lane, undivided minor collector with a posted speed limit of 55 miles per hour (mph) in the vicinity of the proposed development. Rochester Boulevard carries an annual average daily traffic (AADT) volume of 2,100 vehicles per day (vpd) west of and 2,700 vpd east of Highway 52 based on 2021 MnDOT AADT data, respectively.

Highway 52 is a four-lane, divided principal roadway with a posted speed limit of 65 mph in the vicinity of the proposed development. Highway 52 carries an AADT volume of 21,800 vpd south of and 23,600 vpd north of Rochester Boulevard based on 2023 MnDOT AADT data, respectively.

Hogan Avenue is a two-lane, undivided major collector with a posted speed limit of 55 mph north of Rochester Boulevard and 30 mph south of Rochester Boulevard. Hogan Avenue carries an AADT volume 400 vpd north of Rochester Boulevard based on 2022 MnDOT AADT data, respectively. MnDOT Traffic Mapping Application has no traffic data for the roadway south of Rochester Boulevard.

County 29 Boulevard is currently a two-lane, undivided minor collector with a posted speed limit of 40 mph in the vicinity of the proposed development. County 29 Boulevard carries an AADT volume of 2,700 vpd north of and 5,600 vpd south of Cannon Falls Boulevard (MN 20) based on 2019 MnDOT AADT data, respectively.

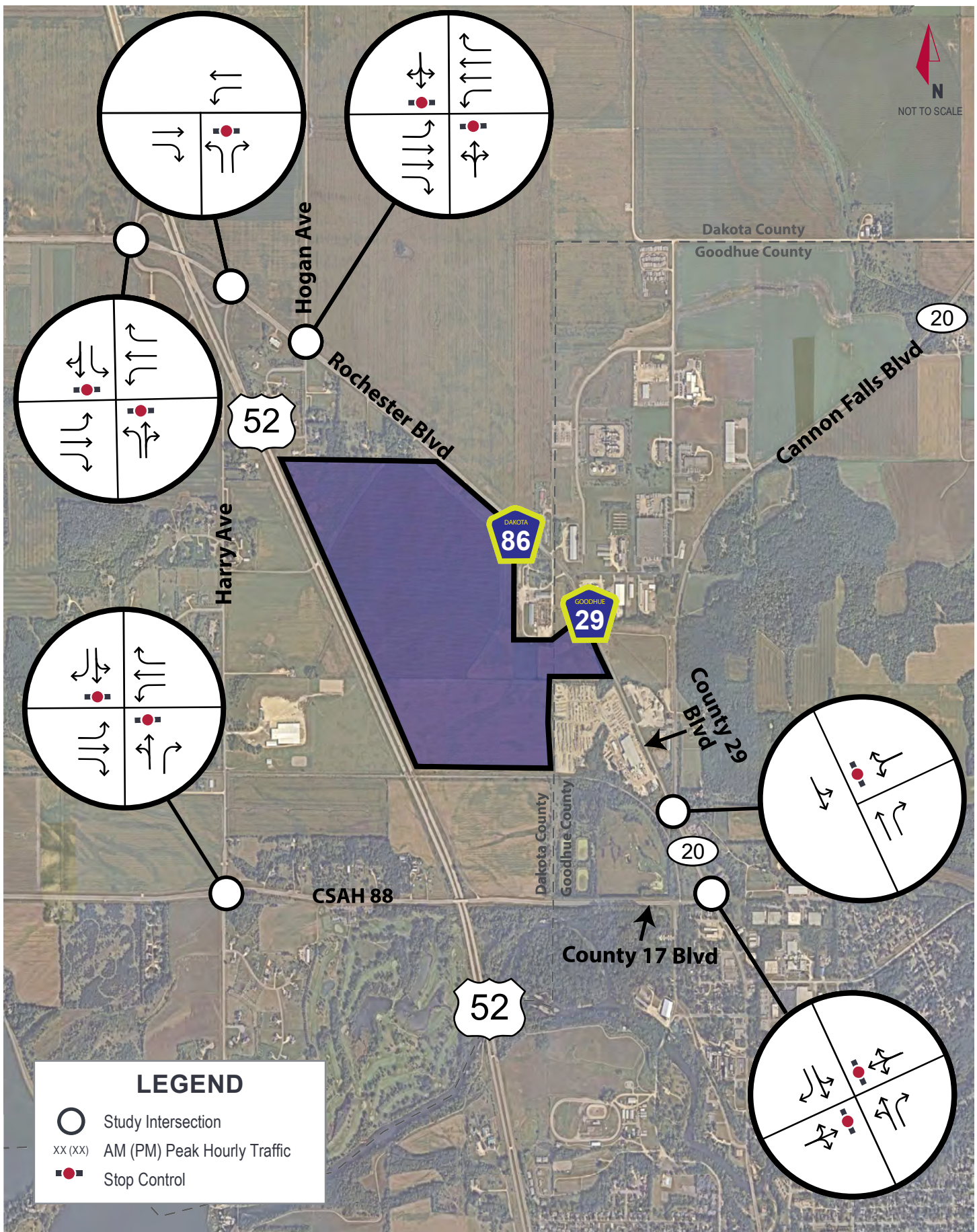
Cannon Falls Boulevard (MN 20) is a two-lane, undivided major collector with a posted speed limit of 55 mph in the vicinity of the proposed development. Cannon Falls Boulevard (MN 20) carries an AADT volume of 2,200 vpd east of County 29 Boulevard based on 2022 MnDOT AADT data, respectively.

County 17 Boulevard is a two-lane, undivided major collector with a posted speed limit of 30 mph in the vicinity of the proposed development. County 17 Boulevard carries an AADT volume of 1,600 vpd west of County 29 Boulevard based on 2019 MnDOT AADT data, respectively.

CSAH 88 is a two-lane, undivided major collector with a posted speed limit of 30 mph in the vicinity of the proposed development. CSAH 88 carries an AADT of 1,400 vpd based on 2021 MnDOT AADT data, respectively.

Harry Avenue is a two-lane, undivided local roadway with a posted speed limit of 30 mph in the vicinity of the proposed development.

The existing intersection geometry and intersection control for the study area is shown in **Exhibit 2**.



EXISTING TRAFFIC VOLUMES

To analyze the traffic operations at the study intersection, weekday peak period turning movement counts were collected at the five existing study intersections.

Peak hour turning movements counts (TMCs) were collected on Wednesday, October 30, 2024. The intersection of CSAH 88 & Harry Avenue was counted in April 2025. **Exhibit 3** provides a summary of the weekday AM and PM peak hour turning traffic volumes. The turning movement count data is provided in **Appendix A**.

The network AM peak hour was determined to be 6:45 AM to 7:45 AM and the network PM peak hour was determined to be 3:00 PM to 4:00 PM.

FUTURE BACKGROUND GROWTH

Growth rates of the surrounding roadways were calculated using the projected 2040 Traffic Volumes shown in the Dakota County 2040 Transportation Plan. The Transportation Plan projected the volumes using a travel demand model, based on the most recent AADT data available at the time (2019). The Existing AADT at the time of the report and the forecasted 2040 AADTs included in the report are shown in **Table 1**.

Table 1 – Background Growth

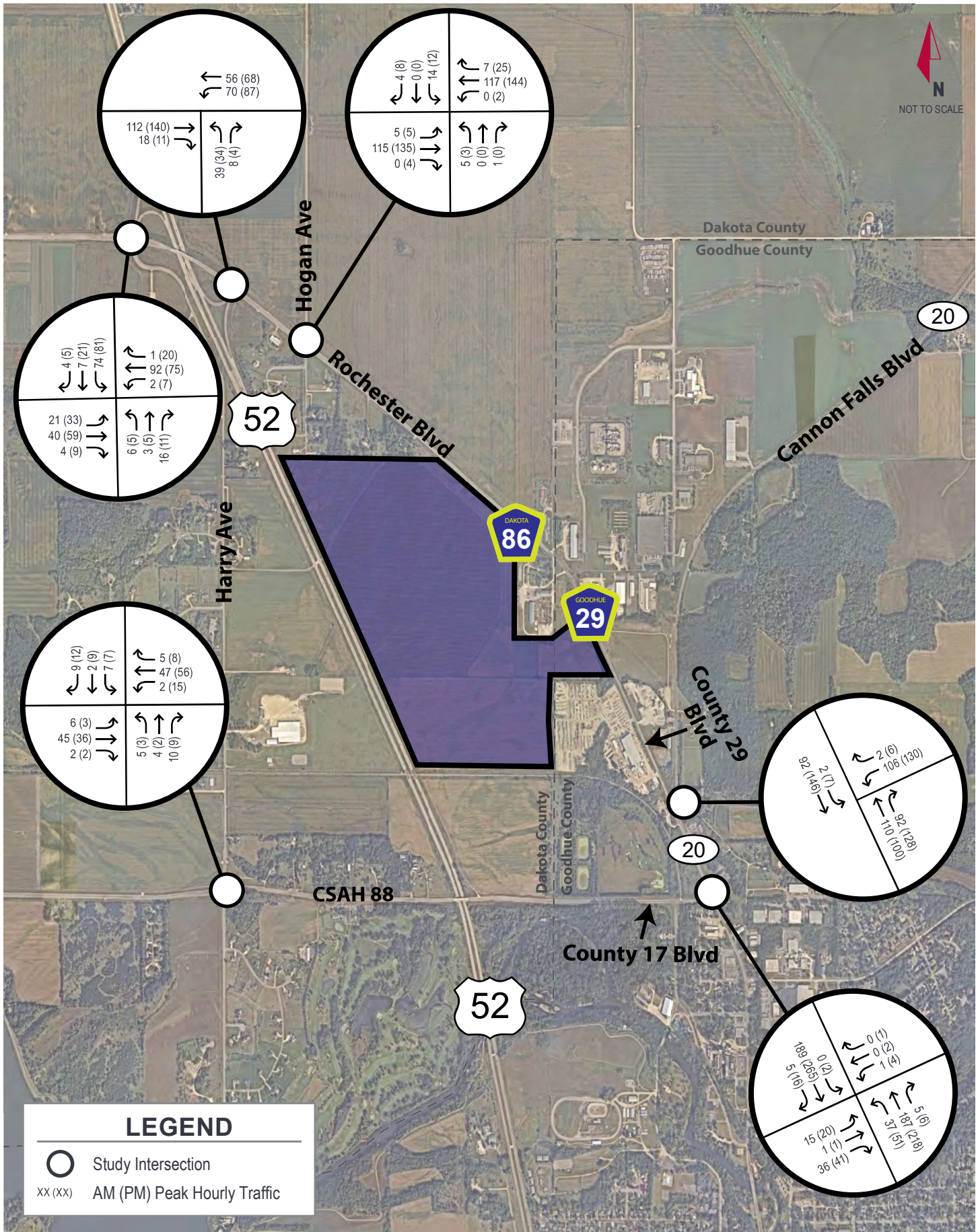
| Roadway | Location Description | Existing Year | Existing AADT | Grown Year | Grown AADT | Growth |
|----------------|-------------------------|---------------|---------------|------------|------------|-------------|
| Rochester Blvd | West of Hwy 52 | 2019 | 1,800 | 2040 | 2,900 | 2.3% |
| Rochester Blvd | East of Hwy 52 | 2019 | 2,400 | 2040 | 2,600 | 0.4% |
| Hogan Avenue | North of Rochester Blvd | 2019 | 600 | 2040 | 800 | 1.4% |
| County 17 Blvd | West of County 29 Blvd | 2019 | 1,500 | 2040 | 1,600 | 0.3% |
| <i>Average</i> | | | | | | <i>1.1%</i> |

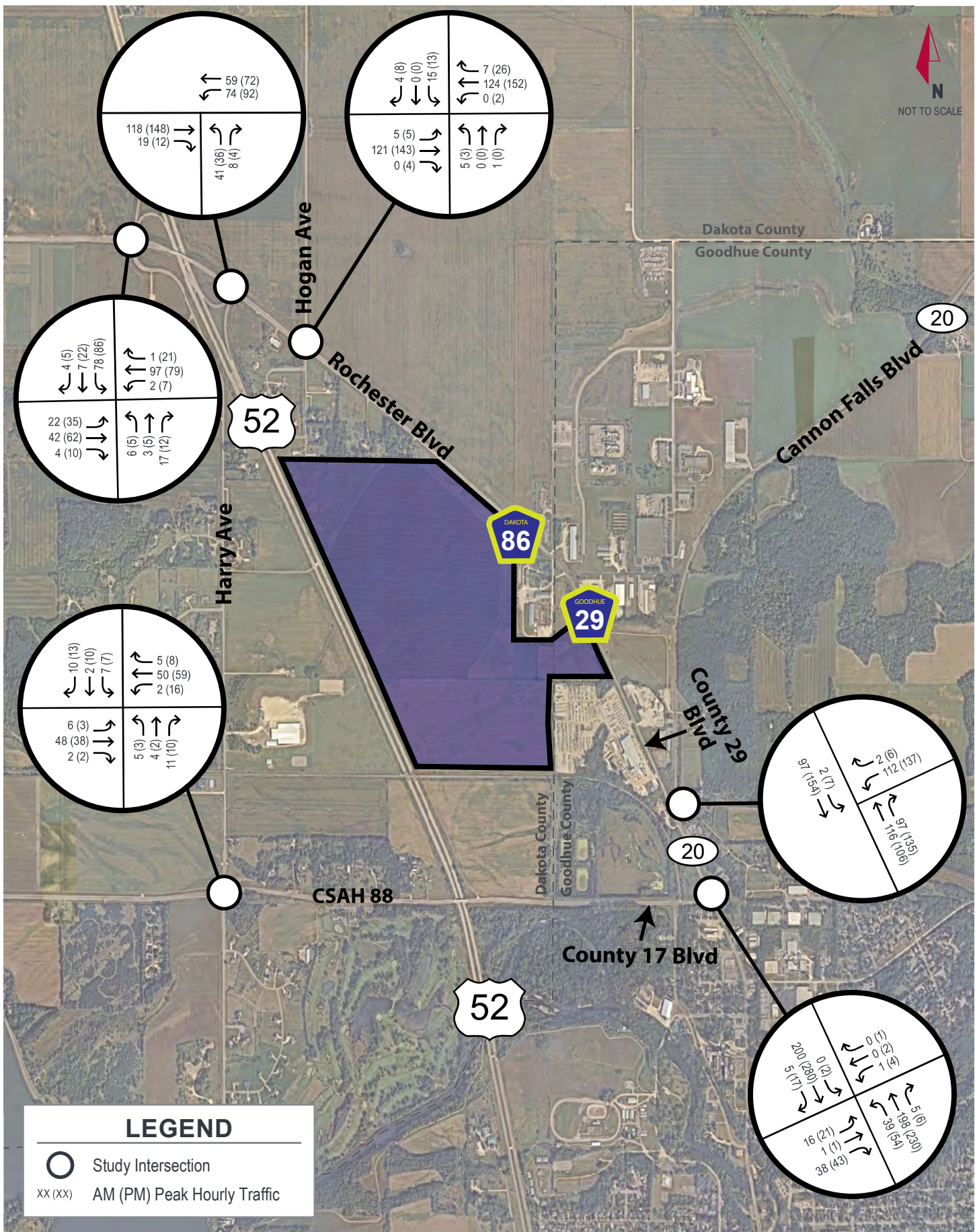
Based on the data shown in **Table 1**, growth rates are relatively consistent for the surrounding roadways and a growth rate of 1.1% was therefore selected for all roadways within the network.

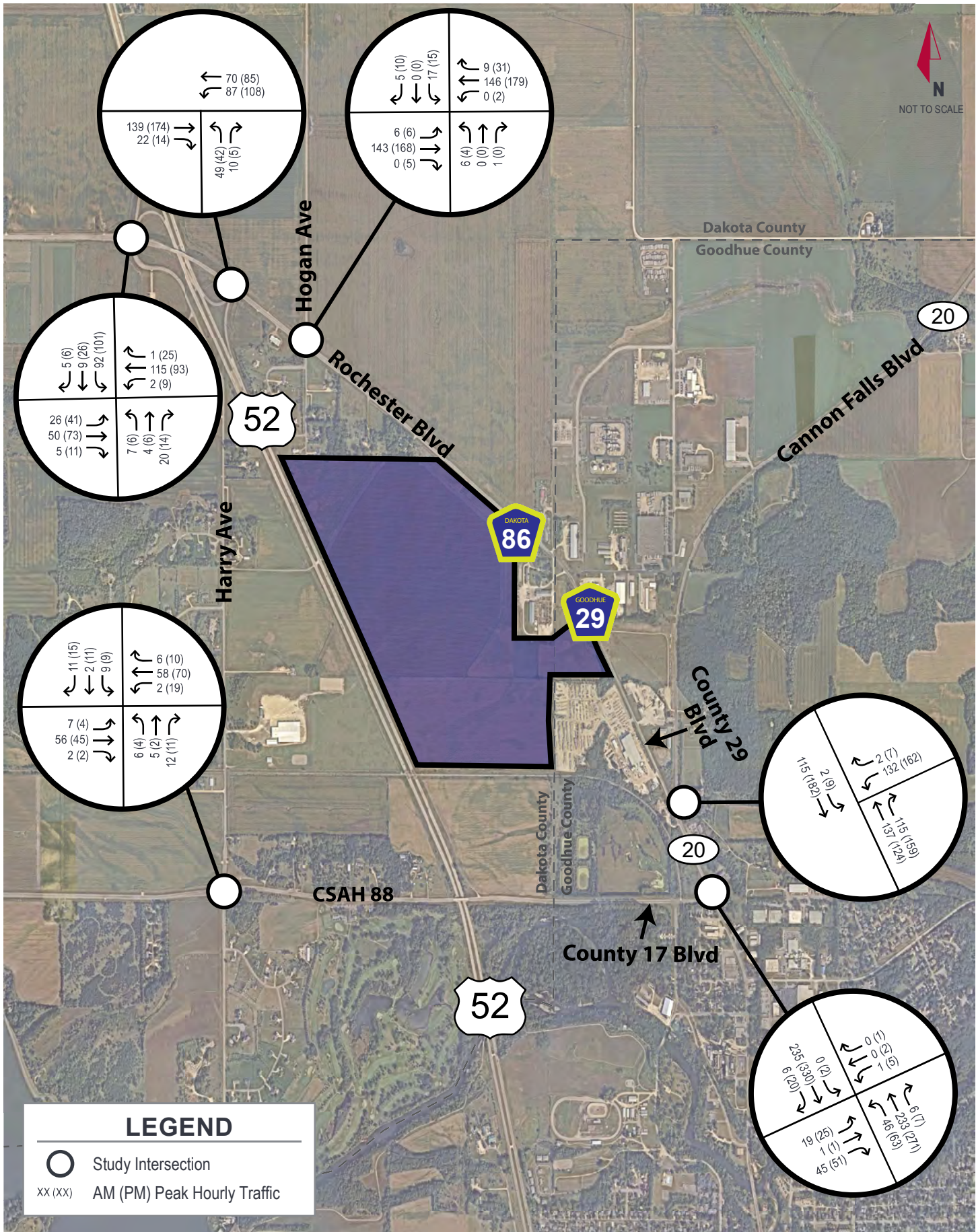
Exhibit 4 shows the Opening Year No-Build (2029) turning movement volumes and **Exhibit 5** shows the Design Year No-Build (2044) turning movement volumes.

PEDESTRIANS AND BICYCLES

Currently there is no sidewalk or bike lanes along any of the roadways in the vicinity of the proposed site. However, per the Dakota County Existing Pedestrian and Bicycle Network map, there is county rural shoulder along Rochester Boulevard/County 29 Boulevard and County 17 Boulevard which supports bicycling.







BACKGROUND CONDITIONS ANALYSIS

A capacity analysis was performed to quantify the delay and level of service at the study intersections during the weekday AM and PM peak hours. The capacity analysis was performed using Synchro/SimTraffic.

The capacity of an intersection quantifies its ability to accommodate traffic volumes and is measured in average delay per vehicle. It is expressed in terms of level of service (LOS) which ranges from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions). The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2**. The range of control delay for each rating (as detailed in the HCM) is also shown in **Table 2**.

Table 2 – Level of Service Information

| Level of Service | Average Control Delay (seconds/vehicle) | Description |
|------------------|---|--|
| A | 0-10 (Unsignalized) | Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream. |
| B | >10-15 (Unsignalized) | Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream. |
| C | >15-25 (Unsignalized) | Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds. |
| D | >25-35 (Unsignalized) | Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease. |
| E | >35-50 (Unsignalized) | High control delay; average travel speed no more than 33 percent of free flow speed. |
| F | >50 (Unsignalized) | Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow. |

Traffic models for each scenario were developed using Synchro/SimTraffic, and the delay and queuing were evaluated for each scenario. The scenarios that were analyzed are as follows:

- Existing Year (2024)
- Opening Year (2029) No-Build Conditions
- Opening Year (2029) Build Conditions
- Design Year (2044) No-Build Conditions
- Design Year (2044) Build Conditions

EXISTING YEAR (2024) CONDITIONS

A capacity analysis was performed for Existing Year (2024) conditions in order to develop baseline operating conditions for the current year. The analysis was performed using Synchro/SimTraffic. The five (5) study intersections were modeled with the existing geometry and intersection control as summarized in **Exhibit 2**. The traffic volumes are provided in **Exhibit 3**. Results of the analysis are provided in **Table 3**.

Table 3 – Existing Year (2024) Intersection Analysis

| Intersection | Control | Approach | Operations by Movement | | | | | | Overall Intersection/ Worst Side Street Movement | |
|------------------------------------|------------------|----------|------------------------|-----|-----------------|-----|-----------------|-----|--|-----|
| | | | Left | | Through | | Right | | | |
| | | | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| AM Peak Hour | | | | | | | | | | |
| Rochester Blvd & Harry Ave/Hwy 52 | Side Street Stop | EB | 0.5 | A | 0.6 | A | 0.1 | A | 6.6 | A |
| | | WB | 0.8 | A | 0.9 | A | 0.2 | A | | |
| | | NB | 3.4 | A | 6.3 | A | 1.7 | A | | |
| | | SB | 5.1 | A | 6.6 | A | 2.7 | A | | |
| Rochester Blvd & Hwy 52 NB Ramp | Side Street Stop | EB | - | - | 1.1 | A | 0.8 | A | 6.4 | A |
| | | WB | 1.6 | A | 0.7 | A | - | - | | |
| | | NB | 6.4 | A | - | - | 2.3 | A | | |
| | | SB | - | - | - | - | - | - | | |
| Rochester Blvd & Hogan Avenue | Side Street Stop | EB | 0.8 | A | 0.4 | A | 0.0 | A | 6.0 | A |
| | | WB | 0.0 | A | 2.0 | A | 1.9 | A | | |
| | | NB | 6.0 | A | 0.0 | A | 2.1 | A | | |
| | | SB | 3.6 | A | 0.0 | A | 1.3 | A | | |
| County 29 Blvd & Cannon Falls Blvd | Side Street Stop | EB | - | - | - | - | - | - | 5.3 | A |
| | | WB | 5.3 | A | - | - | 4.7 | A | | |
| | | NB | - | - | 0.6 | A | 0.7 | A | | |
| | | SB | 0.9 | A | 1.7 | A | - | - | | |
| County 29 Blvd & County 17 Blvd | Side Street Stop | EB | 9.3 | A | 2.3 | A | 5.7 | A | 9.3 | A |
| | | WB | 0.0 | A | 0.0 | A | 0.0 | A | | |
| | | NB | 2.2 | A | 1.0 | A | 0.1 | A | | |
| | | SB | 0.0 | A | 1.0 | A | 0.6 | A | | |
| CSAH 88 & Harry Ave | Side Street Stop | EB | 3.9 | A | 1.0 | A | 0.5 | A | 7.5 | A |
| | | WB | 2.7 | A | 2.0 | A | 2.1 | A | | |
| | | NB | 2.8 | A | 7.5 | A | 1.2 | A | | |
| | | SB | 4.2 | A | 5.5 | A | 1.6 | A | | |

Table 3 – Existing Year (2024) Intersection Analysis (Continued)

| Intersection | Control | Approach | Operations by Movement | | | | | | Overall Intersection/ Worst Side Street Movement | |
|------------------------------------|------------------|----------|------------------------|-----|-----------------|-----|-----------------|-----|--|-----|
| | | | Left | | Through | | Right | | | |
| | | | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| PM Peak Hour | | | | | | | | | | |
| Rochester Blvd & Harry Ave/Hwy 52 | Side Street Stop | EB | 0.7 | A | 0.7 | A | 0.1 | A | 7.7 | A |
| | | WB | 0.7 | A | 1.1 | A | 0.6 | A | | |
| | | NB | 4.1 | A | 7.7 | A | 2.5 | A | | |
| | | SB | 5.9 | A | 6.4 | A | 2.4 | A | | |
| Rochester Blvd & Hwy 52 NB Ramp | Side Street Stop | EB | - | - | 1.0 | A | 0.6 | A | 5.9 | A |
| | | WB | 1.6 | A | 0.7 | A | - | - | | |
| | | NB | 5.9 | A | - | - | 2.2 | A | | |
| | | SB | - | - | - | - | - | - | | |
| Rochester Blvd & Hogan Avenue | Side Street Stop | EB | 0.4 | A | 0.5 | A | 0.4 | A | 7.4 | A |
| | | WB | 0.2 | A | 1.5 | A | 1.4 | A | | |
| | | NB | 7.4 | A | 0.0 | A | 0.0 | A | | |
| | | SB | 3.6 | A | 0.0 | A | 1.5 | A | | |
| County 29 Blvd & Cannon Falls Blvd | Side Street Stop | EB | - | - | - | - | - | - | 6.6 | A |
| | | WB | 6.6 | A | - | - | 3.6 | A | | |
| | | NB | - | - | 0.7 | A | 0.9 | A | | |
| | | SB | 5.6 | A | 2.7 | A | - | - | | |
| County 29 Blvd & County 17 Blvd | Side Street Stop | EB | 10.9 | B | 3.3 | A | 7.1 | A | 11.8 | B |
| | | WB | 11.8 | B | 6.9 | A | 3.5 | A | | |
| | | NB | 2.9 | A | 1.3 | A | 0.4 | A | | |
| | | SB | 3.2 | A | 1.2 | A | 0.8 | A | | |
| CSAH 88 & Harry Ave | Side Street Stop | EB | 1.9 | A | 0.6 | A | 0.1 | A | 6.8 | A |
| | | WB | 5.6 | A | 2.2 | A | 1.5 | A | | |
| | | NB | 2.7 | A | 6.8 | A | 1.2 | A | | |
| | | SB | 6.0 | A | 3.3 | A | 3.7 | A | | |

Based on the Existing Year (2024) capacity analysis, the study intersections and all individual movements currently operate at LOS B or better during the AM and PM peak hours.

All 95th percentile queues are anticipated to remain within their respective storage bays. The SimTraffic reports are provided in **Appendix C**.

OPENING YEAR (2029) NO-BUILD CONDITIONS

A capacity analysis was performed for Opening Year (2029) No-Build conditions in order to develop baseline operating conditions for the opening year. The analysis was performed using Synchro/SimTraffic. The five study intersections were modeled with the existing geometry and intersection control as summarized in **Exhibit 2**. The traffic volumes are provided in **Exhibit 4**. Results are provided in **Table 4**.

Table 4 – Opening Year (2029) No-Build Intersection Analysis

| Intersection | Control | Approach | Operations by Movement | | | | | | Overall Intersection/ Worst Side Street Movement | |
|------------------------------------|------------------|----------|------------------------|-----|-----------------|-----|-----------------|-----|--|-----|
| | | | Left | | Through | | Right | | | |
| | | | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| AM Peak Hour | | | | | | | | | | |
| Rochester Blvd & Harry Ave/Hwy 52 | Side Street Stop | EB | 0.2 | A | 0.5 | A | 0.0 | A | 5.5 | A |
| | | WB | 0.0 | A | 0.9 | A | 0.3 | A | | |
| | | NB | 5.5 | A | 0.0 | A | 1.8 | A | | |
| | | SB | 4.8 | A | 4.7 | A | 0.0 | A | | |
| Rochester Blvd & Hwy 52 NB Ramp | Side Street Stop | EB | - | - | 0.8 | A | 0.8 | A | 6.8 | A |
| | | WB | 1.5 | A | 0.5 | A | - | - | | |
| | | NB | 6.8 | A | - | - | 2.4 | A | | |
| | | SB | - | - | - | - | - | - | | |
| Rochester Blvd & Hogan Avenue | Side Street Stop | EB | 0.0 | A | 0.3 | A | 0.0 | A | 5.5 | A |
| | | WB | 0.0 | A | 2.1 | A | 0.7 | A | | |
| | | NB | 5.5 | A | 0.0 | A | 0.0 | A | | |
| | | SB | 4.2 | A | 0.0 | A | 1.6 | A | | |
| County 29 Blvd & Cannon Falls Blvd | Side Street Stop | EB | - | - | - | - | - | - | 5.0 | A |
| | | WB | 5.0 | A | - | - | 4.3 | A | | |
| | | NB | - | - | 0.5 | A | 0.6 | A | | |
| | | SB | 0.00 | A | 1.5 | A | - | - | | |
| County 29 Blvd & County 17 Blvd | Side Street Stop | EB | 10.4 | B | 0.0 | A | 5.1 | A | 10.4 | B |
| | | WB | 0.0 | A | 0.0 | A | 0.0 | A | | |
| | | NB | 1.4 | A | 0.7 | A | 0.2 | A | | |
| | | SB | 0.0 | A | 1.0 | A | 0.9 | A | | |
| CSAH 88 & Harry Ave | Side Street Stop | EB | 7.1 | A | 1.3 | A | 0.0 | A | 7.1 | A |
| | | WB | 0.0 | A | 1.4 | A | 0.1 | A | | |
| | | NB | 0.0 | A | 0.0 | A | 0.0 | A | | |
| | | SB | 0.0 | A | 0.0 | A | 1.0 | A | | |

Table 4 – Opening Year (2029) No-Build Intersection Analysis (Continued)

| Intersection | Control | Approach | Operations by Movement | | | | | | Overall Intersection/ Worst Side Street Movement | |
|------------------------------------|------------------|----------|------------------------|-----|-----------------|-----|-----------------|-----|--|-----|
| | | | Left | | Through | | Right | | | |
| | | | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| PM Peak Hour | | | | | | | | | | |
| Rochester Blvd & Harry Ave/Hwy 52 | Side Street Stop | EB | 0.7 | A | 0.7 | A | 0.0 | A | 8.4 | A |
| | | WB | 0.9 | A | 1.1 | A | 0.5 | A | | |
| | | NB | 5.0 | A | 8.4 | A | 2.1 | A | | |
| | | SB | 5.4 | A | 6.6 | A | 2.5 | A | | |
| Rochester Blvd & Hwy 52 NB Ramp | Side Street Stop | EB | - | - | 0.9 | A | 0.8 | A | 6.4 | A |
| | | WB | 1.5 | A | 0.7 | A | - | - | | |
| | | NB | 6.4 | A | - | - | 2.5 | A | | |
| | | SB | - | - | - | - | - | - | | |
| Rochester Blvd & Hogan Avenue | Side Street Stop | EB | 0.8 | A | 0.5 | A | 0.3 | A | 6.4 | A |
| | | WB | 1.5 | A | 1.5 | A | 1.0 | A | | |
| | | NB | 6.4 | A | 0.0 | A | 0.0 | A | | |
| | | SB | 4.0 | A | 0.0 | A | 1.4 | A | | |
| County 29 Blvd & Cannon Falls Blvd | Side Street Stop | EB | - | - | - | - | - | - | 6.8 | A |
| | | WB | 6.8 | A | - | - | 3.2 | A | | |
| | | NB | - | - | 0.6 | A | 0.9 | A | | |
| | | SB | 6.1 | A | 2.4 | A | - | - | | |
| County 29 Blvd & County 17 Blvd | Side Street Stop | EB | 12.0 | B | 13.4 | B | 8.3 | A | 13.4 | B |
| | | WB | 9.1 | A | 8.1 | A | 2.5 | A | | |
| | | NB | 2.4 | A | 1.1 | A | 0.4 | A | | |
| | | SB | 3.7 | A | 1.1 | A | 0.9 | A | | |
| CSAH 88 & Harry Ave | Side Street Stop | EB | 2.2 | A | 0.9 | A | 0.6 | A | 9.0 | A |
| | | WB | 4.0 | A | 2.7 | A | 1.8 | A | | |
| | | NB | 3.0 | A | 9.0 | A | 1.0 | A | | |
| | | SB | 4.6 | A | 4.4 | A | 2.5 | A | | |

With the addition of background traffic growth, the study area intersections are projected to experience minimal change in delay with the majority of movements and approaches projected to operate at the same LOS as compared to existing conditions. All intersections and all individual movements are anticipated to operate at LOS B or better during the AM and PM peak hours.

All 95th percentile queues are anticipated to remain within their respective storage bays. The SimTraffic reports are provided in **Appendix C**

DESIGN YEAR (2044) NO-BUILD CONDITIONS

A capacity analysis was performed for Design Year (2044) No-Build conditions in order to develop baseline operating conditions for the design year. The five study intersections were modeled with the existing geometry and intersection control as summarized in **Exhibit 2**. The traffic volumes are provided in **Exhibit 5**. The results of the analysis are provided in **Table 5**.

Table 5 – Design Year (2044) No-Build Intersection Analysis

| Intersection | Control | Approach | Operations by Movement | | | | | | Overall Intersection/ Worst Side Street Movement | |
|------------------------------------|------------------|----------|------------------------|-----|-----------------|-----|-----------------|-----|--|-----|
| | | | Left | | Through | | Right | | | |
| | | | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| AM Peak Hour | | | | | | | | | | |
| Rochester Blvd & Harry Ave/Hwy 52 | Side Street Stop | EB | 0.7 | A | 0.6 | A | 0.0 | A | 7.0 | A |
| | | WB | 0.6 | A | 1.1 | A | 0.0 | A | | |
| | | NB | 4.3 | A | 7.0 | A | 2.6 | A | | |
| | | SB | 5.7 | A | 6.3 | A | 2.7 | A | | |
| Rochester Blvd & Hwy 52 NB Ramp | Side Street Stop | EB | - | - | 1.1 | A | 0.7 | A | 7.4 | A |
| | | WB | 1.7 | A | 0.8 | A | - | - | | |
| | | NB | 7.4 | A | - | - | 2.2 | A | | |
| | | SB | - | - | - | - | - | - | | |
| Rochester Blvd & Hogan Avenue | Side Street Stop | EB | 0.7 | A | 0.5 | A | 0.0 | A | 6.2 | A |
| | | WB | 0.0 | A | 2.2 | A | 1.7 | A | | |
| | | NB | 6.2 | A | 0.0 | A | 2.4 | A | | |
| | | SB | 3.8 | A | 0.0 | A | 2.1 | A | | |
| County 29 Blvd & Cannon Falls Blvd | Side Street Stop | EB | - | - | - | - | - | - | 6.6 | A |
| | | WB | 6.6 | A | - | - | 3.2 | A | | |
| | | NB | - | - | 0.7 | A | 0.8 | A | | |
| | | SB | 5.7 | A | 1.9 | A | - | - | | |
| County 29 Blvd & County 17 Blvd | Side Street Stop | EB | 14.1 | B | 2.2 | A | 8.9 | A | 14.1 | B |
| | | WB | 10.3 | B | 0.0 | A | 0.0 | A | | |
| | | NB | 2.2 | A | 1.1 | A | 0.4 | A | | |
| | | SB | 0.0 | A | 1.1 | A | 0.8 | A | | |
| CSAH 88 & Harry Ave | Side Street Stop | EB | 3.3 | A | 1.2 | A | 1.4 | A | 7.8 | A |
| | | WB | 2.3 | A | 2.7 | A | 1.6 | A | | |
| | | NB | 2.5 | A | 7.8 | A | 1.5 | A | | |
| | | SB | 4.0 | A | 6.2 | A | 1.9 | A | | |

Table 5 – Design Year (2044) No-Build Intersection Analysis (Continued)

| Intersection | Control | Approach | Operations by Movement | | | | | | Overall Intersection/ Worst Side Street Movement | |
|------------------------------------|------------------|----------|------------------------|-----|-----------------|-----|-----------------|-----|--|-----|
| | | | Left | | Through | | Right | | | |
| | | | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| PM Peak Hour | | | | | | | | | | |
| Rochester Blvd & Harry Ave/Hwy 52 | Side Street Stop | EB | 0.7 | A | 0.8 | A | 0.1 | A | 8.3 | A |
| | | WB | 1.1 | A | 1.0 | A | 0.5 | A | | |
| | | NB | 4.1 | A | 8.3 | A | 2.2 | A | | |
| | | SB | 6.0 | A | 7.1 | A | 2.8 | A | | |
| Rochester Blvd & Hwy 52 NB Ramp | Side Street Stop | EB | - | - | 1.1 | A | 0.7 | A | 8.1 | A |
| | | WB | 1.9 | A | 0.9 | A | - | - | | |
| | | NB | 8.1 | A | - | - | 2.7 | A | | |
| | | SB | - | - | - | - | - | - | | |
| Rochester Blvd & Hogan Avenue | Side Street Stop | EB | 0.3 | A | 0.5 | A | 0.6 | A | 8.2 | A |
| | | WB | 3.1 | A | 2.0 | A | 1.3 | A | | |
| | | NB | 8.2 | A | 0.0 | A | 0.0 | A | | |
| | | SB | 4.8 | A | 0.0 | A | 2.2 | A | | |
| County 29 Blvd & Cannon Falls Blvd | Side Street Stop | EB | - | - | - | - | - | - | 8.3 | A |
| | | WB | 8.3 | A | - | - | 5.1 | A | | |
| | | NB | - | - | 0.8 | A | 1.1 | A | | |
| | | SB | 6.0 | A | 2.7 | A | - | - | | |
| County 29 Blvd & County 17 Blvd | Side Street Stop | EB | 15.2 | C | 15.1 | C | 8.9 | A | 15.2 | C |
| | | WB | 9.2 | A | 10.8 | B | 4.3 | A | | |
| | | NB | 2.9 | A | 1.4 | A | 0.5 | A | | |
| | | SB | 4.9 | A | 1.3 | A | 0.9 | A | | |
| CSAH 88 & Harry Ave | Side Street Stop | EB | 2.0 | A | 1.0 | A | 0.7 | A | 8.0 | A |
| | | WB | 4.7 | A | 2.6 | A | 3.1 | A | | |
| | | NB | 3.9 | A | 5.7 | A | 1.1 | A | | |
| | | SB | 8.0 | A | 5.2 | A | 3.7 | A | | |

With additional background traffic growth, the study area intersections are projected to experience minimal change in delay, with the majority of movements projected to operate at the same LOS as compared to Opening Year (2029) No-Build Conditions. All intersections and individual movements are anticipated to operate at LOS C or better during the AM and PM peak hours.

The SimTraffic reports are provided in **Appendix C**. All 95th percentile queues are anticipated to remain within their respective storage bays.

BUILD CONDITIONS ANALYSIS

Two development scenarios are included in the AUAR. Scenario 1 includes 1,750,000 square feet of industrial park and Scenario 2 includes 1,750,000 square feet of technology park.

SITE ACCESS POINTS

The proposed development will consist of one parcel, with one access point on Rochester Boulevard and one access point on County 29 Boulevard. The northern access point is referred to as “Access 1” while the southern access point is referred to as “Access 2”. Site plans for the proposed development scenarios are included in **Appendix B**.

SITE TRIP GENERATION

The trip-generating potential of the proposed development was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation Manual, Eleventh Edition*. Standard ITE trip rates were used to develop the anticipated total trips generated by the site. For this analysis, it was assumed that all site trips will be vehicle trips. It was assumed that all site trips would be new trips and no mode split reductions for trips via transit, bike or walking were used.

To determine the trip generation of Scenario 1, the average rates for, LUC 130 (Industrial Park) was used to calculate the trip generation potential of the site. Average rate was applied for each as it results in a higher (more conservative) trip generation estimate than the fitted curve does for these land uses. **Table 6** provides a summary of the number of trips anticipated to be generated during the weekday AM and PM peak hours. As shown, Scenario 1 is anticipated to generate 595 new trips during the AM peak hour (482 entering, 113 exiting) and 595 new trips during the PM peak hour (131 entering, 464 exiting). Scenario 1 is anticipated to generate 5,898 weekday daily trips.

Table 6 – Scenario 1 Trip Generation

| Land Use Description | Intensity / Units | Daily | AM Peak Hour | | | PM Peak Hour | | |
|---------------------------|-------------------|-------|--------------|-----|-------|--------------|-----|-------|
| | | | In | Out | Total | In | Out | Total |
| Industrial Park - LUC 130 | 1,750 kSF | 5,898 | 482 | 113 | 595 | 131 | 464 | 595 |
| Total Site Trips | | 5,898 | 482 | 113 | 595 | 131 | 464 | 595 |

To determine the trip generation of Scenario 2, the average rate for ITE Land Use Code (LUC) 160 (Data Center) was used to calculate the trip generation potential of the site. Average rate was applied based on guidance given in the ITE Trip Generation Handbook. **Table 7** provides a summary of the number of trips anticipated to be generated during the weekday AM and PM peak hours. As shown, Scenario 2 is anticipated to generate 165 new trips during the AM peak hour (91 entering, 74 exiting) and 135 new trips during the PM peak hour (41 entering, 94 exiting). Scenario 2 is anticipated to generate 1,485 daily trips.

Table 7 – Scenario 2 Trip Generation

| Land Use Description | Intensity / Units | Daily | AM Peak Hour | | | PM Peak Hour | | |
|-----------------------|-------------------|-------|--------------|-----|-------|--------------|-----|-------|
| | | | In | Out | Total | In | Out | Total |
| Data Center - LUC 160 | 1,500 kSF | 1,485 | 91 | 74 | 165 | 41 | 94 | 135 |
| Total Site Trips | | 1,485 | 91 | 74 | 165 | 41 | 94 | 135 |

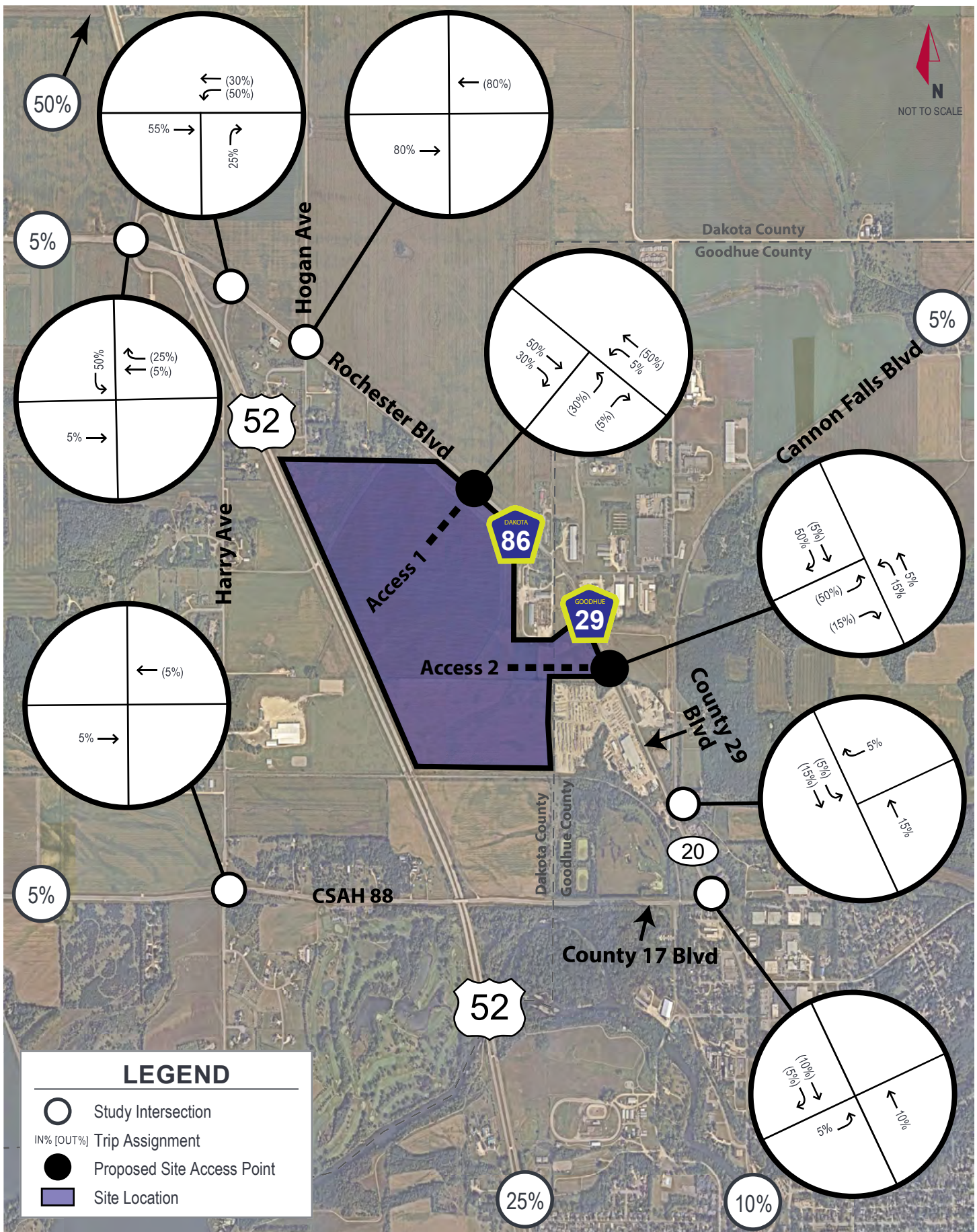
SITE TRIP DISTRIBUTION

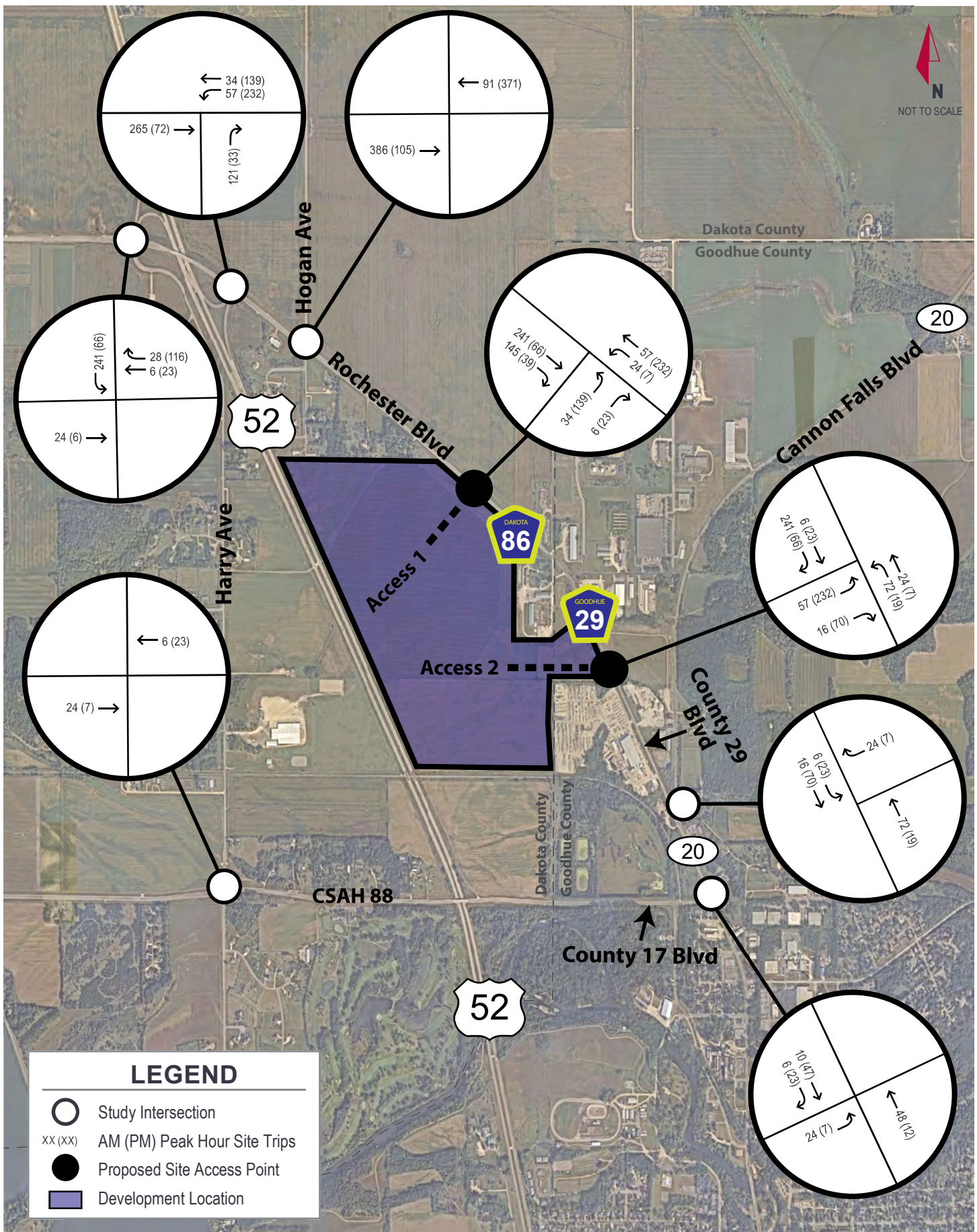
The site trips were distributed to the adjacent roadways based on the current traffic patterns in the area and a general assessment of the major regional roadways surrounding the study area. Given the similarities in land uses and their anticipated traffic patterns, the same distribution was utilized for both scenarios. The following global trip distribution was assumed for both Scenarios 1 and 2:

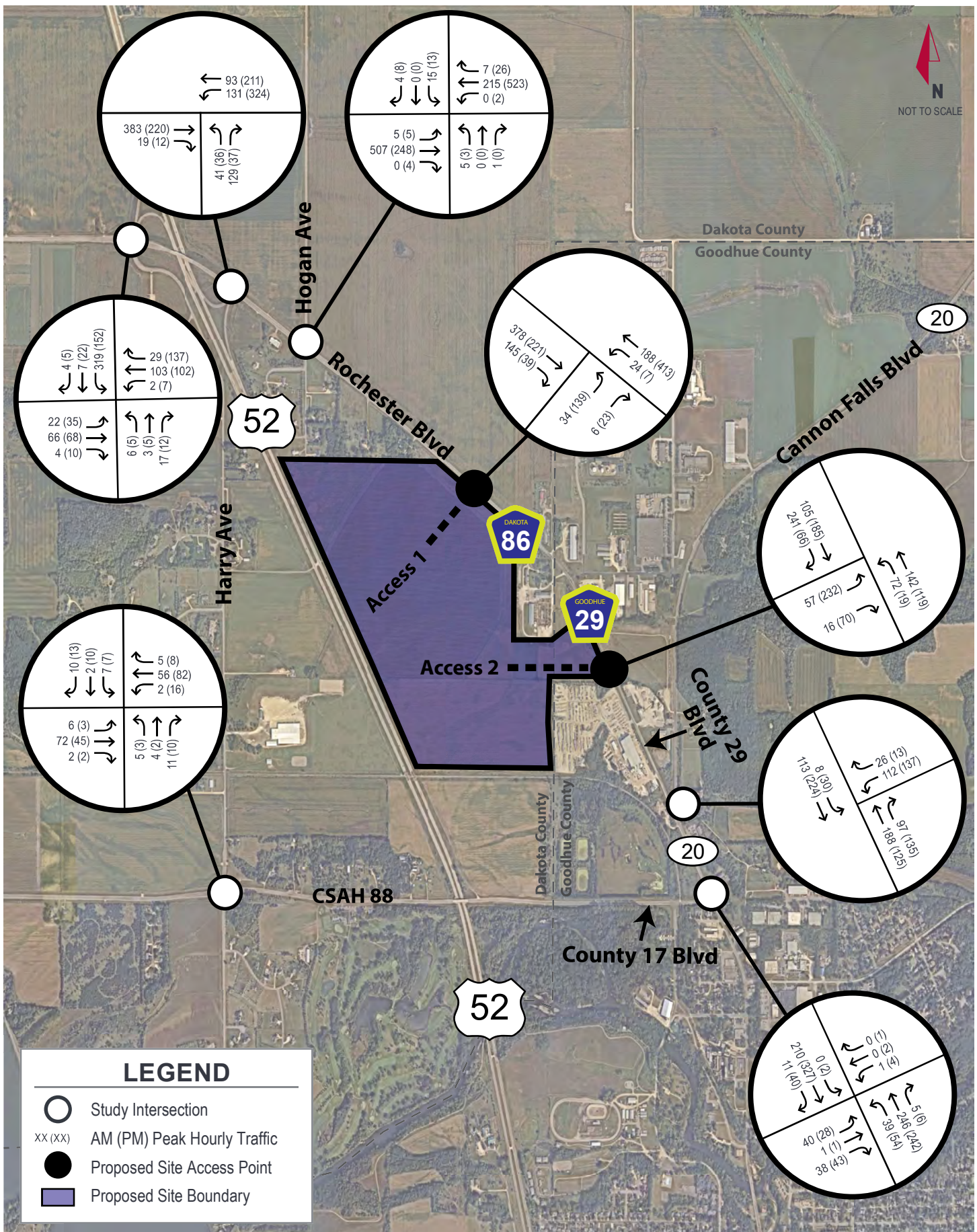
- 50% to/from the north on Highway 52
- 25% to/from the south on Highway 52
- 10% to/from the south on County 29 Boulevard
- 5% to/from the west on Rochester Boulevard
- 5% to/from the east on Cannon Falls Boulevard (MN 20)
- 5% to/from the west on County 17 Boulevard

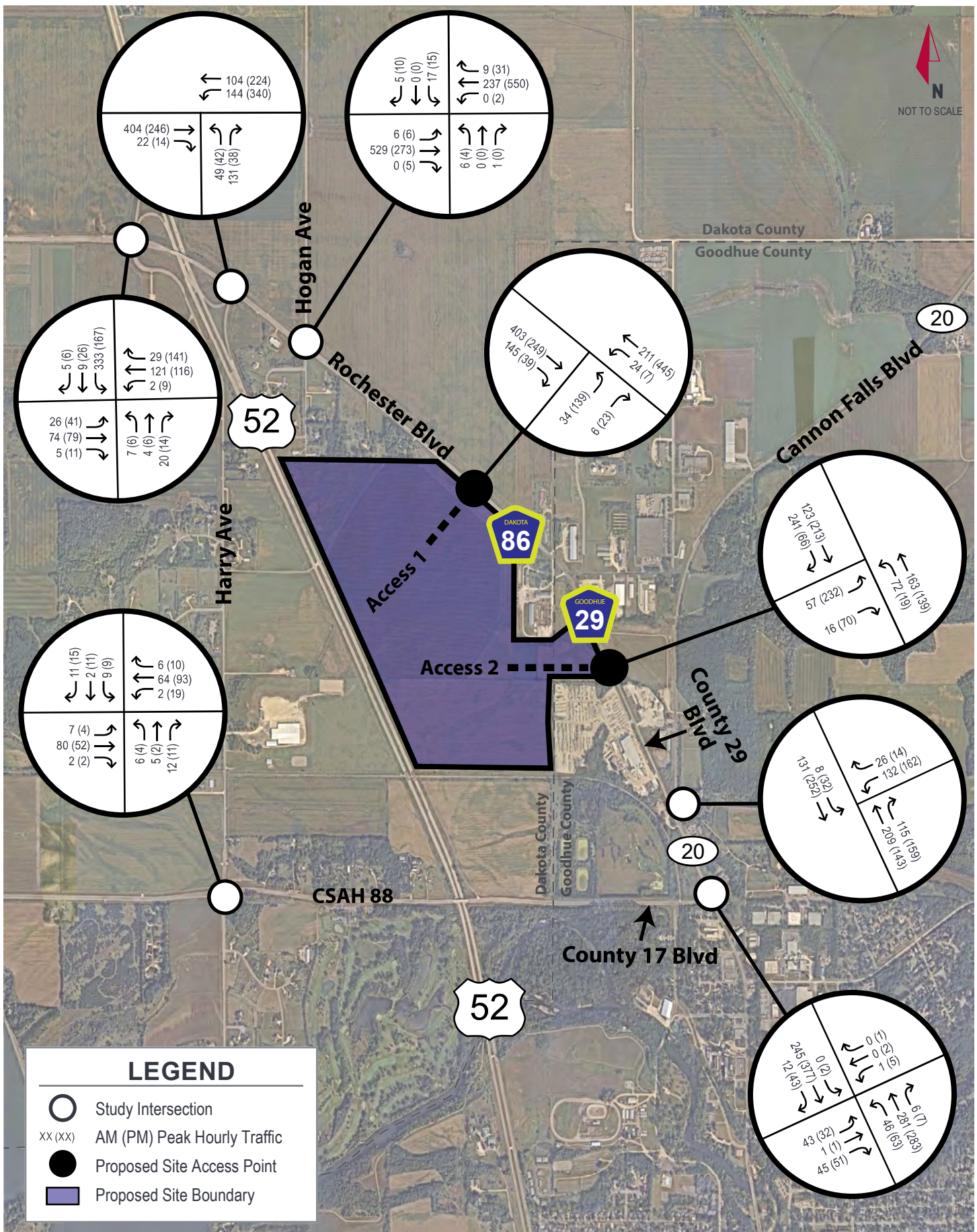
SCENARIO 1 BUILD CONDITIONS

The trip distribution for Scenario 1 is shown in **Exhibit 6** and the site traffic is shown in **Exhibit 7**. The Opening Year (2029) Scenario 1 traffic volumes (shown in **Exhibit 8**) were developed by adding the site Traffic in **Exhibit 7** to the Opening Year (2029) No-Build Traffic volumes in **Exhibit 4**. The Design Year (2044) Scenario 1 traffic volumes (shown in **Exhibit 9**) were developed by adding the site Traffic in **Exhibit 7** to the Design Year (2044) No-Build Traffic volumes in **Exhibit 5**.









OPENING YEAR (2029) SCENARIO 1 CONDITIONS

Opening Year (2029) Scenario 1 conditions were analyzed to determine any traffic impacts from the addition of the site traffic to the study intersections. The five study intersections were modeled with the existing geometry and intersection control as summarized in **Exhibit 2**. The site accesses were modeled as side street stop control with one approach lane and no turn lanes were initially assumed for the analysis.

Opening Year (2029) Scenario 1 turning movement volumes were developed by adding the site trips in **Exhibit 11** to the Opening Year (2029) No-Build turning movement volumes in **Exhibit 4**. The Opening Year (2029) Scenario 1 turning movement volumes are shown in **Exhibit 12**. The results of the analysis are provided in **Table 8**.

Table 8 – Opening Year (2029) Scenario 1 Intersection Analysis

| Intersection | Control | Approach | Operations by Movement | | | | | | Overall Intersection/ Worst Side Street Movement | |
|------------------------------------|------------------|----------|------------------------|-----|-----------------|-----|-----------------|-----|--|-----|
| | | | Left | | Through | | Right | | | |
| | | | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| AM Peak Hour | | | | | | | | | | |
| Rochester Blvd & Harry Ave/Hwy 52 | Side Street Stop | EB | 0.5 | A | 1.7 | A | 0.1 | A | 8.6 | A |
| | | WB | 0.3 | A | 1.3 | A | 0.6 | A | | |
| | | NB | 4.3 | A | 8.6 | A | 3.0 | A | | |
| | | SB | 8.4 | A | 8.4 | A | 2.0 | A | | |
| Rochester Blvd & Hwy 52 NB Ramp | Side Street Stop | EB | - | - | 2.6 | A | 1.1 | A | 13.3 | B |
| | | WB | 4.3 | A | 1.0 | A | - | - | | |
| | | NB | 13.3 | B | - | - | 4.9 | A | | |
| | | SB | - | - | - | - | - | - | | |
| Rochester Blvd & Hogan Avenue | Side Street Stop | EB | 1.6 | A | 1.5 | A | 2.0 | A | 15.2 | C |
| | | WB | 0.0 | A | 2.0 | A | 1.4 | A | | |
| | | NB | 15.2 | C | 0.0 | A | 4.5 | A | | |
| | | SB | 9.3 | A | 0.0 | A | 5.5 | A | | |
| County 29 Blvd & Cannon Falls Blvd | Side Street Stop | EB | - | - | - | - | - | - | 7.5 | A |
| | | WB | 7.5 | A | - | - | 4.5 | A | | |
| | | NB | - | - | 0.8 | A | 0.8 | A | | |
| | | SB | 5.1 | A | 1.8 | A | - | - | | |
| County 29 Blvd & County 17 Blvd | Side Street Stop | EB | 15.7 | C | 2.6 | A | 9.7 | A | 15.7 | C |
| | | WB | 3.9 | A | 0.0 | A | 0.0 | A | | |
| | | NB | 2.2 | A | 1.1 | A | 0.2 | A | | |
| | | SB | 0.0 | A | 0.8 | A | 0.5 | A | | |
| Rochester Blvd & Access 1 | Side Street Stop | EB | - | - | 4.7 | A | 2.1 | A | 8.7 | A |
| | | WB | 3.9 | A | 1.8 | A | - | - | | |
| | | NB | 8.7 | A | - | - | 4.6 | A | | |
| | | SB | - | - | - | - | - | - | | |
| County 29 Blvd & Access 2 | Side Street Stop | EB | 9.9 | A | - | - | 3.4 | A | 9.9 | A |
| | | WB | - | - | - | - | - | - | | |
| | | NB | 5.7 | A | 2.8 | A | - | - | | |
| | | SB | - | - | 2.9 | A | 1.7 | A | | |
| CSAH 88 & Harry Ave | Side Street Stop | EB | 3.1 | A | 0.7 | A | 0.0 | A | 8.1 | A |
| | | WB | 2.0 | A | 2.6 | A | 2.8 | A | | |
| | | NB | 3.7 | A | 8.1 | A | 1.1 | A | | |
| | | SB | 4.7 | A | 6.4 | A | 1.8 | A | | |

Table 8 – Opening Year (2029) Scenario 1 Intersection Analysis (Continued)

| Intersection | Control | Approach | Operations by Movement | | | | | | Overall Intersection/ Worst Side Street Movement | |
|------------------------------------|------------------|----------|------------------------|-----|-----------------|-----|-----------------|-----|--|-----|
| | | | Left | | Through | | Right | | | |
| | | | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| PM Peak Hour | | | | | | | | | | |
| Rochester Blvd & Harry Ave/Hwy 52 | Side Street Stop | EB | 1.3 | A | 0.9 | A | 0.0 | A | 8.0 | A |
| | | WB | 1.6 | A | 1.3 | A | 0.8 | A | | |
| | | NB | 3.6 | A | 8.0 | A | 2.0 | A | | |
| | | SB | 6.6 | A | 7.0 | A | 3.4 | A | | |
| Rochester Blvd & Hwy 52 NB Ramp | Side Street Stop | EB | - | - | 1.8 | A | 0.9 | A | 24.2 | D |
| | | WB | 4.8 | A | 1.6 | A | - | - | | |
| | | NB | 24.2 | D | - | - | 2.9 | A | | |
| | | SB | - | - | - | - | - | - | | |
| Rochester Blvd & Hogan Avenue | Side Street Stop | EB | 1.7 | A | 0.8 | A | 0.4 | A | 17.8 | C |
| | | WB | 2.4 | A | 2.7 | A | 1.8 | A | | |
| | | NB | 17.8 | C | 0.0 | A | 0.0 | A | | |
| | | SB | 10.9 | B | 0.0 | A | 4.7 | A | | |
| County 29 Blvd & Cannon Falls Blvd | Side Street Stop | EB | - | - | - | - | - | - | 9.8 | A |
| | | WB | 9.8 | A | - | - | 5.4 | A | | |
| | | NB | - | - | 0.9 | A | 1.0 | A | | |
| | | SB | 4.4 | A | 2.1 | A | - | - | | |
| County 29 Blvd & County 17 Blvd | Side Street Stop | EB | 13.1 | B | 15.5 | C | 9.1 | A | 15.5 | C |
| | | WB | 10.1 | B | 12.4 | B | 0.0 | A | | |
| | | NB | 3.1 | A | 1.3 | A | 0.2 | A | | |
| | | SB | 3.1 | A | 1.2 | A | 0.9 | A | | |
| Rochester Blvd & Access 1 | Side Street Stop | EB | - | - | 15.8 | B | 6.4 | A | 15.8 | C |
| | | WB | 0.8 | A | 1.9 | A | - | - | | |
| | | NB | 3.0 | A | - | - | 1.1 | A | | |
| | | SB | - | - | - | - | - | - | | |
| County 29 Blvd & Access 2 | Side Street Stop | EB | 10.0 | A | - | - | 6.9 | A | 10.0 | A |
| | | WB | - | - | - | - | - | - | | |
| | | NB | 2.6 | A | 1.5 | A | - | - | | |
| | | SB | - | - | 1.4 | A | 0.5 | A | | |
| CSAH 88 & Harry Ave | Side Street Stop | EB | 2.9 | A | 0.6 | A | 0.0 | A | 7.6 | A |
| | | WB | 4.7 | A | 3.6 | A | 3.4 | A | | |
| | | NB | 4.4 | A | 7.6 | A | 1.4 | A | | |
| | | SB | 6.1 | A | 3.7 | A | 2.7 | A | | |

With the addition of Scenario 1 traffic, the study area intersections are projected to have some change in delay. All intersections and movements are anticipated to operate at LOS D or better during the AM and PM peak hours.

The 95th percentile queueing results were reviewed at the intersections and all queues are anticipated to remain within their respective storage bays. The SimTraffic reports are provided in **Appendix C**.

DESIGN YEAR (2044) SCENARIO 1 CONDITIONS

Design Year (2044) Scenario 1 conditions were analyzed to determine any traffic impacts from the addition of the site traffic to the study intersections in the long-term. The five study intersections were modeled with the existing geometry and intersection control as summarized in **Exhibit 2**. The site accesses were modeled as side street stop control with one approach lane and no turn lanes were initially assumed for the analysis.

The Design Year (2044) Scenario 1 traffic volumes were developed from the addition of the Design Year (2044) No-Build volumes in **Exhibit 5** and the Scenario 1 Site Trips in **Exhibit 11**. The Design Year (2044) Scenario 1 turning movement volumes are shown in **Exhibit 13**. The site accesses were modeled as side street stop control. The results of the analysis are provided in **Table 9**.

Table 9 – Design Year (2044) Scenario 1 Intersection Analysis

| Intersection | Control | Approach | Operations by Movement | | | | | | Overall Intersection/ Worst Side Street Movement | |
|------------------------------------|------------------|----------|------------------------|-----|-----------------|-----|-----------------|-----|--|-----|
| | | | Left | | Through | | Right | | | |
| | | | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| AM Peak Hour | | | | | | | | | | |
| Rochester Blvd & Harry Ave/Hwy 52 | Side Street Stop | EB | 0.7 | A | 2.0 | A | 0.2 | A | 9.7 | A |
| | | WB | 0.9 | A | 1.4 | A | 0.7 | A | | |
| | | NB | 5.0 | A | 8.2 | A | 3.4 | A | | |
| | | SB | 9.7 | A | 7.3 | A | 2.7 | A | | |
| Rochester Blvd & Hwy 52 NB Ramp | Side Street Stop | EB | - | - | 2.6 | A | 1.2 | A | 16.2 | C |
| | | WB | 4.7 | A | 1.0 | A | - | - | | |
| | | NB | 16.2 | C | - | - | 5.4 | A | | |
| | | SB | - | - | - | - | - | - | | |
| Rochester Blvd & Hogan Avenue | Side Street Stop | EB | 2.0 | A | 1.5 | A | 0.0 | A | 13.4 | B |
| | | WB | 0.0 | A | 2.0 | A | 1.3 | A | | |
| | | NB | 8.8 | A | 0.0 | A | 4.5 | A | | |
| | | SB | 13.4 | B | 0.0 | A | 2.3 | A | | |
| County 29 Blvd & Cannon Falls Blvd | Side Street Stop | EB | - | - | - | - | - | - | 8.6 | A |
| | | WB | 8.6 | A | - | - | 5.4 | A | | |
| | | NB | - | - | 0.8 | A | 0.8 | A | | |
| | | SB | 5.2 | A | 2.2 | A | - | - | | |
| County 29 Blvd & County 17 Blvd | Side Street Stop | EB | 13.7 | B | 3.6 | A | 9.4 | A | 13.7 | B |
| | | WB | 8.5 | A | 0.0 | A | 0.0 | A | | |
| | | NB | 2.9 | A | 1.2 | A | 0.6 | A | | |
| | | SB | 0.0 | A | 1.0 | A | 0.6 | A | | |
| Rochester Blvd & Access 1 | Side Street Stop | EB | - | - | 4.6 | A | 2.4 | A | 10.3 | B |
| | | WB | 4.1 | A | 1.7 | A | - | - | | |
| | | NB | 10.3 | B | - | - | 5.6 | A | | |
| | | SB | - | - | - | - | - | - | | |
| County 29 Blvd & Access 2 | Side Street Stop | EB | 10.1 | B | - | - | 4.0 | A | 10.1 | B |
| | | WB | - | - | - | - | - | - | | |
| | | NB | 5.4 | A | 3.0 | A | - | - | | |
| | | SB | - | - | 3.0 | A | 1.7 | A | | |
| CSAH 88 & Harry Ave | Side Street Stop | EB | 2.6 | A | 1.1 | A | 2.6 | A | 8.4 | A |
| | | WB | 6.4 | A | 3.1 | A | 2.7 | A | | |
| | | NB | 3.0 | A | 8.4 | A | 1.4 | A | | |
| | | SB | 4.4 | A | 7.3 | A | 2.0 | A | | |

Table 9 – Design Year (2044) Scenario 1 Intersection Analysis (Continued)

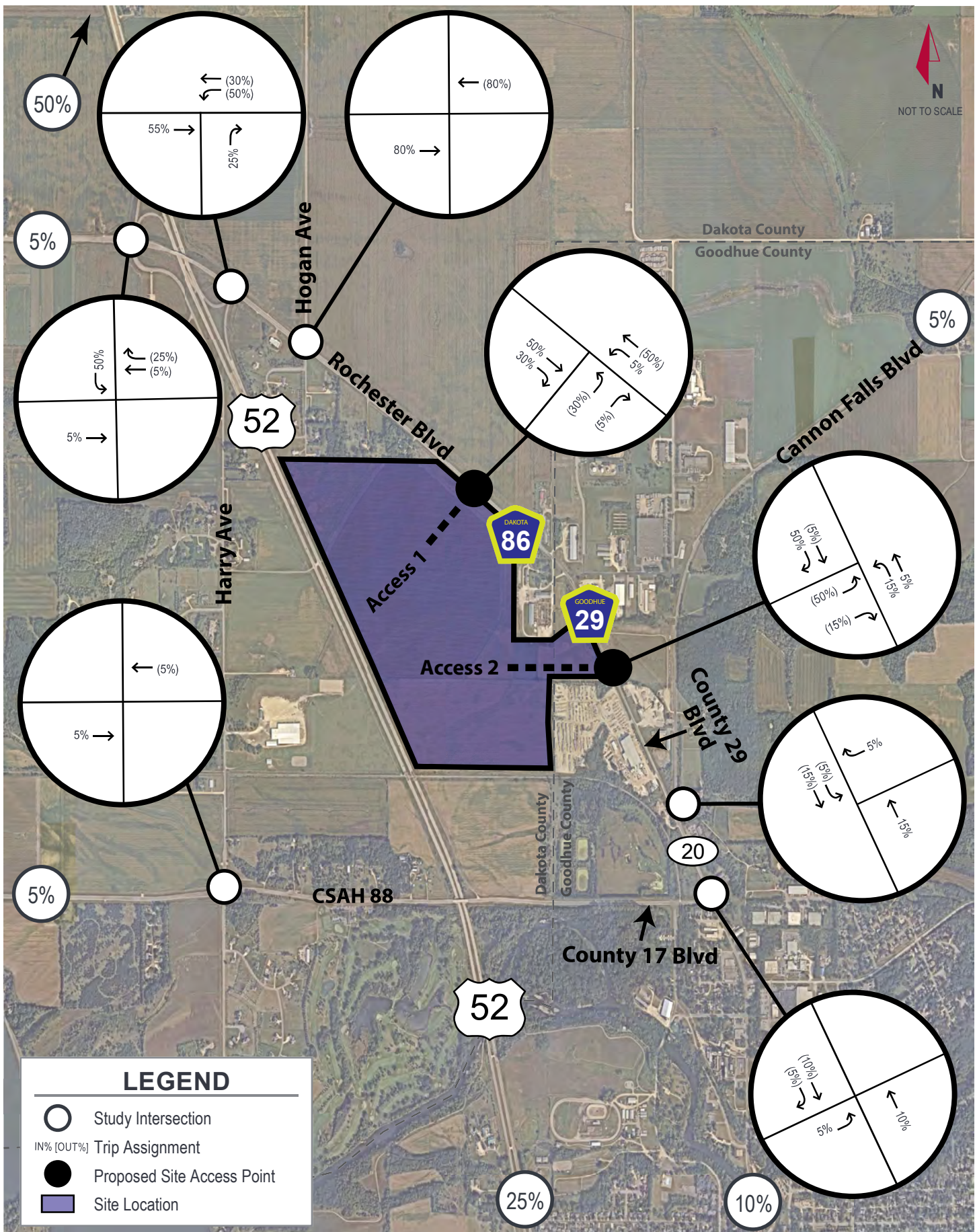
| Intersection | Control | Approach | Operations by Movement | | | | | | Overall Intersection/ Worst Side Street Movement | |
|------------------------------------|------------------|----------|------------------------|-----|-----------------|-----|-----------------|-----|--|-----|
| | | | Left | | Through | | Right | | | |
| | | | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| PM Peak Hour | | | | | | | | | | |
| Rochester Blvd & Harry Ave/Hwy 52 | Side Street Stop | EB | 1.1 | A | 1.1 | A | 0.1 | A | 8.5 | A |
| | | WB | 1.3 | A | 1.3 | A | 0.7 | A | | |
| | | NB | 4.7 | A | 8.5 | A | 2.1 | A | | |
| | | SB | 6.7 | A | 7.2 | A | 2.7 | A | | |
| Rochester Blvd & Hwy 52 NB Ramp | Side Street Stop | EB | - | - | 1.9 | A | 0.8 | A | 27.3 | D |
| | | WB | 5.1 | A | 1.6 | A | - | - | | |
| | | NB | 27.3 | D | - | - | 3.0 | A | | |
| | | SB | - | - | - | - | - | - | | |
| Rochester Blvd & Hogan Avenue | Side Street Stop | EB | 2.3 | A | 0.9 | A | 0.9 | A | 11.8 | B |
| | | WB | 2.8 | A | 2.8 | A | 1.8 | A | | |
| | | NB | 11.8 | B | 0.0 | A | 0.0 | A | | |
| | | SB | 9.1 | A | 0.0 | A | 3.6 | A | | |
| County 29 Blvd & Cannon Falls Blvd | Side Street Stop | EB | - | - | - | - | - | - | 12.2 | B |
| | | WB | 12.2 | B | - | - | 9.6 | A | | |
| | | NB | - | - | 1.1 | A | 1.3 | A | | |
| | | SB | 4.5 | A | 2.2 | A | - | - | | |
| County 29 Blvd & County 17 Blvd | Side Street Stop | EB | 18.3 | C | 0.0 | A | 10.0 | A | 25.9 | D |
| | | WB | 25.9 | D | 14.0 | B | 3.3 | A | | |
| | | NB | 4.8 | A | 2.0 | A | 0.3 | A | | |
| | | SB | 5.8 | A | 1.3 | A | 0.9 | A | | |
| Rochester Blvd & Access 1 | Side Street Stop | EB | - | - | 15.2 | C | 8.1 | A | 15.2 | C |
| | | WB | 1.2 | A | 2.0 | A | - | - | | |
| | | NB | 3.3 | A | - | - | 1.5 | A | | |
| | | SB | - | - | - | - | - | - | | |
| County 29 Blvd & Access 2 | Side Street Stop | EB | 10.6 | B | - | - | 7.4 | A | 10.6 | B |
| | | WB | - | - | - | - | - | - | | |
| | | NB | 3.5 | A | 1.7 | A | - | - | | |
| | | SB | - | - | 1.5 | A | 0.4 | A | | |
| CSAH 88 & Harry Ave | Side Street Stop | EB | 3.9 | A | 0.5 | A | 1.3 | A | 6.7 | A |
| | | WB | 5.7 | A | 4.2 | A | 3.5 | A | | |
| | | NB | 3.9 | A | 6.7 | A | 1.3 | A | | |
| | | SB | 5.0 | A | 4.3 | A | 3.5 | A | | |

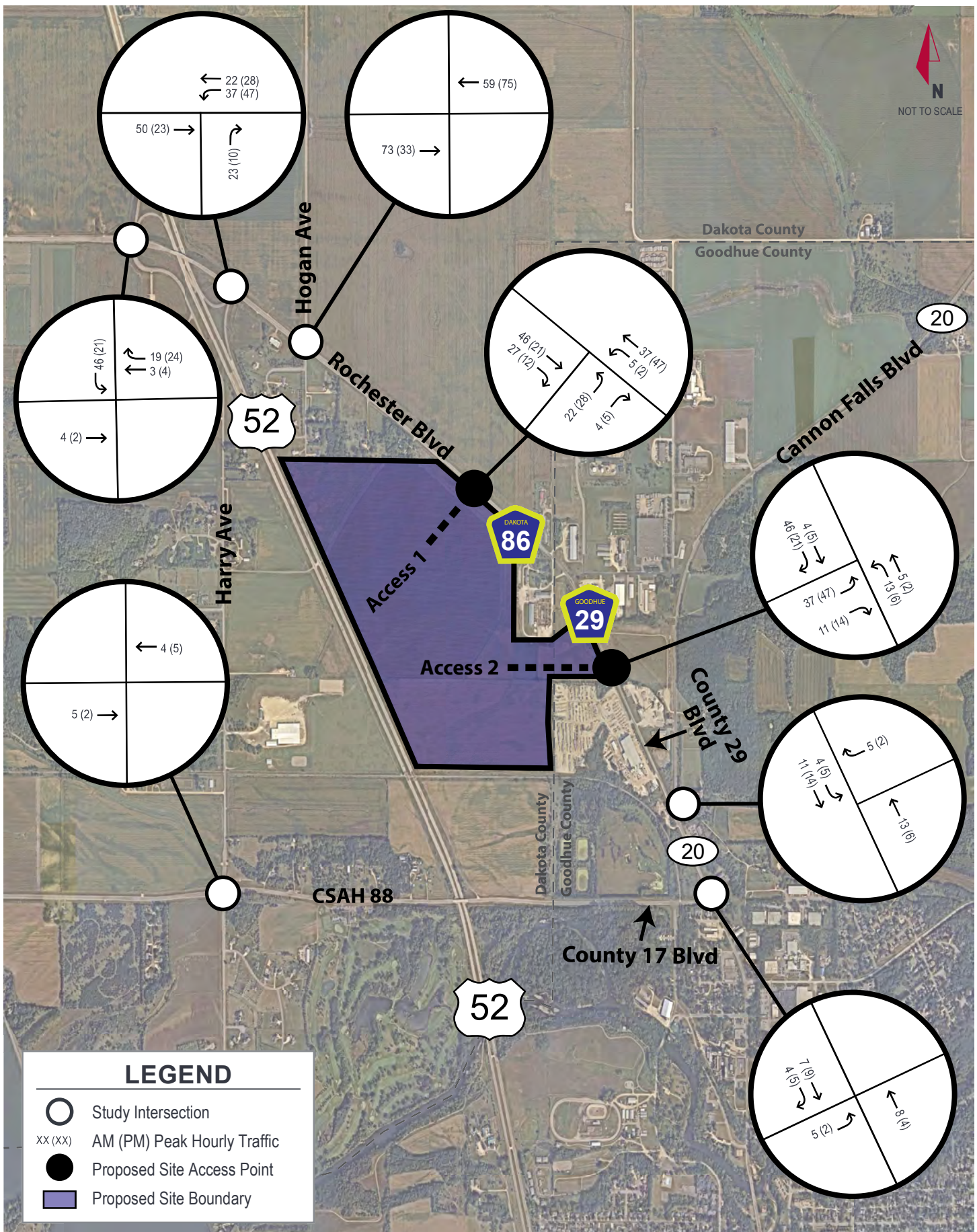
With additional site traffic and background traffic growth, the study area intersections are projected to operate at acceptably, with all intersections and individual movements anticipated to operate at LOS D or better during the AM and PM peak hours.

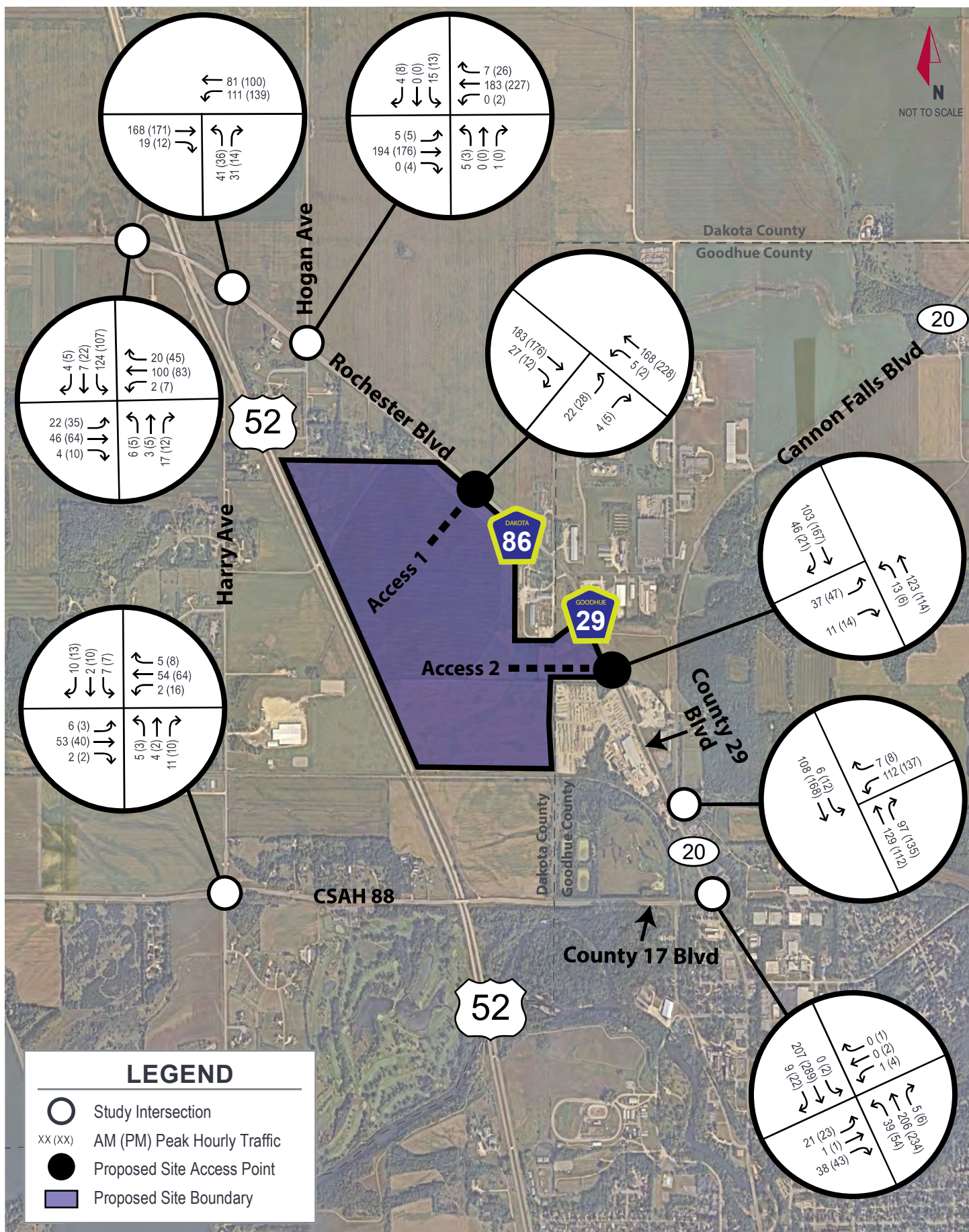
The SimTraffic reports are provided in **Appendix C**. The 95th percentile queues are anticipated to remain within their respective storage bays.

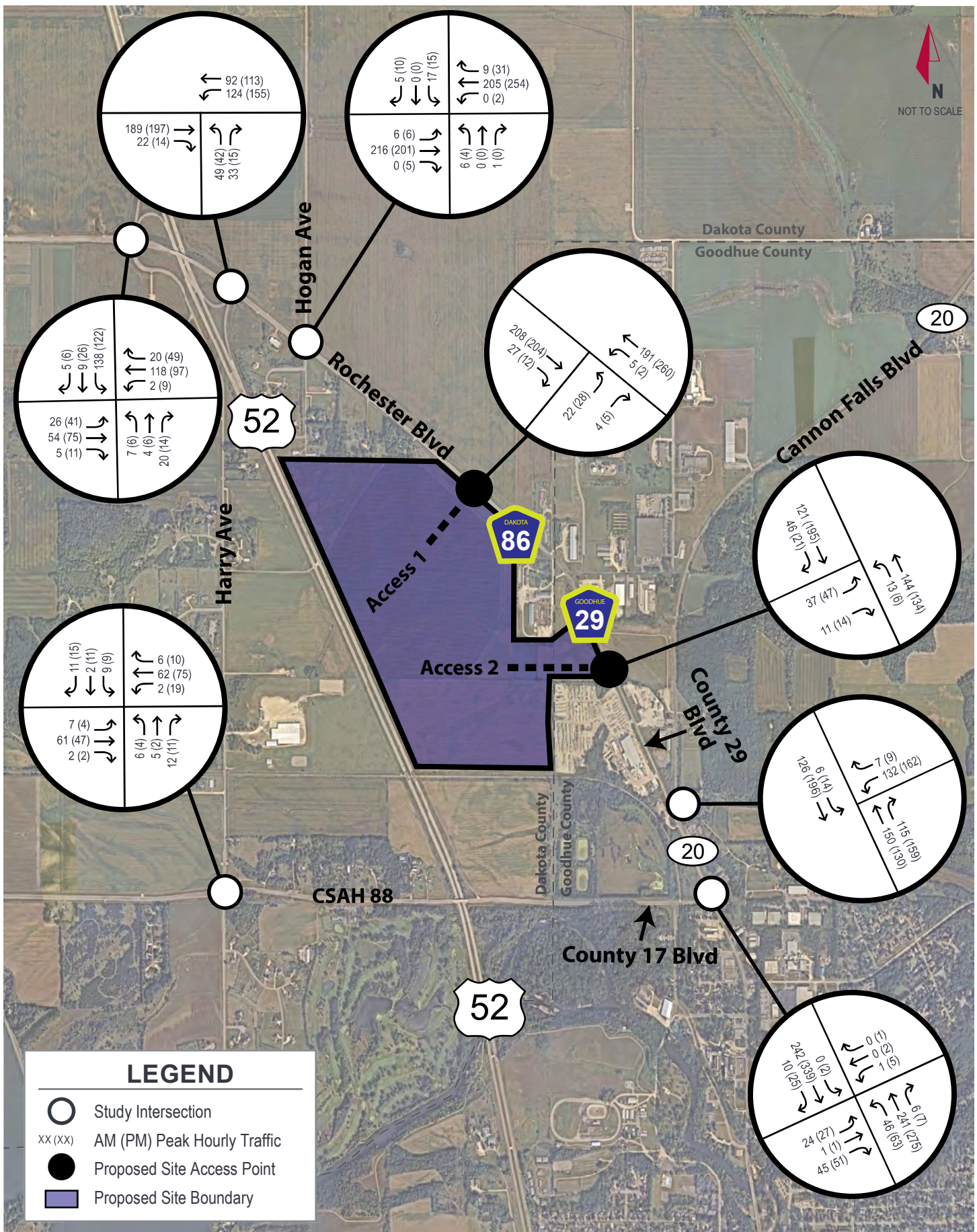
SCENARIO 2 BUILD CONDITIONS

The trip distribution for Scenario 2 is shown in **Exhibit 10** and the site traffic is shown in **Exhibit 11**. The Opening Year (2029) Scenario 2 traffic volumes (shown in **Exhibit 12**) were developed by adding the site Traffic in **Exhibit 11** to the Opening Year (2029) No-Build Traffic volumes in **Exhibit 4**. The Design Year (2044) Scenario 2 traffic volumes (shown in **Exhibit 13**) were developed by adding the site Traffic in **Exhibit 11** to the Design Year (2044) No-Build Traffic volumes in **Exhibit 5**.









OPENING YEAR (2029) SCENARIO 2 CONDITIONS

Opening Year (2029) Scenario 2 conditions were analyzed to determine any traffic impacts from the addition of the site traffic to the study intersections. The five study intersections were modeled with the existing geometry and intersection control as summarized in **Exhibit 2**. The site accesses were modeled as side street stop control, and no turn lanes were initially assumed for the analysis. Opening Year (2029) Scenario 2 turning movement volumes are shown in **Exhibit 8**. The results of the analysis are provided in **Table 10**.

Table 10 – Opening Year (2029) Scenario 2 Intersection Analysis

| Intersection | Control | Approach | Operations by Movement | | | | | | Overall Intersection/ Worst Side Street Movement | |
|------------------------------------|------------------|----------|------------------------|-----|-----------------|-----|-----------------|-----|--|-----|
| | | | Left | | Through | | Right | | | |
| | | | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| AM Peak Hour | | | | | | | | | | |
| Rochester Blvd & Harry Ave/Hwy 52 | Side Street Stop | EB | 0.6 | A | 1.0 | A | 0.1 | A | 8.7 | A |
| | | WB | 0.4 | A | 1.1 | A | 0.4 | A | | |
| | | NB | 4.3 | A | 8.7 | A | 2.3 | A | | |
| | | SB | 6.0 | A | 6.0 | A | 2.3 | A | | |
| Rochester Blvd & Hwy 52 NB Ramp | Side Street Stop | EB | - | - | 1.4 | A | 0.9 | A | 7.4 | A |
| | | WB | 2.2 | A | 0.8 | A | - | - | | |
| | | NB | 7.2 | A | - | - | 2.9 | A | | |
| | | SB | - | - | - | - | - | - | | |
| Rochester Blvd & Hogan Avenue | Side Street Stop | EB | 0.9 | A | 0.7 | A | 0.0 | A | 7.4 | A |
| | | WB | 0.0 | A | 1.3 | A | 0.8 | A | | |
| | | NB | 7.4 | A | 0.0 | A | 2.4 | A | | |
| | | SB | 5.0 | A | 0.0 | A | 1.5 | A | | |
| County 29 Blvd & Cannon Falls Blvd | Side Street Stop | EB | - | - | - | - | - | - | 6.0 | A |
| | | WB | 6.0 | A | - | - | 3.3 | A | | |
| | | NB | - | - | 0.5 | A | 0.6 | A | | |
| | | SB | 3.4 | A | 1.4 | A | - | - | | |
| County 29 Blvd & County 17 Blvd | Side Street Stop | EB | 10.4 | B | 3.2 | A | 8.8 | A | 10.4 | B |
| | | WB | 5.0 | A | 0.0 | A | 0.0 | A | | |
| | | NB | 2.2 | A | 0.8 | A | 0.3 | A | | |
| | | SB | 0.0 | A | 0.9 | A | 0.5 | A | | |
| Rochester Blvd & Access 1 | Side Street Stop | EB | - | - | 1.6 | A | 0.9 | A | 5.8 | A |
| | | WB | 1.5 | A | 0.8 | A | - | - | | |
| | | NB | 5.8 | A | - | - | 3.3 | A | | |
| | | SB | - | - | - | - | - | - | | |
| County 29 Blvd & Access 2 | Side Street Stop | EB | 5.4 | A | - | - | 2.2 | A | 5.4 | A |
| | | WB | - | - | - | - | - | - | | |
| | | NB | 1.9 | A | 0.8 | A | - | - | | |
| | | SB | - | - | 1.2 | A | 0.7 | A | | |
| CSAH 88 & Harry Ave | Side Street Stop | EB | 3.0 | A | 1.7 | A | 1.0 | A | 10.1 | B |
| | | WB | 3.6 | A | 1.4 | A | 2.3 | A | | |
| | | NB | 2.3 | A | 8.7 | A | 1.3 | A | | |
| | | SB | 3.8 | A | 10.1 | B | 1.9 | A | | |

Table 10 – Opening Year (2029) Scenario 2 Intersection Analysis (Continued)

| Intersection | Control | Approach | Operations by Movement | | | | | | Overall Intersection/ Worst Side Street Movement | |
|------------------------------------|------------------|----------|------------------------|-----|-----------------|-----|-----------------|-----|--|-----|
| | | | Left | | Through | | Right | | | |
| | | | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| PM Peak Hour | | | | | | | | | | |
| Rochester Blvd & Harry Ave/Hwy 52 | Side Street Stop | EB | 0.9 | A | 0.9 | A | 0.1 | A | 8.0 | A |
| | | WB | 1.2 | A | 1.1 | A | 0.6 | A | | |
| | | NB | 4.2 | A | 8.0 | A | 2.2 | A | | |
| | | SB | 6.2 | A | 6.5 | A | 2.2 | A | | |
| Rochester Blvd & Hwy 52 NB Ramp | Side Street Stop | EB | - | - | 1.2 | A | 0.9 | A | 8.5 | A |
| | | WB | 2.1 | A | 0.8 | A | - | - | | |
| | | NB | 8.5 | A | - | - | 2.5 | A | | |
| | | SB | - | - | - | - | - | - | | |
| Rochester Blvd & Hogan Avenue | Side Street Stop | EB | 1.1 | A | 0.5 | A | 0.9 | A | 5.9 | A |
| | | WB | 2.8 | A | 1.6 | A | 1.0 | A | | |
| | | NB | 5.9 | A | 0.0 | A | 0.0 | A | | |
| | | SB | 5.8 | A | 0.0 | A | 1.8 | A | | |
| County 29 Blvd & Cannon Falls Blvd | Side Street Stop | EB | - | - | - | - | - | - | 6.9 | A |
| | | WB | 6.9 | A | - | - | 4.9 | A | | |
| | | NB | - | - | 0.8 | A | 1.0 | A | | |
| | | SB | 4.0 | A | 1.6 | A | - | - | | |
| County 29 Blvd & County 17 Blvd | Side Street Stop | EB | 11.7 | B | 6.5 | A | 6.9 | A | 11.7 | B |
| | | WB | 8.9 | A | 9.3 | A | 4.7 | A | | |
| | | NB | 2.8 | A | 1.5 | A | 0.6 | A | | |
| | | SB | 2.4 | A | 1.1 | A | 0.9 | A | | |
| Rochester Blvd & Access 1 | Side Street Stop | EB | - | - | 10.8 | B | 3.7 | A | 10.8 | B |
| | | WB | 0.0 | A | 0.8 | A | - | - | | |
| | | NB | 0.9 | A | - | - | 0.1 | A | | |
| | | SB | - | - | - | - | - | - | | |
| County 29 Blvd & Access 2 | Side Street Stop | EB | 5.3 | A | - | - | 2.0 | A | 5.3 | A |
| | | WB | - | - | - | - | - | - | | |
| | | NB | 1.8 | A | 0.8 | A | - | - | | |
| | | SB | - | - | 0.7 | A | 0.3 | A | | |
| CSAH 88 & Harry Ave | Side Street Stop | EB | 11.1 | B | 1.6 | A | 0.0 | A | 11.1 | B |
| | | WB | 5.4 | A | 2.5 | A | 2.2 | A | | |
| | | NB | 2.9 | A | 8.5 | A | 1.1 | A | | |
| | | SB | 4.9 | A | 5.5 | A | 3.2 | A | | |

With the addition of site-generated traffic, the study area intersections are projected to have minimal change in delay with the majority of movements and approaches projected to operate at the same LOS as compared to Opening Year (2029) No-Build Conditions. All intersections and individual movements are anticipated to operate at LOS B or better during the AM and PM peak hours.

The SimTraffic reports are provided in **Appendix C**. All 95th percentile queues are anticipated to remain within their respective storage bays.

DESIGN YEAR (2044) SCENARIO 2 CONDITIONS

Design Year (2044) Scenario 2 conditions were analyzed to determine any traffic impacts from the addition of the site traffic to the study intersections in the long-term. The five study intersections were modeled with the existing geometry and intersection control as summarized in **Exhibit 2**. The site accesses were modeled as side street stop control and no turn lanes were initially assumed for the analysis.

Design Year (2044) Scenario 2 traffic volumes were developed from the addition of the Design Year (2044) No-Build volumes in **Exhibit 5** and the Scenario 2 site trips in **Exhibits 7**. The Design Year (2044) Scenario 2 turning movement volumes are shown in **Exhibit 9**. The results of the analysis are provided in **Table 11**.

Table 11 – Design Year (2044) Scenario 2 Intersection Analysis

| Intersection | Control | Approach | Operations by Movement | | | | | | Overall Intersection/ Worst Side Street Movement | |
|------------------------------------|------------------|----------|------------------------|-----|-----------------|-----|-----------------|-----|--|-----|
| | | | Left | | Through | | Right | | | |
| | | | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| AM Peak Hour | | | | | | | | | | |
| Rochester Blvd & Harry Ave/Hwy 52 | Side Street Stop | EB | 0.6 | A | 1.1 | A | 0.0 | A | 8.2 | A |
| | | WB | 1.9 | A | 1.3 | A | 0.7 | A | | |
| | | NB | 4.6 | A | 8.2 | A | 2.5 | A | | |
| | | SB | 6.2 | A | 7.1 | A | 2.9 | A | | |
| Rochester Blvd & Hwy 52 NB Ramp | Side Street Stop | EB | - | - | 1.4 | A | 0.9 | A | 9.5 | A |
| | | WB | 2.6 | A | 1.0 | A | - | - | | |
| | | NB | 9.5 | A | - | - | 2.7 | A | | |
| | | SB | - | - | - | - | - | - | | |
| Rochester Blvd & Hogan Avenue | Side Street Stop | EB | 0.7 | A | 0.7 | A | 0.0 | A | 7.5 | A |
| | | WB | 0.0 | A | 1.8 | A | 1.3 | A | | |
| | | NB | 7.0 | A | 0.0 | A | 7.5 | A | | |
| | | SB | 4.7 | A | 0.0 | A | 2.0 | A | | |
| County 29 Blvd & Cannon Falls Blvd | Side Street Stop | EB | - | - | - | - | - | - | 7.3 | A |
| | | WB | 7.3 | A | - | - | 4.4 | A | | |
| | | NB | - | - | 0.6 | A | 0.7 | A | | |
| | | SB | 4.4 | A | 1.7 | A | - | - | | |
| County 29 Blvd & County 17 Blvd | Side Street Stop | EB | 14.8 | B | 3.4 | A | 8.6 | A | 14.8 | B |
| | | WB | 0.0 | A | 0.0 | A | 0.0 | A | | |
| | | NB | 2.2 | A | 1.1 | A | 0.2 | A | | |
| | | SB | 0.0 | A | 0.9 | A | 0.6 | A | | |
| Rochester Blvd & Access 1 | Side Street Stop | EB | - | - | 1.6 | A | 0.8 | A | 6.4 | A |
| | | WB | 1.6 | A | 1.2 | A | - | - | | |
| | | NB | 6.4 | A | - | - | 3.3 | A | | |
| | | SB | - | - | - | - | - | - | | |
| County 29 Blvd & Access 2 | Side Street Stop | EB | 5.1 | A | - | - | 2.9 | A | 5.1 | A |
| | | WB | - | - | - | - | - | - | | |
| | | NB | 2.1 | A | 1.0 | A | - | - | | |
| | | SB | - | - | 1.1 | A | 0.7 | A | | |
| CSAH 88 & Harry Ave | Side Street Stop | EB | 10.7 | B | 7.3 | A | 1.0 | A | 10.7 | B |
| | | WB | 4.4 | A | 8.5 | A | 3.3 | A | | |
| | | NB | 4.1 | A | 5.7 | A | 2.0 | A | | |
| | | SB | 6.8 | A | 9.8 | A | 2.5 | A | | |

Table 11 – Design Year (2044) Scenario 2 Intersection Analysis (Continued)

| Intersection | Control | Approach | Operations by Movement | | | | | | Overall Intersection/ Worst Side Street Movement | |
|------------------------------------|------------------|----------|------------------------|-----|-----------------|-----|-----------------|-----|--|-----|
| | | | Left | | Through | | Right | | | |
| | | | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| PM Peak Hour | | | | | | | | | | |
| Rochester Blvd & Harry Ave/Hwy 52 | Side Street Stop | EB | 1.0 | A | 1.1 | A | 0.1 | A | 7.5 | A |
| | | WB | 1.4 | A | 1.3 | A | 0.6 | A | | |
| | | NB | 4.7 | A | 7.5 | A | 1.8 | A | | |
| | | SB | 6.4 | A | 6.9 | A | 2.3 | A | | |
| Rochester Blvd & Hwy 52 NB Ramp | Side Street Stop | EB | - | - | 1.3 | A | 0.7 | A | 8.9 | A |
| | | WB | 2.5 | A | 1.0 | A | - | - | | |
| | | NB | 8.9 | B | - | - | 2.8 | A | | |
| | | SB | - | - | - | - | - | - | | |
| Rochester Blvd & Hogan Avenue | Side Street Stop | EB | 1.4 | A | 0.6 | A | 0.7 | A | 9.6 | A |
| | | WB | 0.9 | A | 1.7 | A | 1.1 | A | | |
| | | NB | 9.6 | A | 0.0 | A | 0.0 | A | | |
| | | SB | 5.3 | A | 0.0 | A | 2.2 | A | | |
| County 29 Blvd & Cannon Falls Blvd | Side Street Stop | EB | - | - | - | - | - | - | 9.2 | A |
| | | WB | 9.2 | A | - | - | 5.7 | A | | |
| | | NB | - | - | 0.9 | A | 1.0 | A | | |
| | | SB | 4.1 | A | 1.9 | A | - | - | | |
| County 29 Blvd & County 17 Blvd | Side Street Stop | EB | 14.5 | B | 32.5 | D | 8.6 | A | 32.5 | D |
| | | WB | 8.8 | A | 15.0 | B | 3.4 | A | | |
| | | NB | 3.4 | A | 1.8 | A | 0.4 | A | | |
| | | SB | 1.9 | A | 1.2 | A | 0.9 | A | | |
| Rochester Blvd & Access 1 | Side Street Stop | EB | - | - | 11.5 | B | 3.5 | A | 11.5 | B |
| | | WB | 1.3 | A | 1.0 | A | - | - | | |
| | | NB | 1.2 | A | - | - | 0.1 | A | | |
| | | SB | - | - | - | - | - | - | | |
| County 29 Blvd & Access 2 | Side Street Stop | EB | 5.9 | A | - | - | 3.1 | A | 5.9 | A |
| | | WB | - | - | - | - | - | - | | |
| | | NB | 2.6 | A | 0.8 | A | - | - | | |
| | | SB | - | - | 0.7 | A | 0.2 | A | | |
| CSAH 88 & Harry Ave | Side Street Stop | EB | 6.5 | A | 6.8 | A | 1.8 | A | 11.1 | B |
| | | WB | 11.1 | B | 8.9 | A | 3.9 | A | | |
| | | NB | 6.0 | A | 3.1 | A | 1.8 | A | | |
| | | SB | 9.9 | A | 4.0 | A | 4.0 | A | | |

With additional site traffic and background traffic growth, the study area intersections are projected to experience minimal change in delay, with most of movements projected to operate at the same LOS as the Opening Year (2029) Build Conditions. All intersections and individual movements are anticipated to operate at LOS D or better during the AM and PM peak hours.

The SimTraffic reports are provided in **Appendix C**. All 95th percentile queues are anticipated to remain within their respective storage bays.

TURN LANE WARRANT ANALYSIS

A turn lane warrant analysis was conducted at the site’s access points for the Opening Year (2029) build conditions and the Design Year (2044) build conditions to determine the anticipated need for turn lanes in the future build conditions. The turn lane warrant analysis was conducted using the methodology outlined in the National Cooperative Highway Research Program (NCHRP) Report 457 regarding the need for major road turn lanes at side street stop-controlled intersections. Results of the analysis are summarized below in **Table 12** and **Table 13**.

The results of the warrants for left and right-turn lanes under Scenario 2: Opening Year (2029) and Design Year (2044) conditions indicate that turn lanes are not warranted at the proposed site access points along Rochester Boulevard and County 29 Boulevard.

Under Scenario 1 conditions, a westbound left and an eastbound right turn movement at the northern access are expected to meet the warrant for left and right turn lanes under Opening Year (2029) build conditions and Design Year (2044) build conditions. A southbound right turn movement at the southern access (Access 2) is expected to meet the warrant for a right turn lane under Opening Year (2029) build conditions and Design Year (2044) build conditions.

Table 12 – Scenario 1: Opening Year (2029) and Design Year (2044) Turn Lane Warrants

| Intersection | Movement | Turn Lane Warrant Result | |
|---|----------|--------------------------|---------|
| | | Build | |
| | | 2029 | 2044 |
| Rochester Boulevard & Access 1 (northern access) | WBL | Met | Met |
| | EBR | Met | Met |
| County 29 Boulevard & Access 2 (southern access) | NBL | Not Met | Not Met |
| | SBR | Met | Met |

The results of the warrants for left and right-turn lanes under Scenario 2: Opening Year (2029) and Design Year (2044) conditions indicate that turn lanes are not warranted at the proposed site access points along Rochester Boulevard and County 29 Boulevard.

Table 13 – Scenario 2: Opening Year (2029) and Design Year (2044) Turn Lane Warrants

| Intersection | Movement | Turn Lane Warrant Result | |
|---|----------|--------------------------|---------|
| | | Build | |
| | | 2029 | 2044 |
| Rochester Boulevard & Access 1 (northern access) | WBL | Not Met | Not Met |
| | EBR | Not Met | Not Met |
| County 29 Boulevard & Access 2 (southern access) | NBL | Not Met | Not Met |
| | SBR | Not Met | Not Met |

It should be noted that while a northbound left-turn lane is not warranted at the southern access under Scenario 1, both Dakota County and Goodhue County may require additional turn lanes at the access to limit the impacts of site traffic along the county roads. Likewise, though turn lanes were not found to be warranted under Scenario 2 conditions, Dakota County or Goodhue county may require turn lanes to be installed for policy or safety reasons.

CONCLUSIONS AND RECOMMENDATIONS

Tract Management Company is proposing two development scenarios at the southeast corner of the intersection of Highway 52 and Rochester Boulevard in Cannon Falls, Minnesota. Scenario 2 consists of a 1,500,000 SF technology park, and Scenario 1 consists of a 1,750,000 SF industrial park.

The proposed development will consist of one parcel, with one access point on Rochester Boulevard and one access point on County 29 Boulevard. The northern portion of the site would have its primary access located along Rochester Boulevard (“Access 1”). The southern portion of the site would have its primary access point located along County 29 Boulevard, approximately 1,300’ south of Holiday Avenue (“Access 2”).

The trip generation of Scenario 1 was evaluated based on data from the ITE Trip Generation Manual, 11th Edition by applying LUC 130 (Industrial Park). Scenario 1 is anticipated to generate 595 new trips during the AM peak hour (482 entering, 113 exiting) and 595 new trips during the PM peak hour (131 entering, 464 exiting). Scenario 1 is anticipated to generate 5,898 weekday daily trips.

The trip generation of Scenario 2 was evaluated based on data from the ITE Trip Generation Manual, 11th Edition by applying ITE Land Use Code 160 (Data Center). Scenario 2 is anticipated to generate 165 new trips during the AM peak hour (91 entering, 74 exiting) and 135 new trips during the PM peak hour (41 entering, 94 exiting). Scenario 2 is anticipated to generate 1,485 daily trips.

A capacity analysis was performed for Existing Year (2024), Opening Year (2029) No-Build, Opening Year (2029) Scenario 2, Opening Year (2029) Scenario 1, Design Year (2044) No-Build, Design Year (2044) Scenario 2, and Design Year (2044) Scenario 1. In all conditions the study intersections are anticipated to operate acceptably.

Turn lane warrants were analyzed at the proposed access points along Rochester Boulevard and County 29 Boulevard. It was found that no turn lanes were warranted at the proposed access points under Scenario 2: Opening Year (2029) Build and Design year (2044) Build Conditions. Under Scenario 1: Opening Year (2029) Build and Design year (2044) Build Conditions, a westbound left and an eastbound right-turn lane

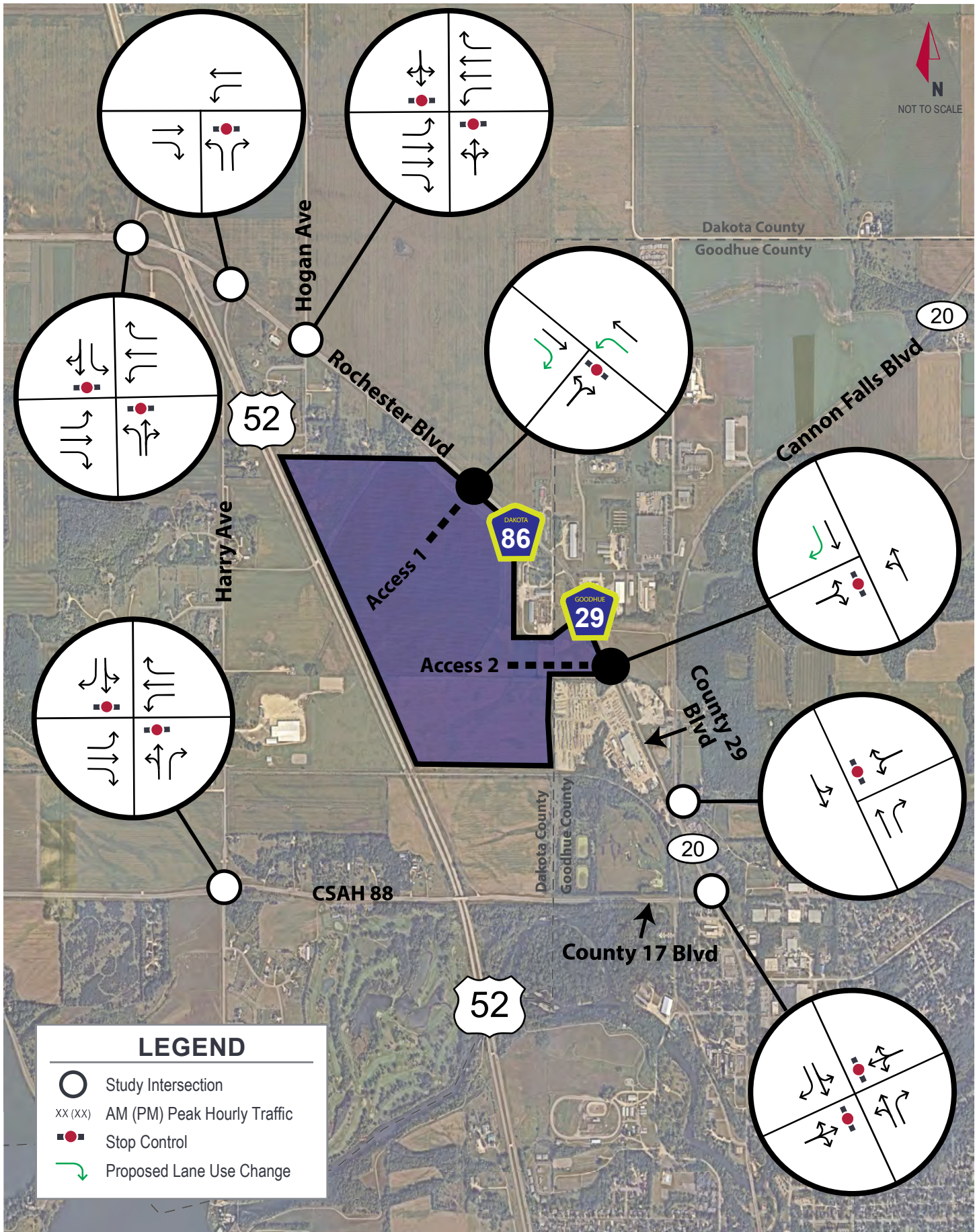
were warranted at the site access along Rochester Boulevard (northern access). A south bound right-turn lane was warranted at the access point along County 29 Boulevard (southern access) under Scenario 1: 2029 Opening Year (2029) Build and Design Year (2044) Build Conditions.

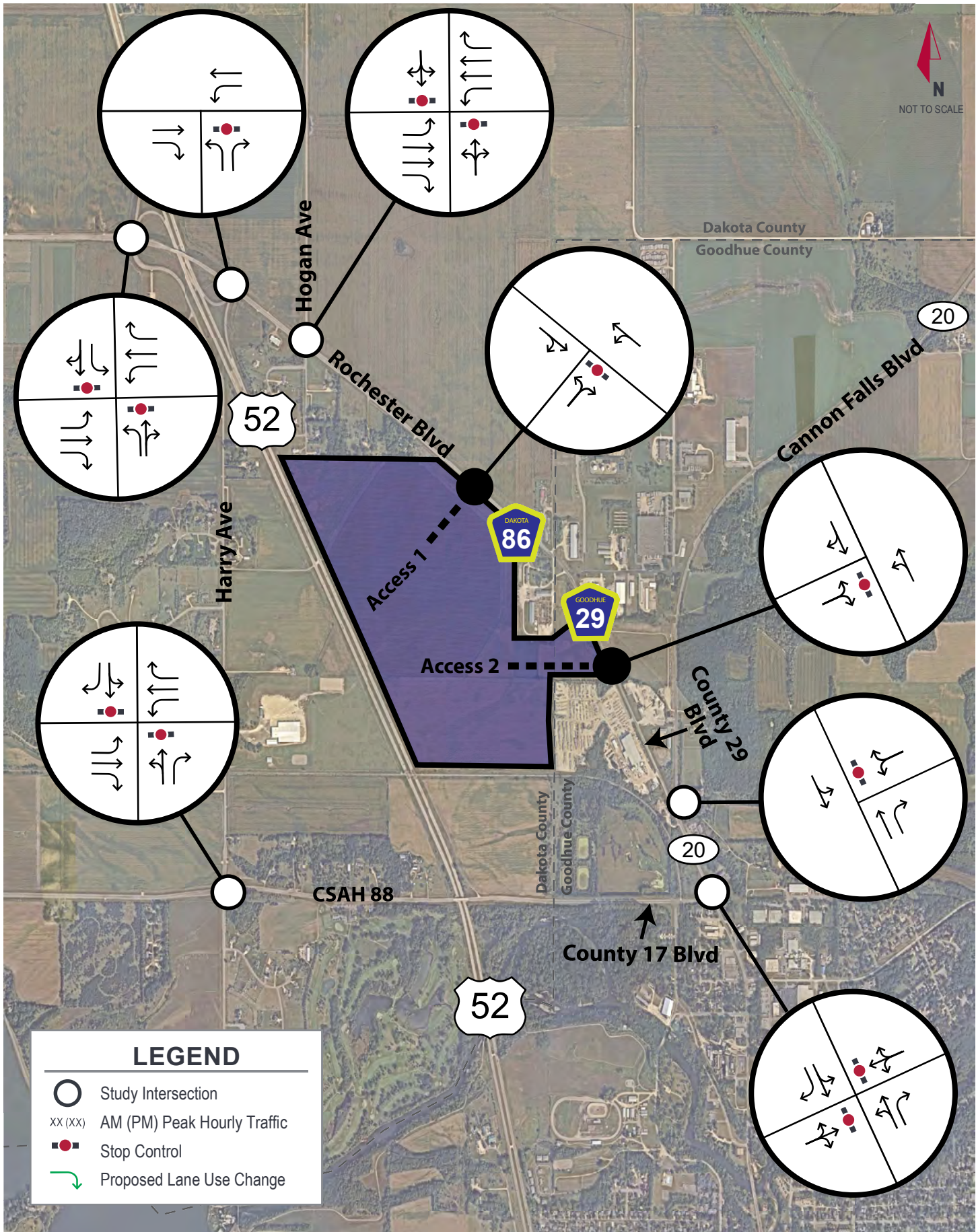
The recommended mitigation measures under Scenario 1 conditions (as shown in **Exhibit 14**) are:

- Install side street stop control at the site accesses.
- Install a westbound left-turn lane at Access 1 (northern access) along Rochester Boulevard.
- Install an eastbound right-turn lane at Access 1 (northern access) along Rochester Boulevard.
- Install a southbound right-turn lane at Access 2 (southern access) along County 29 Boulevard.

The recommended mitigation measures under Scenario 2 conditions (as shown in **Exhibit 15**) are:

- Install side street stop control at the site accesses.





APPENDIX

- A. Turning Movement Counts**
- B. Site Layout Exhibits**
- C. SimTraffic Analysis Results**

A. Turning Movement Counts





Kimley-Horn and Associates, Inc.
4201 Winfield Road Suite 600
Warrenville, Illinois, United States 60555
(630) 487-5550 ethan.scowcroft@kimley-horn.com

Count Name: Hwy 52 SB & Rochester
Bld/Harry Ave
Site Code:
Start Date: 10/30/2024
Page No: 1

Turning Movement Data

| Start Time | Rochester Blvd Eastbound | | | | Rochester Blvd Westbound | | | | Harry Ave Northbound | | | | Hwy 52 SB Ramp Southbound | | | | Int. Total |
|--------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-------------------------|------|-------|------------|------------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 6:00 AM | 4 | 5 | 0 | 9 | 0 | 11 | 1 | 12 | 0 | 0 | 2 | 2 | 9 | 0 | 0 | 9 | 32 |
| 6:15 AM | 4 | 8 | 0 | 12 | 0 | 12 | 1 | 13 | 1 | 0 | 7 | 8 | 15 | 0 | 0 | 15 | 48 |
| 6:30 AM | 6 | 9 | 0 | 15 | 0 | 12 | 1 | 13 | 2 | 0 | 5 | 7 | 8 | 1 | 0 | 9 | 44 |
| 6:45 AM | 4 | 17 | 0 | 21 | 1 | 17 | 0 | 18 | 0 | 0 | 3 | 3 | 34 | 4 | 0 | 38 | 80 |
| Hourly Total | 18 | 39 | 0 | 57 | 1 | 52 | 3 | 56 | 3 | 0 | 17 | 20 | 66 | 5 | 0 | 71 | 204 |
| 7:00 AM | 3 | 9 | 2 | 14 | 0 | 21 | 0 | 21 | 0 | 1 | 4 | 5 | 11 | 0 | 1 | 12 | 52 |
| 7:15 AM | 6 | 6 | 1 | 13 | 1 | 18 | 1 | 20 | 4 | 0 | 4 | 8 | 15 | 1 | 2 | 18 | 59 |
| 7:30 AM | 8 | 8 | 1 | 17 | 0 | 36 | 0 | 36 | 2 | 2 | 5 | 9 | 14 | 2 | 1 | 17 | 79 |
| 7:45 AM | 7 | 15 | 2 | 24 | 1 | 19 | 1 | 21 | 1 | 0 | 4 | 5 | 10 | 1 | 0 | 11 | 61 |
| Hourly Total | 24 | 38 | 6 | 68 | 2 | 94 | 2 | 98 | 7 | 3 | 17 | 27 | 50 | 4 | 4 | 58 | 251 |
| 8:00 AM | 11 | 15 | 0 | 26 | 6 | 9 | 0 | 15 | 1 | 3 | 1 | 5 | 10 | 4 | 0 | 14 | 60 |
| 8:15 AM | 5 | 14 | 1 | 20 | 1 | 11 | 3 | 15 | 0 | 0 | 3 | 3 | 9 | 0 | 0 | 9 | 47 |
| 8:30 AM | 2 | 8 | 0 | 10 | 2 | 11 | 2 | 15 | 0 | 0 | 0 | 0 | 8 | 5 | 3 | 16 | 41 |
| 8:45 AM | 1 | 7 | 0 | 8 | 0 | 12 | 1 | 13 | 0 | 0 | 2 | 2 | 17 | 3 | 2 | 22 | 45 |
| Hourly Total | 19 | 44 | 1 | 64 | 9 | 43 | 6 | 58 | 1 | 3 | 6 | 10 | 44 | 12 | 5 | 61 | 193 |
| 9:00 AM | 4 | 11 | 1 | 16 | 1 | 7 | 2 | 10 | 1 | 1 | 2 | 4 | 9 | 4 | 1 | 14 | 44 |
| 9:15 AM | 3 | 6 | 2 | 11 | 2 | 10 | 1 | 13 | 1 | 0 | 2 | 3 | 6 | 5 | 0 | 11 | 38 |
| 9:30 AM | 6 | 5 | 3 | 14 | 1 | 9 | 3 | 13 | 0 | 1 | 3 | 4 | 16 | 1 | 1 | 18 | 49 |
| 9:45 AM | 6 | 4 | 2 | 12 | 1 | 17 | 1 | 19 | 0 | 0 | 1 | 1 | 4 | 3 | 0 | 7 | 39 |
| Hourly Total | 19 | 26 | 8 | 53 | 5 | 43 | 7 | 55 | 2 | 2 | 8 | 12 | 35 | 13 | 2 | 50 | 170 |
| 10:00 AM | 2 | 8 | 0 | 10 | 1 | 5 | 2 | 8 | 0 | 0 | 1 | 1 | 8 | 2 | 2 | 12 | 31 |
| 10:15 AM | 3 | 5 | 1 | 9 | 1 | 7 | 0 | 8 | 0 | 0 | 2 | 2 | 11 | 0 | 1 | 12 | 31 |
| 10:30 AM | 3 | 4 | 2 | 9 | 0 | 8 | 1 | 9 | 1 | 1 | 1 | 3 | 9 | 3 | 0 | 12 | 33 |
| 10:45 AM | 3 | 11 | 5 | 19 | 2 | 9 | 4 | 15 | 1 | 0 | 3 | 4 | 8 | 4 | 0 | 12 | 50 |
| Hourly Total | 11 | 28 | 8 | 47 | 4 | 29 | 7 | 40 | 2 | 1 | 7 | 10 | 36 | 9 | 3 | 48 | 145 |
| 11:00 AM | 8 | 6 | 2 | 16 | 4 | 9 | 2 | 15 | 0 | 0 | 6 | 6 | 8 | 4 | 0 | 12 | 49 |
| 11:15 AM | 5 | 6 | 2 | 13 | 0 | 11 | 3 | 14 | 0 | 0 | 3 | 3 | 9 | 1 | 2 | 12 | 42 |
| 11:30 AM | 5 | 3 | 1 | 9 | 3 | 9 | 2 | 14 | 1 | 1 | 2 | 4 | 7 | 3 | 4 | 14 | 41 |
| 11:45 AM | 3 | 8 | 1 | 12 | 1 | 9 | 1 | 11 | 0 | 1 | 2 | 3 | 9 | 2 | 1 | 12 | 38 |
| Hourly Total | 21 | 23 | 6 | 50 | 8 | 38 | 8 | 54 | 1 | 2 | 13 | 16 | 33 | 10 | 7 | 50 | 170 |
| 12:00 PM | 2 | 6 | 2 | 10 | 2 | 11 | 2 | 15 | 0 | 1 | 7 | 8 | 8 | 2 | 0 | 10 | 43 |
| 12:15 PM | 1 | 7 | 2 | 10 | 0 | 7 | 1 | 8 | 0 | 0 | 4 | 4 | 7 | 5 | 2 | 14 | 36 |
| 12:30 PM | 5 | 5 | 5 | 15 | 0 | 8 | 1 | 9 | 1 | 1 | 6 | 8 | 14 | 2 | 1 | 17 | 49 |
| 12:45 PM | 4 | 8 | 2 | 14 | 3 | 9 | 4 | 16 | 2 | 0 | 5 | 7 | 7 | 6 | 1 | 14 | 51 |
| Hourly Total | 12 | 26 | 11 | 49 | 5 | 35 | 8 | 48 | 3 | 2 | 22 | 27 | 36 | 15 | 4 | 55 | 179 |
| 1:00 PM | 6 | 10 | 2 | 18 | 1 | 6 | 1 | 8 | 3 | 0 | 4 | 7 | 12 | 1 | 0 | 13 | 46 |

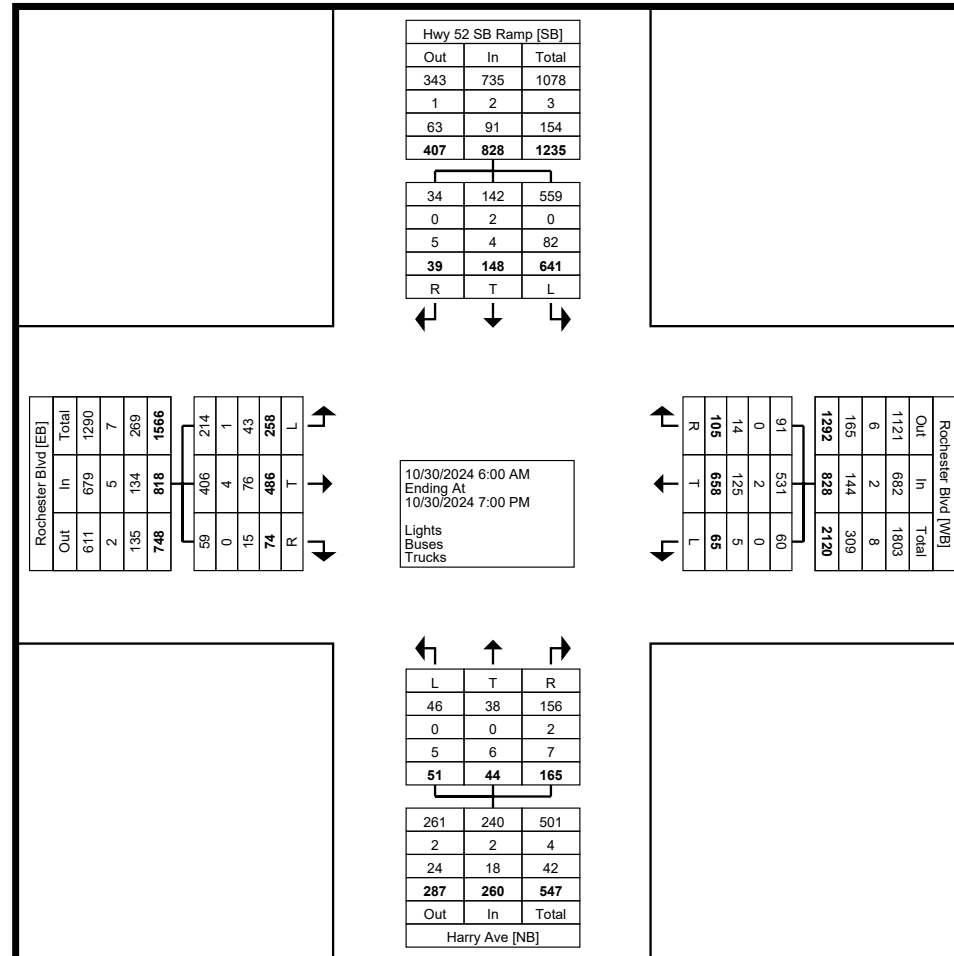
| | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1:15 PM | 2 | 10 | 2 | 14 | 3 | 21 | 2 | 26 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 9 | 49 |
| 1:30 PM | 10 | 9 | 0 | 19 | 3 | 11 | 2 | 16 | 1 | 1 | 0 | 2 | 7 | 4 | 0 | 11 | 48 |
| 1:45 PM | 3 | 5 | 0 | 8 | 3 | 14 | 2 | 19 | 1 | 2 | 2 | 5 | 14 | 3 | 0 | 17 | 49 |
| Hourly Total | 21 | 34 | 4 | 59 | 10 | 52 | 7 | 69 | 5 | 3 | 6 | 14 | 41 | 9 | 0 | 50 | 192 |
| 2:00 PM | 3 | 12 | 1 | 16 | 0 | 11 | 1 | 12 | 2 | 1 | 5 | 8 | 9 | 3 | 1 | 13 | 49 |
| 2:15 PM | 4 | 6 | 1 | 11 | 1 | 13 | 6 | 20 | 0 | 1 | 4 | 5 | 8 | 3 | 1 | 12 | 48 |
| 2:30 PM | 7 | 15 | 0 | 22 | 1 | 21 | 4 | 26 | 2 | 1 | 0 | 3 | 17 | 4 | 0 | 21 | 72 |
| 2:45 PM | 3 | 8 | 0 | 11 | 2 | 11 | 4 | 17 | 0 | 5 | 3 | 8 | 19 | 4 | 0 | 23 | 59 |
| Hourly Total | 17 | 41 | 2 | 60 | 4 | 56 | 15 | 75 | 4 | 8 | 12 | 24 | 53 | 14 | 2 | 69 | 228 |
| 3:00 PM | 10 | 29 | 1 | 40 | 2 | 13 | 2 | 17 | 2 | 2 | 5 | 9 | 15 | 2 | 1 | 18 | 84 |
| 3:15 PM | 10 | 7 | 3 | 20 | 1 | 18 | 2 | 21 | 0 | 0 | 2 | 2 | 14 | 8 | 0 | 22 | 65 |
| 3:30 PM | 4 | 13 | 6 | 23 | 1 | 17 | 3 | 21 | 0 | 0 | 4 | 4 | 16 | 4 | 1 | 21 | 69 |
| 3:45 PM | 9 | 15 | 2 | 26 | 2 | 17 | 12 | 31 | 0 | 2 | 3 | 5 | 18 | 4 | 3 | 25 | 87 |
| Hourly Total | 33 | 64 | 12 | 109 | 6 | 65 | 19 | 90 | 2 | 4 | 14 | 20 | 63 | 18 | 5 | 86 | 305 |
| 4:00 PM | 11 | 13 | 2 | 26 | 2 | 17 | 3 | 22 | 1 | 2 | 3 | 6 | 15 | 7 | 0 | 22 | 76 |
| 4:15 PM | 10 | 10 | 4 | 24 | 3 | 16 | 3 | 22 | 3 | 1 | 3 | 7 | 19 | 4 | 2 | 25 | 78 |
| 4:30 PM | 3 | 13 | 1 | 17 | 0 | 25 | 2 | 27 | 1 | 0 | 1 | 2 | 18 | 6 | 0 | 24 | 70 |
| 4:45 PM | 3 | 16 | 2 | 21 | 1 | 15 | 0 | 16 | 4 | 1 | 2 | 7 | 27 | 2 | 1 | 30 | 74 |
| Hourly Total | 27 | 52 | 9 | 88 | 6 | 73 | 8 | 87 | 9 | 4 | 9 | 22 | 79 | 19 | 3 | 101 | 298 |
| 5:00 PM | 8 | 10 | 1 | 19 | 2 | 10 | 5 | 17 | 1 | 6 | 7 | 14 | 24 | 4 | 0 | 28 | 78 |
| 5:15 PM | 6 | 9 | 1 | 16 | 0 | 14 | 1 | 15 | 0 | 2 | 7 | 9 | 13 | 3 | 0 | 16 | 56 |
| 5:30 PM | 3 | 8 | 0 | 11 | 1 | 17 | 3 | 21 | 2 | 0 | 8 | 10 | 18 | 3 | 1 | 22 | 64 |
| 5:45 PM | 9 | 9 | 0 | 18 | 2 | 6 | 1 | 9 | 4 | 2 | 4 | 10 | 16 | 3 | 0 | 19 | 56 |
| Hourly Total | 26 | 36 | 2 | 64 | 5 | 47 | 10 | 62 | 7 | 10 | 26 | 43 | 71 | 13 | 1 | 85 | 254 |
| 6:00 PM | 4 | 12 | 1 | 17 | 0 | 9 | 0 | 9 | 4 | 1 | 2 | 7 | 11 | 2 | 0 | 13 | 46 |
| 6:15 PM | 3 | 13 | 1 | 17 | 0 | 11 | 0 | 11 | 0 | 1 | 1 | 2 | 10 | 3 | 1 | 14 | 44 |
| 6:30 PM | 1 | 6 | 2 | 9 | 0 | 5 | 3 | 8 | 1 | 0 | 3 | 4 | 4 | 1 | 0 | 5 | 26 |
| 6:45 PM | 2 | 4 | 1 | 7 | 0 | 6 | 2 | 8 | 0 | 0 | 2 | 2 | 9 | 1 | 2 | 12 | 29 |
| Hourly Total | 10 | 35 | 5 | 50 | 0 | 31 | 5 | 36 | 5 | 2 | 8 | 15 | 34 | 7 | 3 | 44 | 145 |
| Grand Total | 258 | 486 | 74 | 818 | 65 | 658 | 105 | 828 | 51 | 44 | 165 | 260 | 641 | 148 | 39 | 828 | 2734 |
| Approach % | 31.5 | 59.4 | 9.0 | - | 7.9 | 79.5 | 12.7 | - | 19.6 | 16.9 | 63.5 | - | 77.4 | 17.9 | 4.7 | - | - |
| Total % | 9.4 | 17.8 | 2.7 | 29.9 | 2.4 | 24.1 | 3.8 | 30.3 | 1.9 | 1.6 | 6.0 | 9.5 | 23.4 | 5.4 | 1.4 | 30.3 | - |
| Lights | 214 | 406 | 59 | 679 | 60 | 531 | 91 | 682 | 46 | 38 | 156 | 240 | 559 | 142 | 34 | 735 | 2336 |
| % Lights | 82.9 | 83.5 | 79.7 | 83.0 | 92.3 | 80.7 | 86.7 | 82.4 | 90.2 | 86.4 | 94.5 | 92.3 | 87.2 | 95.9 | 87.2 | 88.8 | 85.4 |
| Buses | 1 | 4 | 0 | 5 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 2 | 11 |
| % Buses | 0.4 | 0.8 | 0.0 | 0.6 | 0.0 | 0.3 | 0.0 | 0.2 | 0.0 | 0.0 | 1.2 | 0.8 | 0.0 | 1.4 | 0.0 | 0.2 | 0.4 |
| Trucks | 43 | 76 | 15 | 134 | 5 | 125 | 14 | 144 | 5 | 6 | 7 | 18 | 82 | 4 | 5 | 91 | 387 |
| % Trucks | 16.7 | 15.6 | 20.3 | 16.4 | 7.7 | 19.0 | 13.3 | 17.4 | 9.8 | 13.6 | 4.2 | 6.9 | 12.8 | 2.7 | 12.8 | 11.0 | 14.2 |



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Count Name: Hwy 52 SB & Rochester
Blvd/Harry Ave
Site Code:
Start Date: 10/30/2024
Page No: 3



Turning Movement Data Plot



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Count Name: Hwy 52 SB & Rochester
Blvd/Harry Ave
Site Code:
Start Date: 10/30/2024
Page No: 4

Turning Movement Peak Hour Data (6:45 AM)

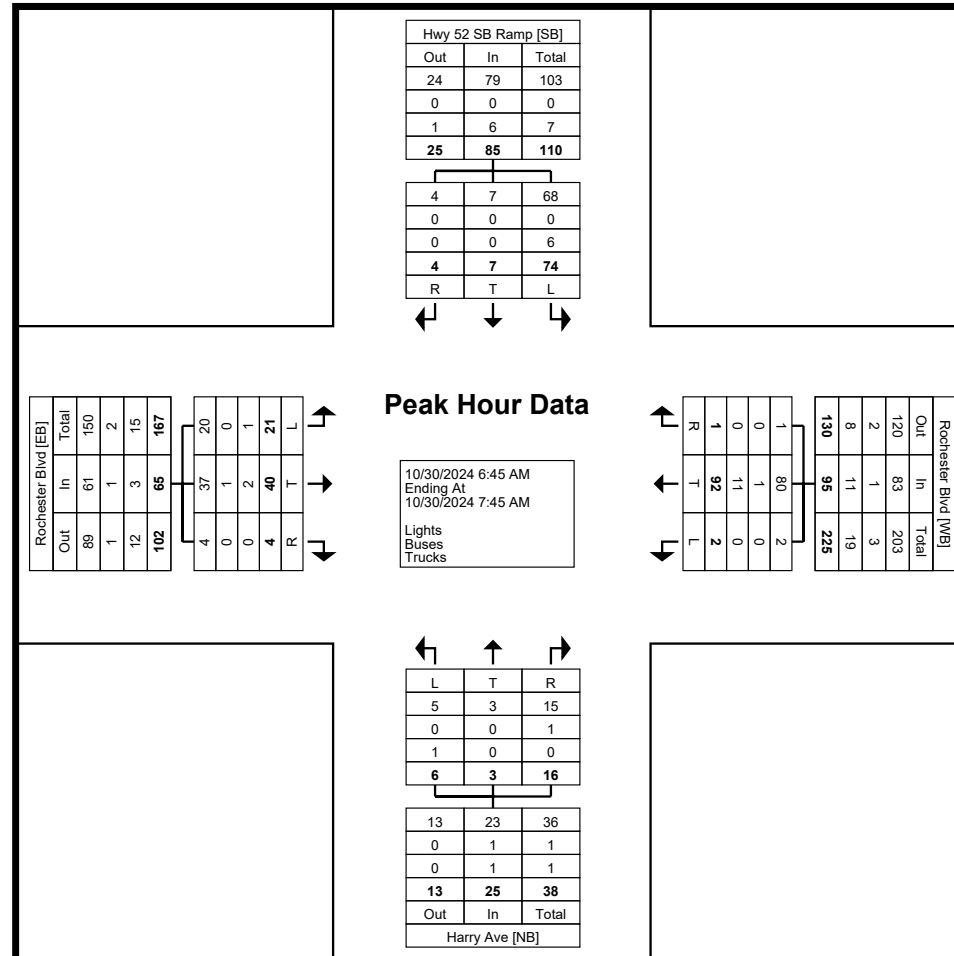
| Start Time | Rochester Blvd Eastbound | | | | Rochester Blvd Westbound | | | | Harry Ave Northbound | | | | Hwy 52 SB Ramp Southbound | | | | Int. Total |
|------------|-----------------------------|-------|-------|------------|-----------------------------|-------|-------|------------|-------------------------|-------|-------|------------|------------------------------|-------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 6:45 AM | 4 | 17 | 0 | 21 | 1 | 17 | 0 | 18 | 0 | 0 | 3 | 3 | 34 | 4 | 0 | 38 | 80 |
| 7:00 AM | 3 | 9 | 2 | 14 | 0 | 21 | 0 | 21 | 0 | 1 | 4 | 5 | 11 | 0 | 1 | 12 | 52 |
| 7:15 AM | 6 | 6 | 1 | 13 | 1 | 18 | 1 | 20 | 4 | 0 | 4 | 8 | 15 | 1 | 2 | 18 | 59 |
| 7:30 AM | 8 | 8 | 1 | 17 | 0 | 36 | 0 | 36 | 2 | 2 | 5 | 9 | 14 | 2 | 1 | 17 | 79 |
| Total | 21 | 40 | 4 | 65 | 2 | 92 | 1 | 95 | 6 | 3 | 16 | 25 | 74 | 7 | 4 | 85 | 270 |
| Approach % | 32.3 | 61.5 | 6.2 | - | 2.1 | 96.8 | 1.1 | - | 24.0 | 12.0 | 64.0 | - | 87.1 | 8.2 | 4.7 | - | - |
| Total % | 7.8 | 14.8 | 1.5 | 24.1 | 0.7 | 34.1 | 0.4 | 35.2 | 2.2 | 1.1 | 5.9 | 9.3 | 27.4 | 2.6 | 1.5 | 31.5 | - |
| PHF | 0.656 | 0.588 | 0.500 | 0.774 | 0.500 | 0.639 | 0.250 | 0.660 | 0.375 | 0.375 | 0.800 | 0.694 | 0.544 | 0.438 | 0.500 | 0.559 | 0.844 |
| Lights | 20 | 37 | 4 | 61 | 2 | 80 | 1 | 83 | 5 | 3 | 15 | 23 | 68 | 7 | 4 | 79 | 246 |
| % Lights | 95.2 | 92.5 | 100.0 | 93.8 | 100.0 | 87.0 | 100.0 | 87.4 | 83.3 | 100.0 | 93.8 | 92.0 | 91.9 | 100.0 | 100.0 | 92.9 | 91.1 |
| Buses | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| % Buses | 0.0 | 2.5 | 0.0 | 1.5 | 0.0 | 1.1 | 0.0 | 1.1 | 0.0 | 0.0 | 6.3 | 4.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 |
| Trucks | 1 | 2 | 0 | 3 | 0 | 11 | 0 | 11 | 1 | 0 | 0 | 1 | 6 | 0 | 0 | 6 | 21 |
| % Trucks | 4.8 | 5.0 | 0.0 | 4.6 | 0.0 | 12.0 | 0.0 | 11.6 | 16.7 | 0.0 | 0.0 | 4.0 | 8.1 | 0.0 | 0.0 | 7.1 | 7.8 |



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Count Name: Hwy 52 SB & Rochester
Bld/Harry Ave
Site Code:
Start Date: 10/30/2024
Page No: 5



Turning Movement Peak Hour Data Plot (6:45 AM)



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Count Name: Hwy 52 SB & Rochester
Blvd/Harry Ave
Site Code:
Start Date: 10/30/2024
Page No: 6

Turning Movement Peak Hour Data (3:45 PM)

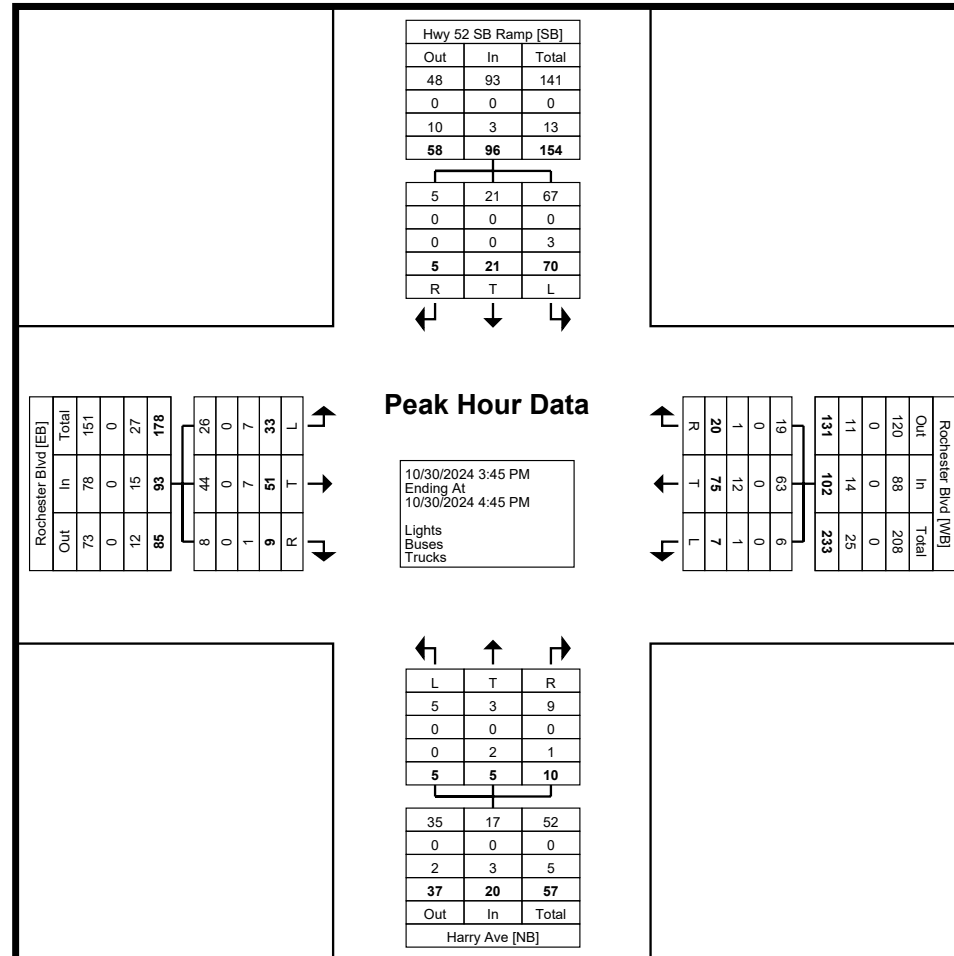
| Start Time | Rochester Blvd Eastbound | | | | Rochester Blvd Westbound | | | | Harry Ave Northbound | | | | Hwy 52 SB Ramp Southbound | | | | Int. Total |
|------------|-----------------------------|-------|-------|------------|-----------------------------|-------|-------|------------|-------------------------|-------|-------|------------|------------------------------|-------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 3:45 PM | 9 | 15 | 2 | 26 | 2 | 17 | 12 | 31 | 0 | 2 | 3 | 5 | 18 | 4 | 3 | 25 | 87 |
| 4:00 PM | 11 | 13 | 2 | 26 | 2 | 17 | 3 | 22 | 1 | 2 | 3 | 6 | 15 | 7 | 0 | 22 | 76 |
| 4:15 PM | 10 | 10 | 4 | 24 | 3 | 16 | 3 | 22 | 3 | 1 | 3 | 7 | 19 | 4 | 2 | 25 | 78 |
| 4:30 PM | 3 | 13 | 1 | 17 | 0 | 25 | 2 | 27 | 1 | 0 | 1 | 2 | 18 | 6 | 0 | 24 | 70 |
| Total | 33 | 51 | 9 | 93 | 7 | 75 | 20 | 102 | 5 | 5 | 10 | 20 | 70 | 21 | 5 | 96 | 311 |
| Approach % | 35.5 | 54.8 | 9.7 | - | 6.9 | 73.5 | 19.6 | - | 25.0 | 25.0 | 50.0 | - | 72.9 | 21.9 | 5.2 | - | - |
| Total % | 10.6 | 16.4 | 2.9 | 29.9 | 2.3 | 24.1 | 6.4 | 32.8 | 1.6 | 1.6 | 3.2 | 6.4 | 22.5 | 6.8 | 1.6 | 30.9 | - |
| PHF | 0.750 | 0.850 | 0.563 | 0.894 | 0.583 | 0.750 | 0.417 | 0.823 | 0.417 | 0.625 | 0.833 | 0.714 | 0.921 | 0.750 | 0.417 | 0.960 | 0.894 |
| Lights | 26 | 44 | 8 | 78 | 6 | 63 | 19 | 88 | 5 | 3 | 9 | 17 | 67 | 21 | 5 | 93 | 276 |
| % Lights | 78.8 | 86.3 | 88.9 | 83.9 | 85.7 | 84.0 | 95.0 | 86.3 | 100.0 | 60.0 | 90.0 | 85.0 | 95.7 | 100.0 | 100.0 | 96.9 | 88.7 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Buses | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Trucks | 7 | 7 | 1 | 15 | 1 | 12 | 1 | 14 | 0 | 2 | 1 | 3 | 3 | 0 | 0 | 3 | 35 |
| % Trucks | 21.2 | 13.7 | 11.1 | 16.1 | 14.3 | 16.0 | 5.0 | 13.7 | 0.0 | 40.0 | 10.0 | 15.0 | 4.3 | 0.0 | 0.0 | 3.1 | 11.3 |



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Count Name: Hwy 52 SB & Rochester
Bld/Harry Ave
Site Code:
Start Date: 10/30/2024
Page No: 7



Turning Movement Peak Hour Data Plot (3:45 PM)



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Count Name: Hwy 52 NB & Rochester Blvd
Site Code:
Start Date: 10/30/2024
Page No: 1

Turning Movement Data

| Start Time | Rochester Blvd Eastbound | | | Rochester Blvd Westbound | | | Hwy 52 NB Ramp Northbound | | | Int. Total |
|--------------|-----------------------------|-------|------------|-----------------------------|------|------------|------------------------------|-------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| 6:00 AM | 16 | 1 | 17 | 15 | 8 | 23 | 6 | 3 | 9 | 49 |
| 6:15 AM | 21 | 9 | 30 | 27 | 9 | 36 | 3 | 3 | 6 | 72 |
| 6:30 AM | 17 | 7 | 24 | 22 | 8 | 30 | 2 | 3 | 5 | 59 |
| 6:45 AM | 47 | 3 | 50 | 15 | 10 | 25 | 7 | 3 | 10 | 85 |
| Hourly Total | 101 | 20 | 121 | 79 | 35 | 114 | 18 | 12 | 30 | 265 |
| 7:00 AM | 24 | 3 | 27 | 20 | 11 | 31 | 7 | 2 | 9 | 67 |
| 7:15 AM | 19 | 4 | 23 | 19 | 15 | 34 | 7 | 1 | 8 | 65 |
| 7:30 AM | 19 | 8 | 27 | 16 | 20 | 36 | 18 | 2 | 20 | 83 |
| 7:45 AM | 26 | 3 | 29 | 15 | 10 | 25 | 10 | 2 | 12 | 66 |
| Hourly Total | 88 | 18 | 106 | 70 | 56 | 126 | 42 | 7 | 49 | 281 |
| 8:00 AM | 23 | 3 | 26 | 16 | 8 | 24 | 3 | 1 | 4 | 54 |
| 8:15 AM | 24 | 2 | 26 | 10 | 8 | 18 | 8 | 1 | 9 | 53 |
| 8:30 AM | 17 | 0 | 17 | 8 | 8 | 16 | 7 | 4 | 11 | 44 |
| 8:45 AM | 21 | 2 | 23 | 10 | 10 | 20 | 3 | 1 | 4 | 47 |
| Hourly Total | 85 | 7 | 92 | 44 | 34 | 78 | 21 | 7 | 28 | 198 |
| 9:00 AM | 21 | 2 | 23 | 6 | 5 | 11 | 6 | 1 | 7 | 41 |
| 9:15 AM | 15 | 1 | 16 | 13 | 7 | 20 | 3 | 1 | 4 | 40 |
| 9:30 AM | 24 | 2 | 26 | 7 | 7 | 14 | 7 | 1 | 8 | 48 |
| 9:45 AM | 10 | 2 | 12 | 5 | 12 | 17 | 7 | 0 | 7 | 36 |
| Hourly Total | 70 | 7 | 77 | 31 | 31 | 62 | 23 | 3 | 26 | 165 |
| 10:00 AM | 16 | 2 | 18 | 8 | 5 | 13 | 1 | 1 | 2 | 33 |
| 10:15 AM | 19 | 2 | 21 | 11 | 5 | 16 | 4 | 1 | 5 | 42 |
| 10:30 AM | 13 | 1 | 14 | 7 | 5 | 12 | 5 | 3 | 8 | 34 |
| 10:45 AM | 18 | 5 | 23 | 10 | 8 | 18 | 3 | 3 | 6 | 47 |
| Hourly Total | 66 | 10 | 76 | 36 | 23 | 59 | 13 | 8 | 21 | 156 |
| 11:00 AM | 15 | 4 | 19 | 5 | 11 | 16 | 3 | 1 | 4 | 39 |
| 11:15 AM | 13 | 4 | 17 | 14 | 10 | 24 | 3 | 2 | 5 | 46 |
| 11:30 AM | 9 | 3 | 12 | 11 | 12 | 23 | 3 | 2 | 5 | 40 |
| 11:45 AM | 18 | 2 | 20 | 8 | 7 | 15 | 5 | 1 | 6 | 41 |
| Hourly Total | 55 | 13 | 68 | 38 | 40 | 78 | 14 | 6 | 20 | 166 |
| 12:00 PM | 15 | 5 | 20 | 11 | 10 | 21 | 2 | 1 | 3 | 44 |
| 12:15 PM | 16 | 3 | 19 | 9 | 4 | 13 | 4 | 2 | 6 | 38 |
| 12:30 PM | 19 | 4 | 23 | 9 | 9 | 18 | 3 | 2 | 5 | 46 |
| 12:45 PM | 16 | 6 | 22 | 14 | 11 | 25 | 2 | 4 | 6 | 53 |
| Hourly Total | 66 | 18 | 84 | 43 | 34 | 77 | 11 | 9 | 20 | 181 |
| 1:00 PM | 21 | 3 | 24 | 10 | 7 | 17 | 3 | 3 | 6 | 47 |

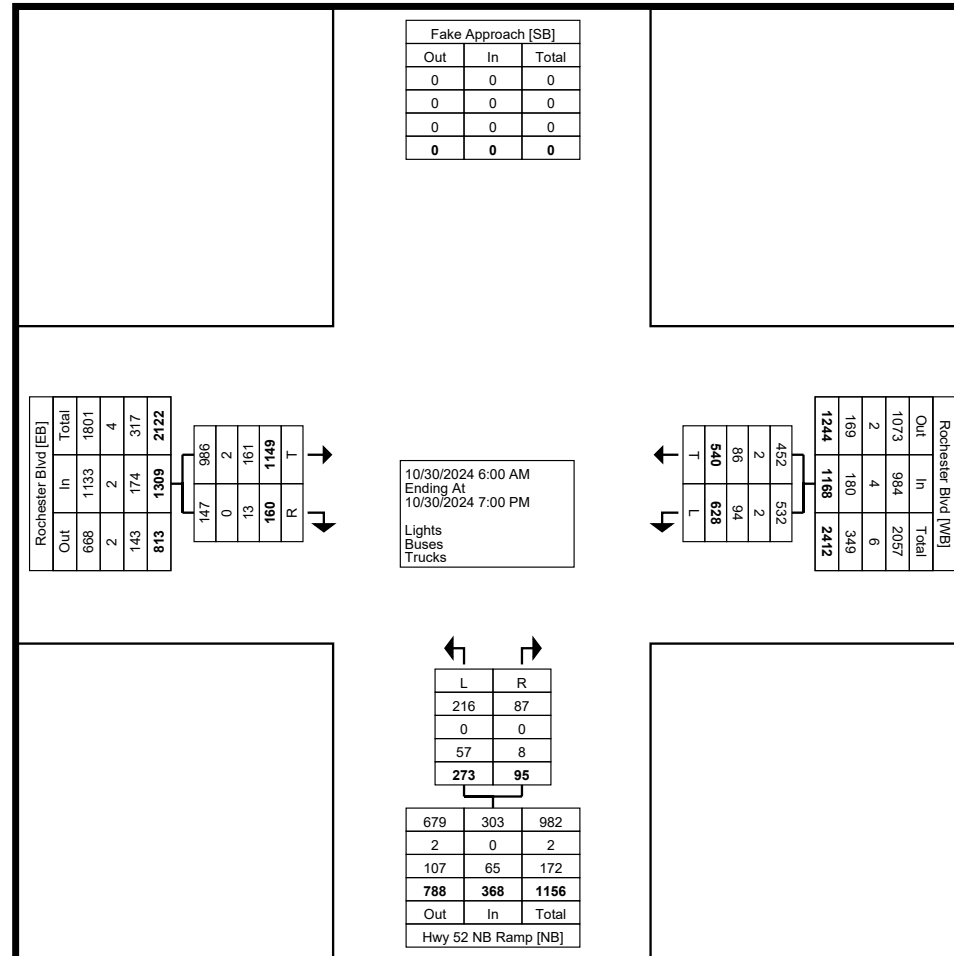
| | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|
| 1:15 PM | 19 | 1 | 20 | 7 | 16 | 23 | 8 | 3 | 11 | 54 |
| 1:30 PM | 13 | 2 | 15 | 8 | 12 | 20 | 5 | 0 | 5 | 40 |
| 1:45 PM | 18 | 2 | 20 | 7 | 9 | 16 | 10 | 1 | 11 | 47 |
| Hourly Total | 71 | 8 | 79 | 32 | 44 | 76 | 26 | 7 | 33 | 188 |
| 2:00 PM | 23 | 2 | 25 | 11 | 9 | 20 | 5 | 2 | 7 | 52 |
| 2:15 PM | 16 | 3 | 19 | 7 | 13 | 20 | 4 | 5 | 9 | 48 |
| 2:30 PM | 30 | 2 | 32 | 15 | 21 | 36 | 7 | 1 | 8 | 76 |
| 2:45 PM | 31 | 1 | 32 | 10 | 10 | 20 | 6 | 2 | 8 | 60 |
| Hourly Total | 100 | 8 | 108 | 43 | 53 | 96 | 22 | 10 | 32 | 236 |
| 3:00 PM | 47 | 2 | 49 | 25 | 11 | 36 | 7 | 1 | 8 | 93 |
| 3:15 PM | 22 | 1 | 23 | 19 | 11 | 30 | 8 | 0 | 8 | 61 |
| 3:30 PM | 33 | 5 | 38 | 30 | 14 | 44 | 8 | 1 | 9 | 91 |
| 3:45 PM | 30 | 3 | 33 | 13 | 25 | 38 | 8 | 2 | 10 | 81 |
| Hourly Total | 132 | 11 | 143 | 87 | 61 | 148 | 31 | 4 | 35 | 326 |
| 4:00 PM | 27 | 4 | 31 | 11 | 12 | 23 | 8 | 1 | 9 | 63 |
| 4:15 PM | 29 | 3 | 32 | 19 | 18 | 37 | 4 | 1 | 5 | 74 |
| 4:30 PM | 33 | 1 | 34 | 17 | 15 | 32 | 10 | 5 | 15 | 81 |
| 4:45 PM | 42 | 2 | 44 | 6 | 9 | 15 | 7 | 3 | 10 | 69 |
| Hourly Total | 131 | 10 | 141 | 53 | 54 | 107 | 29 | 10 | 39 | 287 |
| 5:00 PM | 33 | 6 | 39 | 20 | 12 | 32 | 5 | 3 | 8 | 79 |
| 5:15 PM | 24 | 6 | 30 | 14 | 11 | 25 | 4 | 0 | 4 | 59 |
| 5:30 PM | 28 | 6 | 34 | 13 | 17 | 30 | 4 | 1 | 5 | 69 |
| 5:45 PM | 28 | 3 | 31 | 4 | 6 | 10 | 3 | 3 | 6 | 47 |
| Hourly Total | 113 | 21 | 134 | 51 | 46 | 97 | 16 | 7 | 23 | 254 |
| 6:00 PM | 25 | 2 | 27 | 8 | 7 | 15 | 3 | 0 | 3 | 45 |
| 6:15 PM | 22 | 2 | 24 | 8 | 7 | 15 | 2 | 2 | 4 | 43 |
| 6:30 PM | 11 | 3 | 14 | 3 | 7 | 10 | 1 | 1 | 2 | 26 |
| 6:45 PM | 13 | 2 | 15 | 2 | 8 | 10 | 1 | 2 | 3 | 28 |
| Hourly Total | 71 | 9 | 80 | 21 | 29 | 50 | 7 | 5 | 12 | 142 |
| Grand Total | 1149 | 160 | 1309 | 628 | 540 | 1168 | 273 | 95 | 368 | 2845 |
| Approach % | 87.8 | 12.2 | - | 53.8 | 46.2 | - | 74.2 | 25.8 | - | - |
| Total % | 40.4 | 5.6 | 46.0 | 22.1 | 19.0 | 41.1 | 9.6 | 3.3 | 12.9 | - |
| Lights | 986 | 147 | 1133 | 532 | 452 | 984 | 216 | 87 | 303 | 2420 |
| % Lights | 85.8 | 91.9 | 86.6 | 84.7 | 83.7 | 84.2 | 79.1 | 91.6 | 82.3 | 85.1 |
| Buses | 2 | 0 | 2 | 2 | 2 | 4 | 0 | 0 | 0 | 6 |
| % Buses | 0.2 | 0.0 | 0.2 | 0.3 | 0.4 | 0.3 | 0.0 | 0.0 | 0.0 | 0.2 |
| Trucks | 161 | 13 | 174 | 94 | 86 | 180 | 57 | 8 | 65 | 419 |
| % Trucks | 14.0 | 8.1 | 13.3 | 15.0 | 15.9 | 15.4 | 20.9 | 8.4 | 17.7 | 14.7 |



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Count Name: Hwy 52 NB & Rochester Blvd
Site Code:
Start Date: 10/30/2024
Page No: 3



Turning Movement Data Plot



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Count Name: Hwy 52 NB & Rochester Blvd
Site Code:
Start Date: 10/30/2024
Page No: 4

Turning Movement Peak Hour Data (6:45 AM)

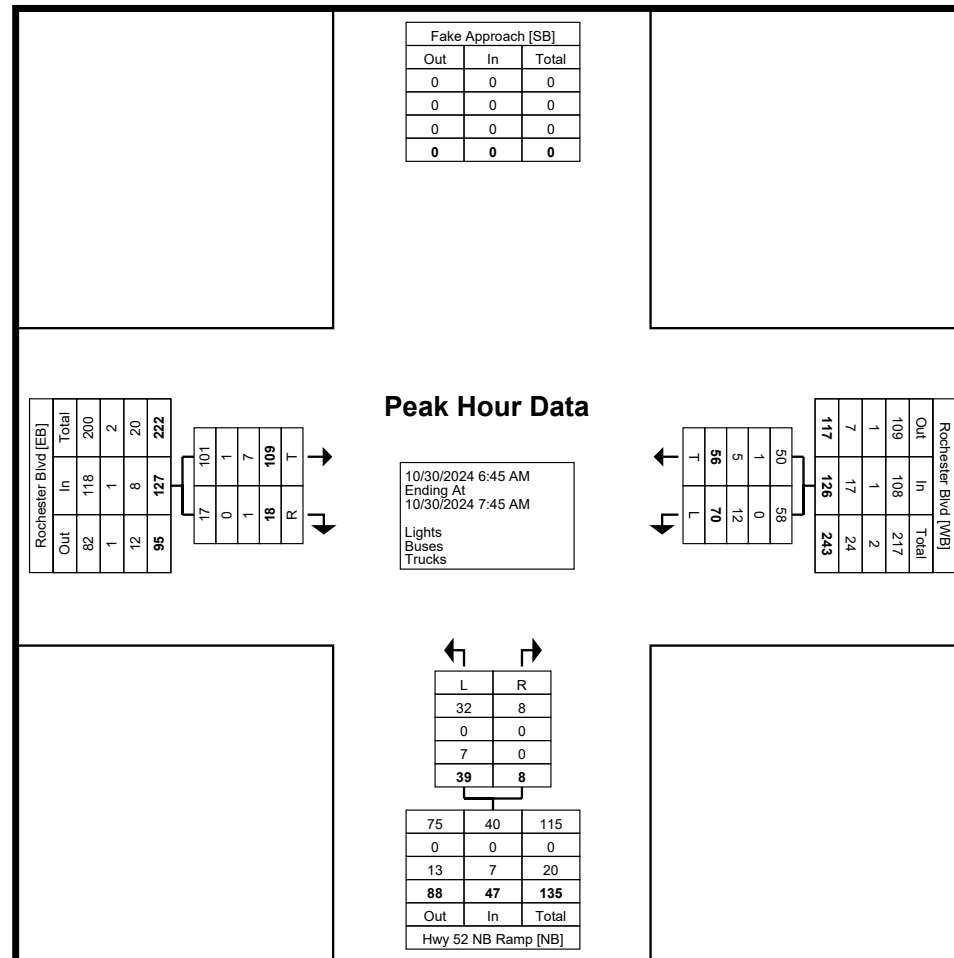
| Start Time | Rochester Blvd Eastbound | | | Rochester Blvd Westbound | | | Hwy 52 NB Ramp Northbound | | | Int. Total |
|------------|-----------------------------|-------|------------|-----------------------------|-------|------------|------------------------------|-------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| 6:45 AM | 47 | 3 | 50 | 15 | 10 | 25 | 7 | 3 | 10 | 85 |
| 7:00 AM | 24 | 3 | 27 | 20 | 11 | 31 | 7 | 2 | 9 | 67 |
| 7:15 AM | 19 | 4 | 23 | 19 | 15 | 34 | 7 | 1 | 8 | 65 |
| 7:30 AM | 19 | 8 | 27 | 16 | 20 | 36 | 18 | 2 | 20 | 83 |
| Total | 109 | 18 | 127 | 70 | 56 | 126 | 39 | 8 | 47 | 300 |
| Approach % | 85.8 | 14.2 | - | 55.6 | 44.4 | - | 83.0 | 17.0 | - | - |
| Total % | 36.3 | 6.0 | 42.3 | 23.3 | 18.7 | 42.0 | 13.0 | 2.7 | 15.7 | - |
| PHF | 0.580 | 0.563 | 0.635 | 0.875 | 0.700 | 0.875 | 0.542 | 0.667 | 0.588 | 0.882 |
| Lights | 101 | 17 | 118 | 58 | 50 | 108 | 32 | 8 | 40 | 266 |
| % Lights | 92.7 | 94.4 | 92.9 | 82.9 | 89.3 | 85.7 | 82.1 | 100.0 | 85.1 | 88.7 |
| Buses | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| % Buses | 0.9 | 0.0 | 0.8 | 0.0 | 1.8 | 0.8 | 0.0 | 0.0 | 0.0 | 0.7 |
| Trucks | 7 | 1 | 8 | 12 | 5 | 17 | 7 | 0 | 7 | 32 |
| % Trucks | 6.4 | 5.6 | 6.3 | 17.1 | 8.9 | 13.5 | 17.9 | 0.0 | 14.9 | 10.7 |



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Page No: 5



Turning Movement Peak Hour Data Plot (6:45 AM)



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Count Name: Hwy 52 NB & Rochester Blvd
Site Code:
Start Date: 10/30/2024
Page No: 6

Turning Movement Peak Hour Data (3:00 PM)

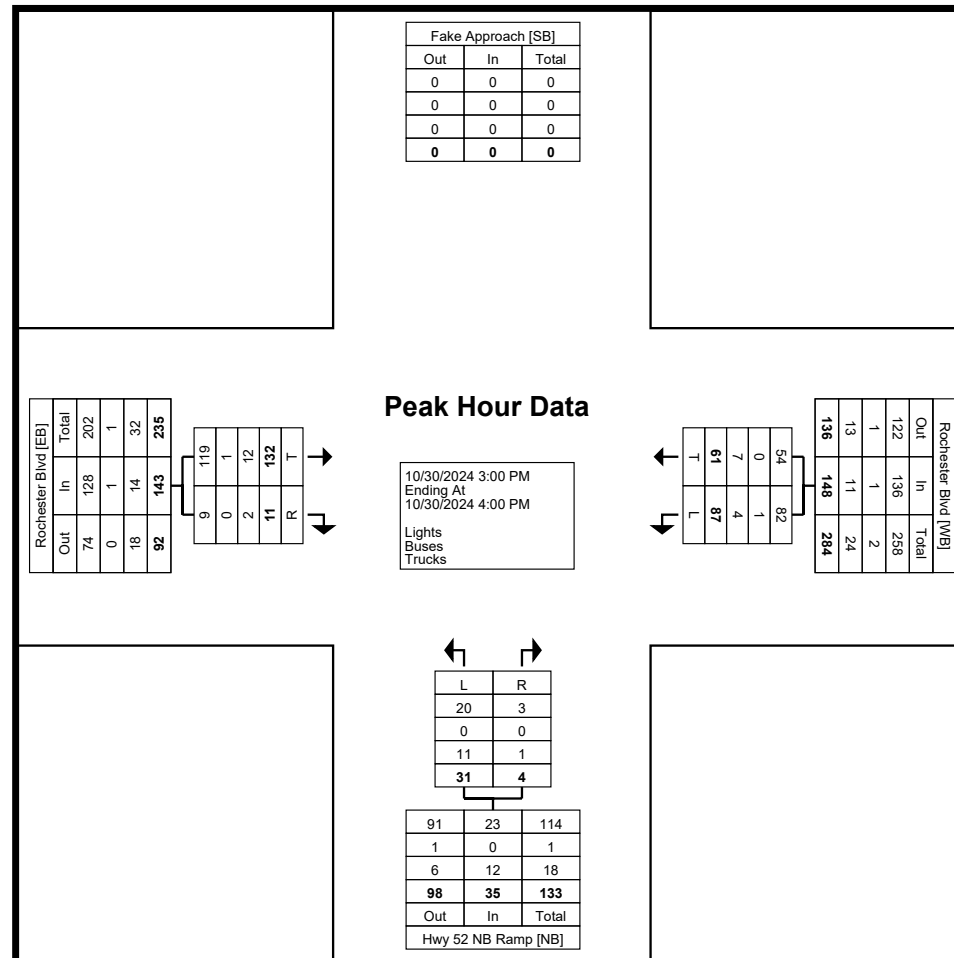
| Start Time | Rochester Blvd Eastbound | | | Rochester Blvd Westbound | | | Hwy 52 NB Ramp Northbound | | | Int. Total |
|------------|-----------------------------|-------|------------|-----------------------------|-------|------------|------------------------------|-------|------------|------------|
| | Thru | Right | App. Total | Left | Thru | App. Total | Left | Right | App. Total | |
| 3:00 PM | 47 | 2 | 49 | 25 | 11 | 36 | 7 | 1 | 8 | 93 |
| 3:15 PM | 22 | 1 | 23 | 19 | 11 | 30 | 8 | 0 | 8 | 61 |
| 3:30 PM | 33 | 5 | 38 | 30 | 14 | 44 | 8 | 1 | 9 | 91 |
| 3:45 PM | 30 | 3 | 33 | 13 | 25 | 38 | 8 | 2 | 10 | 81 |
| Total | 132 | 11 | 143 | 87 | 61 | 148 | 31 | 4 | 35 | 326 |
| Approach % | 92.3 | 7.7 | - | 58.8 | 41.2 | - | 88.6 | 11.4 | - | - |
| Total % | 40.5 | 3.4 | 43.9 | 26.7 | 18.7 | 45.4 | 9.5 | 1.2 | 10.7 | - |
| PHF | 0.702 | 0.550 | 0.730 | 0.725 | 0.610 | 0.841 | 0.969 | 0.500 | 0.875 | 0.876 |
| Lights | 119 | 9 | 128 | 82 | 54 | 136 | 20 | 3 | 23 | 287 |
| % Lights | 90.2 | 81.8 | 89.5 | 94.3 | 88.5 | 91.9 | 64.5 | 75.0 | 65.7 | 88.0 |
| Buses | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| % Buses | 0.8 | 0.0 | 0.7 | 1.1 | 0.0 | 0.7 | 0.0 | 0.0 | 0.0 | 0.6 |
| Trucks | 12 | 2 | 14 | 4 | 7 | 11 | 11 | 1 | 12 | 37 |
| % Trucks | 9.1 | 18.2 | 9.8 | 4.6 | 11.5 | 7.4 | 35.5 | 25.0 | 34.3 | 11.3 |



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Warrenville, Illinois, United States 60555
(630) 487-5550 ethan.scowcroft@kimley-horn.com

Count Name: Hwy 52 NB & Rochester Blvd
Site Code:
Start Date: 10/30/2024
Page No: 7



| Start Time | Rochester Blvd Eastbound | | | | Rochester Blvd Westbound | | | | Hogan Ave Northbound | | | | Hogan Ave Southbound | | | | Int. Total |
|--------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|-------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 6:00 AM | 1 | 18 | 0 | 19 | 0 | 25 | 1 | 26 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 46 |
| 6:15 AM | 3 | 21 | 0 | 24 | 0 | 30 | 3 | 33 | 1 | 0 | 0 | 1 | 4 | 0 | 3 | 7 | 65 |
| 6:30 AM | 0 | 18 | 0 | 18 | 0 | 32 | 2 | 34 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 5 | 57 |
| 6:45 AM | 2 | 48 | 0 | 50 | 0 | 23 | 0 | 23 | 1 | 0 | 0 | 1 | 4 | 0 | 2 | 6 | 80 |
| Hourly Total | 6 | 105 | 0 | 111 | 0 | 110 | 6 | 116 | 2 | 0 | 0 | 2 | 12 | 0 | 7 | 19 | 248 |
| 7:00 AM | 3 | 21 | 0 | 24 | 0 | 29 | 3 | 32 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 3 | 61 |
| 7:15 AM | 0 | 22 | 0 | 22 | 0 | 33 | 3 | 36 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 5 | 63 |
| 7:30 AM | 0 | 21 | 0 | 21 | 0 | 32 | 1 | 33 | 2 | 0 | 1 | 3 | 3 | 0 | 1 | 4 | 61 |
| 7:45 AM | 2 | 25 | 0 | 27 | 0 | 20 | 1 | 21 | 1 | 0 | 0 | 1 | 4 | 0 | 5 | 9 | 58 |
| Hourly Total | 5 | 89 | 0 | 94 | 0 | 114 | 8 | 122 | 5 | 0 | 1 | 6 | 14 | 0 | 7 | 21 | 243 |
| 8:00 AM | 1 | 23 | 1 | 25 | 2 | 24 | 3 | 29 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 56 |
| 8:15 AM | 1 | 24 | 0 | 25 | 0 | 13 | 0 | 13 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 3 | 42 |
| 8:30 AM | 0 | 20 | 1 | 21 | 0 | 17 | 1 | 18 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 40 |
| 8:45 AM | 1 | 22 | 0 | 23 | 0 | 19 | 1 | 20 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 7 | 50 |
| Hourly Total | 3 | 89 | 2 | 94 | 2 | 73 | 5 | 80 | 2 | 0 | 0 | 2 | 7 | 0 | 5 | 12 | 188 |
| 9:00 AM | 0 | 20 | 1 | 21 | 2 | 11 | 3 | 16 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 4 | 42 |
| 9:15 AM | 0 | 15 | 0 | 15 | 0 | 21 | 2 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 39 |
| 9:30 AM | 0 | 25 | 0 | 25 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 39 |
| 9:45 AM | 0 | 10 | 0 | 10 | 0 | 15 | 0 | 15 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 5 | 30 |
| Hourly Total | 0 | 70 | 1 | 71 | 2 | 59 | 5 | 66 | 0 | 0 | 1 | 1 | 8 | 0 | 4 | 12 | 150 |
| 10:00 AM | 3 | 15 | 0 | 18 | 4 | 15 | 1 | 20 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 39 |
| 10:15 AM | 0 | 21 | 0 | 21 | 1 | 14 | 2 | 17 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 41 |
| 10:30 AM | 0 | 18 | 0 | 18 | 0 | 13 | 3 | 16 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 36 |
| 10:45 AM | 4 | 18 | 0 | 22 | 1 | 16 | 2 | 19 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 44 |
| Hourly Total | 7 | 72 | 0 | 79 | 6 | 58 | 8 | 72 | 1 | 0 | 0 | 1 | 4 | 0 | 4 | 8 | 160 |
| 11:00 AM | 1 | 14 | 0 | 15 | 0 | 15 | 2 | 17 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 6 | 38 |
| 11:15 AM | 1 | 14 | 0 | 15 | 0 | 22 | 4 | 26 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 5 | 46 |
| 11:30 AM | 1 | 11 | 0 | 12 | 0 | 24 | 1 | 25 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 40 |
| 11:45 AM | 1 | 14 | 0 | 15 | 1 | 13 | 1 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 34 |
| Hourly Total | 4 | 53 | 0 | 57 | 1 | 74 | 8 | 83 | 0 | 0 | 0 | 0 | 11 | 0 | 7 | 18 | 158 |
| 12:00 PM | 0 | 14 | 1 | 15 | 0 | 19 | 2 | 21 | 0 | 1 | 0 | 1 | 5 | 0 | 1 | 6 | 43 |
| 12:15 PM | 0 | 18 | 0 | 18 | 0 | 11 | 3 | 14 | 1 | 0 | 0 | 1 | 2 | 0 | 1 | 3 | 36 |
| 12:30 PM | 0 | 23 | 0 | 23 | 0 | 17 | 2 | 19 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 44 |
| 12:45 PM | 1 | 16 | 1 | 18 | 0 | 22 | 2 | 24 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 5 | 47 |
| Hourly Total | 1 | 71 | 2 | 74 | 0 | 69 | 9 | 78 | 1 | 1 | 0 | 2 | 12 | 0 | 4 | 16 | 170 |
| 1:00 PM | 2 | 22 | 0 | 24 | 2 | 17 | 1 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 44 |

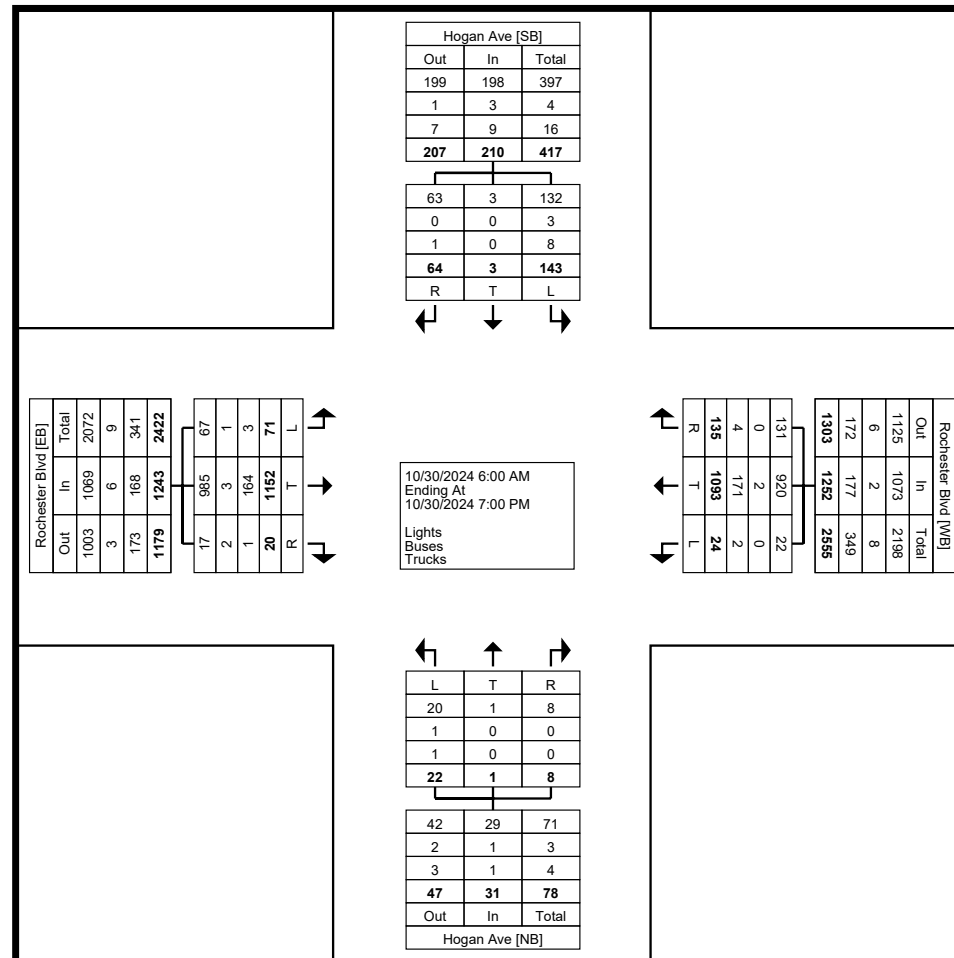
| | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|-------|-------|------|------|-------|------|------|------|
| 1:15 PM | 4 | 17 | 1 | 22 | 0 | 21 | 3 | 24 | 0 | 0 | 0 | 0 | 5 | 0 | 2 | 7 | 53 |
| 1:30 PM | 1 | 15 | 0 | 16 | 1 | 18 | 0 | 19 | 2 | 0 | 0 | 2 | 5 | 1 | 1 | 7 | 44 |
| 1:45 PM | 0 | 18 | 0 | 18 | 0 | 17 | 2 | 19 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 40 |
| Hourly Total | 7 | 72 | 1 | 80 | 3 | 73 | 6 | 82 | 2 | 0 | 0 | 2 | 12 | 1 | 4 | 17 | 181 |
| 2:00 PM | 2 | 23 | 0 | 25 | 1 | 18 | 4 | 23 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 50 |
| 2:15 PM | 4 | 16 | 1 | 21 | 1 | 18 | 6 | 25 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 3 | 50 |
| 2:30 PM | 2 | 29 | 0 | 31 | 0 | 36 | 3 | 39 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 73 |
| 2:45 PM | 2 | 29 | 1 | 32 | 0 | 18 | 4 | 22 | 0 | 0 | 0 | 0 | 7 | 0 | 2 | 9 | 63 |
| Hourly Total | 10 | 97 | 2 | 109 | 2 | 90 | 17 | 109 | 1 | 0 | 1 | 2 | 13 | 0 | 3 | 16 | 236 |
| 3:00 PM | 3 | 47 | 3 | 53 | 0 | 39 | 5 | 44 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 3 | 101 |
| 3:15 PM | 0 | 23 | 0 | 23 | 1 | 24 | 6 | 31 | 1 | 0 | 0 | 1 | 3 | 0 | 1 | 4 | 59 |
| 3:30 PM | 1 | 32 | 0 | 33 | 0 | 46 | 7 | 53 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 88 |
| 3:45 PM | 1 | 33 | 1 | 35 | 1 | 28 | 7 | 36 | 1 | 0 | 0 | 1 | 5 | 0 | 6 | 11 | 83 |
| Hourly Total | 5 | 135 | 4 | 144 | 2 | 137 | 25 | 164 | 3 | 0 | 0 | 3 | 12 | 0 | 8 | 20 | 331 |
| 4:00 PM | 0 | 26 | 1 | 27 | 0 | 24 | 6 | 30 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 64 |
| 4:15 PM | 0 | 29 | 1 | 30 | 0 | 34 | 7 | 41 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 3 | 75 |
| 4:30 PM | 4 | 32 | 0 | 36 | 0 | 29 | 2 | 31 | 1 | 0 | 0 | 1 | 3 | 1 | 0 | 4 | 72 |
| 4:45 PM | 2 | 38 | 2 | 42 | 1 | 15 | 3 | 19 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 64 |
| Hourly Total | 6 | 125 | 4 | 135 | 1 | 102 | 18 | 121 | 3 | 0 | 0 | 3 | 13 | 1 | 2 | 16 | 275 |
| 5:00 PM | 4 | 32 | 2 | 38 | 0 | 29 | 3 | 32 | 0 | 0 | 1 | 1 | 4 | 0 | 3 | 7 | 78 |
| 5:15 PM | 1 | 21 | 1 | 23 | 1 | 25 | 2 | 28 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 59 |
| 5:30 PM | 2 | 28 | 0 | 30 | 0 | 27 | 3 | 30 | 1 | 0 | 0 | 1 | 2 | 0 | 2 | 4 | 65 |
| 5:45 PM | 1 | 27 | 0 | 28 | 0 | 10 | 2 | 12 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 6 | 46 |
| Hourly Total | 8 | 108 | 3 | 119 | 1 | 91 | 10 | 102 | 1 | 0 | 1 | 2 | 18 | 1 | 6 | 25 | 248 |
| 6:00 PM | 4 | 21 | 0 | 25 | 1 | 11 | 2 | 14 | 0 | 0 | 2 | 2 | 2 | 0 | 2 | 4 | 45 |
| 6:15 PM | 1 | 22 | 1 | 24 | 1 | 14 | 5 | 20 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 46 |
| 6:30 PM | 1 | 10 | 0 | 11 | 2 | 11 | 3 | 16 | 0 | 0 | 1 | 1 | 3 | 0 | 1 | 4 | 32 |
| 6:45 PM | 3 | 13 | 0 | 16 | 0 | 7 | 0 | 7 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 25 |
| Hourly Total | 9 | 66 | 1 | 76 | 4 | 43 | 10 | 57 | 1 | 0 | 4 | 5 | 7 | 0 | 3 | 10 | 148 |
| Grand Total | 71 | 1152 | 20 | 1243 | 24 | 1093 | 135 | 1252 | 22 | 1 | 8 | 31 | 143 | 3 | 64 | 210 | 2736 |
| Approach % | 5.7 | 92.7 | 1.6 | - | 1.9 | 87.3 | 10.8 | - | 71.0 | 3.2 | 25.8 | - | 68.1 | 1.4 | 30.5 | - | - |
| Total % | 2.6 | 42.1 | 0.7 | 45.4 | 0.9 | 39.9 | 4.9 | 45.8 | 0.8 | 0.0 | 0.3 | 1.1 | 5.2 | 0.1 | 2.3 | 7.7 | - |
| Lights | 67 | 985 | 17 | 1069 | 22 | 920 | 131 | 1073 | 20 | 1 | 8 | 29 | 132 | 3 | 63 | 198 | 2369 |
| % Lights | 94.4 | 85.5 | 85.0 | 86.0 | 91.7 | 84.2 | 97.0 | 85.7 | 90.9 | 100.0 | 100.0 | 93.5 | 92.3 | 100.0 | 98.4 | 94.3 | 86.6 |
| Buses | 1 | 3 | 2 | 6 | 0 | 2 | 0 | 2 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 3 | 12 |
| % Buses | 1.4 | 0.3 | 10.0 | 0.5 | 0.0 | 0.2 | 0.0 | 0.2 | 4.5 | 0.0 | 0.0 | 3.2 | 2.1 | 0.0 | 0.0 | 1.4 | 0.4 |
| Trucks | 3 | 164 | 1 | 168 | 2 | 171 | 4 | 177 | 1 | 0 | 0 | 1 | 8 | 0 | 1 | 9 | 355 |
| % Trucks | 4.2 | 14.2 | 5.0 | 13.5 | 8.3 | 15.6 | 3.0 | 14.1 | 4.5 | 0.0 | 0.0 | 3.2 | 5.6 | 0.0 | 1.6 | 4.3 | 13.0 |



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Count Name: Rochester Blvd & Hogan Ave
Site Code:
Start Date: 10/30/2024
Page No: 3



Turning Movement Data Plot



Kimley-Horn and Associates, Inc.
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Count Name: Rochester Blvd & Hogan Ave
Site Code:
Start Date: 10/30/2024
Page No: 4

Turning Movement Peak Hour Data (6:45 AM)

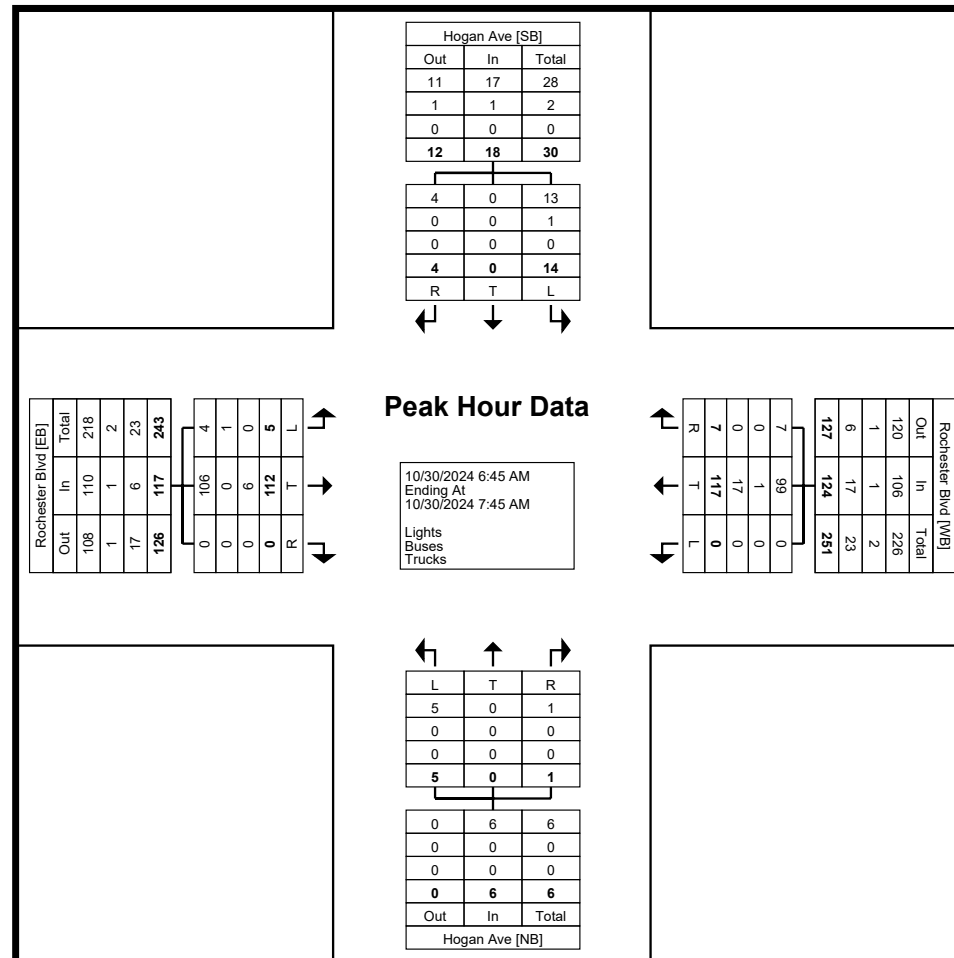
| Start Time | Rochester Blvd Eastbound | | | | Rochester Blvd Westbound | | | | Hogan Ave Northbound | | | | Hogan Ave Southbound | | | | Int. Total |
|------------|-----------------------------|-------|-------|------------|-----------------------------|-------|-------|------------|-------------------------|-------|-------|------------|-------------------------|-------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 6:45 AM | 2 | 48 | 0 | 50 | 0 | 23 | 0 | 23 | 1 | 0 | 0 | 1 | 4 | 0 | 2 | 6 | 80 |
| 7:00 AM | 3 | 21 | 0 | 24 | 0 | 29 | 3 | 32 | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 3 | 61 |
| 7:15 AM | 0 | 22 | 0 | 22 | 0 | 33 | 3 | 36 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 5 | 63 |
| 7:30 AM | 0 | 21 | 0 | 21 | 0 | 32 | 1 | 33 | 2 | 0 | 1 | 3 | 3 | 0 | 1 | 4 | 61 |
| Total | 5 | 112 | 0 | 117 | 0 | 117 | 7 | 124 | 5 | 0 | 1 | 6 | 14 | 0 | 4 | 18 | 265 |
| Approach % | 4.3 | 95.7 | 0.0 | - | 0.0 | 94.4 | 5.6 | - | 83.3 | 0.0 | 16.7 | - | 77.8 | 0.0 | 22.2 | - | - |
| Total % | 1.9 | 42.3 | 0.0 | 44.2 | 0.0 | 44.2 | 2.6 | 46.8 | 1.9 | 0.0 | 0.4 | 2.3 | 5.3 | 0.0 | 1.5 | 6.8 | - |
| PHF | 0.417 | 0.583 | 0.000 | 0.585 | 0.000 | 0.886 | 0.583 | 0.861 | 0.625 | 0.000 | 0.250 | 0.500 | 0.875 | 0.000 | 0.500 | 0.750 | 0.828 |
| Lights | 4 | 106 | 0 | 110 | 0 | 99 | 7 | 106 | 5 | 0 | 1 | 6 | 13 | 0 | 4 | 17 | 239 |
| % Lights | 80.0 | 94.6 | - | 94.0 | - | 84.6 | 100.0 | 85.5 | 100.0 | - | 100.0 | 100.0 | 92.9 | - | 100.0 | 94.4 | 90.2 |
| Buses | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| % Buses | 20.0 | 0.0 | - | 0.9 | - | 0.9 | 0.0 | 0.8 | 0.0 | - | 0.0 | 0.0 | 7.1 | - | 0.0 | 5.6 | 1.1 |
| Trucks | 0 | 6 | 0 | 6 | 0 | 17 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| % Trucks | 0.0 | 5.4 | - | 5.1 | - | 14.5 | 0.0 | 13.7 | 0.0 | - | 0.0 | 0.0 | 0.0 | - | 0.0 | 0.0 | 8.7 |



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Count Name: Rochester Blvd & Hogan Ave
Site Code:
Start Date: 10/30/2024
Page No: 5



Turning Movement Peak Hour Data Plot (6:45 AM)



Kimley-Horn and Associates, Inc.
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Count Name: Rochester Blvd & Hogan Ave
Site Code:
Start Date: 10/30/2024
Page No: 6

Turning Movement Peak Hour Data (3:00 PM)

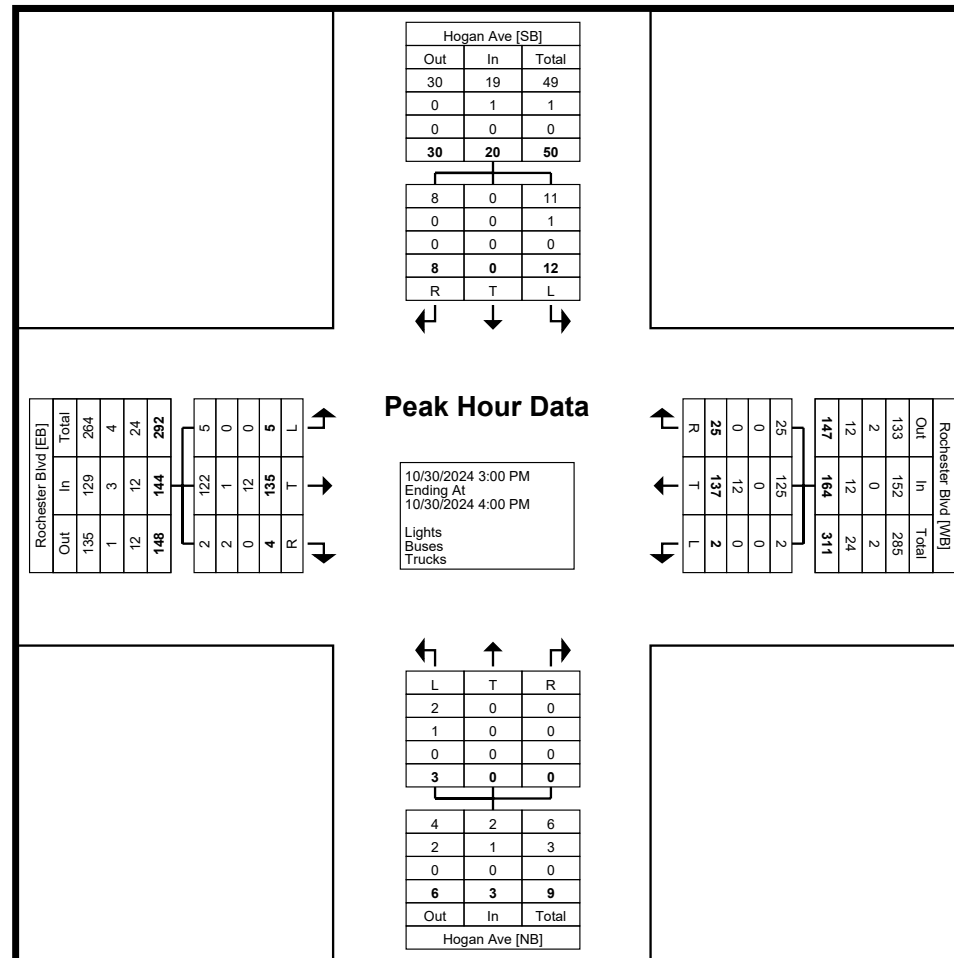
| Start Time | Rochester Blvd Eastbound | | | | Rochester Blvd Westbound | | | | Hogan Ave Northbound | | | | Hogan Ave Southbound | | | | Int. Total |
|------------|-----------------------------|-------|-------|------------|-----------------------------|-------|-------|------------|-------------------------|-------|-------|------------|-------------------------|-------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 3:00 PM | 3 | 47 | 3 | 53 | 0 | 39 | 5 | 44 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 3 | 101 |
| 3:15 PM | 0 | 23 | 0 | 23 | 1 | 24 | 6 | 31 | 1 | 0 | 0 | 1 | 3 | 0 | 1 | 4 | 59 |
| 3:30 PM | 1 | 32 | 0 | 33 | 0 | 46 | 7 | 53 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 88 |
| 3:45 PM | 1 | 33 | 1 | 35 | 1 | 28 | 7 | 36 | 1 | 0 | 0 | 1 | 5 | 0 | 6 | 11 | 83 |
| Total | 5 | 135 | 4 | 144 | 2 | 137 | 25 | 164 | 3 | 0 | 0 | 3 | 12 | 0 | 8 | 20 | 331 |
| Approach % | 3.5 | 93.8 | 2.8 | - | 1.2 | 83.5 | 15.2 | - | 100.0 | 0.0 | 0.0 | - | 60.0 | 0.0 | 40.0 | - | - |
| Total % | 1.5 | 40.8 | 1.2 | 43.5 | 0.6 | 41.4 | 7.6 | 49.5 | 0.9 | 0.0 | 0.0 | 0.9 | 3.6 | 0.0 | 2.4 | 6.0 | - |
| PHF | 0.417 | 0.718 | 0.333 | 0.679 | 0.500 | 0.745 | 0.893 | 0.774 | 0.750 | 0.000 | 0.000 | 0.750 | 0.600 | 0.000 | 0.333 | 0.455 | 0.819 |
| Lights | 5 | 122 | 2 | 129 | 2 | 125 | 25 | 152 | 2 | 0 | 0 | 2 | 11 | 0 | 8 | 19 | 302 |
| % Lights | 100.0 | 90.4 | 50.0 | 89.6 | 100.0 | 91.2 | 100.0 | 92.7 | 66.7 | - | - | 66.7 | 91.7 | - | 100.0 | 95.0 | 91.2 |
| Buses | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 5 |
| % Buses | 0.0 | 0.7 | 50.0 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 33.3 | - | - | 33.3 | 8.3 | - | 0.0 | 5.0 | 1.5 |
| Trucks | 0 | 12 | 0 | 12 | 0 | 12 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| % Trucks | 0.0 | 8.9 | 0.0 | 8.3 | 0.0 | 8.8 | 0.0 | 7.3 | 0.0 | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 7.3 |



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Count Name: Rochester Blvd & Hogan Ave
Site Code:
Start Date: 10/30/2024
Page No: 7



Turning Movement Peak Hour Data Plot (3:00 PM)



Kimley-Horn and Associates, Inc.
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Count Name: CR 29 & MN 20
Site Code:
Start Date: 10/30/2024
Page No: 1

Turning Movement Data

| Start Time | MN 20 Eastbound | | | MN 20 Westbound | | | CR 29 Southbound | | | Int. Total |
|--------------|--------------------|------|------------|--------------------|-------|------------|---------------------|-------|------------|------------|
| | Left | Thru | App. Total | Thru | Right | App. Total | Left | Right | App. Total | |
| 6:00 AM | 0 | 7 | 7 | 26 | 24 | 50 | 17 | 0 | 17 | 74 |
| 6:15 AM | 1 | 20 | 21 | 26 | 35 | 61 | 15 | 0 | 15 | 97 |
| 6:30 AM | 1 | 5 | 6 | 28 | 32 | 60 | 20 | 1 | 21 | 87 |
| 6:45 AM | 0 | 23 | 23 | 25 | 21 | 46 | 27 | 1 | 28 | 97 |
| Hourly Total | 2 | 55 | 57 | 105 | 112 | 217 | 79 | 2 | 81 | 355 |
| 7:00 AM | 1 | 18 | 19 | 33 | 23 | 56 | 19 | 1 | 20 | 95 |
| 7:15 AM | 0 | 21 | 21 | 26 | 22 | 48 | 28 | 0 | 28 | 97 |
| 7:30 AM | 1 | 30 | 31 | 26 | 26 | 52 | 32 | 0 | 32 | 115 |
| 7:45 AM | 0 | 20 | 20 | 20 | 24 | 44 | 32 | 1 | 33 | 97 |
| Hourly Total | 2 | 89 | 91 | 105 | 95 | 200 | 111 | 2 | 113 | 404 |
| 8:00 AM | 0 | 21 | 21 | 28 | 20 | 48 | 14 | 0 | 14 | 83 |
| 8:15 AM | 0 | 20 | 20 | 10 | 16 | 26 | 12 | 0 | 12 | 58 |
| 8:30 AM | 1 | 13 | 14 | 20 | 18 | 38 | 20 | 0 | 20 | 72 |
| 8:45 AM | 0 | 20 | 20 | 14 | 15 | 29 | 25 | 0 | 25 | 74 |
| Hourly Total | 1 | 74 | 75 | 72 | 69 | 141 | 71 | 0 | 71 | 287 |
| 9:00 AM | 1 | 24 | 25 | 17 | 15 | 32 | 14 | 0 | 14 | 71 |
| 9:15 AM | 0 | 9 | 9 | 21 | 15 | 36 | 5 | 0 | 5 | 50 |
| 9:30 AM | 1 | 12 | 13 | 14 | 10 | 24 | 14 | 0 | 14 | 51 |
| 9:45 AM | 0 | 18 | 18 | 11 | 20 | 31 | 15 | 0 | 15 | 64 |
| Hourly Total | 2 | 63 | 65 | 63 | 60 | 123 | 48 | 0 | 48 | 236 |
| 10:00 AM | 0 | 11 | 11 | 17 | 23 | 40 | 15 | 1 | 16 | 67 |
| 10:15 AM | 2 | 17 | 19 | 13 | 12 | 25 | 12 | 0 | 12 | 56 |
| 10:30 AM | 2 | 13 | 15 | 14 | 21 | 35 | 13 | 0 | 13 | 63 |
| 10:45 AM | 1 | 11 | 12 | 10 | 15 | 25 | 14 | 0 | 14 | 51 |
| Hourly Total | 5 | 52 | 57 | 54 | 71 | 125 | 54 | 1 | 55 | 237 |
| 11:00 AM | 0 | 15 | 15 | 11 | 21 | 32 | 15 | 2 | 17 | 64 |
| 11:15 AM | 0 | 16 | 16 | 23 | 15 | 38 | 23 | 0 | 23 | 77 |
| 11:30 AM | 1 | 13 | 14 | 10 | 23 | 33 | 23 | 0 | 23 | 70 |
| 11:45 AM | 0 | 16 | 16 | 14 | 11 | 25 | 21 | 0 | 21 | 62 |
| Hourly Total | 1 | 60 | 61 | 58 | 70 | 128 | 82 | 2 | 84 | 273 |
| 12:00 PM | 0 | 19 | 19 | 13 | 28 | 41 | 29 | 0 | 29 | 89 |
| 12:15 PM | 0 | 15 | 15 | 19 | 15 | 34 | 16 | 1 | 17 | 66 |
| 12:30 PM | 2 | 21 | 23 | 16 | 21 | 37 | 21 | 0 | 21 | 81 |
| 12:45 PM | 1 | 19 | 20 | 15 | 17 | 32 | 29 | 0 | 29 | 81 |
| Hourly Total | 3 | 74 | 77 | 63 | 81 | 144 | 95 | 1 | 96 | 317 |
| 1:00 PM | 1 | 21 | 22 | 16 | 28 | 44 | 27 | 0 | 27 | 93 |

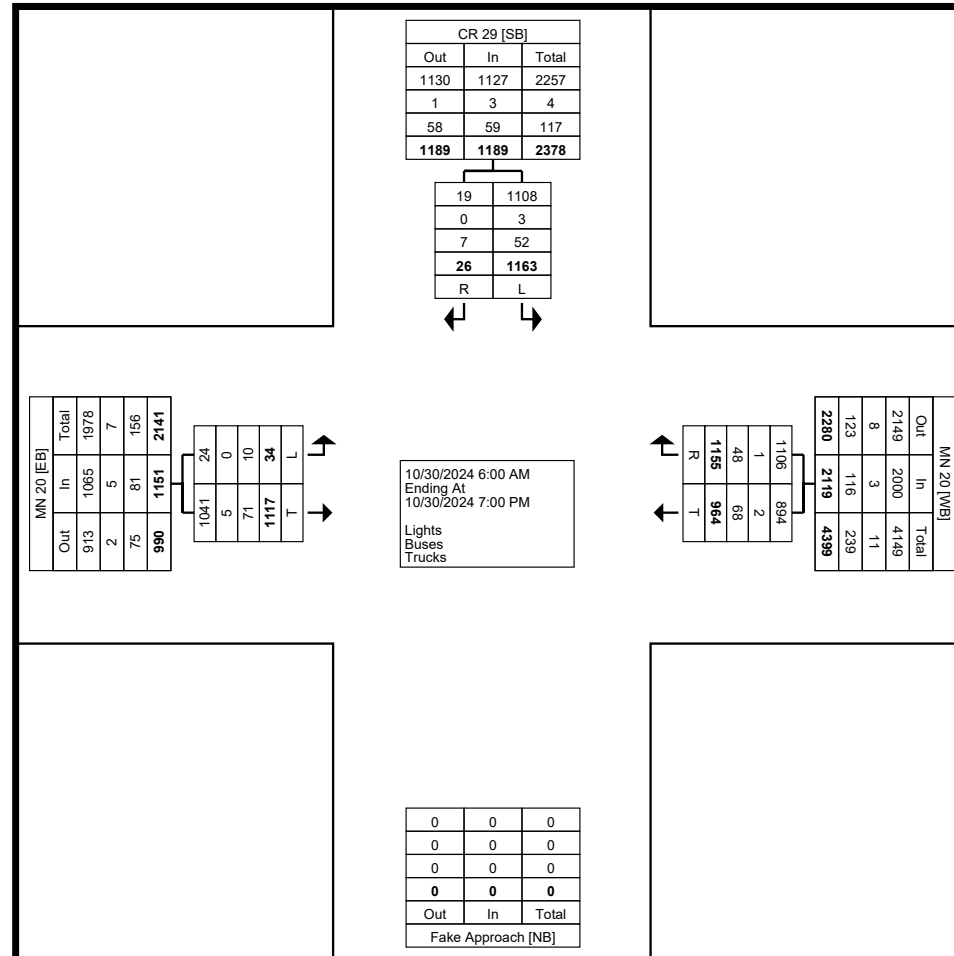
| | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|
| 1:15 PM | 3 | 24 | 27 | 23 | 19 | 42 | 26 | 0 | 26 | 95 |
| 1:30 PM | 2 | 18 | 20 | 12 | 19 | 31 | 21 | 1 | 22 | 73 |
| 1:45 PM | 0 | 17 | 17 | 23 | 27 | 50 | 17 | 0 | 17 | 84 |
| Hourly Total | 6 | 80 | 86 | 74 | 93 | 167 | 91 | 1 | 92 | 345 |
| 2:00 PM | 0 | 24 | 24 | 25 | 32 | 57 | 9 | 1 | 10 | 91 |
| 2:15 PM | 1 | 19 | 20 | 19 | 16 | 35 | 23 | 0 | 23 | 78 |
| 2:30 PM | 0 | 29 | 29 | 23 | 16 | 39 | 25 | 1 | 26 | 94 |
| 2:45 PM | 2 | 29 | 31 | 13 | 27 | 40 | 28 | 1 | 29 | 100 |
| Hourly Total | 3 | 101 | 104 | 80 | 91 | 171 | 85 | 3 | 88 | 363 |
| 3:00 PM | 2 | 44 | 46 | 37 | 35 | 72 | 34 | 2 | 36 | 154 |
| 3:15 PM | 2 | 29 | 31 | 23 | 30 | 53 | 34 | 1 | 35 | 119 |
| 3:30 PM | 0 | 33 | 33 | 22 | 33 | 55 | 28 | 1 | 29 | 117 |
| 3:45 PM | 3 | 40 | 43 | 18 | 30 | 48 | 34 | 2 | 36 | 127 |
| Hourly Total | 7 | 146 | 153 | 100 | 128 | 228 | 130 | 6 | 136 | 517 |
| 4:00 PM | 0 | 47 | 47 | 21 | 30 | 51 | 29 | 1 | 30 | 128 |
| 4:15 PM | 1 | 24 | 25 | 26 | 28 | 54 | 26 | 2 | 28 | 107 |
| 4:30 PM | 0 | 28 | 28 | 22 | 39 | 61 | 31 | 1 | 32 | 121 |
| 4:45 PM | 1 | 37 | 38 | 14 | 32 | 46 | 25 | 1 | 26 | 110 |
| Hourly Total | 2 | 136 | 138 | 83 | 129 | 212 | 111 | 5 | 116 | 466 |
| 5:00 PM | 0 | 37 | 37 | 21 | 34 | 55 | 28 | 0 | 28 | 120 |
| 5:15 PM | 0 | 30 | 30 | 19 | 25 | 44 | 41 | 0 | 41 | 115 |
| 5:30 PM | 0 | 27 | 27 | 20 | 24 | 44 | 30 | 1 | 31 | 102 |
| 5:45 PM | 0 | 26 | 26 | 6 | 17 | 23 | 25 | 1 | 26 | 75 |
| Hourly Total | 0 | 120 | 120 | 66 | 100 | 166 | 124 | 2 | 126 | 412 |
| 6:00 PM | 0 | 24 | 24 | 11 | 14 | 25 | 14 | 0 | 14 | 63 |
| 6:15 PM | 0 | 21 | 21 | 16 | 12 | 28 | 29 | 0 | 29 | 78 |
| 6:30 PM | 0 | 9 | 9 | 10 | 16 | 26 | 23 | 1 | 24 | 59 |
| 6:45 PM | 0 | 13 | 13 | 4 | 14 | 18 | 16 | 0 | 16 | 47 |
| Hourly Total | 0 | 67 | 67 | 41 | 56 | 97 | 82 | 1 | 83 | 247 |
| Grand Total | 34 | 1117 | 1151 | 964 | 1155 | 2119 | 1163 | 26 | 1189 | 4459 |
| Approach % | 3.0 | 97.0 | - | 45.5 | 54.5 | - | 97.8 | 2.2 | - | - |
| Total % | 0.8 | 25.1 | 25.8 | 21.6 | 25.9 | 47.5 | 26.1 | 0.6 | 26.7 | - |
| Lights | 24 | 1041 | 1065 | 894 | 1106 | 2000 | 1108 | 19 | 1127 | 4192 |
| % Lights | 70.6 | 93.2 | 92.5 | 92.7 | 95.8 | 94.4 | 95.3 | 73.1 | 94.8 | 94.0 |
| Buses | 0 | 5 | 5 | 2 | 1 | 3 | 3 | 0 | 3 | 11 |
| % Buses | 0.0 | 0.4 | 0.4 | 0.2 | 0.1 | 0.1 | 0.3 | 0.0 | 0.3 | 0.2 |
| Trucks | 10 | 71 | 81 | 68 | 48 | 116 | 52 | 7 | 59 | 256 |
| % Trucks | 29.4 | 6.4 | 7.0 | 7.1 | 4.2 | 5.5 | 4.5 | 26.9 | 5.0 | 5.7 |



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Count Name: CR 29 & MN 20
Site Code:
Start Date: 10/30/2024
Page No: 3



Turning Movement Data Plot



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Count Name: CR 29 & MN 20
Site Code:
Start Date: 10/30/2024
Page No: 4

Turning Movement Peak Hour Data (6:45 AM)

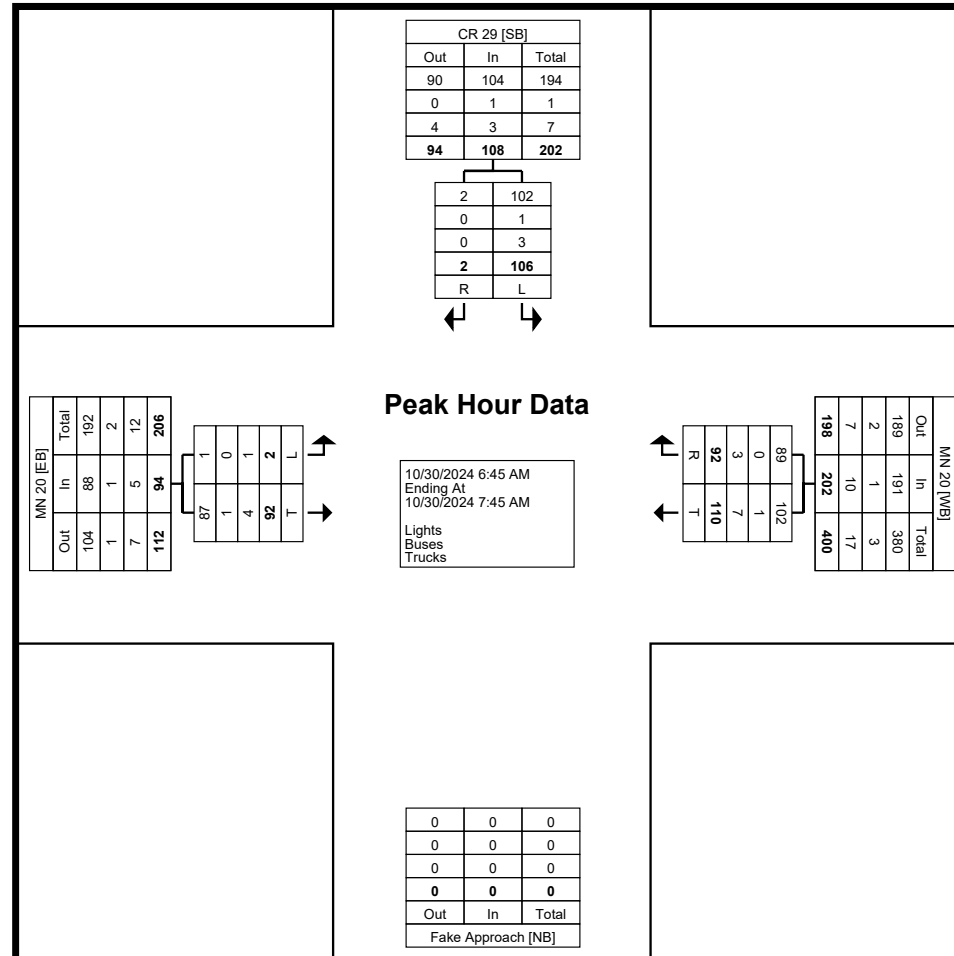
| Start Time | MN 20 Eastbound | | | MN 20 Westbound | | | CR 29 Southbound | | | Int. Total |
|------------|--------------------|-------|------------|--------------------|-------|------------|---------------------|-------|------------|------------|
| | Left | Thru | App. Total | Thru | Right | App. Total | Left | Right | App. Total | |
| 6:45 AM | 0 | 23 | 23 | 25 | 21 | 46 | 27 | 1 | 28 | 97 |
| 7:00 AM | 1 | 18 | 19 | 33 | 23 | 56 | 19 | 1 | 20 | 95 |
| 7:15 AM | 0 | 21 | 21 | 26 | 22 | 48 | 28 | 0 | 28 | 97 |
| 7:30 AM | 1 | 30 | 31 | 26 | 26 | 52 | 32 | 0 | 32 | 115 |
| Total | 2 | 92 | 94 | 110 | 92 | 202 | 106 | 2 | 108 | 404 |
| Approach % | 2.1 | 97.9 | - | 54.5 | 45.5 | - | 98.1 | 1.9 | - | - |
| Total % | 0.5 | 22.8 | 23.3 | 27.2 | 22.8 | 50.0 | 26.2 | 0.5 | 26.7 | - |
| PHF | 0.500 | 0.767 | 0.758 | 0.833 | 0.885 | 0.902 | 0.828 | 0.500 | 0.844 | 0.878 |
| Lights | 1 | 87 | 88 | 102 | 89 | 191 | 102 | 2 | 104 | 383 |
| % Lights | 50.0 | 94.6 | 93.6 | 92.7 | 96.7 | 94.6 | 96.2 | 100.0 | 96.3 | 94.8 |
| Buses | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 3 |
| % Buses | 0.0 | 1.1 | 1.1 | 0.9 | 0.0 | 0.5 | 0.9 | 0.0 | 0.9 | 0.7 |
| Trucks | 1 | 4 | 5 | 7 | 3 | 10 | 3 | 0 | 3 | 18 |
| % Trucks | 50.0 | 4.3 | 5.3 | 6.4 | 3.3 | 5.0 | 2.8 | 0.0 | 2.8 | 4.5 |



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Site Code:
Start Date: 10/30/2024
Page No: 5



Turning Movement Peak Hour Data Plot (6:45 AM)



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Count Name: CR 29 & MN 20
Site Code:
Start Date: 10/30/2024
Page No: 6

Turning Movement Peak Hour Data (3:00 PM)

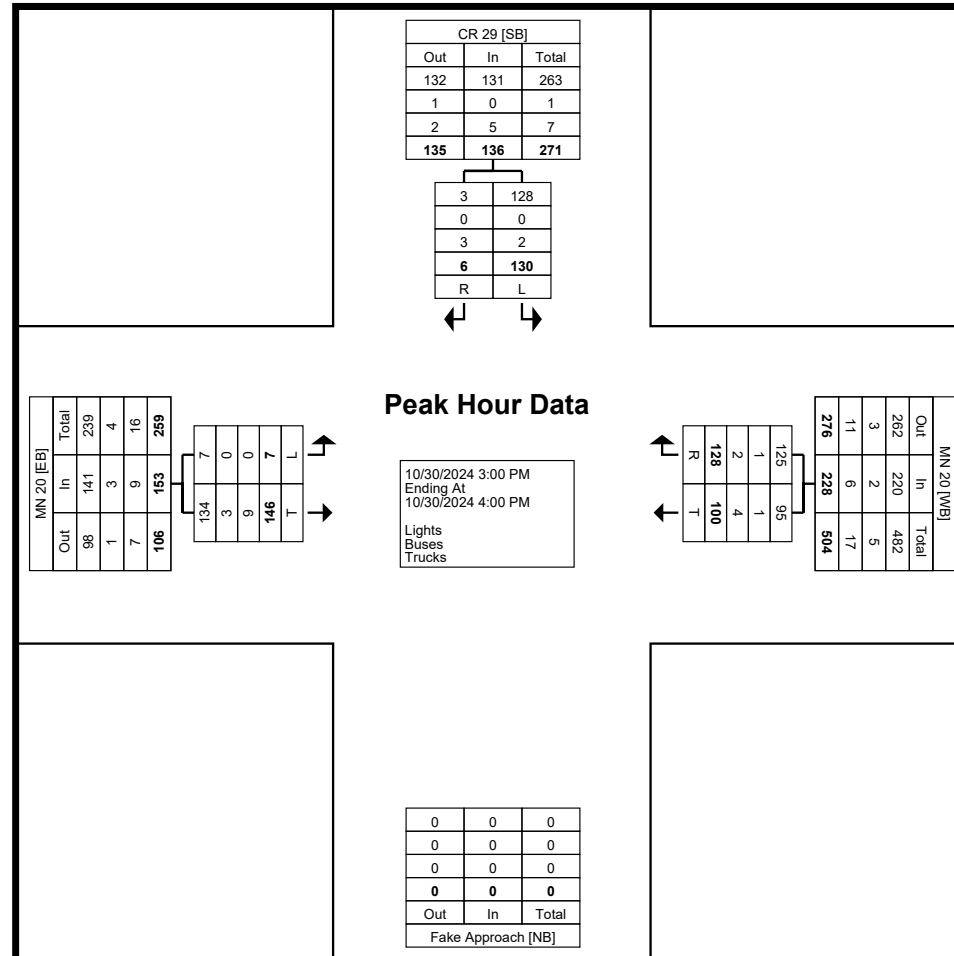
| Start Time | MN 20 Eastbound | | | MN 20 Westbound | | | CR 29 Southbound | | | Int. Total |
|------------|--------------------|-------|------------|--------------------|-------|------------|---------------------|-------|------------|------------|
| | Left | Thru | App. Total | Thru | Right | App. Total | Left | Right | App. Total | |
| 3:00 PM | 2 | 44 | 46 | 37 | 35 | 72 | 34 | 2 | 36 | 154 |
| 3:15 PM | 2 | 29 | 31 | 23 | 30 | 53 | 34 | 1 | 35 | 119 |
| 3:30 PM | 0 | 33 | 33 | 22 | 33 | 55 | 28 | 1 | 29 | 117 |
| 3:45 PM | 3 | 40 | 43 | 18 | 30 | 48 | 34 | 2 | 36 | 127 |
| Total | 7 | 146 | 153 | 100 | 128 | 228 | 130 | 6 | 136 | 517 |
| Approach % | 4.6 | 95.4 | - | 43.9 | 56.1 | - | 95.6 | 4.4 | - | - |
| Total % | 1.4 | 28.2 | 29.6 | 19.3 | 24.8 | 44.1 | 25.1 | 1.2 | 26.3 | - |
| PHF | 0.583 | 0.830 | 0.832 | 0.676 | 0.914 | 0.792 | 0.956 | 0.750 | 0.944 | 0.839 |
| Lights | 7 | 134 | 141 | 95 | 125 | 220 | 128 | 3 | 131 | 492 |
| % Lights | 100.0 | 91.8 | 92.2 | 95.0 | 97.7 | 96.5 | 98.5 | 50.0 | 96.3 | 95.2 |
| Buses | 0 | 3 | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 5 |
| % Buses | 0.0 | 2.1 | 2.0 | 1.0 | 0.8 | 0.9 | 0.0 | 0.0 | 0.0 | 1.0 |
| Trucks | 0 | 9 | 9 | 4 | 2 | 6 | 2 | 3 | 5 | 20 |
| % Trucks | 0.0 | 6.2 | 5.9 | 4.0 | 1.6 | 2.6 | 1.5 | 50.0 | 3.7 | 3.9 |



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Site Code:
Start Date: 10/30/2024
Page No: 7



Turning Movement Peak Hour Data Plot (3:00 PM)



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Count Name: MN 20 & County 17 Blvd
Site Code:
Start Date: 10/30/2024
Page No: 1

Turning Movement Data

| Start Time | County 17 Blvd Eastbound | | | | County 17 Blvd Westbound | | | | MN 20 Northbound | | | | MN 20 Southbound | | | | Int. Total |
|--------------|-----------------------------|------|-------|------------|-----------------------------|------|-------|------------|---------------------|------|-------|------------|---------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 6:00 AM | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 52 | 0 | 53 | 0 | 22 | 1 | 23 | 78 |
| 6:15 AM | 4 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 4 | 59 | 0 | 63 | 0 | 36 | 1 | 37 | 108 |
| 6:30 AM | 6 | 0 | 6 | 12 | 0 | 0 | 0 | 0 | 4 | 56 | 0 | 60 | 0 | 24 | 1 | 25 | 97 |
| 6:45 AM | 2 | 0 | 10 | 12 | 0 | 0 | 0 | 0 | 2 | 45 | 0 | 47 | 0 | 48 | 2 | 50 | 109 |
| Hourly Total | 13 | 0 | 21 | 34 | 0 | 0 | 0 | 0 | 11 | 212 | 0 | 223 | 0 | 130 | 5 | 135 | 392 |
| 7:00 AM | 1 | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 8 | 54 | 1 | 63 | 0 | 39 | 0 | 39 | 108 |
| 7:15 AM | 8 | 1 | 13 | 22 | 0 | 0 | 0 | 0 | 11 | 41 | 1 | 53 | 0 | 47 | 1 | 48 | 123 |
| 7:30 AM | 5 | 0 | 7 | 12 | 0 | 0 | 0 | 0 | 9 | 46 | 1 | 56 | 0 | 57 | 1 | 58 | 126 |
| 7:45 AM | 1 | 0 | 11 | 12 | 1 | 0 | 0 | 1 | 9 | 46 | 2 | 57 | 0 | 46 | 3 | 49 | 119 |
| Hourly Total | 15 | 1 | 36 | 52 | 1 | 0 | 0 | 1 | 37 | 187 | 5 | 229 | 0 | 189 | 5 | 194 | 476 |
| 8:00 AM | 5 | 0 | 11 | 16 | 0 | 0 | 0 | 0 | 4 | 45 | 0 | 49 | 2 | 29 | 2 | 33 | 98 |
| 8:15 AM | 2 | 2 | 4 | 8 | 0 | 0 | 0 | 0 | 5 | 27 | 0 | 32 | 0 | 30 | 2 | 32 | 72 |
| 8:30 AM | 5 | 0 | 4 | 9 | 0 | 0 | 0 | 0 | 5 | 34 | 1 | 40 | 3 | 30 | 2 | 35 | 84 |
| 8:45 AM | 7 | 2 | 12 | 21 | 0 | 0 | 1 | 1 | 3 | 21 | 0 | 24 | 1 | 37 | 3 | 41 | 87 |
| Hourly Total | 19 | 4 | 31 | 54 | 0 | 0 | 1 | 1 | 17 | 127 | 1 | 145 | 6 | 126 | 9 | 141 | 341 |
| 9:00 AM | 3 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 5 | 30 | 0 | 35 | 2 | 33 | 5 | 40 | 81 |
| 9:15 AM | 2 | 0 | 6 | 8 | 0 | 0 | 2 | 2 | 13 | 34 | 1 | 48 | 0 | 14 | 4 | 18 | 76 |
| 9:30 AM | 2 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 2 | 25 | 1 | 28 | 0 | 25 | 0 | 25 | 57 |
| 9:45 AM | 1 | 0 | 6 | 7 | 0 | 1 | 1 | 2 | 3 | 34 | 0 | 37 | 2 | 23 | 7 | 32 | 78 |
| Hourly Total | 8 | 0 | 17 | 25 | 0 | 1 | 3 | 4 | 23 | 123 | 2 | 148 | 4 | 95 | 16 | 115 | 292 |
| 10:00 AM | 8 | 0 | 4 | 12 | 2 | 0 | 0 | 2 | 3 | 30 | 1 | 34 | 0 | 24 | 4 | 28 | 76 |
| 10:15 AM | 2 | 1 | 3 | 6 | 1 | 0 | 0 | 1 | 2 | 28 | 0 | 30 | 1 | 27 | 3 | 31 | 68 |
| 10:30 AM | 2 | 0 | 4 | 6 | 1 | 0 | 0 | 1 | 6 | 31 | 1 | 38 | 1 | 22 | 2 | 25 | 70 |
| 10:45 AM | 3 | 0 | 9 | 12 | 1 | 0 | 0 | 1 | 10 | 24 | 2 | 36 | 1 | 24 | 0 | 25 | 74 |
| Hourly Total | 15 | 1 | 20 | 36 | 5 | 0 | 0 | 5 | 21 | 113 | 4 | 138 | 3 | 97 | 9 | 109 | 288 |
| 11:00 AM | 2 | 0 | 11 | 13 | 1 | 0 | 0 | 1 | 10 | 31 | 0 | 41 | 0 | 26 | 3 | 29 | 84 |
| 11:15 AM | 2 | 0 | 9 | 11 | 2 | 0 | 1 | 3 | 3 | 33 | 0 | 36 | 0 | 39 | 3 | 42 | 92 |
| 11:30 AM | 2 | 0 | 8 | 10 | 2 | 1 | 0 | 3 | 8 | 35 | 2 | 45 | 0 | 30 | 3 | 33 | 91 |
| 11:45 AM | 3 | 0 | 5 | 8 | 1 | 0 | 0 | 1 | 6 | 22 | 0 | 28 | 0 | 34 | 4 | 38 | 75 |
| Hourly Total | 9 | 0 | 33 | 42 | 6 | 1 | 1 | 8 | 27 | 121 | 2 | 150 | 0 | 129 | 13 | 142 | 342 |
| 12:00 PM | 3 | 0 | 12 | 15 | 1 | 0 | 0 | 1 | 7 | 38 | 0 | 45 | 0 | 50 | 2 | 52 | 113 |
| 12:15 PM | 5 | 0 | 13 | 18 | 0 | 0 | 0 | 0 | 5 | 32 | 2 | 39 | 0 | 29 | 4 | 33 | 90 |
| 12:30 PM | 1 | 0 | 6 | 7 | 1 | 0 | 0 | 1 | 5 | 42 | 0 | 47 | 1 | 34 | 7 | 42 | 97 |
| 12:45 PM | 4 | 1 | 9 | 14 | 0 | 0 | 1 | 1 | 6 | 32 | 1 | 39 | 1 | 41 | 4 | 46 | 100 |
| Hourly Total | 13 | 1 | 40 | 54 | 2 | 0 | 1 | 3 | 23 | 144 | 3 | 170 | 2 | 154 | 17 | 173 | 400 |
| 1:00 PM | 4 | 0 | 9 | 13 | 0 | 1 | 0 | 1 | 9 | 41 | 1 | 51 | 0 | 44 | 5 | 49 | 114 |

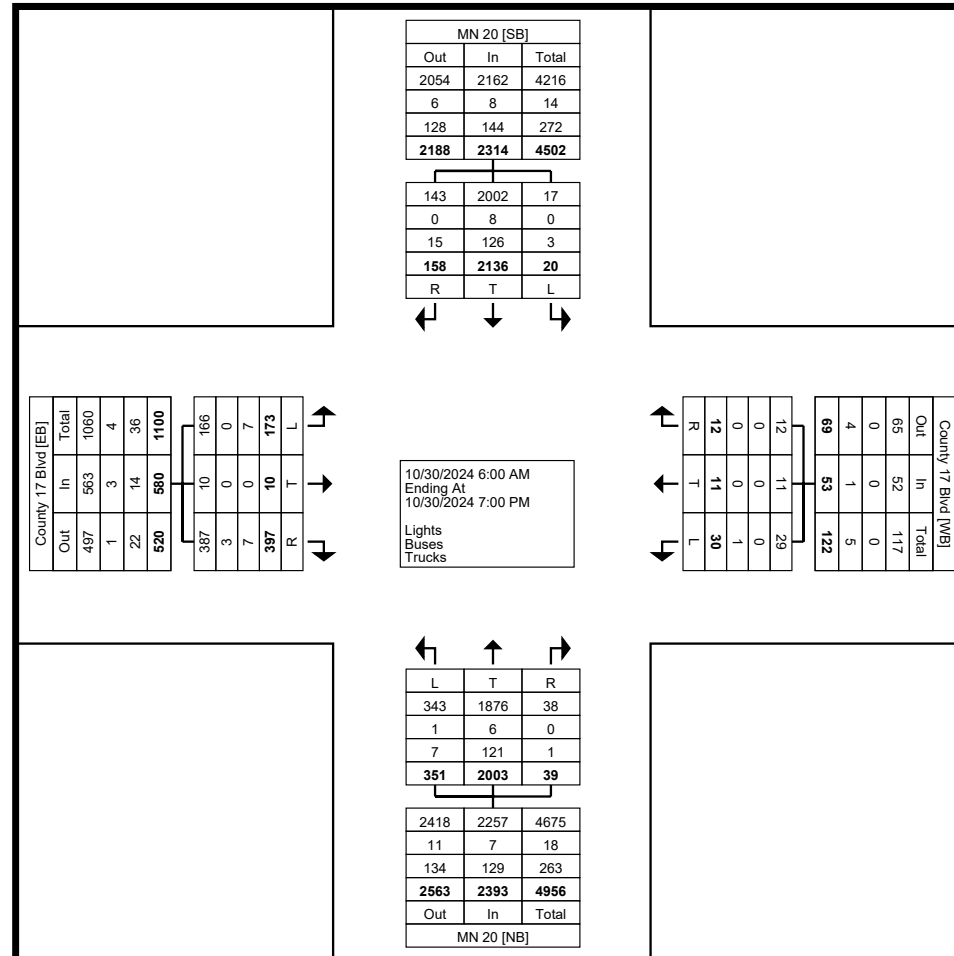
| | | | | | | | | | | | | | | | | | |
|--------------|------|-------|------|------|------|-------|-------|------|------|------|------|------|------|------|------|------|------|
| 1:15 PM | 5 | 0 | 7 | 12 | 2 | 2 | 0 | 4 | 2 | 34 | 6 | 42 | 1 | 47 | 1 | 49 | 107 |
| 1:30 PM | 3 | 0 | 9 | 12 | 1 | 0 | 0 | 1 | 6 | 32 | 1 | 39 | 0 | 37 | 5 | 42 | 94 |
| 1:45 PM | 7 | 0 | 11 | 18 | 0 | 0 | 0 | 0 | 5 | 45 | 2 | 52 | 0 | 33 | 2 | 35 | 105 |
| Hourly Total | 19 | 0 | 36 | 55 | 3 | 3 | 0 | 6 | 22 | 152 | 10 | 184 | 1 | 161 | 13 | 175 | 420 |
| 2:00 PM | 4 | 0 | 14 | 18 | 0 | 0 | 0 | 0 | 4 | 52 | 1 | 57 | 0 | 25 | 4 | 29 | 104 |
| 2:15 PM | 3 | 1 | 4 | 8 | 1 | 0 | 1 | 2 | 6 | 31 | 2 | 39 | 0 | 38 | 1 | 39 | 88 |
| 2:30 PM | 2 | 0 | 3 | 5 | 2 | 1 | 0 | 3 | 10 | 37 | 0 | 47 | 1 | 53 | 2 | 56 | 111 |
| 2:45 PM | 5 | 0 | 8 | 13 | 0 | 1 | 1 | 2 | 4 | 39 | 0 | 43 | 1 | 59 | 2 | 62 | 120 |
| Hourly Total | 14 | 1 | 29 | 44 | 3 | 2 | 2 | 7 | 24 | 159 | 3 | 186 | 2 | 175 | 9 | 186 | 423 |
| 3:00 PM | 7 | 1 | 14 | 22 | 0 | 2 | 0 | 2 | 17 | 70 | 1 | 88 | 0 | 76 | 3 | 79 | 191 |
| 3:15 PM | 3 | 0 | 8 | 11 | 1 | 0 | 0 | 1 | 17 | 51 | 3 | 71 | 1 | 61 | 6 | 68 | 151 |
| 3:30 PM | 6 | 0 | 9 | 15 | 3 | 0 | 1 | 4 | 8 | 53 | 2 | 63 | 0 | 56 | 6 | 62 | 144 |
| 3:45 PM | 4 | 0 | 10 | 14 | 0 | 0 | 0 | 0 | 9 | 44 | 0 | 53 | 1 | 72 | 1 | 74 | 141 |
| Hourly Total | 20 | 1 | 41 | 62 | 4 | 2 | 1 | 7 | 51 | 218 | 6 | 275 | 2 | 265 | 16 | 283 | 627 |
| 4:00 PM | 2 | 0 | 9 | 11 | 0 | 0 | 1 | 1 | 11 | 49 | 0 | 60 | 0 | 70 | 5 | 75 | 147 |
| 4:15 PM | 4 | 0 | 11 | 15 | 1 | 0 | 0 | 1 | 11 | 53 | 0 | 64 | 0 | 52 | 2 | 54 | 134 |
| 4:30 PM | 4 | 0 | 8 | 12 | 3 | 0 | 0 | 3 | 16 | 58 | 1 | 75 | 0 | 60 | 2 | 62 | 152 |
| 4:45 PM | 1 | 0 | 9 | 10 | 0 | 0 | 1 | 1 | 7 | 43 | 0 | 50 | 0 | 56 | 8 | 64 | 125 |
| Hourly Total | 11 | 0 | 37 | 48 | 4 | 0 | 2 | 6 | 45 | 203 | 1 | 249 | 0 | 238 | 17 | 255 | 558 |
| 5:00 PM | 3 | 1 | 5 | 9 | 2 | 2 | 0 | 4 | 6 | 49 | 1 | 56 | 0 | 64 | 4 | 68 | 137 |
| 5:15 PM | 1 | 0 | 4 | 5 | 0 | 0 | 1 | 1 | 6 | 43 | 0 | 49 | 0 | 63 | 11 | 74 | 129 |
| 5:30 PM | 3 | 0 | 10 | 13 | 0 | 0 | 0 | 0 | 7 | 41 | 0 | 48 | 0 | 58 | 1 | 59 | 120 |
| 5:45 PM | 2 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 2 | 23 | 1 | 26 | 0 | 49 | 7 | 56 | 88 |
| Hourly Total | 9 | 1 | 23 | 33 | 2 | 2 | 1 | 5 | 21 | 156 | 2 | 179 | 0 | 234 | 23 | 257 | 474 |
| 6:00 PM | 3 | 0 | 7 | 10 | 0 | 0 | 0 | 0 | 6 | 22 | 0 | 28 | 0 | 38 | 0 | 38 | 76 |
| 6:15 PM | 2 | 0 | 8 | 10 | 0 | 0 | 0 | 0 | 4 | 27 | 0 | 31 | 0 | 46 | 2 | 48 | 89 |
| 6:30 PM | 2 | 0 | 11 | 13 | 0 | 0 | 0 | 0 | 9 | 24 | 0 | 33 | 0 | 33 | 3 | 36 | 82 |
| 6:45 PM | 1 | 0 | 7 | 8 | 0 | 0 | 0 | 0 | 10 | 15 | 0 | 25 | 0 | 26 | 1 | 27 | 60 |
| Hourly Total | 8 | 0 | 33 | 41 | 0 | 0 | 0 | 0 | 29 | 88 | 0 | 117 | 0 | 143 | 6 | 149 | 307 |
| Grand Total | 173 | 10 | 397 | 580 | 30 | 11 | 12 | 53 | 351 | 2003 | 39 | 2393 | 20 | 2136 | 158 | 2314 | 5340 |
| Approach % | 29.8 | 1.7 | 68.4 | - | 56.6 | 20.8 | 22.6 | - | 14.7 | 83.7 | 1.6 | - | 0.9 | 92.3 | 6.8 | - | - |
| Total % | 3.2 | 0.2 | 7.4 | 10.9 | 0.6 | 0.2 | 0.2 | 1.0 | 6.6 | 37.5 | 0.7 | 44.8 | 0.4 | 40.0 | 3.0 | 43.3 | - |
| Lights | 166 | 10 | 387 | 563 | 29 | 11 | 12 | 52 | 343 | 1876 | 38 | 2257 | 17 | 2002 | 143 | 2162 | 5034 |
| % Lights | 96.0 | 100.0 | 97.5 | 97.1 | 96.7 | 100.0 | 100.0 | 98.1 | 97.7 | 93.7 | 97.4 | 94.3 | 85.0 | 93.7 | 90.5 | 93.4 | 94.3 |
| Buses | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 7 | 0 | 8 | 0 | 8 | 18 |
| % Buses | 0.0 | 0.0 | 0.8 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.3 | 0.0 | 0.3 | 0.0 | 0.4 | 0.0 | 0.3 | 0.3 |
| Trucks | 7 | 0 | 7 | 14 | 1 | 0 | 0 | 1 | 7 | 121 | 1 | 129 | 3 | 126 | 15 | 144 | 288 |
| % Trucks | 4.0 | 0.0 | 1.8 | 2.4 | 3.3 | 0.0 | 0.0 | 1.9 | 2.0 | 6.0 | 2.6 | 5.4 | 15.0 | 5.9 | 9.5 | 6.2 | 5.4 |



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Count Name: MN 20 & County 17 Blvd
Site Code:
Start Date: 10/30/2024
Page No: 3



Turning Movement Data Plot



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Count Name: MN 20 & County 17 Blvd
Site Code:
Start Date: 10/30/2024
Page No: 4

Turning Movement Peak Hour Data (7:00 AM)

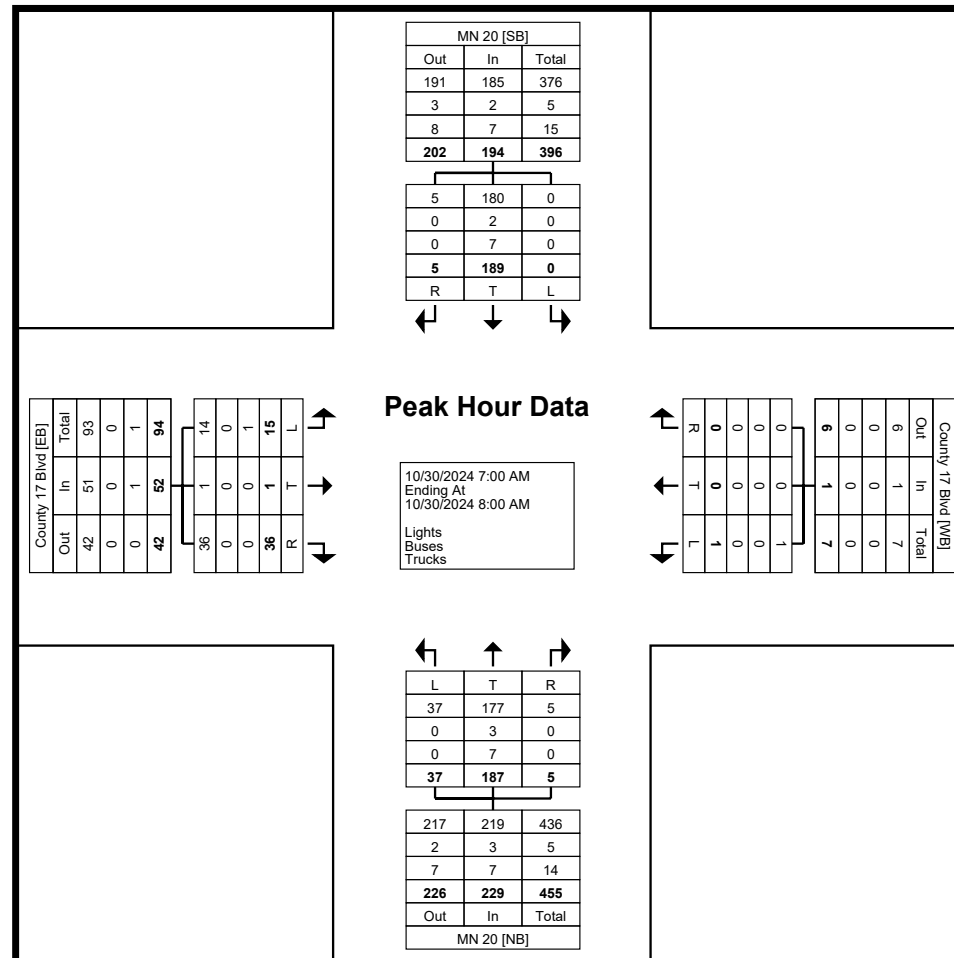
| Start Time | County 17 Blvd Eastbound | | | | County 17 Blvd Westbound | | | | MN 20 Northbound | | | | MN 20 Southbound | | | | Int. Total |
|------------|-----------------------------|-------|-------|------------|-----------------------------|-------|-------|------------|---------------------|-------|-------|------------|---------------------|-------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 7:00 AM | 1 | 0 | 5 | 6 | 0 | 0 | 0 | 0 | 8 | 54 | 1 | 63 | 0 | 39 | 0 | 39 | 108 |
| 7:15 AM | 8 | 1 | 13 | 22 | 0 | 0 | 0 | 0 | 11 | 41 | 1 | 53 | 0 | 47 | 1 | 48 | 123 |
| 7:30 AM | 5 | 0 | 7 | 12 | 0 | 0 | 0 | 0 | 9 | 46 | 1 | 56 | 0 | 57 | 1 | 58 | 126 |
| 7:45 AM | 1 | 0 | 11 | 12 | 1 | 0 | 0 | 1 | 9 | 46 | 2 | 57 | 0 | 46 | 3 | 49 | 119 |
| Total | 15 | 1 | 36 | 52 | 1 | 0 | 0 | 1 | 37 | 187 | 5 | 229 | 0 | 189 | 5 | 194 | 476 |
| Approach % | 28.8 | 1.9 | 69.2 | - | 100.0 | 0.0 | 0.0 | - | 16.2 | 81.7 | 2.2 | - | 0.0 | 97.4 | 2.6 | - | - |
| Total % | 3.2 | 0.2 | 7.6 | 10.9 | 0.2 | 0.0 | 0.0 | 0.2 | 7.8 | 39.3 | 1.1 | 48.1 | 0.0 | 39.7 | 1.1 | 40.8 | - |
| PHF | 0.469 | 0.250 | 0.692 | 0.591 | 0.250 | 0.000 | 0.000 | 0.250 | 0.841 | 0.866 | 0.625 | 0.909 | 0.000 | 0.829 | 0.417 | 0.836 | 0.944 |
| Lights | 14 | 1 | 36 | 51 | 1 | 0 | 0 | 1 | 37 | 177 | 5 | 219 | 0 | 180 | 5 | 185 | 456 |
| % Lights | 93.3 | 100.0 | 100.0 | 98.1 | 100.0 | - | - | 100.0 | 100.0 | 94.7 | 100.0 | 95.6 | - | 95.2 | 100.0 | 95.4 | 95.8 |
| Buses | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 2 | 5 |
| % Buses | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | - | - | 0.0 | 0.0 | 1.6 | 0.0 | 1.3 | - | 1.1 | 0.0 | 1.0 | 1.1 |
| Trucks | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 15 |
| % Trucks | 6.7 | 0.0 | 0.0 | 1.9 | 0.0 | - | - | 0.0 | 0.0 | 3.7 | 0.0 | 3.1 | - | 3.7 | 0.0 | 3.6 | 3.2 |



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Site Code:
Start Date: 10/30/2024
Page No: 5



Turning Movement Peak Hour Data Plot (7:00 AM)



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Count Name: MN 20 & County 17 Blvd
Site Code:
Start Date: 10/30/2024
Page No: 6

Turning Movement Peak Hour Data (3:00 PM)

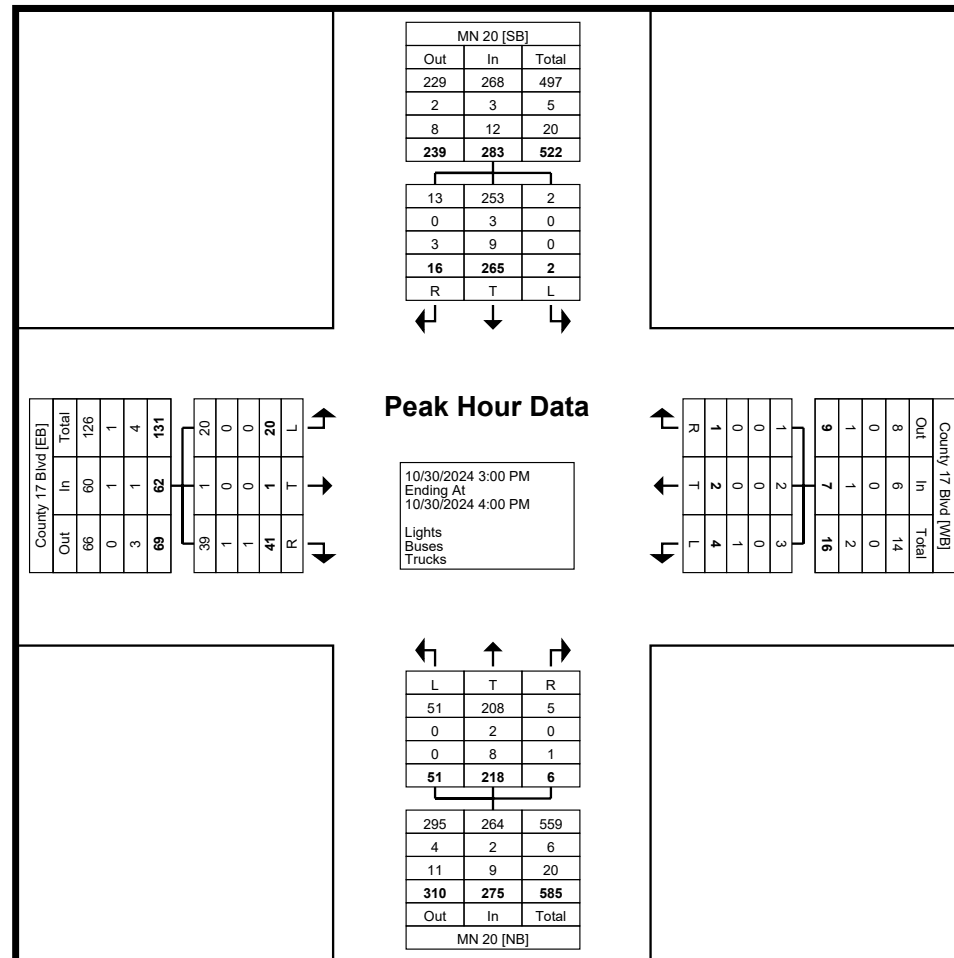
| Start Time | County 17 Blvd Eastbound | | | | County 17 Blvd Westbound | | | | MN 20 Northbound | | | | MN 20 Southbound | | | | Int. Total |
|------------|-----------------------------|-------|-------|------------|-----------------------------|-------|-------|------------|---------------------|-------|-------|------------|---------------------|-------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 3:00 PM | 7 | 1 | 14 | 22 | 0 | 2 | 0 | 2 | 17 | 70 | 1 | 88 | 0 | 76 | 3 | 79 | 191 |
| 3:15 PM | 3 | 0 | 8 | 11 | 1 | 0 | 0 | 1 | 17 | 51 | 3 | 71 | 1 | 61 | 6 | 68 | 151 |
| 3:30 PM | 6 | 0 | 9 | 15 | 3 | 0 | 1 | 4 | 8 | 53 | 2 | 63 | 0 | 56 | 6 | 62 | 144 |
| 3:45 PM | 4 | 0 | 10 | 14 | 0 | 0 | 0 | 0 | 9 | 44 | 0 | 53 | 1 | 72 | 1 | 74 | 141 |
| Total | 20 | 1 | 41 | 62 | 4 | 2 | 1 | 7 | 51 | 218 | 6 | 275 | 2 | 265 | 16 | 283 | 627 |
| Approach % | 32.3 | 1.6 | 66.1 | - | 57.1 | 28.6 | 14.3 | - | 18.5 | 79.3 | 2.2 | - | 0.7 | 93.6 | 5.7 | - | - |
| Total % | 3.2 | 0.2 | 6.5 | 9.9 | 0.6 | 0.3 | 0.2 | 1.1 | 8.1 | 34.8 | 1.0 | 43.9 | 0.3 | 42.3 | 2.6 | 45.1 | - |
| PHF | 0.714 | 0.250 | 0.732 | 0.705 | 0.333 | 0.250 | 0.250 | 0.438 | 0.750 | 0.779 | 0.500 | 0.781 | 0.500 | 0.872 | 0.667 | 0.896 | 0.821 |
| Lights | 20 | 1 | 39 | 60 | 3 | 2 | 1 | 6 | 51 | 208 | 5 | 264 | 2 | 253 | 13 | 268 | 598 |
| % Lights | 100.0 | 100.0 | 95.1 | 96.8 | 75.0 | 100.0 | 100.0 | 85.7 | 100.0 | 95.4 | 83.3 | 96.0 | 100.0 | 95.5 | 81.3 | 94.7 | 95.4 |
| Buses | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 3 | 6 |
| % Buses | 0.0 | 0.0 | 2.4 | 1.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 0.7 | 0.0 | 1.1 | 0.0 | 1.1 | 1.0 |
| Trucks | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 8 | 1 | 9 | 0 | 9 | 3 | 12 | 23 |
| % Trucks | 0.0 | 0.0 | 2.4 | 1.6 | 25.0 | 0.0 | 0.0 | 14.3 | 0.0 | 3.7 | 16.7 | 3.3 | 0.0 | 3.4 | 18.8 | 4.2 | 3.7 |



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(630) 487-5550 ethan.scowcroft@kimley-horn.com

Count Name: MN 20 & County 17 Blvd
Site Code:
Start Date: 10/30/2024
Page No: 7



Turning Movement Peak Hour Data Plot (3:00 PM)



Kimley-Horn
4201 Winfield Road Suite 600

Warrenville, Illinois, United States 60555
(630) 487-5550 kaelyn.lewis@kimley-horn.com

Count Name: CSAH 88 & Harry Avenue
Site Code:
Start Date: 04/29/2025
Page No: 1

Turning Movement Data

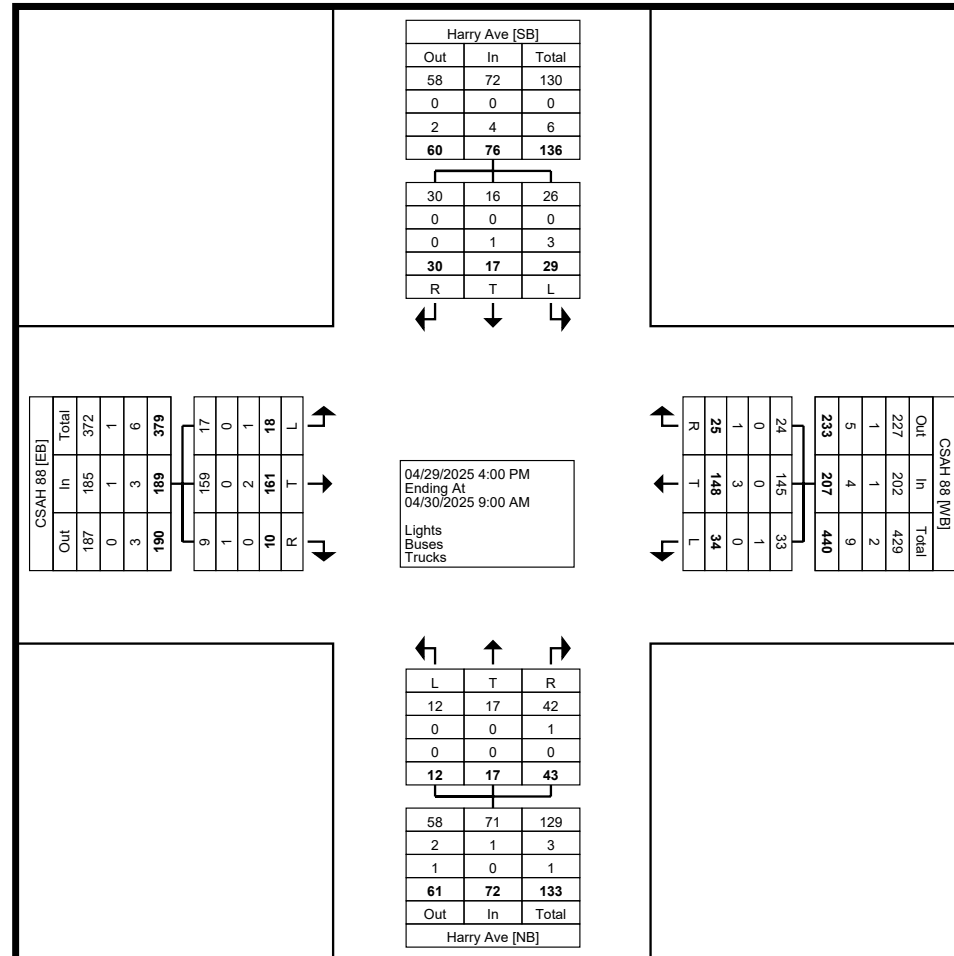
| Start Time | CSAH 88 Westbound | | | | CSAH 88 Eastbound | | | | Harry Ave Southbound | | | | Harry Ave Northbound | | | | Int. Total |
|---------------|----------------------|------|-------|------------|----------------------|------|-------|------------|-------------------------|------|-------|------------|-------------------------|-------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 4:00 PM | 8 | 27 | 3 | 38 | 0 | 8 | 0 | 8 | 2 | 1 | 1 | 4 | 0 | 0 | 1 | 1 | 51 |
| 4:15 PM | 1 | 15 | 1 | 17 | 2 | 6 | 0 | 8 | 2 | 3 | 5 | 10 | 2 | 1 | 1 | 4 | 39 |
| 4:30 PM | 4 | 7 | 3 | 14 | 1 | 9 | 2 | 12 | 1 | 3 | 2 | 6 | 0 | 0 | 5 | 5 | 37 |
| 4:45 PM | 2 | 8 | 1 | 11 | 1 | 13 | 0 | 14 | 2 | 2 | 4 | 8 | 1 | 1 | 2 | 4 | 37 |
| Hourly Total | 15 | 57 | 8 | 80 | 4 | 36 | 2 | 42 | 7 | 9 | 12 | 28 | 3 | 2 | 9 | 14 | 164 |
| 5:00 PM | 4 | 9 | 3 | 16 | 1 | 6 | 1 | 8 | 2 | 1 | 0 | 3 | 0 | 5 | 8 | 13 | 40 |
| 5:15 PM | 1 | 8 | 3 | 12 | 0 | 8 | 2 | 10 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 24 |
| 5:30 PM | 4 | 7 | 1 | 12 | 1 | 17 | 0 | 18 | 4 | 1 | 0 | 5 | 0 | 0 | 3 | 3 | 38 |
| 5:45 PM | 2 | 7 | 1 | 10 | 2 | 14 | 2 | 18 | 3 | 1 | 2 | 6 | 2 | 0 | 4 | 6 | 40 |
| Hourly Total | 11 | 31 | 8 | 50 | 4 | 45 | 5 | 54 | 9 | 3 | 3 | 15 | 2 | 5 | 16 | 23 | 142 |
| *** BREAK *** | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 7:00 AM | 1 | 8 | 1 | 10 | 1 | 11 | 0 | 12 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 3 | 26 |
| 7:15 AM | 1 | 13 | 2 | 16 | 3 | 11 | 0 | 14 | 4 | 0 | 2 | 6 | 1 | 3 | 2 | 6 | 42 |
| 7:30 AM | 0 | 14 | 1 | 15 | 2 | 9 | 0 | 11 | 4 | 0 | 4 | 8 | 2 | 1 | 1 | 4 | 38 |
| 7:45 AM | 1 | 13 | 2 | 16 | 0 | 14 | 3 | 17 | 1 | 2 | 2 | 5 | 1 | 0 | 5 | 6 | 44 |
| Hourly Total | 3 | 48 | 6 | 57 | 6 | 45 | 3 | 54 | 9 | 2 | 9 | 20 | 5 | 4 | 10 | 19 | 150 |
| 8:00 AM | 0 | 1 | 1 | 2 | 2 | 13 | 0 | 15 | 2 | 2 | 1 | 5 | 0 | 1 | 2 | 3 | 25 |
| 8:15 AM | 2 | 2 | 0 | 4 | 0 | 7 | 0 | 7 | 1 | 1 | 3 | 5 | 0 | 0 | 2 | 2 | 18 |
| 8:30 AM | 3 | 3 | 1 | 7 | 2 | 6 | 0 | 8 | 1 | 0 | 1 | 2 | 1 | 4 | 3 | 8 | 25 |
| 8:45 AM | 0 | 6 | 1 | 7 | 0 | 9 | 0 | 9 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 3 | 20 |
| Hourly Total | 5 | 12 | 3 | 20 | 4 | 35 | 0 | 39 | 4 | 3 | 6 | 13 | 2 | 6 | 8 | 16 | 88 |
| Grand Total | 34 | 148 | 25 | 207 | 18 | 161 | 10 | 189 | 29 | 17 | 30 | 76 | 12 | 17 | 43 | 72 | 544 |
| Approach % | 16.4 | 71.5 | 12.1 | - | 9.5 | 85.2 | 5.3 | - | 38.2 | 22.4 | 39.5 | - | 16.7 | 23.6 | 59.7 | - | - |
| Total % | 6.3 | 27.2 | 4.6 | 38.1 | 3.3 | 29.6 | 1.8 | 34.7 | 5.3 | 3.1 | 5.5 | 14.0 | 2.2 | 3.1 | 7.9 | 13.2 | - |
| Lights | 33 | 145 | 24 | 202 | 17 | 159 | 9 | 185 | 26 | 16 | 30 | 72 | 12 | 17 | 42 | 71 | 530 |
| % Lights | 97.1 | 98.0 | 96.0 | 97.6 | 94.4 | 98.8 | 90.0 | 97.9 | 89.7 | 94.1 | 100.0 | 94.7 | 100.0 | 100.0 | 97.7 | 98.6 | 97.4 |
| Buses | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 |
| % Buses | 2.9 | 0.0 | 0.0 | 0.5 | 0.0 | 0.0 | 10.0 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 1.4 | 0.6 |
| Trucks | 0 | 3 | 1 | 4 | 1 | 2 | 0 | 3 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 11 |
| % Trucks | 0.0 | 2.0 | 4.0 | 1.9 | 5.6 | 1.2 | 0.0 | 1.6 | 10.3 | 5.9 | 0.0 | 5.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2.0 |



Kimley-Horn
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Count Name: CSAH 88 & Harry Avenue
Site Code:
Start Date: 04/29/2025
Page No: 2



Turning Movement Data Plot

Kimley-Horn
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Count Name: CSAH 88 & Harry Avenue
Site Code:
Start Date: 04/29/2025
Page No: 3

Turning Movement Peak Hour Data (4:00 PM)

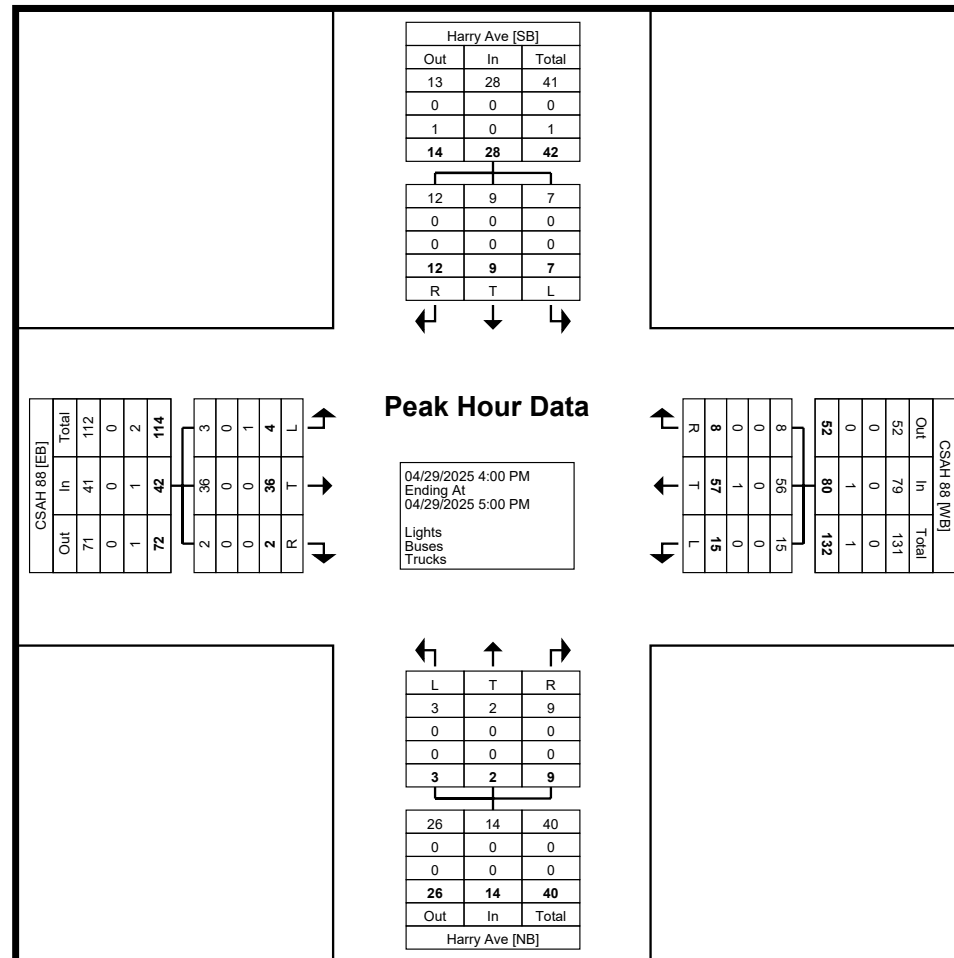
[illegible]



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Count Name: CSAH 88 & Harry Avenue
Site Code:
Start Date: 04/29/2025
Page No: 4



Turning Movement Peak Hour Data Plot (4:00 PM)



Kimley-Horn
4201 Winfield Road Suite 600

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Count Name: CSAH 88 & Harry Avenue
Site Code:
Start Date: 04/29/2025
Page No: 5

Turning Movement Peak Hour Data (7:00 AM)

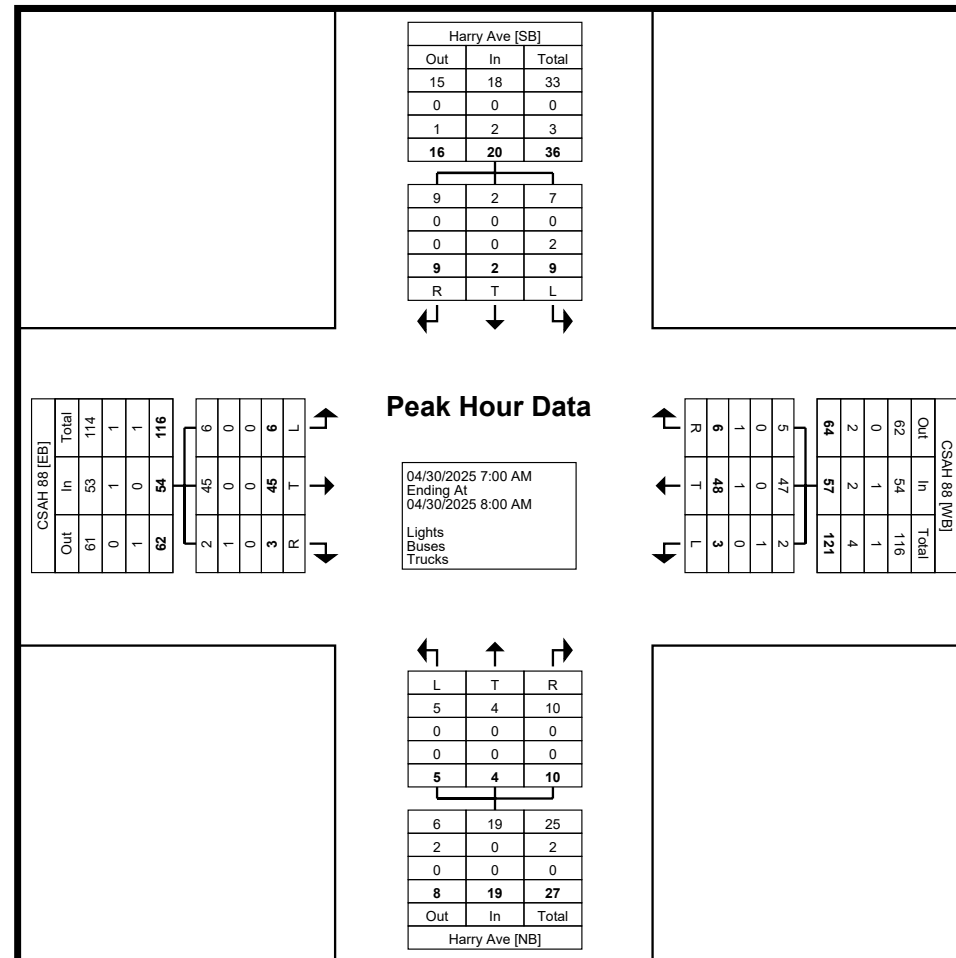
| Start Time | CSAH 88 Westbound | | | | CSAH 88 Eastbound | | | | Harry Ave Southbound | | | | Harry Ave Northbound | | | | Int. Total |
|------------|----------------------|-------|-------|------------|----------------------|-------|-------|------------|-------------------------|-------|-------|------------|-------------------------|-------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| 7:00 AM | 1 | 8 | 1 | 10 | 1 | 11 | 0 | 12 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 3 | 26 |
| 7:15 AM | 1 | 13 | 2 | 16 | 3 | 11 | 0 | 14 | 4 | 0 | 2 | 6 | 1 | 3 | 2 | 6 | 42 |
| 7:30 AM | 0 | 14 | 1 | 15 | 2 | 9 | 0 | 11 | 4 | 0 | 4 | 8 | 2 | 1 | 1 | 4 | 38 |
| 7:45 AM | 1 | 13 | 2 | 16 | 0 | 14 | 3 | 17 | 1 | 2 | 2 | 5 | 1 | 0 | 5 | 6 | 44 |
| Total | 3 | 48 | 6 | 57 | 6 | 45 | 3 | 54 | 9 | 2 | 9 | 20 | 5 | 4 | 10 | 19 | 150 |
| Approach % | 5.3 | 84.2 | 10.5 | - | 11.1 | 83.3 | 5.6 | - | 45.0 | 10.0 | 45.0 | - | 26.3 | 21.1 | 52.6 | - | - |
| Total % | 2.0 | 32.0 | 4.0 | 38.0 | 4.0 | 30.0 | 2.0 | 36.0 | 6.0 | 1.3 | 6.0 | 13.3 | 3.3 | 2.7 | 6.7 | 12.7 | - |
| PHF | 0.750 | 0.857 | 0.750 | 0.891 | 0.500 | 0.804 | 0.250 | 0.794 | 0.563 | 0.250 | 0.563 | 0.625 | 0.625 | 0.333 | 0.500 | 0.792 | 0.852 |
| Lights | 2 | 47 | 5 | 54 | 6 | 45 | 2 | 53 | 7 | 2 | 9 | 18 | 5 | 4 | 10 | 19 | 144 |
| % Lights | 66.7 | 97.9 | 83.3 | 94.7 | 100.0 | 100.0 | 66.7 | 98.1 | 77.8 | 100.0 | 100.0 | 90.0 | 100.0 | 100.0 | 100.0 | 100.0 | 96.0 |
| Buses | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % Buses | 33.3 | 0.0 | 0.0 | 1.8 | 0.0 | 0.0 | 33.3 | 1.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 |
| Trucks | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| % Trucks | 0.0 | 2.1 | 16.7 | 3.5 | 0.0 | 0.0 | 0.0 | 0.0 | 22.2 | 0.0 | 0.0 | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.7 |



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Count Name: CSAH 88 & Harry Avenue
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Start Date: 04/29/2025
Page No: 6

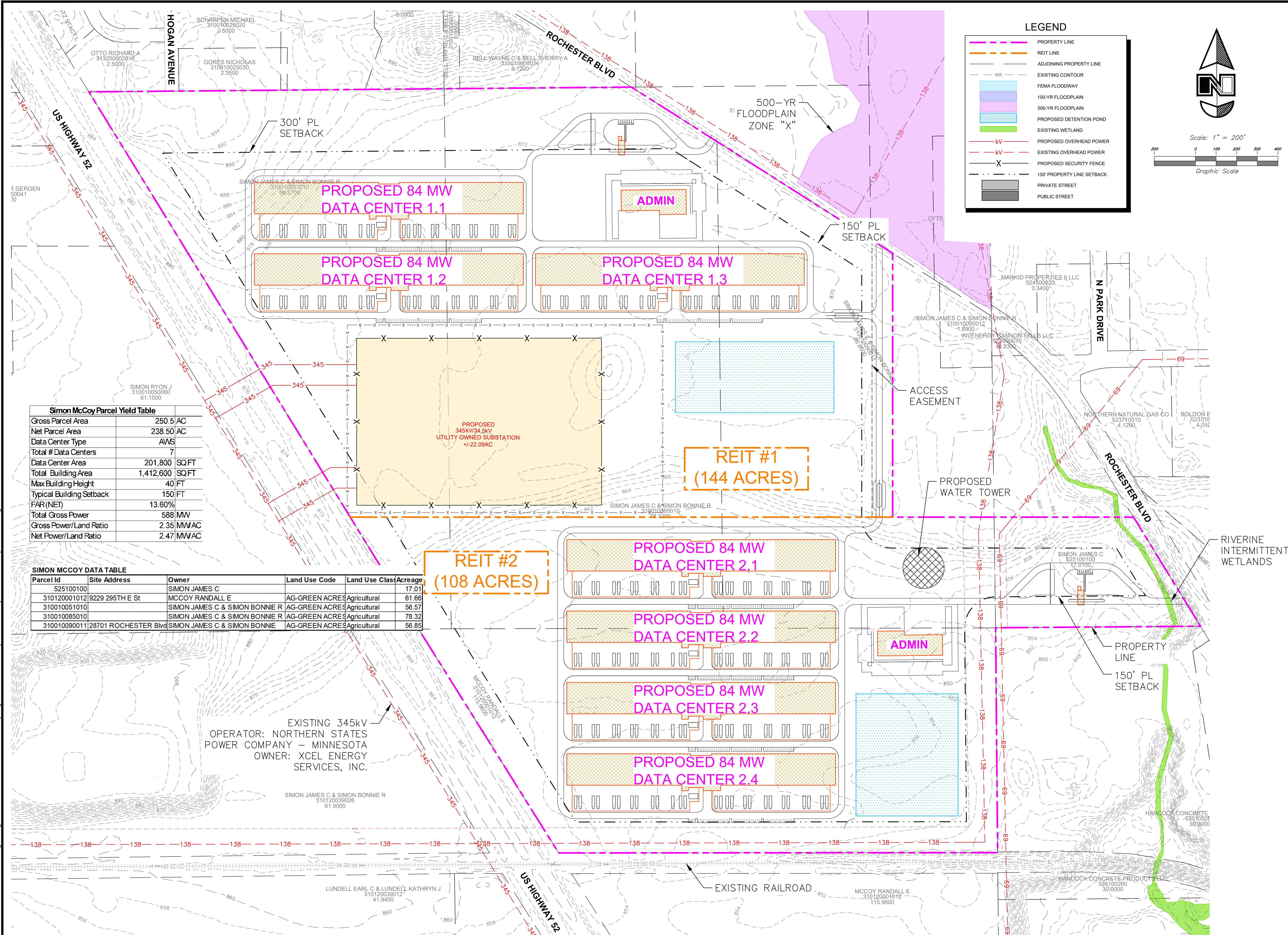


Turning Movement Peak Hour Data Plot (7:00 AM)

B. Site Layout Exhibits



Last Saved By: Ehan Marks
C:\Users\Ehan Marks\Box11, Tract Engineering Folder\Site Cards\In Pursuit Lands - Early Diligence\MN\Simon McCoy - Dakota County\Simon McCoy Test File V5.dwg



Concept Site Plan V5

SIMON/MCCOY

ROCHESTER BOULEVARD
DAKOTA COUNTY
CANNON FALLS, MINNESOTA

10.24.2024

SHEET NO.

C1

SIMON MCCOY

C. SimTraffic Analysis Results



1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 4.2 | 0.2 | 3.6 | 0.0 | 0.0 | 0.0 | 1.7 | 0.0 | 0.0 | 3.6 | 0.4 | 0.3 |
| Total Del/Veh (s) | 0.5 | 0.6 | 0.1 | 0.8 | 0.9 | 0.2 | 3.4 | 6.3 | 1.7 | 5.1 | 6.6 | 2.7 |

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 1.5 |
| Total Del/Veh (s) | 2.4 |

2: Hwy 52 NB Ramp & Rochester Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.1 | 0.0 | 0.1 | 3.1 | 0.1 |
| Total Del/Veh (s) | 1.1 | 0.8 | 1.6 | 0.7 | 6.4 | 2.3 | 1.8 |

3: Hogan Ave & Rochester Blvd Performance by movement

| Movement | EBL | EBT | WBT | WBR | NBL | NBR | SBL | SBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 0.8 | 0.4 | 2.0 | 1.9 | 6.0 | 2.1 | 3.6 | 1.3 | 1.4 |

4: County 29 Blvd & Cannon Falls Blvd Performance by movement

| Movement | WBL | WBR | NBT | NBR | SBL | SBT | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 5.3 | 4.7 | 0.6 | 0.7 | 0.9 | 1.7 | 2.1 |

5: County 29 Blvd & County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | NBL | NBT | NBR | SBT | SBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | | 0.2 | 0.2 | 3.4 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 9.3 | 2.3 | 5.7 | | 2.2 | 1.0 | 0.1 | 1.0 | 0.6 | 1.6 |

8: Harry Ave & CSAH 88/County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 3.7 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.9 | 1.0 | 0.5 | 2.7 | 2.0 | 2.1 | 2.8 | 7.5 | 1.2 | 4.2 | 5.5 | 1.6 |

8: Harry Ave & CSAH 88/County 17 Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.3 |
| Total Del/Veh (s) | 2.0 |

Total Network Performance

| | |
|--------------------|-----|
| | |
| Denied Del/Veh (s) | 0.8 |
| Total Del/Veh (s) | 6.3 |

Queuing and Blocking Report
Existing AM Peak Hour

05/05/2025

Intersection: 1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|------|-----|------|
| Directions Served | L | L | L | TR | L | TR |
| Maximum Queue (ft) | 19 | 4 | 32 | 43 | 72 | 25 |
| Average Queue (ft) | 1 | 0 | 3 | 11 | 31 | 7 |
| 95th Queue (ft) | 8 | 3 | 17 | 34 | 58 | 23 |
| Link Distance (ft) | | | | 1223 | | 1017 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | 325 | 325 | 300 | | 250 | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 2: Hwy 52 NB Ramp & Rochester Blvd

| Movement | WB | NB | NB |
|-----------------------|-----|------|-----|
| Directions Served | L | L | R |
| Maximum Queue (ft) | 64 | 78 | 26 |
| Average Queue (ft) | 11 | 27 | 4 |
| 95th Queue (ft) | 39 | 61 | 19 |
| Link Distance (ft) | | 1085 | |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 400 | | 350 |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 3: Hogan Ave & Rochester Blvd

| Movement | EB | NB | SB |
|-----------------------|-----|------|------|
| Directions Served | L | LTR | LTR |
| Maximum Queue (ft) | 13 | 33 | 40 |
| Average Queue (ft) | 0 | 7 | 12 |
| 95th Queue (ft) | 6 | 27 | 32 |
| Link Distance (ft) | | 1030 | 1034 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 400 | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Queuing and Blocking Report

Existing AM Peak Hour

05/05/2025

Intersection: 4: County 29 Blvd & Cannon Falls Blvd

| Movement | WB |
|-----------------------|------|
| Directions Served | LR |
| Maximum Queue (ft) | 74 |
| Average Queue (ft) | 35 |
| 95th Queue (ft) | 59 |
| Link Distance (ft) | 1008 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 5: County 29 Blvd & County 17 Blvd

| Movement | EB | WB | NB |
|-----------------------|------|------|------|
| Directions Served | LTR | LTR | LT |
| Maximum Queue (ft) | 47 | 9 | 51 |
| Average Queue (ft) | 17 | 0 | 7 |
| 95th Queue (ft) | 40 | 3 | 29 |
| Link Distance (ft) | 7688 | 1122 | 1094 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 8: Harry Ave & CSAH 88/County 17 Blvd

| Movement | EB | NB | NB | SB | SB |
|-----------------------|-----|------|-----|------|-----|
| Directions Served | L | LT | R | LT | R |
| Maximum Queue (ft) | 6 | 24 | 19 | 48 | 24 |
| Average Queue (ft) | 1 | 4 | 5 | 8 | 5 |
| 95th Queue (ft) | 7 | 19 | 17 | 31 | 18 |
| Link Distance (ft) | | 1875 | | 7041 | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 375 | | 250 | | 250 |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Network Summary

Network wide Queuing Penalty: 0

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 4.2 | 0.2 | 4.0 | 0.2 | 0.0 | 0.2 | 1.1 | 0.0 | 0.0 | 3.5 | 0.3 | 0.2 |
| Total Del/Veh (s) | 0.7 | 0.7 | 0.1 | 0.7 | 1.1 | 0.6 | 4.1 | 7.7 | 2.5 | 5.9 | 6.4 | 2.4 |

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 1.4 |
| Total Del/Veh (s) | 2.7 |

2: Hwy 52 NB Ramp & Rochester Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.0 | 0.1 | 3.0 | 0.1 |
| Total Del/Veh (s) | 1.0 | 0.6 | 1.6 | 0.7 | 5.9 | 2.2 | 1.5 |

3: Hogan Ave & Rochester Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | SBL | SBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.0 | 0.2 | 0.9 | 0.1 | 0.7 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 0.4 | 0.4 | 0.4 | 0.2 | 1.5 | 1.4 | 7.4 | 3.6 | 1.5 | 1.1 |

4: County 29 Blvd & Cannon Falls Blvd Performance by movement

| Movement | WBL | WBR | NBT | NBR | SBL | SBT | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 6.6 | 3.6 | 0.7 | 0.9 | 5.6 | 2.7 | 2.8 |

5: County 29 Blvd & County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|------|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.3 | 0.3 | 3.7 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 10.9 | 3.3 | 7.1 | 11.8 | 6.9 | 3.5 | 2.9 | 1.3 | 0.4 | 3.2 | 1.2 | 0.8 |

5: County 29 Blvd & County 17 Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.2 |
| Total Del/Veh (s) | 2.3 |

8: Harry Avenue & CSAH 88/County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 | 3.2 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 1.9 | 0.6 | 0.1 | 5.6 | 2.2 | 1.5 | 2.7 | 6.8 | 1.2 | 6.0 | 3.3 | 3.7 |

8: Harry Avenue & CSAH 88/County 17 Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.2 |
| Total Del/Veh (s) | 2.6 |

Total Network Performance

| Denied Del/Veh (s) | 0.8 |
|--------------------|-----|
| Total Del/Veh (s) | 7.0 |

Queuing and Blocking Report
Existing PM Peak Hour

05/05/2025

Intersection: 1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|------|-----|------|
| Directions Served | L | L | L | TR | L | TR |
| Maximum Queue (ft) | 35 | 9 | 26 | 53 | 63 | 30 |
| Average Queue (ft) | 3 | 0 | 4 | 13 | 29 | 14 |
| 95th Queue (ft) | 18 | 5 | 19 | 37 | 52 | 31 |
| Link Distance (ft) | | | | 1223 | | 1017 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | 325 | 325 | 300 | | 250 | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 2: Hwy 52 NB Ramp & Rochester Blvd

| Movement | WB | NB | NB |
|-----------------------|-----|------|-----|
| Directions Served | L | L | R |
| Maximum Queue (ft) | 63 | 78 | 35 |
| Average Queue (ft) | 10 | 26 | 4 |
| 95th Queue (ft) | 36 | 64 | 20 |
| Link Distance (ft) | | 1085 | |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 400 | | 350 |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 3: Hogan Ave & Rochester Blvd

| Movement | EB | NB | SB |
|-----------------------|-----|------|------|
| Directions Served | L | LTR | LTR |
| Maximum Queue (ft) | 2 | 50 | 32 |
| Average Queue (ft) | 0 | 3 | 12 |
| 95th Queue (ft) | 2 | 23 | 32 |
| Link Distance (ft) | | 1030 | 1034 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 400 | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Queuing and Blocking Report

Existing PM Peak Hour

05/05/2025

Intersection: 4: County 29 Blvd & Cannon Falls Blvd

| Movement | WB | SB |
|-----------------------|------|------|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 80 | 75 |
| Average Queue (ft) | 38 | 4 |
| 95th Queue (ft) | 66 | 37 |
| Link Distance (ft) | 1008 | 3164 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 5: County 29 Blvd & County 17 Blvd

| Movement | EB | WB | NB | SB | SB |
|-----------------------|------|------|------|-----|----|
| Directions Served | LTR | LTR | LT | LT | R |
| Maximum Queue (ft) | 63 | 55 | 78 | 4 | 4 |
| Average Queue (ft) | 23 | 9 | 11 | 0 | 0 |
| 95th Queue (ft) | 51 | 36 | 38 | 3 | 3 |
| Link Distance (ft) | 7688 | 1122 | 1094 | 972 | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | | 250 | |
| Storage Blk Time (%) | | | 0 | | |
| Queuing Penalty (veh) | | | 0 | | |

Intersection: 8: Harry Avenue & CSAH 88/County 17 Blvd

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|------|-----|------|-----|
| Directions Served | L | L | LT | R | LT | R |
| Maximum Queue (ft) | 11 | 20 | 25 | 18 | 30 | 33 |
| Average Queue (ft) | 0 | 1 | 4 | 5 | 11 | 6 |
| 95th Queue (ft) | 6 | 9 | 19 | 17 | 32 | 22 |
| Link Distance (ft) | | | 1875 | | 7041 | |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | 375 | 325 | | 250 | | 250 |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Network Summary

Network wide Queuing Penalty: 0

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 4.1 | 0.3 | | | 0.0 | 0.0 | 0.8 | | 0.2 | 3.6 | 0.1 | |
| Total Del/Veh (s) | 0.2 | 0.5 | | | 0.9 | 0.3 | 5.5 | | 1.8 | 4.8 | 4.7 | |

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 1.5 |
| Total Del/Veh (s) | 2.3 |

2: Hwy 52 NB Ramp & Rochester Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 2.3 | 0.1 |
| Total Del/Veh (s) | 0.8 | 0.8 | 1.5 | 0.5 | 6.8 | 2.4 | 1.8 |

3: Hogan Ave & Rochester Blvd Performance by movement

| Movement | EBL | EBT | WBT | WBR | NBL | NBR | SBL | SBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | | 0.0 | 0.0 | 0.0 | 0.1 | | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | | 0.3 | 2.1 | 0.7 | 5.5 | | 4.2 | 1.6 | 1.6 |

4: County 29 Blvd & Cannon Falls Blvd Performance by movement

| Movement | WBL | WBR | NBT | NBR | SBT | All |
|--------------------|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.0 | 4.3 | 0.5 | 0.6 | 1.5 | 1.9 |

5: County 29 Blvd & County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | NBL | NBT | NBR | SBT | SBR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | | 0.0 | | 0.2 | 0.3 | 5.4 | 0.0 | 0.0 | 0.2 |
| Total Del/Veh (s) | 10.4 | | 5.1 | | 1.4 | 0.7 | 0.2 | 1.0 | 0.9 | 1.4 |

8: Harry Ave & CSAH 88/County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.2 | 0.2 | | 0.0 | 0.0 | 0.1 | | | | | 0.0 |
| Total Del/Veh (s) | 7.1 | 1.3 | 0.0 | | 1.4 | 0.1 | 1.6 | | | | | 1.0 |

8: Harry Ave & CSAH 88/County 17 Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.1 |
| Total Del/Veh (s) | 1.7 |

Total Network Performance

| | |
|--------------------|-----|
| | |
| Denied Del/Veh (s) | 0.9 |
| Total Del/Veh (s) | 5.4 |

Queuing and Blocking Report
Opening Year (2029) No-Build - AM Peak Hour

05/05/2025

Intersection: 1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd

| Movement | EB | NB | NB | SB | SB |
|-----------------------|-----|-----|------|-----|------|
| Directions Served | L | L | TR | L | TR |
| Maximum Queue (ft) | 5 | 20 | 21 | 42 | 12 |
| Average Queue (ft) | 1 | 4 | 10 | 29 | 5 |
| 95th Queue (ft) | 9 | 19 | 27 | 45 | 19 |
| Link Distance (ft) | | | 1223 | | 1017 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 325 | 300 | | 250 | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 2: Hwy 52 NB Ramp & Rochester Blvd

| Movement | WB | NB | NB |
|-----------------------|-----|------|-----|
| Directions Served | L | L | R |
| Maximum Queue (ft) | 20 | 45 | 15 |
| Average Queue (ft) | 8 | 23 | 7 |
| 95th Queue (ft) | 31 | 57 | 22 |
| Link Distance (ft) | | 1085 | |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 400 | | 350 |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 3: Hogan Ave & Rochester Blvd

| Movement | NB | SB |
|-----------------------|------|------|
| Directions Served | LTR | LTR |
| Maximum Queue (ft) | 17 | 24 |
| Average Queue (ft) | 7 | 12 |
| 95th Queue (ft) | 27 | 31 |
| Link Distance (ft) | 1030 | 1034 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Queuing and Blocking Report
Opening Year (2029) No-Build - AM Peak Hour

05/05/2025

Intersection: 4: County 29 Blvd & Cannon Falls Blvd

| Movement | WB |
|-----------------------|------|
| Directions Served | LR |
| Maximum Queue (ft) | 49 |
| Average Queue (ft) | 38 |
| 95th Queue (ft) | 62 |
| Link Distance (ft) | 1008 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 5: County 29 Blvd & County 17 Blvd

| Movement | EB | WB | NB |
|-----------------------|------|------|------|
| Directions Served | LTR | LTR | LT |
| Maximum Queue (ft) | 33 | 5 | 15 |
| Average Queue (ft) | 17 | 1 | 4 |
| 95th Queue (ft) | 42 | 9 | 18 |
| Link Distance (ft) | 7680 | 1122 | 1094 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 8: Harry Ave & CSAH 88/County 17 Blvd

| Movement | EB | NB | NB | SB | SB |
|-----------------------|-----|------|-----|------|-----|
| Directions Served | L | LT | R | LT | R |
| Maximum Queue (ft) | 5 | 15 | 7 | 14 | 14 |
| Average Queue (ft) | 1 | 3 | 1 | 3 | 3 |
| 95th Queue (ft) | 10 | 16 | 9 | 15 | 13 |
| Link Distance (ft) | | 2572 | | 7067 | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 375 | | 250 | | 250 |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Network Summary

| |
|---------------------------------|
| Network wide Queuing Penalty: 0 |
|---------------------------------|

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 3.9 | 0.2 | 3.9 | 0.1 | 0.0 | 0.3 | 1.3 | 0.0 | 0.0 | 3.6 | 0.2 | 0.3 |
| Total Del/Veh (s) | 0.7 | 0.7 | 0.0 | 0.9 | 1.1 | 0.5 | 5.0 | 8.4 | 2.1 | 5.4 | 6.6 | 2.5 |

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 1.5 |
| Total Del/Veh (s) | 2.5 |

2: Hwy 52 NB Ramp & Rochester Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.3 | 0.1 | 0.0 | 0.1 | 3.1 | 0.1 |
| Total Del/Veh (s) | 0.9 | 0.8 | 1.5 | 0.7 | 6.4 | 2.5 | 1.5 |

3: Hogan Ave & Rochester Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | SBL | SBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 1.3 | 0.1 | 0.9 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 0.8 | 0.5 | 0.3 | 1.5 | 1.5 | 1.0 | 6.4 | 4.0 | 1.4 | 1.2 |

4: County 29 Blvd & Cannon Falls Blvd Performance by movement

| Movement | WBL | WBR | NBT | NBR | SBL | SBT | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 6.8 | 3.2 | 0.6 | 0.9 | 6.1 | 2.4 | 2.8 |

5: County 29 Blvd & County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | | 0.0 | 0.1 | 0.1 | 0.1 | 0.3 | 0.3 | 3.4 | 0.0 | 0.0 | 0.2 |
| Total Del/Veh (s) | 12.0 | 13.4 | 8.3 | 9.1 | 8.1 | 2.5 | 2.4 | 1.1 | 0.4 | 3.7 | 1.1 | 0.9 |

5: County 29 Blvd & County 17 Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.2 |
| Total Del/Veh (s) | 2.2 |

8: Harry Ave & CSAH 88/County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.2 | 2.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 2.2 | 0.9 | 0.6 | 4.0 | 2.7 | 1.8 | 3.0 | 9.0 | 1.0 | 4.6 | 4.4 | 2.5 |

8: Harry Ave & CSAH 88/County 17 Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.2 |
| Total Del/Veh (s) | 2.6 |

Total Network Performance

| Denied Del/Veh (s) | 0.9 |
|--------------------|-----|
| Total Del/Veh (s) | 6.9 |

Queuing and Blocking Report
Opening Year (2029) No-Build - PM Peak Hour

05/05/2025

Intersection: 1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd

| Movement | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|------|-----|------|
| Directions Served | L | L | R | L | TR | L | TR |
| Maximum Queue (ft) | 36 | 9 | 3 | 27 | 53 | 74 | 43 |
| Average Queue (ft) | 4 | 0 | 0 | 3 | 10 | 28 | 13 |
| 95th Queue (ft) | 21 | 5 | 3 | 17 | 34 | 52 | 33 |
| Link Distance (ft) | | | | | 1223 | | 1017 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | 325 | 325 | 325 | 300 | | 250 | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Intersection: 2: Hwy 52 NB Ramp & Rochester Blvd

| Movement | WB | NB | NB |
|-----------------------|-----|------|-----|
| Directions Served | L | L | R |
| Maximum Queue (ft) | 45 | 73 | 48 |
| Average Queue (ft) | 9 | 25 | 5 |
| 95th Queue (ft) | 33 | 62 | 25 |
| Link Distance (ft) | | 1085 | |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 400 | | 350 |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 3: Hogan Ave & Rochester Blvd

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|------|------|
| Directions Served | L | L | LTR | LTR |
| Maximum Queue (ft) | 3 | 5 | 50 | 41 |
| Average Queue (ft) | 0 | 0 | 6 | 13 |
| 95th Queue (ft) | 2 | 3 | 30 | 36 |
| Link Distance (ft) | | | 1030 | 1034 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 400 | 300 | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Queuing and Blocking Report
Opening Year (2029) No-Build - PM Peak Hour

05/05/2025

Intersection: 4: County 29 Blvd & Cannon Falls Blvd

| Movement | WB | SB |
|-----------------------|------|------|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 86 | 38 |
| Average Queue (ft) | 38 | 2 |
| 95th Queue (ft) | 63 | 17 |
| Link Distance (ft) | 1008 | 3164 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 5: County 29 Blvd & County 17 Blvd

| Movement | EB | WB | NB | SB |
|-----------------------|------|------|------|-----|
| Directions Served | LTR | LTR | LT | LT |
| Maximum Queue (ft) | 73 | 35 | 57 | 11 |
| Average Queue (ft) | 27 | 3 | 9 | 0 |
| 95th Queue (ft) | 57 | 19 | 35 | 6 |
| Link Distance (ft) | 7680 | 1122 | 1094 | 986 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 8: Harry Ave & CSAH 88/County 17 Blvd

| Movement | WB | NB | NB | SB | SB |
|-----------------------|-----|------|-----|------|-----|
| Directions Served | L | LT | R | LT | R |
| Maximum Queue (ft) | 15 | 25 | 20 | 48 | 29 |
| Average Queue (ft) | 1 | 3 | 6 | 13 | 6 |
| 95th Queue (ft) | 7 | 17 | 21 | 36 | 22 |
| Link Distance (ft) | | 2572 | | 7067 | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 325 | | 250 | | 250 |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Network Summary

| |
|---------------------------------|
| Network wide Queuing Penalty: 0 |
|---------------------------------|

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 4.0 | 0.2 | 3.8 | 0.0 | 0.0 | | 2.0 | 0.0 | 0.1 | 3.7 | 0.3 | 0.3 |
| Total Del/Veh (s) | 0.7 | 0.6 | 0.0 | 0.6 | 1.1 | | 4.3 | 7.0 | 2.6 | 5.7 | 6.3 | 2.7 |

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 1.4 |
| Total Del/Veh (s) | 2.7 |

2: Hwy 52 NB Ramp & Rochester Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.1 | 0.0 | 0.2 | 3.4 | 0.1 |
| Total Del/Veh (s) | 1.1 | 0.7 | 1.7 | 0.8 | 7.4 | 2.2 | 2.0 |

3: Hogan Ave & Rochester Blvd Performance by movement

| Movement | EBL | EBT | WBT | WBR | NBL | NBR | SBL | SBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 0.7 | 0.5 | 2.2 | 1.7 | 6.2 | 2.4 | 3.8 | 2.1 | 1.5 |

4: County 29 Blvd & Cannon Falls Blvd Performance by movement

| Movement | WBL | WBR | NBT | NBR | SBL | SBT | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 6.6 | 3.2 | 0.7 | 0.8 | 5.7 | 1.9 | 2.5 |

5: County 29 Blvd & County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | NBL | NBT | NBR | SBT | SBR | All |
|--------------------|------|-----|-----|------|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.1 | 0.3 | 0.3 | 3.4 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 14.1 | 2.2 | 8.9 | 10.3 | 2.2 | 1.1 | 0.4 | 1.1 | 0.8 | 2.1 |

8: Harry Ave & CSAH 88/County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 | 2.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.3 | 1.2 | 1.4 | 2.3 | 2.7 | 1.6 | 2.5 | 7.8 | 1.5 | 4.0 | 6.2 | 1.9 |

8: Harry Ave & CSAH 88/County 17 Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.2 |
| Total Del/Veh (s) | 2.3 |

Total Network Performance

| | |
|--------------------|-----|
| Denied Del/Veh (s) | 0.8 |
| Total Del/Veh (s) | 7.4 |

Intersection: 1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd

| Movement | EB | NB | NB | SB | SB |
|-----------------------|-----|-----|------|-----|------|
| Directions Served | L | L | TR | L | TR |
| Maximum Queue (ft) | 34 | 29 | 50 | 79 | 26 |
| Average Queue (ft) | 3 | 4 | 14 | 33 | 8 |
| 95th Queue (ft) | 18 | 20 | 37 | 61 | 25 |
| Link Distance (ft) | | | 1223 | | 1017 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 325 | 300 | | 250 | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 2: Hwy 52 NB Ramp & Rochester Blvd

| Movement | WB | NB | NB |
|-----------------------|-----|------|-----|
| Directions Served | L | L | R |
| Maximum Queue (ft) | 60 | 86 | 26 |
| Average Queue (ft) | 12 | 29 | 7 |
| 95th Queue (ft) | 42 | 66 | 23 |
| Link Distance (ft) | | 1085 | |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 400 | | 350 |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 3: Hogan Ave & Rochester Blvd

| Movement | EB | NB | SB |
|-----------------------|-----|------|------|
| Directions Served | L | LTR | LTR |
| Maximum Queue (ft) | 2 | 30 | 40 |
| Average Queue (ft) | 0 | 6 | 13 |
| 95th Queue (ft) | 2 | 24 | 35 |
| Link Distance (ft) | | 1030 | 1034 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 400 | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 4: County 29 Blvd & Cannon Falls Blvd

| Movement | WB | SB |
|-----------------------|------|------|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 86 | 26 |
| Average Queue (ft) | 39 | 1 |
| 95th Queue (ft) | 66 | 12 |
| Link Distance (ft) | 1008 | 3164 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 5: County 29 Blvd & County 17 Blvd

| Movement | EB | WB | NB |
|-----------------------|------|------|------|
| Directions Served | LTR | LTR | LT |
| Maximum Queue (ft) | 74 | 19 | 45 |
| Average Queue (ft) | 30 | 1 | 8 |
| 95th Queue (ft) | 62 | 8 | 32 |
| Link Distance (ft) | 7686 | 1122 | 1094 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 8: Harry Ave & CSAH 88/County 17 Blvd

| Movement | EB | NB | NB | SB | SB |
|-----------------------|-----|------|-----|------|-----|
| Directions Served | L | LT | R | LT | R |
| Maximum Queue (ft) | 5 | 25 | 19 | 50 | 20 |
| Average Queue (ft) | 0 | 7 | 5 | 7 | 6 |
| 95th Queue (ft) | 4 | 23 | 18 | 31 | 20 |
| Link Distance (ft) | | 2632 | | 7052 | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 375 | | 250 | | 250 |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Network Summary

| |
|---------------------------------|
| Network wide Queuing Penalty: 0 |
|---------------------------------|

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 4.0 | 0.2 | 3.9 | 0.5 | 0.0 | 0.3 | 1.8 | 0.0 | 0.0 | 3.6 | 0.3 | 0.4 |
| Total Del/Veh (s) | 0.7 | 0.8 | 0.1 | 1.1 | 1.0 | 0.5 | 4.1 | 8.3 | 2.2 | 6.0 | 7.1 | 2.8 |

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 1.5 |
| Total Del/Veh (s) | 2.8 |

2: Hwy 52 NB Ramp & Rochester Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.2 | 0.1 | 0.0 | 0.1 | 2.9 | 0.1 |
| Total Del/Veh (s) | 1.1 | 0.7 | 1.9 | 0.9 | 8.1 | 2.7 | 1.9 |

3: Hogan Ave & Rochester Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | SBL | SBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.3 | 0.0 | 0.3 | 0.4 | 0.1 | 0.7 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 0.3 | 0.5 | 0.6 | 3.1 | 2.0 | 1.3 | 8.2 | 4.8 | 2.2 | 1.5 |

4: County 29 Blvd & Cannon Falls Blvd Performance by movement

| Movement | WBL | WBR | NBT | NBR | SBL | SBT | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 8.3 | 5.1 | 0.8 | 1.1 | 6.0 | 2.7 | 3.3 |

5: County 29 Blvd & County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|------|------|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.3 | 0.3 | 3.8 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 15.2 | 15.1 | 8.9 | 9.2 | 10.8 | 4.3 | 2.9 | 1.4 | 0.5 | 4.9 | 1.3 | 0.9 |

5: County 29 Blvd & County 17 Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.2 |
| Total Del/Veh (s) | 2.7 |

8: Harry Ave & CSAH 88/County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.2 | 0.2 | 1.8 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 2.0 | 1.0 | 0.7 | 4.7 | 2.6 | 3.1 | 3.9 | 5.7 | 1.1 | 8.0 | 5.2 | 3.7 |

8: Harry Ave & CSAH 88/County 17 Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.1 |
| Total Del/Veh (s) | 3.0 |

Total Network Performance

| Denied Del/Veh (s) | 0.8 |
|--------------------|-----|
| Total Del/Veh (s) | 8.2 |

Queuing and Blocking Report
Horizon Year (2044) No-Build - PM Peak Hour

05/05/2025

Intersection: 1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd

| Movement | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|------|-----|------|
| Directions Served | L | L | R | L | TR | L | TR |
| Maximum Queue (ft) | 51 | 9 | 4 | 26 | 60 | 68 | 55 |
| Average Queue (ft) | 5 | 0 | 0 | 4 | 15 | 32 | 17 |
| 95th Queue (ft) | 25 | 5 | 3 | 20 | 44 | 58 | 40 |
| Link Distance (ft) | | | | | 1223 | | 1017 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | 325 | 325 | 325 | 300 | | 250 | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Intersection: 2: Hwy 52 NB Ramp & Rochester Blvd

| Movement | WB | NB | NB |
|-----------------------|-----|------|-----|
| Directions Served | L | L | R |
| Maximum Queue (ft) | 51 | 74 | 48 |
| Average Queue (ft) | 15 | 27 | 6 |
| 95th Queue (ft) | 44 | 63 | 28 |
| Link Distance (ft) | | 1085 | |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 400 | | 350 |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 3: Hogan Ave & Rochester Blvd

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|------|------|
| Directions Served | L | L | LTR | LTR |
| Maximum Queue (ft) | 5 | 2 | 34 | 47 |
| Average Queue (ft) | 0 | 0 | 3 | 16 |
| 95th Queue (ft) | 3 | 2 | 20 | 39 |
| Link Distance (ft) | | | 1030 | 1034 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 400 | 300 | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Queuing and Blocking Report
Horizon Year (2044) No-Build - PM Peak Hour

05/05/2025

Intersection: 4: County 29 Blvd & Cannon Falls Blvd

| Movement | WB | SB |
|-----------------------|------|------|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 110 | 43 |
| Average Queue (ft) | 45 | 3 |
| 95th Queue (ft) | 82 | 20 |
| Link Distance (ft) | 1008 | 3164 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 5: County 29 Blvd & County 17 Blvd

| Movement | EB | WB | NB | SB | SB |
|-----------------------|------|------|------|-----|----|
| Directions Served | LTR | LTR | LT | LT | R |
| Maximum Queue (ft) | 92 | 60 | 69 | 10 | 4 |
| Average Queue (ft) | 40 | 9 | 14 | 0 | 0 |
| 95th Queue (ft) | 74 | 34 | 46 | 5 | 3 |
| Link Distance (ft) | 7686 | 1122 | 1094 | 983 | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | | 250 | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 8: Harry Ave & CSAH 88/County 17 Blvd

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|------|-----|------|-----|
| Directions Served | L | L | LT | R | LT | R |
| Maximum Queue (ft) | 14 | 20 | 25 | 19 | 45 | 30 |
| Average Queue (ft) | 1 | 1 | 4 | 6 | 14 | 6 |
| 95th Queue (ft) | 8 | 8 | 17 | 18 | 38 | 22 |
| Link Distance (ft) | | | 2632 | | 7052 | |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | 375 | 325 | | 250 | | 250 |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Network Summary

| |
|---------------------------------|
| Network wide Queuing Penalty: 0 |
|---------------------------------|

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 4.1 | 0.1 | 4.1 | 0.0 | 0.0 | 0.1 | 2.5 | 0.1 | 0.0 | 3.6 | 0.3 | 0.2 |
| Total Del/Veh (s) | 0.6 | 1.0 | 0.1 | 0.4 | 1.1 | 0.4 | 4.3 | 8.7 | 2.3 | 6.0 | 6.0 | 2.3 |

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 1.6 |
| Total Del/Veh (s) | 3.0 |

2: Hwy 52 NB Ramp & Rochester Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 3.4 | 0.3 |
| Total Del/Veh (s) | 1.4 | 0.9 | 2.2 | 0.8 | 7.2 | 2.9 | 2.1 |

3: Hogan Ave & Rochester Blvd Performance by movement

| Movement | EBL | EBT | WBT | WBR | NBL | NBR | SBL | SBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 0.9 | 0.7 | 1.3 | 0.8 | 7.4 | 2.4 | 5.0 | 1.5 | 1.2 |

4: County 29 Blvd & Cannon Falls Blvd Performance by movement

| Movement | WBL | WBR | NBT | NBR | SBL | SBT | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 6.0 | 3.3 | 0.5 | 0.6 | 3.4 | 1.4 | 2.2 |

5: County 29 Blvd & County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | NBL | NBT | NBR | SBT | SBR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.1 | 0.2 | 0.2 | 4.0 | 0.0 | 0.1 | 0.1 |
| Total Del/Veh (s) | 10.4 | 3.2 | 8.8 | 5.0 | 2.2 | 0.8 | 0.3 | 0.9 | 0.5 | 1.9 |

6: Access 1 & Rochester Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 1.6 | 0.9 | 1.5 | 0.8 | 5.8 | 3.3 | 1.5 |

7: County 29 Blvd & Access 2 Performance by movement

| Movement | EBL | EBR | NBL | NBT | SBT | SBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.4 | 2.2 | 1.9 | 0.8 | 1.2 | 0.7 | 1.5 |

8: Harry Ave & CSAH 88/County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.2 | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 | 1.5 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.0 | 1.7 | 1.0 | 3.6 | 1.4 | 2.3 | 2.3 | 8.7 | 1.3 | 3.8 | 10.1 | 1.9 |

8: Harry Ave & CSAH 88/County 17 Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.2 |
| Total Del/Veh (s) | 2.0 |

Total Network Performance

| Denied Del/Veh (s) | 0.9 |
|--------------------|-----|
| Total Del/Veh (s) | 7.6 |

Queuing and Blocking Report

Opening Year (2029) Build Scenario 1 - AM Peak Hour

05/05/2025

Intersection: 1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd

| Movement | EB | NB | NB | SB | SB |
|-----------------------|-----|-----|------|-----|------|
| Directions Served | L | L | TR | L | TR |
| Maximum Queue (ft) | 23 | 43 | 45 | 79 | 25 |
| Average Queue (ft) | 1 | 4 | 12 | 37 | 5 |
| 95th Queue (ft) | 10 | 24 | 36 | 65 | 20 |
| Link Distance (ft) | | | 1235 | | 1017 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 325 | 300 | | 250 | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 2: Hwy 52 NB Ramp & Rochester Blvd

| Movement | EB | WB | NB | NB |
|-----------------------|-----|-----|------|-----|
| Directions Served | R | L | L | R |
| Maximum Queue (ft) | 14 | 65 | 72 | 47 |
| Average Queue (ft) | 0 | 17 | 27 | 15 |
| 95th Queue (ft) | 8 | 50 | 61 | 36 |
| Link Distance (ft) | | | 1085 | |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 325 | 400 | | 350 |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 3: Hogan Ave & Rochester Blvd

| Movement | EB | NB | SB |
|-----------------------|-----|------|------|
| Directions Served | L | LTR | LTR |
| Maximum Queue (ft) | 7 | 29 | 41 |
| Average Queue (ft) | 0 | 5 | 12 |
| 95th Queue (ft) | 3 | 22 | 33 |
| Link Distance (ft) | | 1029 | 1034 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 400 | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Queuing and Blocking Report
Opening Year (2029) Build Scenario 1 - AM Peak Hour

05/05/2025

Intersection: 4: County 29 Blvd & Cannon Falls Blvd

| Movement | WB | SB |
|-----------------------|------|------|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 78 | 33 |
| Average Queue (ft) | 36 | 2 |
| 95th Queue (ft) | 63 | 13 |
| Link Distance (ft) | 1008 | 1963 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 5: County 29 Blvd & County 17 Blvd

| Movement | EB | WB | NB |
|-----------------------|------|------|------|
| Directions Served | LTR | LTR | LT |
| Maximum Queue (ft) | 68 | 19 | 56 |
| Average Queue (ft) | 28 | 1 | 9 |
| 95th Queue (ft) | 58 | 7 | 35 |
| Link Distance (ft) | 7688 | 1122 | 1094 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 6: Access 1 & Rochester Blvd

| Movement | WB | NB |
|-----------------------|------|------|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 20 | 41 |
| Average Queue (ft) | 1 | 17 |
| 95th Queue (ft) | 11 | 41 |
| Link Distance (ft) | 2010 | 1116 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 7: County 29 Blvd & Access 2

| Movement | EB | NB |
|-----------------------|------|------|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 39 | 42 |
| Average Queue (ft) | 12 | 2 |
| 95th Queue (ft) | 25 | 19 |
| Link Distance (ft) | 1096 | 1963 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 8: Harry Ave & CSAH 88/County 17 Blvd

| Movement | EB | NB | NB | SB | SB |
|-----------------------|-----|------|-----|------|-----|
| Directions Served | L | LT | R | LT | R |
| Maximum Queue (ft) | 5 | 23 | 19 | 46 | 31 |
| Average Queue (ft) | 0 | 5 | 5 | 6 | 6 |
| 95th Queue (ft) | 4 | 19 | 18 | 28 | 22 |
| Link Distance (ft) | | 2712 | | 7030 | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 375 | | 250 | | 250 |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Network Summary

| |
|---------------------------------|
| Network wide Queuing Penalty: 0 |
|---------------------------------|

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 4.0 | 0.2 | 3.9 | 0.1 | 0.0 | 0.3 | 2.2 | 0.1 | 0.1 | 3.5 | 0.3 | 0.3 |
| Total Del/Veh (s) | 0.9 | 0.9 | 0.1 | 1.2 | 1.1 | 0.6 | 4.2 | 8.0 | 2.2 | 6.2 | 6.5 | 2.2 |

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 1.5 |
| Total Del/Veh (s) | 2.8 |

2: Hwy 52 NB Ramp & Rochester Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.1 | 0.1 | 0.0 | 0.1 | 3.2 | 0.1 |
| Total Del/Veh (s) | 1.2 | 0.9 | 2.1 | 0.8 | 8.5 | 2.5 | 2.0 |

3: Hogan Ave & Rochester Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | SBL | SBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.3 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 1.1 | 0.5 | 0.9 | 2.8 | 1.6 | 1.0 | 5.9 | 5.8 | 1.8 | 1.3 |

4: County 29 Blvd & Cannon Falls Blvd Performance by movement

| Movement | WBL | WBR | NBT | NBR | SBL | SBT | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 6.9 | 4.9 | 0.8 | 1.0 | 4.0 | 1.6 | 2.6 |

5: County 29 Blvd & County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | | 0.0 | 0.1 | 0.1 | 0.1 | 0.2 | 0.3 | 3.8 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 11.7 | 6.5 | 6.9 | 8.9 | 9.3 | 4.7 | 2.8 | 1.5 | 0.6 | 2.4 | 1.1 | 0.9 |

5: County 29 Blvd & County 17 Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.2 |
| Total Del/Veh (s) | 2.2 |

6: Access 1 & Rochester Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 10.8 | 3.7 | | 0.8 | 0.9 | 0.1 | 4.9 |

7: County 29 Blvd & Access 2 Performance by movement

| Movement | EBL | EBR | NBL | NBT | SBT | SBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.3 | 2.0 | 1.8 | 0.8 | 0.7 | 0.3 | 1.4 |

8: Harry Ave & CSAH 88/County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.3 | 1.3 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 11.1 | 1.6 | 0.0 | 5.4 | 2.5 | 2.2 | 2.9 | 8.5 | 1.1 | 4.9 | 5.5 | 3.2 |

8: Harry Ave & CSAH 88/County 17 Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.1 |
| Total Del/Veh (s) | 3.0 |

Total Network Performance

| Denied Del/Veh (s) | 0.8 |
|--------------------|------|
| Total Del/Veh (s) | 10.3 |

Queuing and Blocking Report

Opening Year (2029) Build Scenario 1 - PM Peak Hour

05/05/2025

Intersection: 1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd

| Movement | EB | NB | NB | SB | SB |
|-----------------------|-----|-----|------|-----|------|
| Directions Served | L | L | TR | L | TR |
| Maximum Queue (ft) | 53 | 26 | 50 | 83 | 35 |
| Average Queue (ft) | 5 | 4 | 11 | 34 | 14 |
| 95th Queue (ft) | 27 | 19 | 34 | 59 | 33 |
| Link Distance (ft) | | | 1235 | | 1017 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 325 | 300 | | 250 | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 2: Hwy 52 NB Ramp & Rochester Blvd

| Movement | EB | WB | NB | NB |
|-----------------------|------|-----|------|-----|
| Directions Served | T | L | L | R |
| Maximum Queue (ft) | 9 | 77 | 79 | 45 |
| Average Queue (ft) | 0 | 18 | 28 | 9 |
| 95th Queue (ft) | 7 | 51 | 65 | 30 |
| Link Distance (ft) | 1657 | | 1085 | |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | 400 | | 350 |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 3: Hogan Ave & Rochester Blvd

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|------|------|
| Directions Served | L | L | LTR | LTR |
| Maximum Queue (ft) | 11 | 2 | 43 | 44 |
| Average Queue (ft) | 0 | 0 | 3 | 13 |
| 95th Queue (ft) | 4 | 2 | 22 | 34 |
| Link Distance (ft) | | | 1029 | 1034 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 400 | 300 | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Queuing and Blocking Report
Opening Year (2029) Build Scenario 1 - PM Peak Hour

05/05/2025

Intersection: 4: County 29 Blvd & Cannon Falls Blvd

| Movement | WB | SB |
|-----------------------|------|------|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 80 | 44 |
| Average Queue (ft) | 40 | 4 |
| 95th Queue (ft) | 66 | 25 |
| Link Distance (ft) | 1008 | 1963 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 5: County 29 Blvd & County 17 Blvd

| Movement | EB | WB | NB | SB |
|-----------------------|------|------|------|-----|
| Directions Served | LTR | LTR | LT | LT |
| Maximum Queue (ft) | 80 | 37 | 76 | 21 |
| Average Queue (ft) | 34 | 6 | 14 | 1 |
| 95th Queue (ft) | 67 | 27 | 46 | 11 |
| Link Distance (ft) | 7688 | 1122 | 1094 | 984 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 6: Access 1 & Rochester Blvd

| Movement | EB | NB |
|-----------------------|------|-----|
| Directions Served | TR | LR |
| Maximum Queue (ft) | 79 | 30 |
| Average Queue (ft) | 43 | 3 |
| 95th Queue (ft) | 68 | 17 |
| Link Distance (ft) | 2993 | 508 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 7: County 29 Blvd & Access 2

| Movement | EB | NB |
|-----------------------|------|------|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 48 | 27 |
| Average Queue (ft) | 14 | 1 |
| 95th Queue (ft) | 32 | 10 |
| Link Distance (ft) | 1101 | 1963 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 8: Harry Ave & CSAH 88/County 17 Blvd

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|------|-----|------|-----|
| Directions Served | L | L | LT | R | LT | R |
| Maximum Queue (ft) | 5 | 5 | 24 | 17 | 53 | 23 |
| Average Queue (ft) | 0 | 0 | 4 | 5 | 13 | 7 |
| 95th Queue (ft) | 4 | 5 | 17 | 18 | 37 | 24 |
| Link Distance (ft) | | | 2712 | | 7030 | |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | 375 | 325 | | 250 | | 250 |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Network Summary

| |
|---------------------------------|
| Network wide Queuing Penalty: 0 |
|---------------------------------|

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 4.1 | 0.2 | 4.2 | 0.4 | 0.0 | 0.2 | 1.4 | 0.0 | 0.0 | 3.6 | 0.5 | 0.3 |
| Total Del/Veh (s) | 0.6 | 1.1 | 0.0 | 1.9 | 1.3 | 0.7 | 4.6 | 8.2 | 2.5 | 6.2 | 7.1 | 2.9 |

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 1.7 |
| Total Del/Veh (s) | 3.2 |

2: Hwy 52 NB Ramp & Rochester Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 | 0.2 | 3.2 | 0.3 |
| Total Del/Veh (s) | 1.4 | 0.9 | 2.6 | 1.0 | 9.5 | 2.7 | 2.4 |

3: Hogan Ave & Rochester Blvd Performance by movement

| Movement | EBL | EBT | WBT | WBR | NBL | NBR | SBL | SBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.2 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 0.7 | 0.7 | 1.8 | 1.3 | 7.0 | 7.5 | 4.7 | 2.0 | 1.4 |

4: County 29 Blvd & Cannon Falls Blvd Performance by movement

| Movement | WBL | WBR | NBT | NBR | SBL | SBT | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.1 | 0.0 | 0.1 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 7.3 | 4.4 | 0.6 | 0.7 | 4.4 | 1.7 | 2.6 |

5: County 29 Blvd & County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | NBL | NBT | NBR | SBT | SBR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | | 0.3 | 0.2 | 3.4 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 14.8 | 3.4 | 8.6 | | 2.2 | 1.1 | 0.2 | 0.9 | 0.6 | 2.2 |

6: Access 1 & Rochester Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 1.6 | 0.8 | 1.6 | 1.2 | 6.4 | 3.3 | 1.6 |

7: County 29 Blvd & Access 2 Performance by movement

| Movement | EBL | EBR | NBL | NBT | SBT | SBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.1 | 2.9 | 2.1 | 1.0 | 1.1 | 0.7 | 1.4 |

8: Harry Ave & CSAH 88/County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | | 0.0 | 0.0 | 0.2 | 0.1 | 2.3 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 10.7 | 7.3 | 1.0 | 4.4 | 8.5 | 3.3 | 4.1 | 5.7 | 2.0 | 6.8 | 9.8 | 2.5 |

8: Harry Ave & CSAH 88/County 17 Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.2 |
| Total Del/Veh (s) | 6.9 |

Total Network Performance

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 1.0 |
| Total Del/Veh (s) | 9.4 |

Queuing and Blocking Report

Horizon Year (2044) Build Scenario 1 - AM Peak Hour

05/05/2025

Intersection: 1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|------|-----|------|
| Directions Served | L | L | L | TR | L | TR |
| Maximum Queue (ft) | 20 | 9 | 34 | 39 | 77 | 26 |
| Average Queue (ft) | 2 | 0 | 5 | 12 | 37 | 8 |
| 95th Queue (ft) | 12 | 6 | 24 | 34 | 63 | 25 |
| Link Distance (ft) | | | | 1223 | | 1017 |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | 325 | 325 | 300 | | 250 | |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Intersection: 2: Hwy 52 NB Ramp & Rochester Blvd

| Movement | WB | NB | NB |
|-----------------------|-----|------|-----|
| Directions Served | L | L | R |
| Maximum Queue (ft) | 76 | 102 | 39 |
| Average Queue (ft) | 22 | 31 | 16 |
| 95th Queue (ft) | 57 | 72 | 34 |
| Link Distance (ft) | | 1085 | |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 400 | | 350 |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 3: Hogan Ave & Rochester Blvd

| Movement | EB | NB | SB |
|-----------------------|-----|------|------|
| Directions Served | L | LTR | LTR |
| Maximum Queue (ft) | 7 | 29 | 50 |
| Average Queue (ft) | 0 | 6 | 14 |
| 95th Queue (ft) | 3 | 26 | 37 |
| Link Distance (ft) | | 1030 | 1034 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 400 | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 4: County 29 Blvd & Cannon Falls Blvd

| Movement | WB | SB |
|-----------------------|------|------|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 82 | 45 |
| Average Queue (ft) | 41 | 3 |
| 95th Queue (ft) | 67 | 19 |
| Link Distance (ft) | 1008 | 1963 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 5: County 29 Blvd & County 17 Blvd

| Movement | EB | WB | NB |
|-----------------------|------|------|------|
| Directions Served | LTR | LTR | LT |
| Maximum Queue (ft) | 72 | 10 | 40 |
| Average Queue (ft) | 30 | 0 | 10 |
| 95th Queue (ft) | 62 | 5 | 33 |
| Link Distance (ft) | 7685 | 1122 | 1094 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 6: Access 1 & Rochester Blvd

| Movement | WB | NB |
|-----------------------|------|-----|
| Directions Served | LT | LR |
| Maximum Queue (ft) | 20 | 51 |
| Average Queue (ft) | 1 | 18 |
| 95th Queue (ft) | 9 | 44 |
| Link Distance (ft) | 2006 | 509 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 7: County 29 Blvd & Access 2

| Movement | EB | NB |
|-----------------------|------|------|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 41 | 38 |
| Average Queue (ft) | 13 | 3 |
| 95th Queue (ft) | 30 | 19 |
| Link Distance (ft) | 1096 | 1963 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 8: Harry Ave & CSAH 88/County 17 Blvd

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|------|-----|-----|------|-----|------|-----|------|-----|
| Directions Served | L | T | R | L | T | R | LT | R | LT | R |
| Maximum Queue (ft) | 30 | 58 | 19 | 11 | 71 | 21 | 29 | 24 | 46 | 27 |
| Average Queue (ft) | 4 | 16 | 1 | 0 | 18 | 2 | 3 | 3 | 6 | 4 |
| 95th Queue (ft) | 18 | 43 | 9 | 7 | 49 | 11 | 15 | 15 | 26 | 19 |
| Link Distance (ft) | | 3406 | | | 7685 | | 2560 | | 7003 | |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | 375 | | 375 | 325 | | 325 | | 250 | | 250 |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Network Summary

| |
|---------------------------------|
| Network wide Queuing Penalty: 0 |
|---------------------------------|

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 4.0 | 0.3 | 4.0 | 0.1 | 0.0 | 0.2 | 2.0 | 0.0 | 0.0 | 3.5 | 0.3 | 0.4 |
| Total Del/Veh (s) | 1.0 | 1.1 | 0.1 | 1.4 | 1.3 | 0.6 | 4.7 | 7.5 | 1.8 | 6.4 | 6.9 | 2.3 |

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 1.5 |
| Total Del/Veh (s) | 3.0 |

2: Hwy 52 NB Ramp & Rochester Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 | 3.6 | 0.1 |
| Total Del/Veh (s) | 1.3 | 0.7 | 2.5 | 1.0 | 8.9 | 2.8 | 2.2 |

3: Hogan Ave & Rochester Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | SBL | SBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 1.4 | 0.6 | 0.7 | 0.9 | 1.7 | 1.1 | 9.6 | 5.3 | 2.2 | 1.4 |

4: County 29 Blvd & Cannon Falls Blvd Performance by movement

| Movement | WBL | WBR | NBT | NBR | SBL | SBT | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 9.2 | 5.7 | 0.9 | 1.0 | 4.1 | 1.9 | 3.3 |

5: County 29 Blvd & County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|------|------|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.3 | 0.3 | 3.5 | 0.0 | 0.0 | 0.2 |
| Total Del/Veh (s) | 14.5 | 32.5 | 8.6 | 8.8 | 15.0 | 3.4 | 3.4 | 1.8 | 0.4 | 1.9 | 1.2 | 0.9 |

5: County 29 Blvd & County 17 Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.2 |
| Total Del/Veh (s) | 2.6 |

6: Access 1 & Rochester Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.4 | 0.1 | 0.1 | 0.1 | 0.1 |
| Total Del/Veh (s) | 11.5 | 3.5 | 1.3 | 1.0 | 1.2 | 0.1 | 5.1 |

7: County 29 Blvd & Access 2 Performance by movement

| Movement | EBL | EBR | NBL | NBT | SBT | SBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 5.9 | 3.1 | 2.6 | 0.8 | 0.7 | 0.2 | 1.3 |

8: Harry Ave & CSAH 88/County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 2.2 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 6.5 | 6.8 | 1.8 | 11.1 | 8.9 | 3.9 | 6.0 | 3.1 | 1.8 | 9.9 | 4.0 | 4.0 |

8: Harry Ave & CSAH 88/County 17 Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.1 |
| Total Del/Veh (s) | 7.1 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 0.9 |
| Total Del/Veh (s) | 12.0 |

Queuing and Blocking Report

Horizon Year (2044) Build Scenario 1 - PM Peak Hour

05/05/2025

Intersection: 1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd

| Movement | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|------|-----|------|-----|------|
| Directions Served | L | L | T | L | TR | L | TR |
| Maximum Queue (ft) | 52 | 10 | 3 | 26 | 42 | 82 | 58 |
| Average Queue (ft) | 6 | 0 | 0 | 4 | 13 | 35 | 18 |
| 95th Queue (ft) | 30 | 5 | 3 | 18 | 35 | 63 | 41 |
| Link Distance (ft) | | | 1657 | | 1223 | | 1017 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | 325 | 325 | | 300 | | 250 | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Intersection: 2: Hwy 52 NB Ramp & Rochester Blvd

| Movement | WB | NB | NB |
|-----------------------|-----|------|-----|
| Directions Served | L | L | R |
| Maximum Queue (ft) | 72 | 82 | 49 |
| Average Queue (ft) | 23 | 34 | 9 |
| 95th Queue (ft) | 59 | 72 | 32 |
| Link Distance (ft) | | 1085 | |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 400 | | 350 |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 3: Hogan Ave & Rochester Blvd

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|------|------|
| Directions Served | L | L | LTR | LTR |
| Maximum Queue (ft) | 10 | 2 | 48 | 42 |
| Average Queue (ft) | 1 | 0 | 4 | 12 |
| 95th Queue (ft) | 5 | 2 | 23 | 33 |
| Link Distance (ft) | | | 1030 | 1034 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 400 | 300 | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 4: County 29 Blvd & Cannon Falls Blvd

| Movement | WB | SB |
|-----------------------|------|------|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 92 | 65 |
| Average Queue (ft) | 45 | 6 |
| 95th Queue (ft) | 77 | 31 |
| Link Distance (ft) | 1008 | 1963 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 5: County 29 Blvd & County 17 Blvd

| Movement | EB | WB | NB | SB | SB |
|-----------------------|------|------|------|-----|----|
| Directions Served | LTR | LTR | LT | LT | R |
| Maximum Queue (ft) | 94 | 41 | 62 | 11 | 8 |
| Average Queue (ft) | 37 | 8 | 17 | 0 | 0 |
| 95th Queue (ft) | 75 | 30 | 48 | 5 | 4 |
| Link Distance (ft) | 7685 | 1122 | 1094 | 989 | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | | | 250 | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 6: Access 1 & Rochester Blvd

| Movement | EB | NB |
|-----------------------|------|------|
| Directions Served | TR | LR |
| Maximum Queue (ft) | 94 | 41 |
| Average Queue (ft) | 48 | 6 |
| 95th Queue (ft) | 77 | 27 |
| Link Distance (ft) | 2994 | 1053 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Queuing and Blocking Report

Horizon Year (2044) Build Scenario 1 - PM Peak Hour

05/05/2025

Intersection: 7: County 29 Blvd & Access 2

| Movement | EB | NB |
|-----------------------|------|------|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 45 | 29 |
| Average Queue (ft) | 14 | 1 |
| 95th Queue (ft) | 33 | 12 |
| Link Distance (ft) | 1101 | 1963 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 8: Harry Ave & CSAH 88/County 17 Blvd

| Movement | EB | EB | EB | WB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|------|-----|-----|------|-----|------|-----|------|-----|
| Directions Served | L | T | R | L | T | R | LT | R | LT | R |
| Maximum Queue (ft) | 20 | 59 | 15 | 34 | 85 | 20 | 17 | 17 | 36 | 32 |
| Average Queue (ft) | 1 | 14 | 1 | 8 | 20 | 2 | 2 | 2 | 8 | 6 |
| 95th Queue (ft) | 8 | 41 | 8 | 28 | 54 | 11 | 12 | 12 | 28 | 23 |
| Link Distance (ft) | | 3406 | | | 7685 | | 2560 | | 7003 | |
| Upstream Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |
| Storage Bay Dist (ft) | 375 | | 375 | 325 | | 325 | | 250 | | 250 |
| Storage Blk Time (%) | | | | | | | | | | |
| Queuing Penalty (veh) | | | | | | | | | | |

Network Summary

| |
|---------------------------------|
| Network wide Queuing Penalty: 0 |
|---------------------------------|

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 4.0 | 0.2 | 3.8 | 0.0 | 0.0 | 0.0 | 2.1 | 0.0 | 0.1 | 3.3 | 0.8 | 0.6 |
| Total Del/Veh (s) | 0.5 | 1.7 | 0.1 | 0.3 | 1.3 | 0.6 | 4.3 | 8.6 | 3.0 | 8.4 | 8.4 | 2.0 |

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 2.1 |
| Total Del/Veh (s) | 5.4 |

2: Hwy 52 NB Ramp & Rochester Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|-----|-----|-----|-----|------|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 3.2 | 0.5 |
| Total Del/Veh (s) | 2.6 | 1.1 | 4.3 | 1.0 | 13.3 | 4.9 | 3.6 |

3: Hogan Ave & Rochester Blvd Performance by movement

| Movement | EBL | EBT | WBT | WBR | NBL | NBR | SBL | SBR | All |
|--------------------|-----|-----|-----|-----|------|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 1.6 | 1.5 | 2.0 | 1.4 | 15.2 | 4.5 | 9.3 | 5.5 | 1.9 |

4: County 29 Blvd & Cannon Falls Blvd Performance by movement

| Movement | WBL | WBR | NBT | NBR | SBL | SBT | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 7.5 | 4.5 | 0.8 | 0.8 | 5.1 | 1.8 | 2.6 |

5: County 29 Blvd & County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | NBL | NBT | NBR | SBT | SBR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.1 | 0.2 | 0.3 | 3.6 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 15.7 | 2.6 | 9.7 | 3.9 | 2.2 | 1.1 | 0.2 | 0.8 | 0.5 | 2.7 |

6: Access 1 & Rochester Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 4.7 | 2.1 | 3.9 | 1.8 | 8.7 | 4.6 | 3.7 |

7: County 29 Blvd & Access 2 Performance by movement

| Movement | EBL | EBR | NBL | NBT | SBT | SBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 9.9 | 3.4 | 5.7 | 2.8 | 2.9 | 1.7 | 3.3 |

8: Harry Ave & CSAH 88/County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.1 | 0.1 | 1.7 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.1 | 0.7 | 0.0 | 2.0 | 2.6 | 2.8 | 3.7 | 8.1 | 1.1 | 4.7 | 6.4 | 1.8 |

8: Harry Ave & CSAH 88/County 17 Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.2 |
| Total Del/Veh (s) | 2.0 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 1.4 |
| Total Del/Veh (s) | 13.4 |

Queuing and Blocking Report

Opening Year (2029) Build Scenario 2 - AM Peak Hour

05/06/2025

Intersection: 1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd

| Movement | EB | NB | NB | SB | SB |
|-----------------------|-----|-----|------|-----|------|
| Directions Served | L | L | TR | L | TR |
| Maximum Queue (ft) | 16 | 31 | 43 | 135 | 21 |
| Average Queue (ft) | 1 | 4 | 11 | 66 | 6 |
| 95th Queue (ft) | 11 | 21 | 32 | 110 | 21 |
| Link Distance (ft) | | | 1223 | | 1017 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 325 | 300 | | 250 | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 2: Hwy 52 NB Ramp & Rochester Blvd

| Movement | EB | EB | WB | NB | NB |
|-----------------------|------|-----|-----|------|-----|
| Directions Served | T | R | L | L | R |
| Maximum Queue (ft) | 4 | 4 | 92 | 92 | 69 |
| Average Queue (ft) | 0 | 0 | 32 | 29 | 31 |
| 95th Queue (ft) | 3 | 3 | 69 | 69 | 55 |
| Link Distance (ft) | 1657 | | | 1085 | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | | 325 | 400 | | 350 |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 3: Hogan Ave & Rochester Blvd

| Movement | EB | NB | SB |
|-----------------------|-----|------|------|
| Directions Served | L | LTR | LTR |
| Maximum Queue (ft) | 12 | 42 | 48 |
| Average Queue (ft) | 0 | 7 | 11 |
| 95th Queue (ft) | 6 | 31 | 34 |
| Link Distance (ft) | | 1030 | 1034 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 400 | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Queuing and Blocking Report
Opening Year (2029) Build Scenario 2 - AM Peak Hour

05/06/2025

Intersection: 4: County 29 Blvd & Cannon Falls Blvd

| Movement | WB | SB |
|-----------------------|------|------|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 96 | 37 |
| Average Queue (ft) | 39 | 3 |
| 95th Queue (ft) | 70 | 18 |
| Link Distance (ft) | 1008 | 1963 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 5: County 29 Blvd & County 17 Blvd

| Movement | EB | WB | NB |
|-----------------------|------|------|------|
| Directions Served | LTR | LTR | LT |
| Maximum Queue (ft) | 95 | 10 | 48 |
| Average Queue (ft) | 40 | 1 | 8 |
| 95th Queue (ft) | 75 | 6 | 31 |
| Link Distance (ft) | 7674 | 1122 | 1079 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 6: Access 1 & Rochester Blvd

| Movement | EB | WB | NB |
|-----------------------|------|------|-----|
| Directions Served | TR | LT | LR |
| Maximum Queue (ft) | 4 | 69 | 56 |
| Average Queue (ft) | 0 | 14 | 24 |
| 95th Queue (ft) | 5 | 46 | 51 |
| Link Distance (ft) | 2994 | 2006 | 509 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 7: County 29 Blvd & Access 2

| Movement | EB | NB | SB |
|-----------------------|------|------|------|
| Directions Served | LR | LT | TR |
| Maximum Queue (ft) | 57 | 108 | 22 |
| Average Queue (ft) | 18 | 30 | 1 |
| 95th Queue (ft) | 40 | 78 | 10 |
| Link Distance (ft) | 1096 | 1963 | 1132 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 8: Harry Ave & CSAH 88/County 17 Blvd

| Movement | WB | NB | NB | SB | SB |
|-----------------------|-----|------|-----|------|-----|
| Directions Served | L | LT | R | LT | R |
| Maximum Queue (ft) | 9 | 23 | 16 | 49 | 21 |
| Average Queue (ft) | 0 | 5 | 4 | 8 | 5 |
| 95th Queue (ft) | 7 | 19 | 15 | 31 | 19 |
| Link Distance (ft) | | 2594 | | 7073 | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 325 | | 250 | | 250 |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Network Summary

| |
|---------------------------------|
| Network wide Queuing Penalty: 0 |
|---------------------------------|

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 4.0 | 0.2 | 3.9 | 0.1 | 0.0 | 0.1 | 1.4 | 0.1 | 0.0 | 3.6 | 0.5 | 0.7 |
| Total Del/Veh (s) | 1.3 | 0.9 | 0.0 | 1.6 | 1.3 | 0.8 | 3.6 | 8.0 | 2.0 | 6.6 | 7.0 | 3.4 |

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 1.3 |
| Total Del/Veh (s) | 2.9 |

2: Hwy 52 NB Ramp & Rochester Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|-----|-----|-----|-----|------|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.1 | 0.0 | 0.2 | 3.3 | 0.2 |
| Total Del/Veh (s) | 1.8 | 0.9 | 4.8 | 1.6 | 24.2 | 2.9 | 3.9 |

3: Hogan Ave & Rochester Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | SBL | SBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|------|------|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 1.7 | 0.8 | 0.4 | 2.4 | 2.7 | 1.8 | 17.8 | 10.9 | 4.7 | 2.3 |

4: County 29 Blvd & Cannon Falls Blvd Performance by movement

| Movement | WBL | WBR | NBT | NBR | SBL | SBT | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 9.8 | 5.4 | 0.9 | 1.0 | 4.4 | 2.1 | 3.3 |

5: County 29 Blvd & County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|------|------|-----|------|------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | | 0.3 | 0.3 | 3.8 | 0.0 | 0.0 | 0.2 |
| Total Del/Veh (s) | 13.1 | 15.5 | 9.1 | 10.1 | 12.4 | | 3.1 | 1.3 | 0.2 | 3.1 | 1.2 | 0.9 |

5: County 29 Blvd & County 17 Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.2 |
| Total Del/Veh (s) | 2.3 |

6: Access 1 & Rochester Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.1 | 0.2 | 0.2 | 0.1 |
| Total Del/Veh (s) | 14.8 | 6.4 | 0.8 | 1.9 | 3.0 | 1.1 | 5.5 |

7: County 29 Blvd & Access 2 Performance by movement

| Movement | EBL | EBR | NBL | NBT | SBT | SBR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.3 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 10.0 | 6.9 | 2.6 | 1.5 | 1.4 | 0.5 | 4.8 |

8: Harry Ave & CSAH 88/County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 1.6 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 2.9 | 0.6 | 0.0 | 4.7 | 3.6 | 3.4 | 4.4 | 7.6 | 1.4 | 6.1 | 3.7 | 2.7 |

8: Harry Ave & CSAH 88/County 17 Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.1 |
| Total Del/Veh (s) | 3.0 |

Total Network Performance

| Denied Del/Veh (s) | 0.8 |
|--------------------|------|
| Total Del/Veh (s) | 14.4 |

Queuing and Blocking Report

Opening Year (2029) Build Scenario 2 - PM Peak Hour

05/06/2025

Intersection: 1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd

| Movement | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|------|-----|------|
| Directions Served | L | L | R | L | TR | L | TR |
| Maximum Queue (ft) | 64 | 19 | 4 | 26 | 45 | 104 | 39 |
| Average Queue (ft) | 7 | 1 | 0 | 4 | 12 | 39 | 15 |
| 95th Queue (ft) | 35 | 11 | 4 | 19 | 34 | 75 | 34 |
| Link Distance (ft) | | | | | 1223 | | 1017 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | 325 | 325 | 325 | 300 | | 250 | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Intersection: 2: Hwy 52 NB Ramp & Rochester Blvd

| Movement | EB | WB | NB | NB |
|-----------------------|-----|-----|------|-----|
| Directions Served | R | L | L | R |
| Maximum Queue (ft) | 4 | 102 | 138 | 56 |
| Average Queue (ft) | 0 | 42 | 34 | 18 |
| 95th Queue (ft) | 3 | 83 | 91 | 40 |
| Link Distance (ft) | | | 1085 | |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 325 | 400 | | 350 |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 3: Hogan Ave & Rochester Blvd

| Movement | EB | NB | SB |
|-----------------------|-----|------|------|
| Directions Served | L | LTR | LTR |
| Maximum Queue (ft) | 10 | 48 | 41 |
| Average Queue (ft) | 1 | 4 | 12 |
| 95th Queue (ft) | 5 | 25 | 32 |
| Link Distance (ft) | | 1030 | 1034 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 400 | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Queuing and Blocking Report
Opening Year (2029) Build Scenario 2 - PM Peak Hour

05/06/2025

Intersection: 4: County 29 Blvd & Cannon Falls Blvd

| Movement | WB | SB |
|-----------------------|------|------|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 110 | 98 |
| Average Queue (ft) | 45 | 13 |
| 95th Queue (ft) | 78 | 51 |
| Link Distance (ft) | 1008 | 1963 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 5: County 29 Blvd & County 17 Blvd

| Movement | EB | WB | NB | SB |
|-----------------------|------|------|------|-----|
| Directions Served | LTR | LTR | LT | LT |
| Maximum Queue (ft) | 88 | 45 | 61 | 14 |
| Average Queue (ft) | 37 | 7 | 14 | 1 |
| 95th Queue (ft) | 73 | 31 | 45 | 8 |
| Link Distance (ft) | 7676 | 1122 | 1088 | 990 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 6: Access 1 & Rochester Blvd

| Movement | EB | WB | NB |
|-----------------------|------|------|------|
| Directions Served | TR | LT | LR |
| Maximum Queue (ft) | 168 | 19 | 69 |
| Average Queue (ft) | 62 | 1 | 25 |
| 95th Queue (ft) | 109 | 10 | 60 |
| Link Distance (ft) | 2994 | 2007 | 1053 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 7: County 29 Blvd & Access 2

| Movement | EB | NB | SB |
|-----------------------|------|------|------|
| Directions Served | LR | LT | TR |
| Maximum Queue (ft) | 151 | 43 | 4 |
| Average Queue (ft) | 57 | 5 | 0 |
| 95th Queue (ft) | 112 | 26 | 3 |
| Link Distance (ft) | 1101 | 1963 | 1131 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 8: Harry Ave & CSAH 88/County 17 Blvd

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|------|-----|------|-----|
| Directions Served | L | L | LT | R | LT | R |
| Maximum Queue (ft) | 24 | 21 | 19 | 18 | 36 | 27 |
| Average Queue (ft) | 1 | 1 | 3 | 5 | 12 | 8 |
| 95th Queue (ft) | 10 | 8 | 15 | 16 | 34 | 25 |
| Link Distance (ft) | | | 2594 | | 7073 | |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | 375 | 325 | | 250 | | 250 |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Network Summary

| |
|---------------------------------|
| Network wide Queuing Penalty: 0 |
|---------------------------------|

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 4.1 | 0.2 | 3.7 | 0.0 | 0.0 | 0.1 | 1.3 | 0.0 | 0.0 | 3.3 | 0.8 | 0.8 |
| Total Del/Veh (s) | 0.7 | 2.0 | 0.2 | 0.9 | 1.4 | 0.7 | 5.0 | 8.2 | 3.4 | 9.7 | 7.3 | 2.7 |

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 2.0 |
| Total Del/Veh (s) | 6.0 |

2: Hwy 52 NB Ramp & Rochester Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|-----|-----|-----|-----|------|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.4 | 3.2 | 0.5 |
| Total Del/Veh (s) | 2.6 | 1.2 | 4.7 | 1.0 | 16.2 | 5.4 | 3.9 |

3: Hogan Ave & Rochester Blvd Performance by movement

| Movement | EBL | EBT | WBT | WBR | NBL | NBR | SBL | SBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|------|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 2.0 | 1.5 | 2.0 | 1.3 | 8.8 | 4.5 | 13.4 | 2.3 | 1.9 |

4: County 29 Blvd & Cannon Falls Blvd Performance by movement

| Movement | WBL | WBR | NBT | NBR | SBL | SBT | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 8.6 | 5.4 | 0.8 | 0.8 | 5.2 | 2.2 | 2.9 |

5: County 29 Blvd & County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | NBL | NBT | NBR | SBT | SBR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.1 | 0.3 | 0.3 | 3.0 | 0.0 | 0.0 | 0.2 |
| Total Del/Veh (s) | 13.7 | 3.6 | 9.4 | 8.5 | 2.9 | 1.2 | 0.6 | 1.0 | 0.6 | 2.5 |

6: Access 1 & Rochester Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|-----|-----|-----|-----|------|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.2 | 0.0 |
| Total Del/Veh (s) | 4.6 | 2.4 | 4.1 | 1.7 | 10.3 | 5.6 | 3.6 |

7: County 29 Blvd & Access 2 Performance by movement

| Movement | EBL | EBR | NBL | NBT | SBT | SBR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 10.1 | 4.0 | 5.4 | 3.0 | 3.0 | 1.7 | 3.4 |

8: Harry Blvd & CSAH 88/County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.5 | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 | 1.7 | 0.1 | 0.0 | 0.0 |
| Total Del/Veh (s) | 2.6 | 1.1 | 2.6 | 6.4 | 3.1 | 2.7 | 3.0 | 8.4 | 1.4 | 4.4 | 7.3 | 2.0 |

8: Harry Blvd & CSAH 88/County 17 Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.2 |
| Total Del/Veh (s) | 2.5 |

Total Network Performance

| | |
|--------------------|------|
| Denied Del/Veh (s) | 1.3 |
| Total Del/Veh (s) | 13.9 |

Queuing and Blocking Report

Horizon Year (2044) Build Scenario 2 - AM Peak Hour

05/06/2025

Intersection: 1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd

| Movement | EB | NB | NB | SB | SB |
|-----------------------|-----|-----|------|-----|------|
| Directions Served | L | L | TR | L | TR |
| Maximum Queue (ft) | 20 | 35 | 52 | 180 | 25 |
| Average Queue (ft) | 2 | 5 | 14 | 70 | 8 |
| 95th Queue (ft) | 14 | 23 | 38 | 128 | 25 |
| Link Distance (ft) | | | 1221 | | 1017 |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 325 | 300 | | 250 | |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Intersection: 2: Hwy 52 NB Ramp & Rochester Blvd

| Movement | WB | NB | NB |
|-----------------------|-----|------|-----|
| Directions Served | L | L | R |
| Maximum Queue (ft) | 92 | 97 | 73 |
| Average Queue (ft) | 38 | 32 | 33 |
| 95th Queue (ft) | 78 | 70 | 60 |
| Link Distance (ft) | | 1085 | |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 400 | | 350 |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 3: Hogan Ave & Rochester Blvd

| Movement | EB | NB | SB |
|-----------------------|-----|------|------|
| Directions Served | L | LTR | LTR |
| Maximum Queue (ft) | 12 | 37 | 61 |
| Average Queue (ft) | 1 | 7 | 15 |
| 95th Queue (ft) | 6 | 28 | 42 |
| Link Distance (ft) | | 1030 | 1034 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 400 | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 4: County 29 Blvd & Cannon Falls Blvd

| Movement | WB | SB |
|-----------------------|------|------|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 90 | 42 |
| Average Queue (ft) | 43 | 4 |
| 95th Queue (ft) | 75 | 22 |
| Link Distance (ft) | 1008 | 1963 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 5: County 29 Blvd & County 17 Blvd

| Movement | EB | WB | NB | SB |
|-----------------------|------|------|------|-----|
| Directions Served | LTR | LTR | LT | LTR |
| Maximum Queue (ft) | 72 | 19 | 66 | 4 |
| Average Queue (ft) | 29 | 1 | 13 | 0 |
| 95th Queue (ft) | 59 | 10 | 46 | 3 |
| Link Distance (ft) | 7671 | 1122 | 1094 | 975 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 6: Access 1 & Rochester Blvd

| Movement | EB | WB | NB |
|-----------------------|------|------|-----|
| Directions Served | TR | LT | LR |
| Maximum Queue (ft) | 12 | 68 | 56 |
| Average Queue (ft) | 0 | 13 | 21 |
| 95th Queue (ft) | 5 | 48 | 47 |
| Link Distance (ft) | 2994 | 2006 | 509 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 7: County 29 Blvd & Access 2

| Movement | EB | NB | SB |
|-----------------------|------|------|------|
| Directions Served | LR | LT | TR |
| Maximum Queue (ft) | 58 | 112 | 22 |
| Average Queue (ft) | 19 | 29 | 2 |
| 95th Queue (ft) | 43 | 76 | 13 |
| Link Distance (ft) | 1096 | 1963 | 1132 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 8: Harry Blvd & CSAH 88/County 17 Blvd

| Movement | EB | NB | NB | SB | SB |
|-----------------------|-----|------|-----|------|-----|
| Directions Served | L | LT | R | LT | R |
| Maximum Queue (ft) | 10 | 26 | 20 | 52 | 22 |
| Average Queue (ft) | 0 | 9 | 6 | 10 | 6 |
| 95th Queue (ft) | 5 | 27 | 20 | 37 | 21 |
| Link Distance (ft) | | 2562 | | 7072 | |
| Upstream Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |
| Storage Bay Dist (ft) | 375 | | 250 | | 250 |
| Storage Blk Time (%) | | | | | |
| Queuing Penalty (veh) | | | | | |

Network Summary

| |
|---------------------------------|
| Network wide Queuing Penalty: 0 |
|---------------------------------|

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 4.0 | 0.2 | 3.8 | 0.2 | 0.0 | 0.1 | 1.2 | 0.0 | 0.0 | 3.5 | 0.4 | 0.5 |
| Total Del/Veh (s) | 1.1 | 1.1 | 0.1 | 1.3 | 1.3 | 0.7 | 4.7 | 8.5 | 2.1 | 6.7 | 7.2 | 2.7 |

1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 1.4 |
| Total Del/Veh (s) | 3.0 |

2: Hwy 52 NB Ramp & Rochester Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|-----|-----|-----|-----|------|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.3 | 0.1 | 0.0 | 0.2 | 3.0 | 0.2 |
| Total Del/Veh (s) | 1.9 | 0.8 | 5.1 | 1.6 | 27.3 | 3.0 | 4.2 |

3: Hogan Ave & Rochester Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | SBL | SBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s) | 2.3 | 0.9 | 0.9 | 2.8 | 2.8 | 1.8 | 11.8 | 9.1 | 3.6 | 2.3 |

4: County 29 Blvd & Cannon Falls Blvd Performance by movement

| Movement | WBL | WBR | NBT | NBR | SBL | SBT | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 12.2 | 9.6 | 1.1 | 1.3 | 4.5 | 2.2 | 4.0 |

5: County 29 Blvd & County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|------|-----|------|------|------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | | 0.0 | 0.1 | 0.1 | 0.1 | 0.3 | 0.3 | 3.1 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 18.3 | | 10.0 | 25.9 | 14.0 | 3.3 | 4.8 | 2.0 | 0.3 | 5.8 | 1.3 | 0.9 |

5: County 29 Blvd & County 17 Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.2 |
| Total Del/Veh (s) | 3.2 |

6: Access 1 & Rochester Blvd Performance by movement

| Movement | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 | 0.1 | 0.2 | 0.2 | 0.1 |
| Total Del/Veh (s) | 15.2 | 8.1 | 1.2 | 2.0 | 3.3 | 1.5 | 6.0 |

7: County 29 Blvd & Access 2 Performance by movement

| Movement | EBL | EBR | NBL | NBT | SBT | SBR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.3 | 0.3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 |
| Total Del/Veh (s) | 10.6 | 7.4 | 3.5 | 1.7 | 1.5 | 0.4 | 4.9 |

8: Harry Blvd & CSAH 88/County 17 Blvd Performance by movement

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|--------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.2 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 1.9 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s) | 3.9 | 0.5 | 1.3 | 5.7 | 4.2 | 3.5 | 3.9 | 6.7 | 1.3 | 5.0 | 4.3 | 3.5 |

8: Harry Blvd & CSAH 88/County 17 Blvd Performance by movement

| Movement | All |
|--------------------|-----|
| Denied Del/Veh (s) | 0.1 |
| Total Del/Veh (s) | 3.4 |

Total Network Performance

| Denied Del/Veh (s) | 0.8 |
|--------------------|------|
| Total Del/Veh (s) | 15.5 |

Queuing and Blocking Report

Horizon Year (2044) Build Scenario 2 - PM Peak Hour

05/06/2025

Intersection: 1: Harry Ave/Hwy 52 SB Ramp & Rochester Blvd

| Movement | EB | WB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|-----|-----|------|-----|------|
| Directions Served | L | L | R | L | TR | L | TR |
| Maximum Queue (ft) | 52 | 13 | 7 | 27 | 52 | 97 | 46 |
| Average Queue (ft) | 8 | 1 | 0 | 5 | 14 | 40 | 16 |
| 95th Queue (ft) | 34 | 8 | 4 | 21 | 40 | 71 | 36 |
| Link Distance (ft) | | | | | 1221 | | 1017 |
| Upstream Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |
| Storage Bay Dist (ft) | 325 | 325 | 325 | 300 | | 250 | |
| Storage Blk Time (%) | | | | | | | |
| Queuing Penalty (veh) | | | | | | | |

Intersection: 2: Hwy 52 NB Ramp & Rochester Blvd

| Movement | WB | NB | NB |
|-----------------------|-----|------|-----|
| Directions Served | L | L | R |
| Maximum Queue (ft) | 109 | 121 | 44 |
| Average Queue (ft) | 49 | 37 | 16 |
| 95th Queue (ft) | 94 | 91 | 36 |
| Link Distance (ft) | | 1085 | |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | 400 | | 350 |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 3: Hogan Ave & Rochester Blvd

| Movement | EB | WB | NB | SB |
|-----------------------|-----|-----|------|------|
| Directions Served | L | L | LTR | LTR |
| Maximum Queue (ft) | 12 | 2 | 36 | 48 |
| Average Queue (ft) | 1 | 0 | 3 | 15 |
| 95th Queue (ft) | 8 | 2 | 19 | 36 |
| Link Distance (ft) | | | 1030 | 1034 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | 400 | 300 | | |
| Storage Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |

Intersection: 4: County 29 Blvd & Cannon Falls Blvd

| Movement | WB | SB |
|-----------------------|------|------|
| Directions Served | LR | LT |
| Maximum Queue (ft) | 129 | 70 |
| Average Queue (ft) | 55 | 14 |
| 95th Queue (ft) | 102 | 50 |
| Link Distance (ft) | 1008 | 1963 |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | |
| Storage Blk Time (%) | | |
| Queuing Penalty (veh) | | |

Intersection: 5: County 29 Blvd & County 17 Blvd

| Movement | EB | WB | NB | SB |
|-----------------------|------|------|------|-----|
| Directions Served | LTR | LTR | LT | LT |
| Maximum Queue (ft) | 96 | 62 | 115 | 17 |
| Average Queue (ft) | 31 | 10 | 26 | 1 |
| 95th Queue (ft) | 72 | 40 | 74 | 8 |
| Link Distance (ft) | 7658 | 1122 | 1094 | 971 |
| Upstream Blk Time (%) | | | | |
| Queuing Penalty (veh) | | | | |
| Storage Bay Dist (ft) | | | | |
| Storage Blk Time (%) | | | 0 | |
| Queuing Penalty (veh) | | | 0 | |

Intersection: 6: Access 1 & Rochester Blvd

| Movement | EB | WB | NB |
|-----------------------|------|------|------|
| Directions Served | TR | LT | LR |
| Maximum Queue (ft) | 170 | 15 | 84 |
| Average Queue (ft) | 65 | 1 | 28 |
| 95th Queue (ft) | 117 | 10 | 64 |
| Link Distance (ft) | 2994 | 2007 | 1053 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 7: County 29 Blvd & Access 2

| Movement | EB | NB | SB |
|-----------------------|------|------|------|
| Directions Served | LR | LT | TR |
| Maximum Queue (ft) | 137 | 82 | 4 |
| Average Queue (ft) | 55 | 8 | 0 |
| 95th Queue (ft) | 100 | 42 | 3 |
| Link Distance (ft) | 1101 | 1963 | 1131 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | | |
| Storage Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |

Intersection: 8: Harry Blvd & CSAH 88/County 17 Blvd

| Movement | EB | WB | NB | NB | SB | SB |
|-----------------------|-----|-----|------|-----|------|-----|
| Directions Served | L | L | LT | R | LT | R |
| Maximum Queue (ft) | 5 | 24 | 24 | 24 | 40 | 27 |
| Average Queue (ft) | 0 | 1 | 4 | 6 | 13 | 9 |
| 95th Queue (ft) | 4 | 12 | 19 | 20 | 35 | 26 |
| Link Distance (ft) | | | 2562 | | 7072 | |
| Upstream Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |
| Storage Bay Dist (ft) | 375 | 325 | | 250 | | 250 |
| Storage Blk Time (%) | | | | | | |
| Queuing Penalty (veh) | | | | | | |

Network Summary

| |
|---------------------------------|
| Network wide Queuing Penalty: 0 |
|---------------------------------|