

MN Dept of Transportation

TRAFFIC DATA COLLECTION - Metro

TH-7 at Kings Pt. Rd (Roundabout)

Ref. Pt. 175+00.483

Ron Engh

TURN MOVEMENT COUNT

File Name : TH-7 at Kings Pt. Rd (Roundabout)

Site Code :

Start Date : 3/3/2016

Page No : 1

Groups Printed- Cars +

| Start Time | Kings Pt. Rd Southbound | | | | TH-7 Westbound | | | | Kings Pt. Rd Northbound | | | | TH-7 Eastbound | | | | Int. Total |
|------------|-------------------------|------|-------|------|----------------|------|-------|------|-------------------------|------|-------|------|----------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 06:00 | 2 | 0 | 0 | 0 | 1 | 18 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 146 | 18 | 0 | 191 |
| 06:15 | 1 | 0 | 0 | 0 | 0 | 28 | 3 | 0 | 7 | 3 | 1 | 0 | 3 | 164 | 32 | 0 | 242 |
| 06:30 | 5 | 0 | 0 | 0 | 1 | 32 | 7 | 0 | 10 | 3 | 0 | 0 | 2 | 238 | 39 | 0 | 337 |
| 06:45 | 3 | 1 | 1 | 0 | 1 | 32 | 4 | 0 | 7 | 1 | 2 | 0 | 3 | 205 | 40 | 0 | 300 |
| Total | 11 | 1 | 1 | 0 | 3 | 110 | 15 | 0 | 26 | 7 | 5 | 0 | 9 | 753 | 129 | 0 | 1070 |
| 07:00 | 13 | 4 | 0 | 0 | 5 | 60 | 5 | 0 | 14 | 1 | 5 | 0 | 5 | 200 | 60 | 0 | 372 |
| 07:15 | 9 | 0 | 0 | 0 | 8 | 74 | 4 | 0 | 15 | 1 | 5 | 0 | 0 | 240 | 60 | 0 | 416 |
| 07:30 | 7 | 4 | 0 | 0 | 3 | 45 | 3 | 0 | 29 | 3 | 8 | 0 | 2 | 238 | 45 | 0 | 387 |
| 07:45 | 3 | 0 | 1 | 0 | 5 | 56 | 2 | 0 | 18 | 0 | 8 | 0 | 2 | 166 | 49 | 0 | 310 |
| Total | 32 | 8 | 1 | 0 | 21 | 235 | 14 | 0 | 76 | 5 | 26 | 0 | 9 | 844 | 214 | 0 | 1485 |
| 08:00 | 11 | 0 | 2 | 0 | 2 | 46 | 6 | 0 | 8 | 0 | 3 | 0 | 2 | 173 | 31 | 0 | 284 |
| 08:15 | 6 | 2 | 1 | 0 | 7 | 56 | 3 | 0 | 15 | 1 | 4 | 0 | 0 | 138 | 32 | 0 | 265 |
| 08:30 | 5 | 4 | 0 | 0 | 2 | 42 | 4 | 0 | 9 | 2 | 4 | 0 | 0 | 136 | 21 | 0 | 229 |
| 08:45 | 3 | 1 | 2 | 0 | 2 | 64 | 4 | 0 | 12 | 1 | 1 | 0 | 2 | 105 | 28 | 0 | 225 |
| Total | 25 | 7 | 5 | 0 | 13 | 208 | 17 | 0 | 44 | 4 | 12 | 0 | 4 | 552 | 112 | 0 | 1003 |
| 09:00 | 1 | 1 | 3 | 0 | 3 | 48 | 1 | 0 | 7 | 0 | 0 | 0 | 1 | 100 | 14 | 0 | 179 |
| 09:15 | 3 | 3 | 3 | 0 | 2 | 39 | 4 | 0 | 7 | 0 | 3 | 0 | 0 | 85 | 16 | 0 | 165 |
| 09:30 | 2 | 0 | 2 | 0 | 7 | 42 | 2 | 0 | 14 | 6 | 4 | 0 | 0 | 124 | 14 | 0 | 217 |
| 09:45 | 4 | 3 | 5 | 0 | 4 | 41 | 3 | 0 | 6 | 4 | 0 | 0 | 1 | 67 | 17 | 0 | 155 |
| Total | 10 | 7 | 13 | 0 | 16 | 170 | 10 | 0 | 34 | 10 | 7 | 0 | 2 | 376 | 61 | 0 | 716 |
| 10:00 | 2 | 0 | 5 | 0 | 0 | 44 | 1 | 0 | 12 | 1 | 3 | 0 | 1 | 72 | 6 | 0 | 147 |
| 10:15 | 4 | 1 | 0 | 0 | 5 | 45 | 4 | 0 | 8 | 2 | 2 | 0 | 0 | 59 | 9 | 0 | 139 |
| 10:30 | 2 | 0 | 4 | 0 | 1 | 58 | 2 | 0 | 12 | 0 | 2 | 0 | 0 | 67 | 7 | 0 | 155 |
| 10:45 | 5 | 2 | 4 | 0 | 3 | 43 | 5 | 0 | 8 | 0 | 1 | 0 | 3 | 57 | 8 | 0 | 139 |
| Total | 13 | 3 | 13 | 0 | 9 | 190 | 12 | 0 | 40 | 3 | 8 | 0 | 4 | 255 | 30 | 0 | 580 |
| 11:00 | 3 | 0 | 3 | 0 | 3 | 53 | 3 | 0 | 6 | 0 | 6 | 0 | 2 | 73 | 5 | 0 | 157 |
| 11:15 | 1 | 1 | 1 | 0 | 2 | 57 | 3 | 0 | 7 | 0 | 2 | 0 | 0 | 84 | 11 | 0 | 169 |
| 11:30 | 3 | 1 | 4 | 0 | 2 | 47 | 3 | 0 | 9 | 0 | 4 | 0 | 0 | 73 | 13 | 0 | 159 |
| 11:45 | 1 | 3 | 0 | 0 | 1 | 50 | 2 | 0 | 16 | 1 | 2 | 0 | 4 | 58 | 12 | 0 | 150 |
| Total | 8 | 5 | 8 | 0 | 8 | 207 | 11 | 0 | 38 | 1 | 14 | 0 | 6 | 288 | 41 | 0 | 635 |
| 12:00 | 1 | 0 | 5 | 0 | 0 | 53 | 3 | 0 | 11 | 1 | 2 | 0 | 2 | 57 | 11 | 0 | 146 |
| 12:15 | 2 | 1 | 4 | 0 | 2 | 66 | 5 | 0 | 14 | 3 | 2 | 0 | 0 | 69 | 5 | 0 | 173 |
| 12:30 | 0 | 2 | 3 | 0 | 0 | 60 | 4 | 0 | 13 | 0 | 8 | 0 | 4 | 56 | 14 | 0 | 164 |
| 12:45 | 7 | 0 | 2 | 0 | 3 | 65 | 3 | 0 | 18 | 0 | 4 | 0 | 3 | 67 | 8 | 0 | 180 |
| Total | 10 | 3 | 14 | 0 | 5 | 244 | 15 | 0 | 56 | 4 | 16 | 0 | 9 | 249 | 38 | 0 | 663 |
| 13:00 | 3 | 1 | 2 | 0 | 3 | 72 | 7 | 0 | 14 | 0 | 2 | 0 | 1 | 58 | 13 | 0 | 176 |
| 13:15 | 1 | 0 | 1 | 0 | 1 | 63 | 7 | 0 | 7 | 0 | 6 | 0 | 1 | 61 | 10 | 0 | 158 |
| 13:30 | 4 | 0 | 3 | 0 | 3 | 78 | 4 | 0 | 19 | 0 | 2 | 0 | 0 | 65 | 11 | 0 | 189 |
| 13:45 | 2 | 2 | 1 | 0 | 5 | 74 | 6 | 0 | 12 | 0 | 2 | 0 | 0 | 61 | 10 | 0 | 175 |
| Total | 10 | 3 | 7 | 0 | 12 | 287 | 24 | 0 | 52 | 0 | 12 | 0 | 2 | 245 | 44 | 0 | 698 |
| 14:00 | 3 | 3 | 4 | 0 | 4 | 85 | 2 | 0 | 14 | 0 | 2 | 0 | 3 | 69 | 9 | 0 | 198 |
| 14:15 | 3 | 0 | 6 | 0 | 1 | 115 | 2 | 0 | 25 | 0 | 4 | 0 | 2 | 74 | 9 | 0 | 241 |
| 14:30 | 10 | 0 | 2 | 0 | 4 | 111 | 5 | 0 | 25 | 3 | 5 | 0 | 3 | 83 | 15 | 0 | 266 |
| 14:45 | 3 | 0 | 2 | 0 | 3 | 106 | 2 | 0 | 21 | 3 | 5 | 0 | 2 | 55 | 10 | 0 | 212 |
| Total | 19 | 3 | 14 | 0 | 12 | 417 | 11 | 0 | 85 | 6 | 16 | 0 | 10 | 281 | 43 | 0 | 917 |
| 15:00 | 6 | 4 | 4 | 0 | 2 | 127 | 5 | 0 | 30 | 0 | 3 | 0 | 2 | 70 | 13 | 0 | 266 |
| 15:15 | 5 | 2 | 4 | 0 | 3 | 143 | 3 | 0 | 39 | 1 | 2 | 0 | 1 | 69 | 12 | 0 | 284 |
| 15:30 | 6 | 2 | 5 | 0 | 7 | 176 | 6 | 0 | 30 | 2 | 4 | 0 | 0 | 68 | 14 | 0 | 320 |

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TH-7 at Kings Pt. Rd (Roundabout)

Ref. Pt. 175+00.483

Ron Engh

TURN MOVEMENT COUNT

File Name : TH-7 at Kings Pt. Rd (Roundabout)

Site Code :

Start Date : 3/3/2016

Page No : 2

Groups Printed- Cars +

| Start Time | Kings Pt. Rd Southbound | | | | TH-7 Westbound | | | | Kings Pt. Rd Northbound | | | | TH-7 Eastbound | | | | Int. Total |
|-------------|-------------------------|------|-------|------|----------------|------|-------|------|-------------------------|------|-------|------|----------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 15:45 | 3 | 1 | 3 | 0 | 3 | 179 | 1 | 0 | 45 | 3 | 6 | 0 | 0 | 67 | 12 | 0 | 323 |
| Total | 20 | 9 | 16 | 0 | 15 | 625 | 15 | 0 | 144 | 6 | 15 | 0 | 3 | 274 | 51 | 0 | 1193 |
| 16:00 | 2 | 1 | 4 | 0 | 2 | 168 | 7 | 0 | 52 | 1 | 4 | 0 | 0 | 89 | 20 | 0 | 350 |
| 16:15 | 2 | 0 | 4 | 0 | 3 | 200 | 4 | 0 | 58 | 1 | 5 | 0 | 0 | 60 | 10 | 0 | 347 |
| 16:30 | 7 | 1 | 7 | 0 | 6 | 173 | 5 | 0 | 57 | 2 | 5 | 0 | 1 | 85 | 20 | 0 | 369 |
| 16:45 | 5 | 2 | 2 | 0 | 5 | 184 | 2 | 0 | 55 | 0 | 5 | 0 | 2 | 91 | 22 | 0 | 375 |
| Total | 16 | 4 | 17 | 0 | 16 | 725 | 18 | 0 | 222 | 4 | 19 | 0 | 3 | 325 | 72 | 0 | 1441 |
| 17:00 | 2 | 1 | 1 | 0 | 5 | 187 | 3 | 0 | 61 | 0 | 14 | 0 | 1 | 69 | 25 | 0 | 369 |
| 17:15 | 6 | 0 | 2 | 0 | 3 | 198 | 2 | 0 | 54 | 2 | 6 | 0 | 1 | 92 | 25 | 0 | 391 |
| 17:30 | 3 | 1 | 4 | 0 | 4 | 195 | 7 | 0 | 39 | 0 | 9 | 0 | 2 | 78 | 25 | 0 | 367 |
| 17:45 | 1 | 0 | 2 | 0 | 4 | 180 | 4 | 0 | 34 | 3 | 10 | 0 | 2 | 64 | 22 | 0 | 326 |
| Total | 12 | 2 | 9 | 0 | 16 | 760 | 16 | 0 | 188 | 5 | 39 | 0 | 6 | 303 | 97 | 0 | 1453 |
| Grand Total | 186 | 55 | 118 | 0 | 146 | 4178 | 178 | 0 | 1005 | 55 | 189 | 0 | 67 | 4745 | 932 | 0 | 11854 |
| Apprch % | 51.8 | 15.3 | 32.9 | 0 | 3.2 | 92.8 | 4 | 0 | 80.5 | 4.4 | 15.1 | 0 | 1.2 | 82.6 | 16.2 | 0 | |
| Total % | 1.6 | 0.5 | 1 | 0 | 1.2 | 35.2 | 1.5 | 0 | 8.5 | 0.5 | 1.6 | 0 | 0.6 | 40 | 7.9 | 0 | |

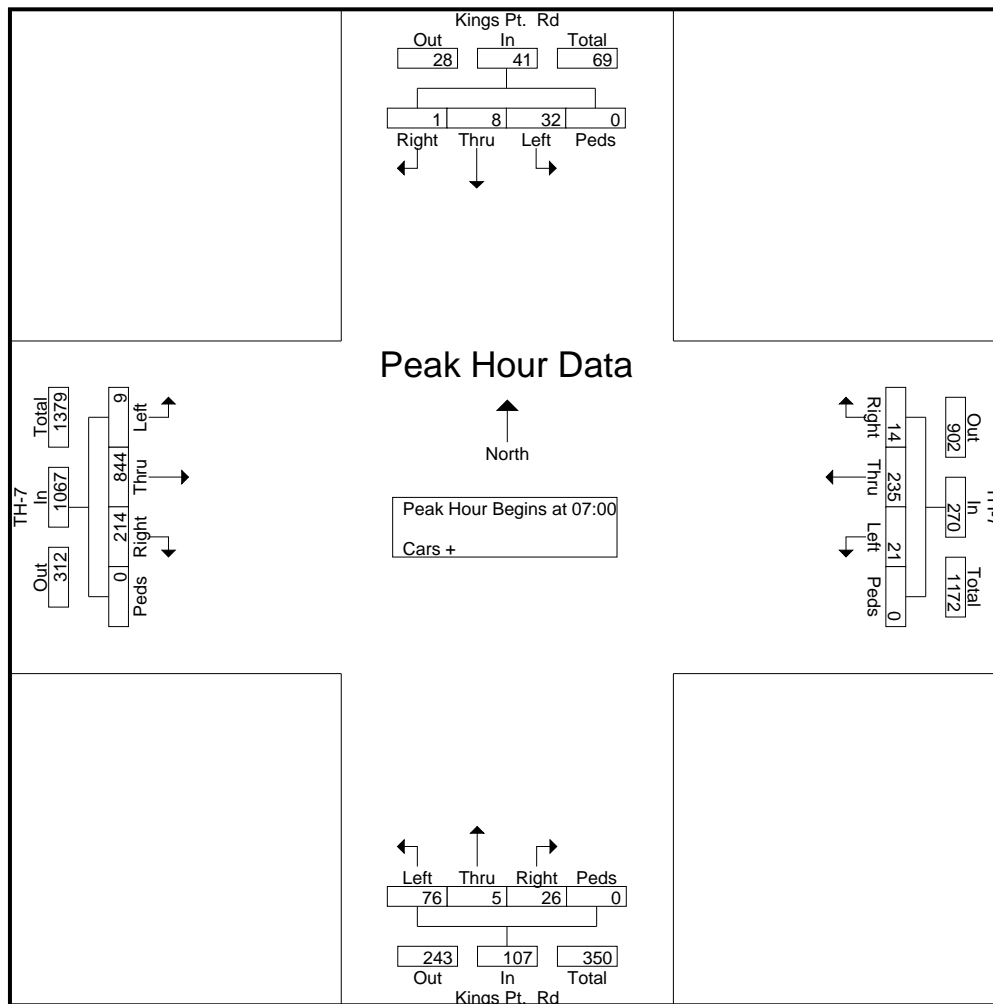
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 Ron Engh
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File Name : TH-7 at Kings Pt. Rd (Roundabout)
 Site Code :
 Start Date : 3/3/2016
 Page No : 3

| Start Time | Kings Pt. Rd Southbound | | | | | TH-7 Westbound | | | | | Kings Pt. Rd Northbound | | | | | TH-7 Eastbound | | | | | Int. Total | |
|--|-------------------------|------|-------|------|------------|----------------|------|-------|------|------------|-------------------------|------|-------|------|------------|----------------|------|-------|------|------------|------------|-----|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | | |
| Peak Hour Analysis From 06:00 to 11:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 13 | 4 | 0 | 0 | 17 | 5 | 60 | 5 | 0 | 86 | 15 | 1 | 5 | 0 | 21 | 5 | 0 | 60 | 0 | 0 | 300 | 416 |
| 07:15 | 9 | 0 | 0 | 0 | 9 | 8 | 74 | 4 | 0 | 86 | 29 | 3 | 8 | 0 | 40 | 0 | 238 | 60 | 45 | 0 | 285 | 387 |
| 07:30 | 7 | 4 | 0 | 0 | 11 | 3 | 45 | 3 | 0 | 51 | 29 | 3 | 8 | 0 | 40 | 0 | 238 | 60 | 45 | 0 | 285 | 387 |
| 07:45 | 3 | 0 | 1 | 0 | 4 | 3 | 45 | 3 | 0 | 51 | 29 | 3 | 8 | 0 | 40 | 0 | 238 | 60 | 45 | 0 | 285 | 387 |
| Total Volume | 32 | 8 | 1 | 0 | 41 | 21 | 235 | 14 | 0 | 270 | 76 | 5 | 26 | 0 | 107 | 9 | 844 | 214 | 0 | 1067 | 1485 | |
| % App. Total | 78 | 19.5 | 2.4 | 0 | | 7.8 | 87 | 5.2 | 0 | | 71 | 4.7 | 24.3 | 0 | | 0.8 | 79.1 | 20.1 | 0 | | | |
| PHF | .615 | .500 | .250 | .000 | .603 | .656 | .794 | .700 | .000 | .785 | .655 | .417 | .813 | .000 | .669 | .450 | .879 | .892 | .000 | .889 | .892 | |



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 Page No : 4

| Start Time | Kings Pt. Rd Southbound | | | | | TH-7 Westbound | | | | | Kings Pt. Rd Northbound | | | | | TH-7 Eastbound | | | | | Int. Total |
|--|-------------------------|------|-------|------|------------|----------------|------|-------|------|------------|-------------------------|------|-------|------|------------|----------------|------|-------|------|------------|------------|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 7 | | 7 | | 15 | 6 | 173 | 5 | | 191 | 55 | 2 | 5 | 0 | 60 | 2 | 91 | 22 | 0 | 115 | 375 |
| 16:45 | 5 | 2 | 2 | 0 | 9 | 5 | 184 | 2 | 0 | 191 | 55 | 0 | 5 | 0 | 60 | 2 | 91 | 22 | 0 | 115 | 375 |
| 17:00 | 2 | 1 | 1 | 0 | 4 | 5 | 187 | 3 | 0 | 195 | 61 | 0 | 14 | 0 | 75 | 1 | 69 | 25 | 0 | 95 | 369 |
| 17:15 | 6 | 0 | 2 | 0 | 8 | 3 | 198 | 2 | 0 | 203 | 54 | 2 | 6 | 0 | 62 | 1 | 92 | 25 | 0 | 118 | 391 |
| Total Volume | 20 | 4 | 12 | 0 | 36 | 19 | 742 | 12 | 0 | 773 | 227 | 4 | 30 | 0 | 261 | 5 | 337 | 92 | 0 | 434 | 1504 |
| % App. Total | 55.6 | 11.1 | 33.3 | 0 | | 2.5 | 96 | 1.6 | 0 | | 87 | 1.5 | 11.5 | 0 | | 1.2 | 77.6 | 21.2 | 0 | | |
| PHF | .714 | .500 | .429 | .000 | .600 | .792 | .937 | .600 | .000 | .952 | .930 | .500 | .536 | .000 | .870 | .625 | .916 | .920 | .000 | .919 | .962 |

