

Albeck Gerken, Inc

Transportation Engineers

Traffic Data Collection

I-394 at Plymouth Rd, North ramps

Ref.Pt.: 000.748

Data by: Albeck Gerken Inc

TURN MOVEMENT COUNT

File Name : I-394 at Plymouth Rd N ramp 2007

Site Code : 01827117

Start Date : 4/12/2007

Page No : 1

Groups Printed- Unshifted

| Start Time | Plymouth Rd. Southbound | | | | ramp from / loop to WB I-394 Westbound | | | | Plymouth Rd. Northbound | | | | parking lot entrance Eastbound | | | | Int. Total |
|---------------|-------------------------|------|-------|------|--|------|-------|------|-------------------------|------|-------|------|--------------------------------|------|-------|------|------------|
| | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | Left | Thru | Right | Peds | |
| 06:00 | 1 | 27 | 0 | 0 | 11 | 1 | 18 | 0 | 0 | 8 | 10 | 0 | 0 | 0 | 1 | 0 | 77 |
| 06:15 | 5 | 30 | 1 | 0 | 18 | 0 | 30 | 0 | 2 | 13 | 3 | 0 | 0 | 0 | 2 | 5 | 109 |
| 06:30 | 6 | 48 | 0 | 0 | 23 | 1 | 50 | 0 | 0 | 28 | 10 | 0 | 1 | 0 | 1 | 0 | 168 |
| 06:45 | 12 | 44 | 1 | 2 | 38 | 3 | 86 | 0 | 3 | 44 | 22 | 0 | 1 | 0 | 3 | 1 | 260 |
| Total | 24 | 149 | 2 | 2 | 90 | 5 | 184 | 0 | 5 | 93 | 45 | 0 | 2 | 0 | 7 | 6 | 614 |
| 07:00 | 8 | 69 | 1 | 0 | 41 | 1 | 48 | 0 | 1 | 42 | 25 | 0 | 3 | 0 | 1 | 0 | 240 |
| 07:15 | 17 | 83 | 0 | 0 | 33 | 1 | 64 | 0 | 1 | 53 | 24 | 0 | 1 | 0 | 1 | 0 | 278 |
| 07:30 | 19 | 85 | 0 | 0 | 42 | 0 | 97 | 0 | 2 | 70 | 37 | 0 | 0 | 0 | 2 | 0 | 354 |
| 07:45 | 19 | 96 | 2 | 1 | 43 | 0 | 105 | 0 | 0 | 97 | 30 | 0 | 2 | 0 | 1 | 1 | 397 |
| Total | 63 | 333 | 3 | 1 | 159 | 2 | 314 | 0 | 4 | 262 | 116 | 0 | 6 | 0 | 5 | 1 | 1269 |
| 08:00 | 27 | 97 | 0 | 0 | 41 | 1 | 101 | 0 | 2 | 82 | 36 | 0 | 0 | 0 | 3 | 0 | 390 |
| 08:15 | 26 | 92 | 1 | 0 | 42 | 0 | 84 | 0 | 1 | 63 | 30 | 0 | 2 | 0 | 1 | 0 | 342 |
| 08:30 | 20 | 94 | 0 | 0 | 54 | 0 | 97 | 0 | 2 | 70 | 29 | 0 | 0 | 0 | 0 | 0 | 366 |
| 08:45 | 19 | 67 | 0 | 0 | 53 | 0 | 94 | 0 | 0 | 84 | 57 | 0 | 0 | 0 | 1 | 1 | 376 |
| Total | 92 | 350 | 1 | 0 | 190 | 1 | 376 | 0 | 5 | 299 | 152 | 0 | 2 | 0 | 5 | 1 | 1474 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 11:00 | 31 | 129 | 0 | 0 | 79 | 0 | 41 | 0 | 2 | 99 | 87 | 0 | 0 | 0 | 1 | 0 | 469 |
| 11:15 | 34 | 184 | 0 | 0 | 82 | 0 | 44 | 0 | 0 | 128 | 107 | 1 | 0 | 0 | 1 | 0 | 581 |
| 11:30 | 28 | 171 | 0 | 1 | 100 | 0 | 51 | 0 | 0 | 131 | 107 | 0 | 0 | 1 | 0 | 0 | 590 |
| 11:45 | 41 | 211 | 0 | 0 | 83 | 0 | 51 | 0 | 2 | 141 | 133 | 0 | 0 | 0 | 0 | 0 | 662 |
| Total | 134 | 695 | 0 | 1 | 344 | 0 | 187 | 0 | 4 | 499 | 434 | 1 | 0 | 1 | 2 | 0 | 2302 |
| 12:00 | 30 | 201 | 0 | 0 | 91 | 0 | 49 | 0 | 1 | 151 | 134 | 6 | 1 | 0 | 2 | 0 | 666 |
| 12:15 | 32 | 197 | 0 | 0 | 94 | 9 | 49 | 0 | 0 | 174 | 160 | 0 | 0 | 0 | 0 | 0 | 715 |
| 12:30 | 37 | 160 | 0 | 0 | 98 | 0 | 43 | 0 | 0 | 186 | 129 | 0 | 0 | 0 | 0 | 0 | 653 |
| 12:45 | 45 | 166 | 0 | 0 | 108 | 0 | 54 | 0 | 1 | 195 | 187 | 0 | 0 | 1 | 1 | 0 | 758 |
| Total | 144 | 724 | 0 | 0 | 391 | 9 | 195 | 0 | 2 | 706 | 610 | 6 | 1 | 1 | 3 | 0 | 2792 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 16:00 | 56 | 197 | 2 | 0 | 82 | 1 | 51 | 0 | 0 | 130 | 116 | 0 | 1 | 0 | 1 | 0 | 637 |
| 16:15 | 40 | 211 | 1 | 0 | 100 | 0 | 59 | 0 | 2 | 142 | 127 | 0 | 0 | 0 | 0 | 0 | 682 |
| 16:30 | 48 | 236 | 2 | 0 | 87 | 1 | 70 | 0 | 0 | 148 | 109 | 0 | 0 | 0 | 1 | 0 | 702 |
| 16:45 | 45 | 212 | 1 | 0 | 67 | 0 | 56 | 0 | 2 | 153 | 126 | 0 | 0 | 0 | 1 | 0 | 663 |
| Total | 189 | 856 | 6 | 0 | 336 | 2 | 236 | 0 | 4 | 573 | 478 | 0 | 1 | 0 | 3 | 0 | 2684 |
| 17:00 | 41 | 238 | 0 | 0 | 84 | 1 | 49 | 0 | 0 | 157 | 140 | 0 | 0 | 0 | 0 | 0 | 710 |
| 17:15 | 57 | 209 | 3 | 0 | 70 | 0 | 52 | 0 | 1 | 190 | 140 | 0 | 0 | 0 | 0 | 0 | 722 |
| 17:30 | 39 | 193 | 0 | 0 | 69 | 1 | 57 | 0 | 2 | 193 | 131 | 0 | 1 | 0 | 1 | 0 | 687 |
| 17:45 | 44 | 186 | 0 | 0 | 92 | 0 | 49 | 0 | 3 | 167 | 148 | 0 | 1 | 0 | 0 | 0 | 690 |
| Total | 181 | 826 | 3 | 0 | 315 | 2 | 207 | 0 | 6 | 707 | 559 | 0 | 2 | 0 | 1 | 0 | 2809 |
| Grand Total | 827 | 3933 | 15 | 4 | 1825 | 21 | 1699 | 0 | 30 | 3139 | 2394 | 7 | 14 | 2 | 26 | 8 | 13944 |
| Apprch % | 17.3 | 82.3 | 0.3 | 0.1 | 51.5 | 0.6 | 47.9 | 0 | 0.5 | 56.4 | 43 | 0.1 | 28 | 4 | 52 | 16 | |
| Total % | 5.9 | 28.2 | 0.1 | 0 | 13.1 | 0.2 | 12.2 | 0 | 0.2 | 22.5 | 17.2 | 0.1 | 0.1 | 0 | 0.2 | 0.1 | |

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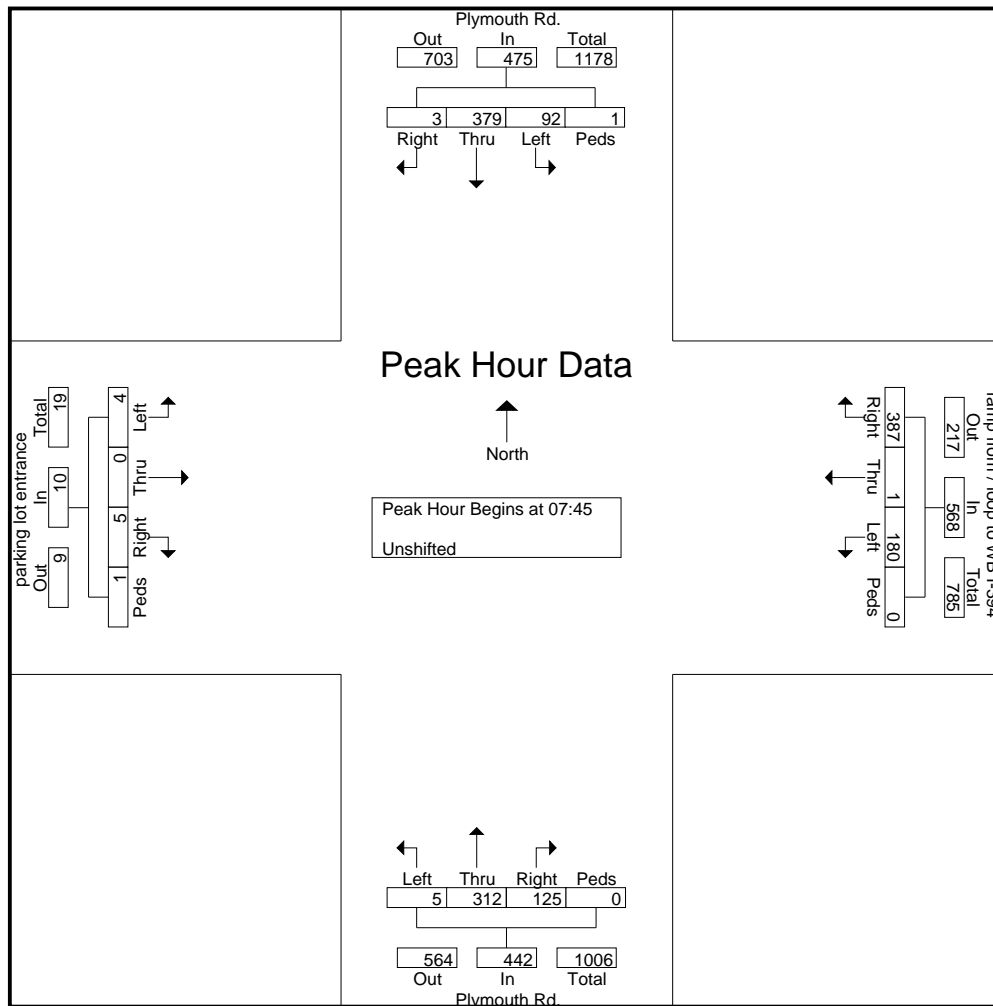
File Name : I-394 at Plymouth Rd N ramp 2007

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| Start Time | Plymouth Rd. Southbound | | | | | ramp from / loop to WB I-394 Westbound | | | | | Plymouth Rd. Northbound | | | | | parking lot entrance 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 07:45 | | | | | | | | | | | | | | | | | | | | | |
| 07:45 | 19 | 96 | 2 | 1 | 118 | 43 | 0 | 105 | 0 | 148 | 0 | 97 | 30 | 0 | 127 | 2 | 0 | 1 | 1 | 4 | 397 |
| 08:00 | 27 | 97 | 0 | 0 | 124 | 41 | 1 | 101 | 0 | 143 | 2 | 82 | 36 | 0 | 120 | 0 | 0 | 3 | 0 | 3 | 390 |
| 08:15 | 26 | 92 | 1 | 0 | 119 | 42 | 0 | 84 | 0 | 126 | 1 | 63 | 30 | 0 | 94 | 2 | 0 | 1 | 0 | 3 | 342 |
| 08:30 | 20 | 94 | 0 | 0 | 114 | 54 | 0 | 97 | 0 | 151 | 2 | 70 | 29 | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 366 |
| Total Volume | 92 | 379 | 3 | 1 | 475 | 180 | 1 | 387 | 0 | 568 | 5 | 312 | 125 | 0 | 442 | 4 | 0 | 5 | 1 | 10 | 1495 |
| % App. Total | 19.4 | 79.8 | 0.6 | 0.2 | | 31.7 | 0.2 | 68.1 | 0 | | 1.1 | 70.6 | 28.3 | 0 | | 40 | 0 | 50 | 10 | | |
| PHF | .852 | .977 | .375 | .250 | .958 | .833 | .250 | .921 | .000 | .940 | .625 | .804 | .868 | .000 | .870 | .500 | .000 | .417 | .250 | .625 | .941 |



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| Start Time | Plymouth Rd. Southbound | | | | | ramp from / loop to WB I-394 Westbound | | | | | Plymouth Rd. Northbound | | | | | parking lot entrance 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 | | |
| 17:00 | 41 | 238 | 0 | 0 | 279 | 84 | 1 | 49 | 0 | 134 | 0 | 157 | 140 | 0 | 297 | 0 | 0 | 0 | 0 | 0 | 0 | 710 |
| 17:15 | 57 | 209 | 3 | 0 | 269 | 70 | 0 | 52 | 0 | 122 | 1 | 190 | 140 | 0 | 331 | 0 | 0 | 0 | 0 | 0 | 0 | 722 |
| 17:30 | 39 | 193 | 0 | 0 | 232 | 69 | 1 | 57 | 0 | 127 | 2 | 193 | 131 | 0 | 326 | 1 | 0 | 1 | 0 | 2 | 0 | 687 |
| 17:45 | 44 | 186 | 0 | 0 | 230 | 92 | 0 | 49 | 0 | 141 | 3 | 167 | 148 | 0 | 318 | 1 | 0 | 0 | 0 | 1 | 0 | 690 |
| Total Volume | 181 | 826 | 3 | 0 | 1010 | 315 | 2 | 207 | 0 | 524 | 6 | 707 | 559 | 0 | 1272 | 2 | 0 | 1 | 0 | 3 | 0 | 2809 |
| % App. Total | 17.9 | 81.8 | 0.3 | 0 | | 60.1 | 0.4 | 39.5 | 0 | | 0.5 | 55.6 | 43.9 | 0 | | 66.7 | 0 | 33.3 | 0 | | | |
| PHF | .794 | .868 | .250 | .000 | .905 | .856 | .500 | .908 | .000 | .929 | .500 | .916 | .944 | .000 | .961 | .500 | .000 | .250 | .000 | .375 | | .973 |

Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00

