



ALLIANT ENGINEERING, INC.

733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: Boone Avenue & I-94 North Ramp
Date: 10/27/2022
Duration: 0:00-24:00

Site Code 701
Ref Pt: N/A
Page No: 2 of 5

All Vehicles (Cars & Trucks) Printed

Table with columns: Start Time, Boone Avenue Southbound, I-94 North Ramp Westbound, Boone Avenue Northbound, Northland Drive Eastbound, Int. Veh. Total, Int. Ped/ Bike Total. Rows include hourly intervals from 14:00 to 23:45, Grand Total, and percentage breakdowns for App, Total, Cars, and Trucks.

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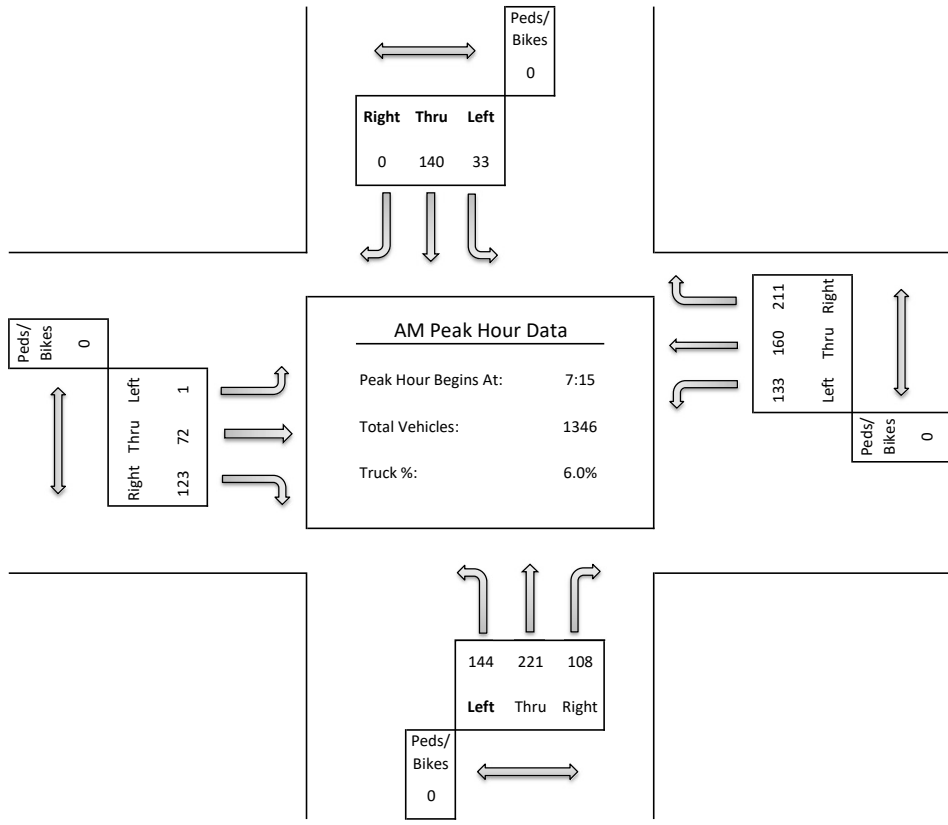
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| Start Time           | Boone Avenue Southbound |       |       |       |            |            | I-94 North Ramp Westbound |       |       |       |            |            | Boone Avenue Northbound |       |       |       |            |            | Northland Drive Eastbound |      |       |       |            |            | Int. Veh. Total | Int. Ped/Bike Total |
|----------------------|-------------------------|-------|-------|-------|------------|------------|---------------------------|-------|-------|-------|------------|------------|-------------------------|-------|-------|-------|------------|------------|---------------------------|------|-------|-------|------------|------------|-----------------|---------------------|
|                      | U-Turn                  | Left  | Thru  | Right | App. Total | Peds/Bikes | U-Turn                    | Left  | Thru  | Right | App. Total | Peds/Bikes | U-Turn                  | Left  | Thru  | Right | App. Total | Peds/Bikes | U-Turn                    | Left | Thru  | Right | App. Total | Peds/Bikes |                 |                     |
| 7:15                 | --                      | 9     | 28    | --    | 37         | --         | --                        | 38    | 29    | 39    | 106        | --         | --                      | 22    | 38    | 32    | 92         | --         | --                        | --   | 9     | 14    | 23         | --         | 258             | --                  |
| 7:30                 | --                      | 7     | 46    | --    | 53         | --         | --                        | 34    | 37    | 55    | 126        | --         | --                      | 30    | 48    | 21    | 99         | --         | --                        | 1    | 7     | 24    | 32         | --         | 310             | --                  |
| 7:45                 | --                      | 6     | 36    | --    | 42         | --         | --                        | 31    | 50    | 66    | 147        | --         | --                      | 50    | 71    | 37    | 158        | --         | --                        | --   | 23    | 36    | 59         | --         | 406             | --                  |
| 8:00                 | --                      | 11    | 30    | --    | 41         | --         | --                        | 30    | 44    | 51    | 125        | --         | --                      | 42    | 64    | 18    | 124        | --         | --                        | --   | 33    | 49    | 82         | --         | 372             | --                  |
| Hour Total           | --                      | 33    | 140   | --    | 173        | --         | --                        | 133   | 160   | 211   | 504        | --         | --                      | 144   | 221   | 108   | 473        | --         | --                        | 1    | 72    | 123   | 196        | --         | 1346            | --                  |
| % of App.            | 0.0%                    | 19.1% | 80.9% | 0.0%  |            |            | 0.0%                      | 26.4% | 31.7% | 41.9% |            |            | 0.0%                    | 30.4% | 46.7% | 22.8% |            |            | 0.0%                      | 0.5% | 36.7% | 62.8% |            |            |                 |                     |
| % of Total           | 0.0%                    | 2.5%  | 10.4% | 0.0%  | 12.9%      | --         | 0.0%                      | 9.9%  | 11.9% | 15.7% | 37.4%      | --         | 0.0%                    | 10.7% | 16.4% | 8.0%  | 35.1%      | --         | 0.0%                      | 0.1% | 5.3%  | 9.1%  | 14.6%      | --         |                 |                     |
| Cars Total           | --                      | 28    | 119   | --    | 147        | --         | --                        | 125   | 157   | 197   | 479        | --         | --                      | 140   | 213   | 100   | 453        | --         | --                        | 1    | 67    | 118   | 186        | --         | 1265            | --                  |
| Cars % of Movement   | 0.0%                    | 84.8% | 85.0% | 0.0%  | 85.0%      | --         | 0.0%                      | 94.0% | 98.1% | 93.4% | 95.0%      | --         | 0.0%                    | 97.2% | 96.4% | 92.6% | 95.8%      | --         | 0.0%                      | 100% | 93.1% | 95.9% | 94.9%      | --         | 94.0%           | --                  |
| Trucks Total         | --                      | 5     | 21    | --    | 26         | --         | --                        | 8     | 3     | 14    | 25         | --         | --                      | 4     | 8     | 8     | 20         | --         | --                        | --   | 5     | 5     | 10         | --         | 81              | --                  |
| Trucks % of Movement | 0.0%                    | 15.2% | 15.0% | 0.0%  | 15.0%      | --         | 0.0%                      | 6.0%  | 1.9%  | 6.6%  | 5.0%       | --         | 0.0%                    | 2.8%  | 3.6%  | 7.4%  | 4.2%       | --         | 0.0%                      | 0.0% | 6.9%  | 4.1%  | 5.1%       | --         | 6.0%            | --                  |



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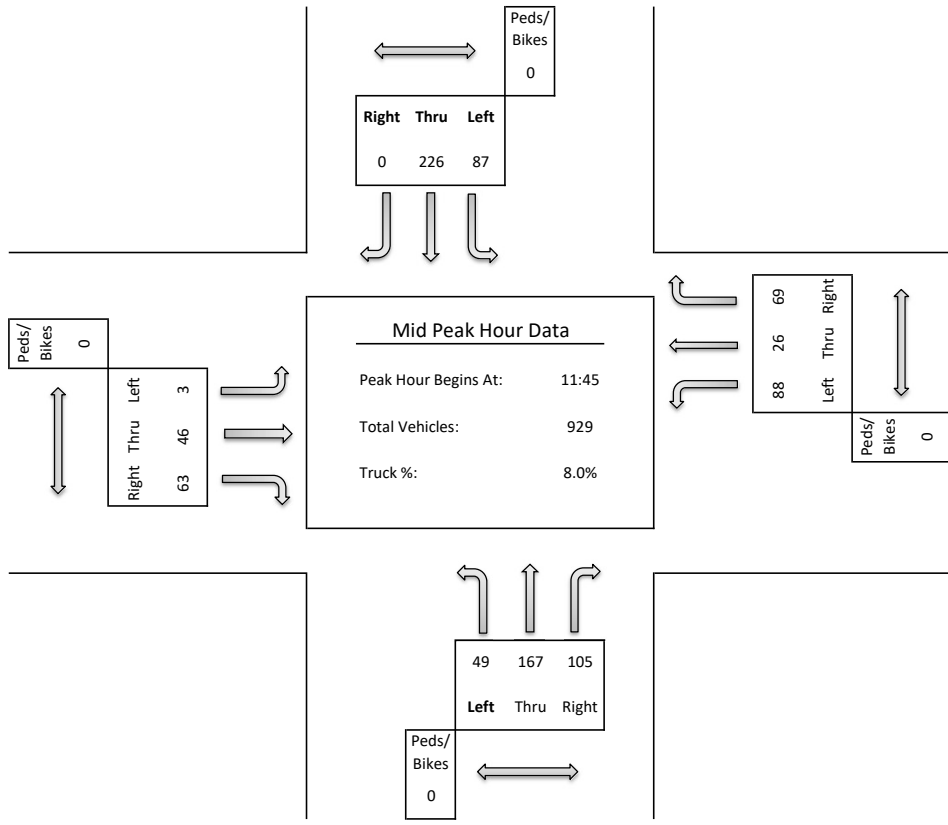
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All Vehicles (Cars & Trucks) Printed

| Start Time           | Boone Avenue Southbound |       |       |       |            |            | I-94 North Ramp Westbound |       |       |       |            |            | Boone Avenue Northbound |       |       |       |            |            | Northland Drive Eastbound |       |       |       |            |            | Int. Veh. Total | Int. Ped/Bike Total |
|----------------------|-------------------------|-------|-------|-------|------------|------------|---------------------------|-------|-------|-------|------------|------------|-------------------------|-------|-------|-------|------------|------------|---------------------------|-------|-------|-------|------------|------------|-----------------|---------------------|
|                      | U-Turn                  | Left  | Thru  | Right | App. Total | Peds/Bikes | U-Turn                    | Left  | Thru  | Right | App. Total | Peds/Bikes | U-Turn                  | Left  | Thru  | Right | App. Total | Peds/Bikes | U-Turn                    | Left  | Thru  | Right | App. Total | Peds/Bikes |                 |                     |
| 11:45                | --                      | 17    | 52    | --    | 69         | --         | 1                         | 25    | 4     | 24    | 54         | --         | --                      | 10    | 38    | 31    | 79         | --         | --                        | --    | 9     | 16    | 25         | --         | 227             | --                  |
| 12:00                | --                      | 26    | 59    | --    | 85         | --         | --                        | 17    | 7     | 13    | 37         | --         | --                      | 16    | 44    | 23    | 83         | --         | --                        | 2     | 17    | 29    | 48         | --         | 253             | --                  |
| 12:15                | --                      | 17    | 58    | --    | 75         | --         | --                        | 19    | 8     | 17    | 44         | --         | --                      | 14    | 43    | 28    | 85         | --         | --                        | 1     | 13    | 7     | 21         | --         | 225             | --                  |
| 12:30                | --                      | 27    | 57    | --    | 84         | --         | 1                         | 25    | 7     | 15    | 48         | --         | --                      | 9     | 42    | 23    | 74         | --         | --                        | --    | 7     | 11    | 18         | --         | 224             | --                  |
| <b>Hour Total</b>    | --                      | 87    | 226   | --    | 313        | --         | 2                         | 86    | 26    | 69    | 183        | --         | --                      | 49    | 167   | 105   | 321        | --         | --                        | 3     | 46    | 63    | 112        | --         | 929             | --                  |
| % of App.            | 0.0%                    | 27.8% | 72.2% | 0.0%  |            |            | 1.1%                      | 47.0% | 14.2% | 37.7% |            |            | 0.0%                    | 15.3% | 52.0% | 32.7% |            |            | 0.0%                      | 2.7%  | 41.1% | 56.3% |            |            |                 |                     |
| % of Total           | 0.0%                    | 9.4%  | 24.3% | 0.0%  | 33.7%      | --         | 0.2%                      | 9.3%  | 2.8%  | 7.4%  | 19.7%      | --         | 0.0%                    | 5.3%  | 18.0% | 11.3% | 34.6%      | --         | 0.0%                      | 0.3%  | 5.0%  | 6.8%  | 12.1%      | --         |                 |                     |
| Cars Total           | --                      | 77    | 218   | --    | 295        | --         | 2                         | 80    | 22    | 55    | 159        | --         | --                      | 38    | 162   | 103   | 303        | --         | --                        | 2     | 39    | 57    | 98         | --         | 855             | --                  |
| Cars % of Movement   | 0.0%                    | 88.5% | 96.5% | 0.0%  | 94.2%      | --         | 100%                      | 93.0% | 84.6% | 79.7% | 86.9%      | --         | 0.0%                    | 77.6% | 97.0% | 98.1% | 94.4%      | --         | 0.0%                      | 66.7% | 84.8% | 90.5% | 87.5%      | --         | 92.0%           | --                  |
| Trucks Total         | --                      | 10    | 8     | --    | 18         | --         | --                        | 6     | 4     | 14    | 24         | --         | --                      | 11    | 5     | 2     | 18         | --         | --                        | 1     | 7     | 6     | 14         | --         | 74              | --                  |
| Trucks % of Movement | 0.0%                    | 11.5% | 3.5%  | 0.0%  | 5.8%       | --         | 0.0%                      | 7.0%  | 15.4% | 20.3% | 13.1%      | --         | 0.0%                    | 22.4% | 3.0%  | 1.9%  | 5.6%       | --         | 0.0%                      | 33.3% | 15.2% | 9.5%  | 12.5%      | --         | 8.0%            | --                  |



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|----------------------|-------------------------|-------|-------|-------|------------|------------|---------------------------|-------|-------|-------|------------|------------|-------------------------|-------|-------|-------|------------|------------|---------------------------|------|-------|-------|------------|------------|-----------------|---------------------|
|                      | U-Turn                  | Left  | Thru  | Right | App. Total | Peds/Bikes | U-Turn                    | Left  | Thru  | Right | App. Total | Peds/Bikes | U-Turn                  | Left  | Thru  | Right | App. Total | Peds/Bikes | U-Turn                    | Left | Thru  | Right | App. Total | Peds/Bikes |                 |                     |
| 15:00                | --                      | 33    | 69    | --    | 102        | --         | --                        | 29    | 20    | 20    | 69         | --         | --                      | 24    | 46    | 44    | 114        | --         | --                        | 2    | 27    | 55    | 84         | --         | 369             | --                  |
| 15:15                | --                      | 32    | 78    | --    | 110        | --         | --                        | 29    | 11    | 24    | 64         | --         | --                      | 10    | 51    | 49    | 110        | --         | --                        | 1    | 43    | 59    | 103        | --         | 387             | --                  |
| 15:30                | --                      | 37    | 72    | --    | 109        | --         | 1                         | 34    | 9     | 19    | 63         | --         | --                      | 9     | 56    | 42    | 107        | --         | --                        | --   | 24    | 46    | 70         | --         | 349             | --                  |
| 15:45                | --                      | 36    | 63    | --    | 99         | --         | --                        | 39    | 10    | 14    | 63         | --         | --                      | 14    | 60    | 34    | 108        | --         | --                        | 1    | 20    | 37    | 58         | --         | 328             | --                  |
| <b>Hour Total</b>    | --                      | 138   | 282   | --    | 420        | --         | 1                         | 131   | 50    | 77    | 259        | --         | --                      | 57    | 213   | 169   | 439        | --         | --                        | 4    | 114   | 197   | 315        | --         | 1433            | --                  |
| % of App.            | 0.0%                    | 32.9% | 67.1% | 0.0%  |            |            | 0.4%                      | 50.6% | 19.3% | 29.7% |            |            | 0.0%                    | 13.0% | 48.5% | 38.5% |            |            | 0.0%                      | 1.3% | 36.2% | 62.5% |            |            |                 |                     |
| % of Total           | 0.0%                    | 9.6%  | 19.7% | 0.0%  | 29.3%      | --         | 0.1%                      | 9.1%  | 3.5%  | 5.4%  | 18.1%      | --         | 0.0%                    | 4.0%  | 14.9% | 11.8% | 30.6%      | --         | 0.0%                      | 0.3% | 8.0%  | 13.7% | 22.0%      | --         |                 |                     |
| Cars Total           | --                      | 131   | 275   | --    | 406        | --         | 1                         | 122   | 44    | 65    | 232        | --         | --                      | 53    | 208   | 166   | 427        | --         | --                        | 4    | 110   | 191   | 305        | --         | 1370            | --                  |
| Cars % of Movement   | 0.0%                    | 94.9% | 97.5% | 0.0%  | 96.7%      | --         | 100%                      | 93.1% | 88.0% | 84.4% | 89.6%      | --         | 0.0%                    | 93.0% | 97.7% | 98.2% | 97.3%      | --         | 0.0%                      | 100% | 96.5% | 97.0% | 96.8%      | --         | 95.6%           | --                  |
| Trucks Total         | --                      | 7     | 7     | --    | 14         | --         | --                        | 9     | 6     | 12    | 27         | --         | --                      | 4     | 5     | 3     | 12         | --         | --                        | --   | 4     | 6     | 10         | --         | 63              | --                  |
| Trucks % of Movement | 0.0%                    | 5.1%  | 2.5%  | 0.0%  | 3.3%       | --         | 0.0%                      | 6.9%  | 12.0% | 15.6% | 10.4%      | --         | 0.0%                    | 7.0%  | 2.3%  | 1.8%  | 2.7%       | --         | 0.0%                      | 0.0% | 3.5%  | 3.0%  | 3.2%       | --         | 4.4%            | --                  |

