

# Albeck Gerken, Inc

Transportation Engineers

Traffic Data Collection

I-394 at Park Place Blvd, S ramps

Ref.Pt.: 005.413

Data by: Albeck Gerken Inc

TURN MOVEMENT COUNT

File Name : I-394 at Park Place Blvd S ramps 2007

Site Code : 00182714

Start Date : 4/10/2007

Page No : 1

**Groups Printed- Unshifted**

Start Time	Park Place Blvd Southbound				ramp to EB I-394 Westbound				Park Place Blvd Northbound				ramp from EB I-394 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:00	6	35	0	0	0	0	0	0	0	12	19	0	11	0	30	0	113
06:15	9	48	0	0	0	0	0	0	0	12	17	0	18	0	46	0	150
06:30	15	81	0	0	0	0	0	0	0	28	22	0	26	0	67	0	239
06:45	15	148	0	0	0	0	0	0	0	29	26	0	24	0	91	0	333
<b>Total</b>	<b>45</b>	<b>312</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>84</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>234</b>	<b>0</b>	<b>835</b>
07:00	15	117	0	0	0	0	0	1	0	48	44	0	49	0	78	2	354
07:15	23	176	0	0	0	0	0	1	0	50	50	0	24	0	135	0	459
07:30	18	183	0	0	0	0	0	0	0	72	82	0	27	0	128	0	510
07:45	35	228	0	0	0	0	0	0	0	101	58	0	52	0	100	0	574
<b>Total</b>	<b>91</b>	<b>704</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>271</b>	<b>234</b>	<b>0</b>	<b>152</b>	<b>0</b>	<b>441</b>	<b>2</b>	<b>1897</b>
08:00	34	249	0	0	0	0	0	2	0	75	60	0	51	0	78	0	549
08:15	36	185	0	0	0	0	0	1	0	63	58	0	52	1	85	0	481
08:30	33	167	0	0	0	0	0	1	0	45	54	0	43	0	94	0	437
08:45	34	151	0	0	0	0	0	0	0	47	52	0	59	0	82	0	425
<b>Total</b>	<b>137</b>	<b>752</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>230</b>	<b>224</b>	<b>0</b>	<b>205</b>	<b>1</b>	<b>339</b>	<b>0</b>	<b>1892</b>
*** BREAK ***																	
11:00	61	160	0	0	0	0	0	0	0	103	105	0	16	0	92	0	537
11:15	66	190	0	0	0	0	0	1	0	115	112	0	30	0	106	0	620
11:30	61	184	0	0	0	0	0	2	0	108	117	0	18	1	78	0	569
11:45	62	183	0	0	0	0	0	0	0	141	124	0	30	0	95	0	635
<b>Total</b>	<b>250</b>	<b>717</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>467</b>	<b>458</b>	<b>0</b>	<b>94</b>	<b>1</b>	<b>371</b>	<b>0</b>	<b>2361</b>
12:00	63	175	0	0	0	0	0	0	0	149	150	1	21	0	86	0	645
12:15	74	190	0	0	0	0	0	0	0	136	127	0	21	2	89	0	639
12:30	52	179	0	0	0	0	0	1	0	174	178	0	27	2	92	0	705
12:45	59	176	0	0	0	0	0	1	0	170	146	0	21	3	87	0	663
<b>Total</b>	<b>248</b>	<b>720</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>629</b>	<b>601</b>	<b>1</b>	<b>90</b>	<b>7</b>	<b>354</b>	<b>0</b>	<b>2652</b>
*** BREAK ***																	
15:00	87	117	0	0	0	0	0	3	0	107	141	0	15	0	42	0	512
15:15	76	114	0	0	0	0	0	1	0	93	125	0	14	1	61	0	485
15:30	85	130	0	0	0	0	0	1	0	120	140	0	9	0	62	0	547
15:45	71	143	0	0	0	0	0	0	0	130	149	0	16	0	55	0	564
<b>Total</b>	<b>319</b>	<b>504</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>450</b>	<b>555</b>	<b>0</b>	<b>54</b>	<b>1</b>	<b>220</b>	<b>0</b>	<b>2108</b>
16:00	99	150	0	0	0	0	0	0	0	165	220	0	9	0	56	2	701
16:15	106	134	0	0	0	0	0	0	0	126	136	0	8	1	61	0	572
16:30	111	160	0	0	0	0	0	0	0	132	204	0	21	2	86	0	716
16:45	94	155	0	0	0	0	0	0	0	149	169	0	14	0	71	1	653
<b>Total</b>	<b>410</b>	<b>599</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>572</b>	<b>729</b>	<b>0</b>	<b>52</b>	<b>3</b>	<b>274</b>	<b>3</b>	<b>2642</b>
17:00	134	169	0	0	0	0	0	1	0	174	205	0	8	0	58	1	750
17:15	116	171	0	0	0	0	0	0	0	165	134	0	7	0	75	0	668
17:30	81	140	0	0	0	0	0	1	0	149	167	0	11	0	76	0	625
17:45	83	168	0	0	0	0	0	0	0	100	129	0	10	0	72	0	562
<b>Total</b>	<b>414</b>	<b>648</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>588</b>	<b>635</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>281</b>	<b>1</b>	<b>2605</b>
<b>Grand Total</b>	<b>1914</b>	<b>4956</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>3288</b>	<b>3520</b>	<b>1</b>	<b>762</b>	<b>13</b>	<b>2514</b>	<b>6</b>	<b>16992</b>
<b>Apprch %</b>	<b>27.9</b>	<b>72.1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>48.3</b>	<b>51.7</b>	<b>0</b>	<b>23.1</b>	<b>0.4</b>	<b>76.3</b>	<b>0.2</b>	
<b>Total %</b>	<b>11.3</b>	<b>29.2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.1</b>	<b>0</b>	<b>19.4</b>	<b>20.7</b>	<b>0</b>	<b>4.5</b>	<b>0.1</b>	<b>14.8</b>	<b>0</b>	

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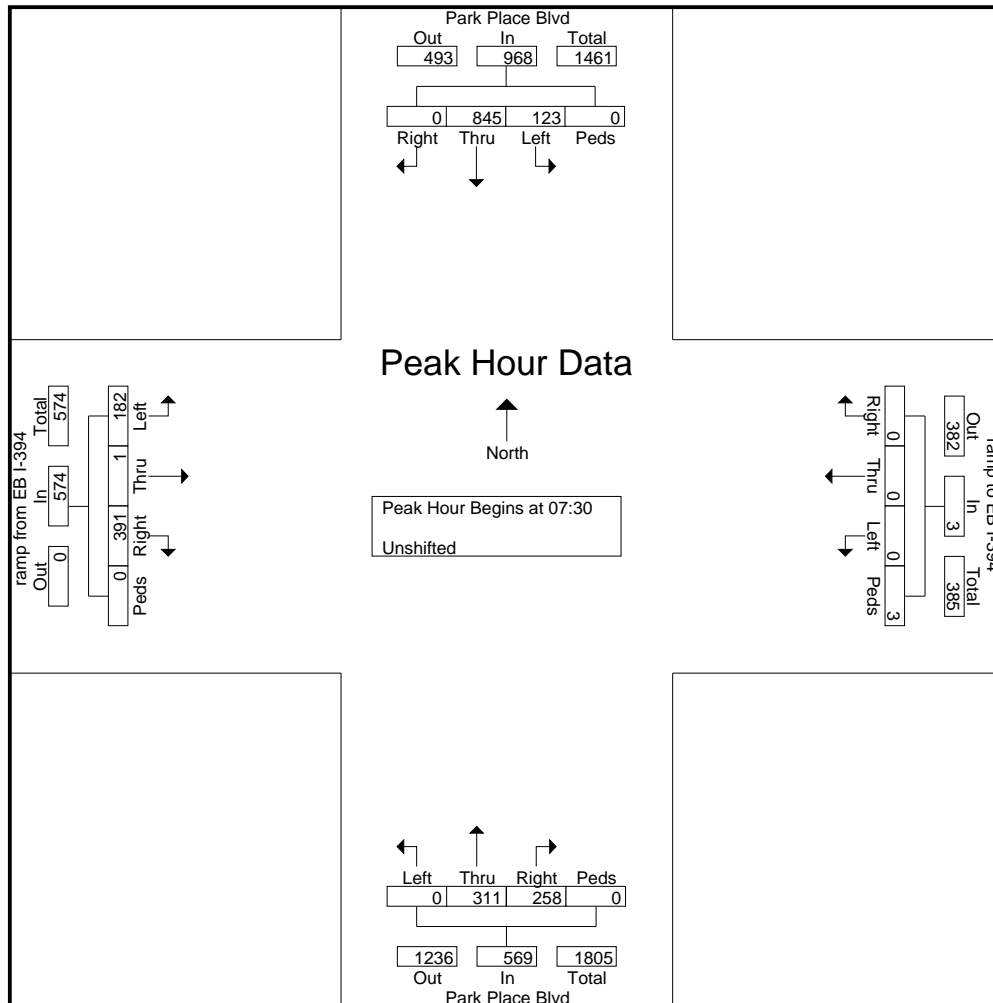
File Name : I-394 at Park Place Blvd S ramps 2007

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	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	18	183	0	0	201	0	0	0	0	0	0	72	82	0	154	27	0	128	0	155	510
07:45	35	228	0	0	263	0	0	0	0	0	0	101	58	0	159	52	0	100	0	152	574
08:00	34	249	0	0	283	0	0	0	2	2	0	75	60	0	135	51	0	78	0	129	549
08:15	36	185	0	0	221	0	0	0	1	1	0	63	58	0	121	52	1	85	0	138	481
Total Volume	123	845	0	0	968	0	0	0	3	3	0	311	258	0	569	182	1	391	0	574	2114
% App. Total	12.7	87.3	0	0		0	0	0	100		0	54.7	45.3	0		31.7	0.2	68.1	0		
PHF	.854	.848	.000	.000	.855	.000	.000	.000	.375	.375	.000	.770	.787	.000	.895	.875	.250	.764	.000	.926	.921



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	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	111	160	0	0	271	0	0	0	0	0	0	132	204	0	336	21	2	86	0	109	716
16:45	94	155	0	0	249	0	0	0	0	0	0	149	169	0	318	14	0	71	1	86	653
17:00	134	169	0	0	303	0	0	0	1	1	0	174	205	0	379	8	0	58	1	67	750
17:15	116	171	0	0	287	0	0	0	0	0	0	165	134	0	299	7	0	75	0	82	668
Total Volume	455	655	0	0	1110	0	0	0	1	1	0	620	712	0	1332	50	2	290	2	344	2787
% App. Total	41	59	0	0		0	0	0	100		0	46.5	53.5	0		14.5	0.6	84.3	0.6		
PHF	.849	.958	.000	.000	.916	.000	.000	.000	.250	.250	.000	.891	.868	.000	.879	.595	.250	.843	.500	.789	.929

