



# MINNESOTA DEPT OF TRANSPORTATION

## TRAFFIC DATA COLLECTION - METRO

TH-52 at 190th St / Co.Rd.62  
 Ref.Pt.: 110.845  
 JAMAR # T-2638 CAH  
 TURN MOVEMENT COUNT

File Name : TH-52 at 190th St CoRd-62 2011  
 Site Code : 00000000  
 Start Date : 2/16/2011  
 Page No : 1

### Groups Printed- Cars & Trucks

| Start Time    | TH-52 Southbound |      |       |      | 190th St E / Co.Rd.62 Westbound |      |       |      | TH-52 Northbound |      |       |      | 190th St E / Co.Rd.62 Eastbound |      |       |      | Int. Total |       |
|---------------|------------------|------|-------|------|---------------------------------|------|-------|------|------------------|------|-------|------|---------------------------------|------|-------|------|------------|-------|
|               | Left             | Thru | Right | Peds | Left                            | Thru | Right | Peds | Left             | Thru | Right | Peds | Left                            | Thru | Right | Peds |            |       |
| 06:00         | 6                | 106  | 0     | 0    | 1                               | 0    | 21    | 0    | 0                | 225  | 0     | 0    | 0                               | 0    | 0     | 0    | 0          | 359   |
| 06:15         | 3                | 104  | 0     | 0    | 0                               | 0    | 23    | 0    | 0                | 276  | 1     | 0    | 0                               | 0    | 0     | 0    | 0          | 407   |
| 06:30         | 2                | 118  | 0     | 0    | 0                               | 0    | 33    | 0    | 1                | 319  | 0     | 0    | 2                               | 0    | 0     | 0    | 0          | 475   |
| 06:45         | 4                | 130  | 0     | 0    | 0                               | 0    | 19    | 0    | 0                | 266  | 0     | 0    | 0                               | 0    | 1     | 0    | 0          | 420   |
| Total         | 15               | 458  | 0     | 0    | 1                               | 0    | 96    | 0    | 1                | 1086 | 1     | 0    | 2                               | 0    | 1     | 0    | 0          | 1661  |
| 07:00         | 4                | 155  | 0     | 0    | 1                               | 0    | 17    | 0    | 0                | 264  | 0     | 0    | 1                               | 1    | 1     | 0    | 0          | 444   |
| 07:15         | 2                | 151  | 0     | 0    | 1                               | 0    | 17    | 0    | 0                | 333  | 0     | 0    | 0                               | 0    | 0     | 0    | 0          | 504   |
| 07:30         | 8                | 165  | 0     | 0    | 0                               | 0    | 22    | 0    | 0                | 291  | 0     | 0    | 0                               | 1    | 1     | 0    | 0          | 488   |
| 07:45         | 11               | 139  | 0     | 0    | 2                               | 0    | 15    | 0    | 0                | 276  | 0     | 0    | 0                               | 0    | 0     | 0    | 0          | 443   |
| Total         | 25               | 610  | 0     | 0    | 4                               | 0    | 71    | 0    | 0                | 1164 | 0     | 0    | 1                               | 2    | 2     | 0    | 0          | 1879  |
| 08:00         | 6                | 140  | 0     | 0    | 1                               | 0    | 21    | 0    | 0                | 258  | 0     | 0    | 1                               | 0    | 0     | 0    | 0          | 427   |
| 08:15         | 7                | 162  | 0     | 0    | 0                               | 0    | 6     | 0    | 0                | 254  | 1     | 0    | 0                               | 1    | 1     | 0    | 0          | 432   |
| 08:30         | 4                | 155  | 1     | 0    | 0                               | 0    | 20    | 0    | 2                | 198  | 0     | 0    | 0                               | 0    | 0     | 0    | 0          | 380   |
| 08:45         | 2                | 155  | 0     | 0    | 1                               | 1    | 15    | 0    | 0                | 224  | 0     | 0    | 0                               | 0    | 0     | 0    | 0          | 398   |
| Total         | 19               | 612  | 1     | 0    | 2                               | 1    | 62    | 0    | 2                | 934  | 1     | 0    | 1                               | 1    | 1     | 0    | 0          | 1637  |
| *** BREAK *** |                  |      |       |      |                                 |      |       |      |                  |      |       |      |                                 |      |       |      |            |       |
| 15:00         | 16               | 209  | 2     | 0    | 0                               | 2    | 10    | 0    | 0                | 169  | 1     | 0    | 1                               | 0    | 1     | 0    | 0          | 411   |
| 15:15         | 13               | 157  | 0     | 0    | 0                               | 0    | 6     | 0    | 0                | 168  | 0     | 0    | 0                               | 0    | 0     | 0    | 0          | 344   |
| 15:30         | 21               | 257  | 1     | 0    | 1                               | 1    | 7     | 0    | 0                | 156  | 1     | 0    | 0                               | 0    | 1     | 0    | 0          | 446   |
| 15:45         | 18               | 313  | 1     | 0    | 0                               | 0    | 6     | 0    | 0                | 210  | 0     | 0    | 0                               | 1    | 0     | 0    | 0          | 549   |
| Total         | 68               | 936  | 4     | 0    | 1                               | 3    | 29    | 0    | 0                | 703  | 2     | 0    | 1                               | 1    | 2     | 0    | 0          | 1750  |
| 16:00         | 23               | 291  | 1     | 0    | 2                               | 0    | 9     | 0    | 2                | 205  | 0     | 0    | 0                               | 0    | 2     | 0    | 0          | 535   |
| 16:15         | 29               | 290  | 0     | 0    | 0                               | 1    | 9     | 0    | 0                | 190  | 0     | 0    | 0                               | 0    | 0     | 0    | 0          | 519   |
| 16:30         | 34               | 306  | 1     | 0    | 0                               | 1    | 9     | 0    | 1                | 195  | 0     | 0    | 0                               | 0    | 0     | 0    | 0          | 547   |
| 16:45         | 22               | 329  | 1     | 0    | 1                               | 2    | 7     | 0    | 2                | 213  | 0     | 0    | 0                               | 2    | 1     | 0    | 0          | 580   |
| Total         | 108              | 1216 | 3     | 0    | 3                               | 4    | 34    | 0    | 5                | 803  | 0     | 0    | 0                               | 2    | 3     | 0    | 0          | 2181  |
| 17:00         | 19               | 323  | 2     | 0    | 0                               | 0    | 9     | 1    | 0                | 200  | 2     | 0    | 0                               | 1    | 0     | 0    | 0          | 557   |
| 17:15         | 21               | 318  | 0     | 0    | 1                               | 0    | 11    | 0    | 0                | 212  | 3     | 0    | 1                               | 1    | 0     | 0    | 0          | 568   |
| 17:30         | 30               | 318  | 0     | 0    | 0                               | 0    | 22    | 0    | 0                | 164  | 2     | 0    | 0                               | 0    | 1     | 0    | 0          | 537   |
| 17:45         | 26               | 261  | 1     | 0    | 0                               | 0    | 11    | 0    | 0                | 190  | 0     | 0    | 1                               | 0    | 1     | 0    | 0          | 491   |
| Total         | 96               | 1220 | 3     | 0    | 1                               | 0    | 53    | 1    | 0                | 766  | 7     | 0    | 2                               | 2    | 2     | 0    | 0          | 2153  |
| Grand Total   | 331              | 5052 | 11    | 0    | 12                              | 8    | 345   | 1    | 8                | 5456 | 11    | 0    | 7                               | 8    | 11    | 0    | 0          | 11261 |
| Apprch %      | 6.1              | 93.7 | 0.2   | 0    | 3.3                             | 2.2  | 94.3  | 0.3  | 0.1              | 99.7 | 0.2   | 0    | 26.9                            | 30.8 | 42.3  | 0    | 0          |       |
| Total %       | 2.9              | 44.9 | 0.1   | 0    | 0.1                             | 0.1  | 3.1   | 0    | 0.1              | 48.5 | 0.1   | 0    | 0.1                             | 0.1  | 0.1   | 0    | 0          |       |



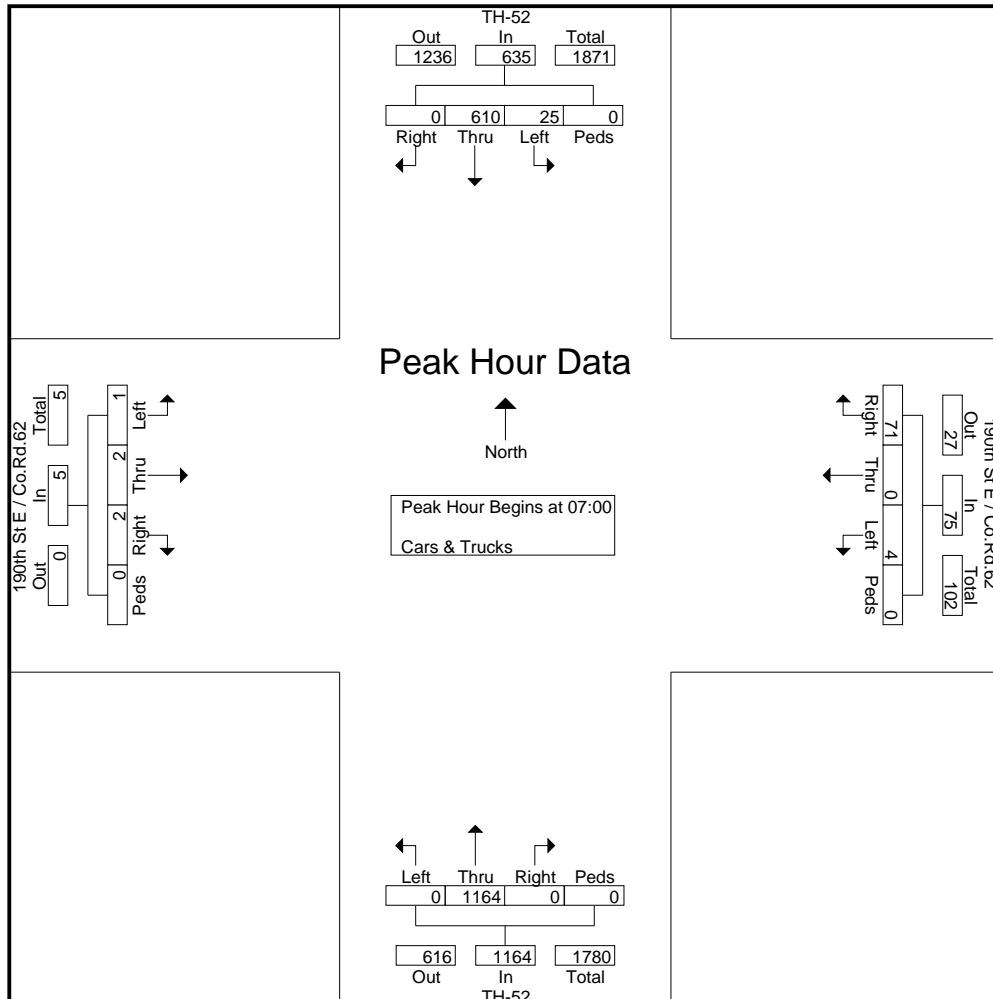
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## TRAFFIC DATA COLLECTION - METRO

TH-52 at 190th St / Co.Rd.62  
 Ref.Pt.: 110.845  
 JAMAR # T-2638 CAH  
 TURN MOVEMENT COUNT

File Name : TH-52 at 190th St CoRd-62 2011  
 Site Code : 00000000  
 Start Date : 2/16/2011  
 Page No : 2

| Start Time   | TH-52 Southbound |      |       |      |            | 190th St E / Co.Rd.62 Westbound |      |       |      |            | TH-52 Northbound |      |       |      |            | 190th St E / Co.Rd.62 Eastbound |      |       |      |            | Int. Total |
|--|------------------|------|-------|------|------------|---------------------------------|------|-------|------|------------|------------------|------|-------|------|------------|---------------------------------|------|-------|------|------------|------------|
|  | Left             | Thru | Right | Peds | App. Total | Left                            | Thru | Right | Peds | App. Total | Left             | Thru | Right | Peds | App. Total | Left                            | Thru | Right | Peds | App. Total |            |
| Peak Hour Analysis From 06:00 to 08:45 - Peak 1 of 1 |                  |      |       |      |            |                                 |      |       |      |            |                  |      |       |      |            |                                 |      |       |      |            |            |
| Peak Hour for Entire Intersection Begins at 07:00    |                  |      |       |      |            |                                 |      |       |      |            |                  |      |       |      |            |                                 |      |       |      |            |            |
| 07:00  | 4                | 155  | 0     | 0    | 159        | 1                               | 0    | 17    | 0    | 18         | 0                | 264  | 0     | 0    | 264        | 1                               | 1    | 1     | 0    | 3          | 444        |
| 07:15  | 2                | 151  | 0     | 0    | 153        | 1                               | 0    | 17    | 0    | 18         | 0                | 333  | 0     | 0    | 333        | 0                               | 0    | 0     | 0    | 0          | 504        |
| 07:30  | 8                | 165  | 0     | 0    | 173        | 0                               | 0    | 22    | 0    | 22         | 0                | 291  | 0     | 0    | 291        | 0                               | 1    | 1     | 0    | 2          | 488        |
| 07:45  | 11               | 139  | 0     | 0    | 150        | 2                               | 0    | 15    | 0    | 17         | 0                | 276  | 0     | 0    | 276        | 0                               | 0    | 0     | 0    | 0          | 443        |
| Total Volume   | 25               | 610  | 0     | 0    | 635        | 4                               | 0    | 71    | 0    | 75         | 0                | 1164 | 0     | 0    | 1164       | 1                               | 2    | 2     | 0    | 5          | 1879       |
| % App. Total   | 3.9              | 96.1 | 0     | 0    |            | 5.3                             | 0    | 94.7  | 0    |            | 0                | 100  | 0     | 0    |            | 20                              | 40   | 40    | 0    |            |            |
| PHF  | .568             | .924 | .000  | .000 | .918       | .500                            | .000 | .807  | .000 | .852       | .000             | .874 | .000  | .000 | .874       | .250                            | .500 | .500  | .000 | .417       | .932       |





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File Name : TH-52 at 190th St CoRd-62 2011  
 Site Code : 00000000  
 Start Date : 2/16/2011  
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| Start Time   | TH-52 Southbound |      |       |      |            | 190th St E / Co.Rd.62 Westbound |      |       |      |            | TH-52 Northbound |      |       |      |            | 190th St E / Co.Rd.62 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 |            |
| 16:30        | 34               | 306  | 1     | 0    | 341        | 0                               | 1    | 9     | 0    | 10         | 1                | 195  | 0     | 0    | 196        | 0                               | 0    | 0     | 0    | 0          | 547        |
| 16:45        | 22               | 329  | 1     | 0    | 352        | 1                               | 2    | 7     | 0    | 10         | 2                | 213  | 0     | 0    | 215        | 0                               | 2    | 1     | 0    | 3          | 580        |
| 17:00        | 19               | 323  | 2     | 0    | 344        | 0                               | 0    | 9     | 1    | 10         | 0                | 200  | 2     | 0    | 202        | 0                               | 1    | 0     | 0    | 1          | 557        |
| 17:15        | 21               | 318  | 0     | 0    | 339        | 1                               | 0    | 11    | 0    | 12         | 0                | 212  | 3     | 0    | 215        | 1                               | 1    | 0     | 0    | 2          | 568        |
| Total Volume | 96               | 1276 | 4     | 0    | 1376       | 2                               | 3    | 36    | 1    | 42         | 3                | 820  | 5     | 0    | 828        | 1                               | 4    | 1     | 0    | 6          | 2252       |
| % App. Total | 7                | 92.7 | 0.3   | 0    |            | 4.8                             | 7.1  | 85.7  | 2.4  |            | 0.4              | 99   | 0.6   | 0    |            | 16.7                            | 66.7 | 16.7  | 0    |            |            |
| PHF          | .706             | .970 | .500  | .000 | .977       | .500                            | .375 | .818  | .250 | .875       | .375             | .962 | .417  | .000 | .963       | .250                            | .500 | .250  | .000 | .500       | .971       |

Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 16:30

