

MINNESOTA DEPARTMENT OF TRANSPORTATION
TRAFFIC DATA COLLECTION - Metro

General Mills Blvd and I-394 North Ramp
 Data Prepared By: ACS
 TURNING MOVEMENT COUNT

File Name : General Mills Blvd & I-394 N Ramp_2018
 Site Code :
 Start Date : 9/11/2018
 Page No : 1

Groups Printed- Cars - Trucks

| Start Time | Southbound | | | | | Westbound | | | | | Northbound | | | | | Eastbound | | | | | Int. Total |
|---------------|------------|------|------|-------|------|-----------|------|------|-------|------|------------|------|------|-------|------|-----------|------|------|-------|------|------------|
| | U-Turn | Left | Thru | Right | Peds | U-Turn | Left | Thru | Right | Peds | U-Turn | Left | Thru | Right | Peds | U-Turn | Left | Thru | Right | Peds | |
| 06:00 | 0 | 0 | 15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 13 | 0 | 0 | 1 | 30 | 0 | 7 | 0 | 75 |
| 06:15 | 0 | 0 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 14 | 0 | 0 | 0 | 31 | 0 | 13 | 0 | 82 |
| 06:30 | 0 | 0 | 28 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 25 | 0 | 0 | 0 | 34 | 0 | 17 | 0 | 118 |
| 06:45 | 0 | 0 | 39 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 28 | 0 | 0 | 0 | 54 | 0 | 31 | 2 | 176 |
| Total | 0 | 0 | 100 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 80 | 0 | 0 | 1 | 149 | 0 | 68 | 2 | 451 |
| 07:00 | 0 | 0 | 61 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 33 | 0 | 0 | 2 | 49 | 0 | 29 | 4 | 202 |
| 07:15 | 0 | 0 | 61 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 44 | 0 | 0 | 1 | 67 | 0 | 36 | 0 | 245 |
| 07:30 | 0 | 0 | 93 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 83 | 0 | 0 | 0 | 119 | 0 | 24 | 1 | 369 |
| 07:45 | 0 | 0 | 70 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 99 | 0 | 0 | 0 | 131 | 0 | 31 | 1 | 391 |
| Total | 0 | 0 | 285 | 84 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 259 | 0 | 0 | 3 | 366 | 0 | 120 | 6 | 1207 |
| 08:00 | 0 | 0 | 67 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 70 | 0 | 0 | 0 | 107 | 0 | 35 | 1 | 346 |
| 08:15 | 0 | 0 | 64 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 62 | 0 | 0 | 0 | 123 | 0 | 29 | 1 | 330 |
| 08:30 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 54 | 0 | 0 | 1 | 112 | 0 | 29 | 1 | 320 |
| 08:45 | 0 | 0 | 62 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 43 | 0 | 0 | 1 | 78 | 0 | 41 | 0 | 261 |
| Total | 0 | 0 | 264 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 229 | 0 | 0 | 2 | 420 | 0 | 134 | 3 | 1257 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 11:00 | 0 | 0 | 33 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 21 | 0 | 0 | 2 | 20 | 0 | 19 | 1 | 132 |
| 11:15 | 0 | 0 | 45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 19 | 0 | 0 | 1 | 21 | 0 | 21 | 1 | 154 |
| 11:30 | 0 | 0 | 43 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 16 | 0 | 0 | 5 | 22 | 0 | 16 | 4 | 140 |
| 11:45 | 0 | 0 | 70 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 36 | 0 | 0 | 1 | 30 | 0 | 43 | 0 | 226 |
| Total | 0 | 0 | 191 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 92 | 0 | 0 | 9 | 93 | 0 | 99 | 6 | 652 |
| 12:00 | 0 | 0 | 44 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 34 | 0 | 0 | 1 | 25 | 0 | 17 | 2 | 170 |
| 12:15 | 0 | 0 | 46 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 38 | 36 | 0 | 0 | 1 | 32 | 0 | 27 | 1 | 195 |
| 12:30 | 0 | 0 | 45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 25 | 0 | 0 | 3 | 29 | 0 | 21 | 1 | 164 |
| 12:45 | 0 | 0 | 41 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 27 | 0 | 0 | 5 | 41 | 0 | 24 | 0 | 177 |
| Total | 0 | 0 | 176 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 134 | 122 | 0 | 0 | 10 | 127 | 0 | 89 | 4 | 706 |
| *** BREAK *** | | | | | | | | | | | | | | | | | | | | | |
| 15:00 | 0 | 0 | 80 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 41 | 0 | 0 | 0 | 19 | 0 | 28 | 0 | 236 |
| 15:15 | 1 | 0 | 67 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62 | 43 | 0 | 0 | 1 | 25 | 0 | 23 | 0 | 235 |
| 15:30 | 0 | 0 | 75 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 53 | 0 | 0 | 2 | 21 | 0 | 23 | 0 | 227 |
| 15:45 | 0 | 0 | 63 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 55 | 0 | 0 | 1 | 26 | 0 | 31 | 0 | 225 |
| Total | 1 | 0 | 285 | 62 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 183 | 192 | 0 | 0 | 4 | 91 | 0 | 105 | 0 | 923 |
| 16:00 | 0 | 0 | 108 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 63 | 0 | 0 | 1 | 15 | 0 | 15 | 2 | 269 |
| 16:15 | 0 | 0 | 112 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 36 | 59 | 0 | 1 | 1 | 22 | 0 | 26 | 6 | 290 |
| 16:30 | 0 | 0 | 119 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 70 | 0 | 0 | 0 | 32 | 0 | 26 | 2 | 337 |
| 16:45 | 0 | 0 | 155 | 49 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 81 | 0 | 0 | 0 | 19 | 0 | 31 | 0 | 370 |
| Total | 0 | 0 | 494 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 172 | 273 | 0 | 1 | 2 | 88 | 0 | 98 | 10 | 1266 |
| 17:00 | 1 | 0 | 155 | 44 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 78 | 0 | 0 | 0 | 18 | 0 | 31 | 1 | 371 |
| 17:15 | 0 | 0 | 143 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 93 | 0 | 0 | 0 | 10 | 0 | 22 | 2 | 353 |

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Groups Printed- Cars - Trucks

| Start Time | Southbound | | | | | Westbound | | | | | Northbound | | | | | Eastbound | | | | | Int. Total |
|-------------|------------|------|------|-------|------|-----------|------|------|-------|------|------------|------|------|-------|------|-----------|------|------|-------|------|------------|
| | U-Turn | Left | Thru | Right | Peds | U-Turn | Left | Thru | Right | Peds | U-Turn | Left | Thru | Right | Peds | U-Turn | Left | Thru | Right | Peds | |
| 17:30 | 0 | 0 | 82 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 55 | 0 | 0 | 0 | 13 | 0 | 16 | 3 | 238 |
| 17:45 | 0 | 0 | 58 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 42 | 0 | 0 | 1 | 18 | 0 | 29 | 0 | 199 |
| Total | 1 | 0 | 438 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 161 | 268 | 0 | 0 | 1 | 59 | 0 | 98 | 6 | 1161 |
| Grand Total | 2 | 0 | 2233 | 613 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 985 | 1515 | 0 | 1 | 32 | 1393 | 0 | 811 | 37 | 7623 |
| Apprch % | 0.1 | 0 | 78.4 | 21.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39.4 | 60.6 | 0 | 0 | 1.4 | 61.3 | 0 | 35.7 | 1.6 | |
| Total % | 0 | 0 | 29.3 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12.9 | 19.9 | 0 | 0 | 0.4 | 18.3 | 0 | 10.6 | 0.5 | |
| Cars | 2 | 0 | 2179 | 599 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 962 | 1445 | 0 | 1 | 32 | 1364 | 0 | 802 | 37 | 7424 |
| % Cars | 100 | 0 | 97.6 | 97.7 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 97.7 | 95.4 | 0 | 100 | 100 | 97.9 | 0 | 98.9 | 100 | 97.4 |
| Trucks | 0 | 0 | 54 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 70 | 0 | 0 | 0 | 29 | 0 | 9 | 0 | 199 |
| % Trucks | 0 | 0 | 2.4 | 2.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.3 | 4.6 | 0 | 0 | 0 | 2.1 | 0 | 1.1 | 0 | 2.6 |

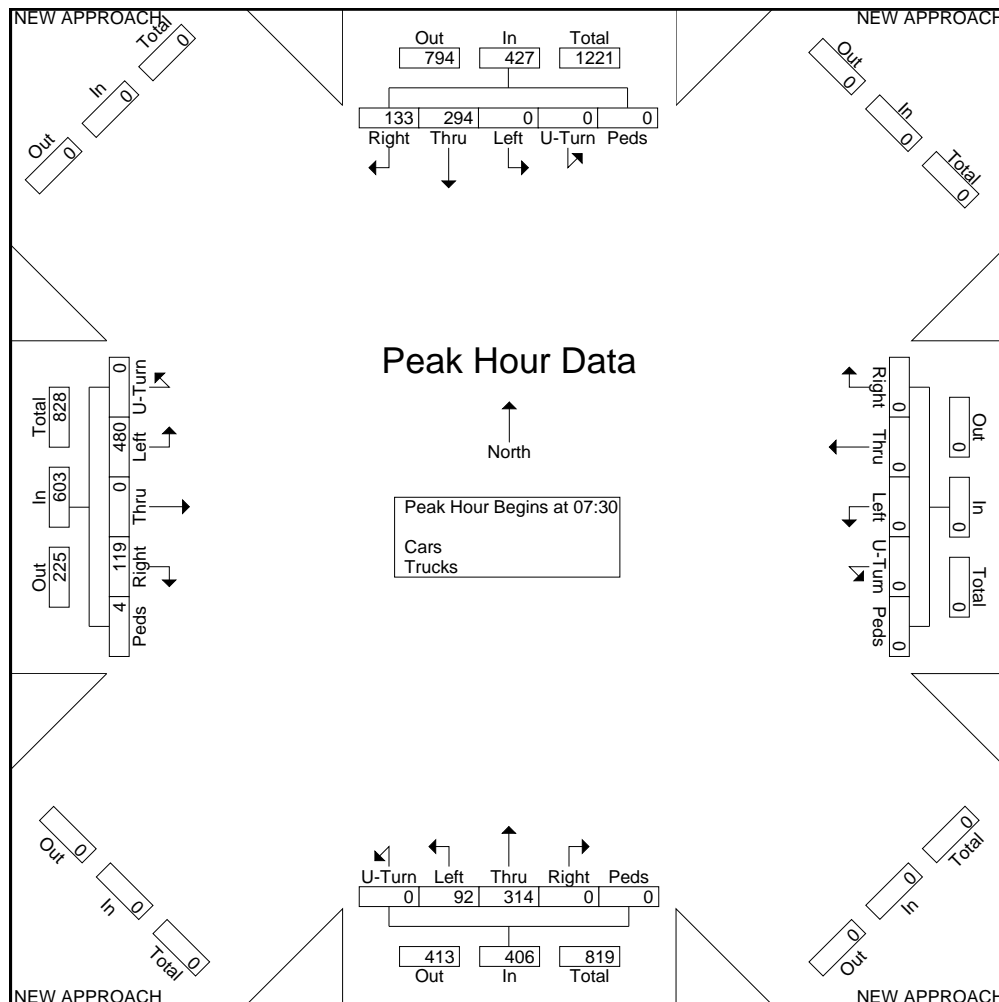
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| Start Time | Southbound | | | | | | Westbound | | | | | | Northbound | | | | | | Eastbound | | | | | | Int. Total | |
|--|------------|------|------|-------|------|------------|-----------|------|------|-------|------|------------|------------|------|------|-------|------|------------|-----------|------|------|-------|------|------------|------------|--|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | 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 | 0 | 0 | 93 | 28 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 83 | 0 | 0 | 104 | 0 | 119 | 0 | 24 | 1 | 144 | 369 | |
| 07:45 | 0 | 0 | 70 | 40 | 0 | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 99 | 0 | 0 | 118 | 0 | 131 | 0 | 31 | 1 | 163 | 391 | |
| 08:00 | 0 | 0 | 67 | 32 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 70 | 0 | 0 | 104 | 0 | 107 | 0 | 35 | 1 | 143 | 346 | |
| 08:15 | 0 | 0 | 64 | 33 | 0 | 97 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 62 | 0 | 0 | 80 | 0 | 123 | 0 | 29 | 1 | 153 | 330 | |
| Total Volume | 0 | 0 | 294 | 133 | 0 | 427 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 314 | 0 | 0 | 406 | 0 | 480 | 0 | 119 | 4 | 603 | 1436 | |
| % App. Total | 0 | 0 | 68.9 | 31.1 | 0 | | 0 | 0 | 0 | 0 | 0 | | 0 | 22.7 | 77.3 | 0 | 0 | | 0 | 79.6 | 0 | 19.7 | 0.7 | | | |
| PHF | .000 | .000 | .790 | .831 | .000 | .882 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .676 | .793 | .000 | .000 | .860 | .000 | .916 | .000 | .850 | 1.0 | .925 | .918 | |



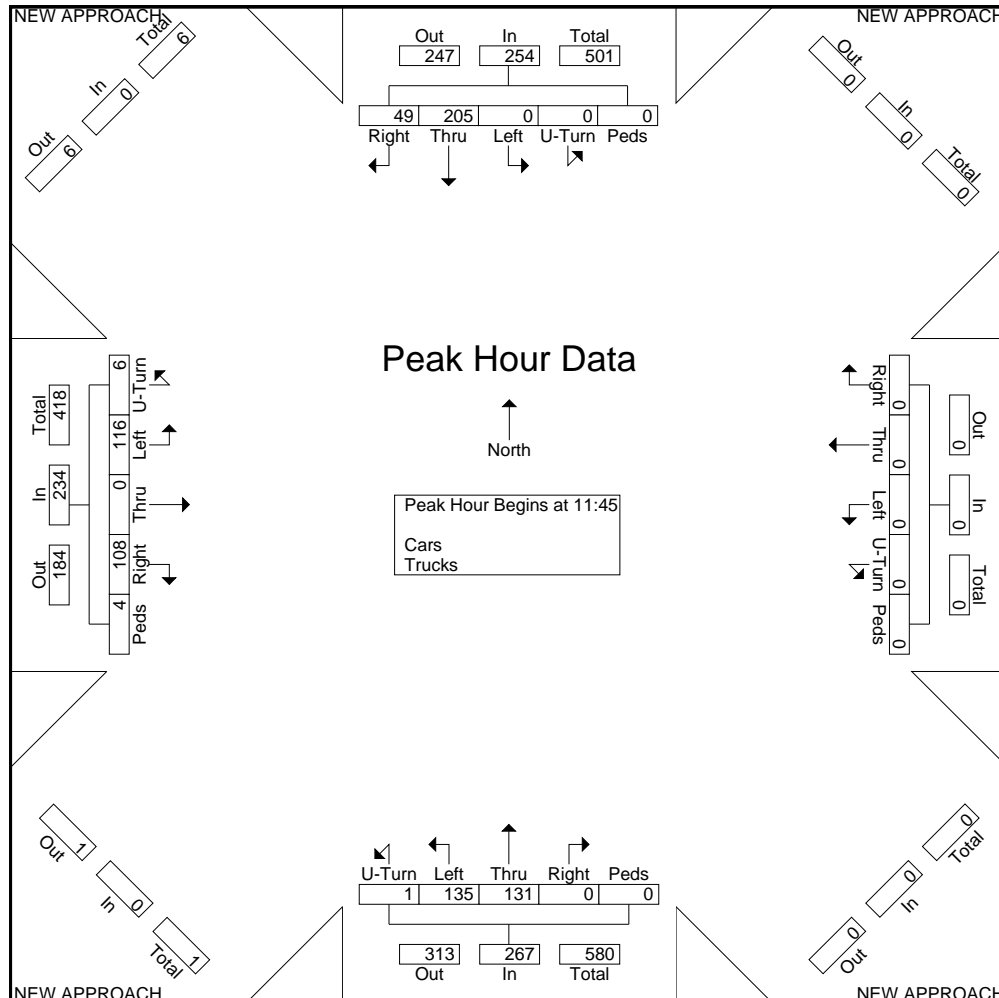
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| Start Time | Southbound | | | | | | Westbound | | | | | | Northbound | | | | | | Eastbound | | | | | | Int. Total |
|--|------------|------|------|-------|------|------------|-----------|------|------|-------|------|------------|------------|------|------|-------|------|------------|-----------|------|------|-------|------|------------|------------|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | |
| Peak Hour Analysis From 11:00 to 12:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:45 | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11:45 | 0 | 0 | 70 | 13 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 36 | 0 | 0 | 69 | 1 | 30 | 0 | 43 | 0 | 74 | 226 |
| 12:00 | 0 | 0 | 44 | 13 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 34 | 0 | 0 | 68 | 1 | 25 | 0 | 17 | 2 | 45 | 170 |
| 12:15 | 0 | 0 | 46 | 13 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 38 | 36 | 0 | 0 | 75 | 1 | 32 | 0 | 27 | 1 | 61 | 195 |
| 12:30 | 0 | 0 | 45 | 10 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 25 | 0 | 0 | 55 | 3 | 29 | 0 | 21 | 1 | 54 | 164 |
| Total Volume | 0 | 0 | 205 | 49 | 0 | 254 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 135 | 131 | 0 | 0 | 267 | 6 | 116 | 0 | 108 | 4 | 234 | 755 |
| % App. Total | 0 | 0 | 80.7 | 19.3 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0.4 | 50.6 | 49.1 | 0 | 0 | | 2.6 | 49.6 | 0 | 46.2 | 1.7 | | |
| PHF | .000 | .000 | .732 | .942 | .000 | .765 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .888 | .910 | .000 | .000 | .890 | .500 | .906 | .000 | .628 | .500 | .791 | .835 |



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 Page No : 5

| Start Time | Southbound | | | | | | Westbound | | | | | | Northbound | | | | | | Eastbound | | | | | | Int. Total |
|--|------------|------|------|-------|------|------------|-----------|------|------|-------|------|------------|------------|------|------|-------|------|------------|-----------|------|------|-------|------|------------|------------|
| | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | Left | Thru | Right | Peds | App. Total | U-Turn | 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 | 0 | 0 | 119 | 28 | 0 | 147 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60 | 70 | 0 | 0 | 130 | 0 | 32 | 0 | 26 | 2 | 60 | 337 |
| 16:45 | 0 | 0 | 155 | 49 | 0 | 204 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 81 | 0 | 0 | 116 | 0 | 19 | 0 | 31 | 0 | 50 | 370 |
| 17:00 | 1 | 0 | 155 | 44 | 0 | 200 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 78 | 0 | 0 | 121 | 0 | 18 | 0 | 31 | 1 | 50 | 371 |
| 17:15 | 0 | 0 | 143 | 32 | 0 | 175 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 93 | 0 | 0 | 144 | 0 | 10 | 0 | 22 | 2 | 34 | 353 |
| Total Volume | 1 | 0 | 572 | 153 | 0 | 726 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 189 | 322 | 0 | 0 | 511 | 0 | 79 | 0 | 110 | 5 | 194 | 1431 |
| % App. Total | 0.1 | 0 | 78.8 | 21.1 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 63 | 0 | 0 | | 0 | 40.7 | 0 | 56.7 | 2.6 | | |
| PHF | .250 | .000 | .923 | .781 | .000 | .890 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .788 | .866 | .000 | .000 | .887 | .000 | .617 | .000 | .887 | .625 | .808 | .964 |

