

Alliant Engineering

Minneapolis, MN 55415

--TRAFFIC DATA --

TH-169 at E Hayden Lake Road

Ref.Pt.: 145.032

data by : Alliant Inc.

TURN MOVEMENT COUNT

File Name : TH-169 at Hayden Lake Rd 2016

Site Code : 708

Start Date : 4/7/2016

Page No : 1

Groups Printed- Vehicles - Trucks

| Start Time | TH-169 Southbound | | | | E Hayden Lake Rd Westbound | | | | TH-169 Northbound | | | | E Hayden Lake Rd Eastbound | | | | Int. Total |
|---------------|-------------------|------|------|------|----------------------------|------|------|------|-------------------|------|------|------|----------------------------|------|------|------|------------|
| | Left | Thru | Rght | Peds | Left | Thru | Rght | Peds | Left | Thru | Rght | Peds | Left | Thru | Rght | Peds | |
| 06:00 | 21 | 363 | 8 | 0 | 1 | 2 | 12 | 0 | 7 | 97 | 3 | 0 | 7 | 14 | 40 | 0 | 575 |
| 06:15 | 24 | 466 | 14 | 0 | 1 | 2 | 23 | 0 | 5 | 128 | 6 | 0 | 9 | 14 | 51 | 0 | 743 |
| 06:30 | 43 | 458 | 13 | 0 | 0 | 3 | 37 | 0 | 6 | 181 | 5 | 0 | 5 | 19 | 76 | 0 | 846 |
| 06:45 | 28 | 501 | 17 | 0 | 2 | 6 | 31 | 0 | 9 | 194 | 5 | 0 | 5 | 42 | 39 | 0 | 879 |
| Total | 116 | 1788 | 52 | 0 | 4 | 13 | 103 | 0 | 27 | 600 | 19 | 0 | 26 | 89 | 206 | 0 | 3043 |
| 07:00 | 43 | 505 | 9 | 0 | 3 | 18 | 39 | 0 | 9 | 164 | 3 | 0 | 7 | 47 | 62 | 0 | 909 |
| 07:15 | 62 | 473 | 20 | 0 | 5 | 11 | 43 | 0 | 7 | 231 | 3 | 0 | 17 | 98 | 75 | 0 | 1045 |
| 07:30 | 59 | 513 | 20 | 0 | 2 | 12 | 36 | 0 | 6 | 244 | 0 | 0 | 13 | 60 | 67 | 0 | 1032 |
| 07:45 | 53 | 418 | 21 | 0 | 6 | 20 | 54 | 0 | 18 | 235 | 3 | 0 | 13 | 43 | 52 | 0 | 936 |
| Total | 217 | 1909 | 70 | 0 | 16 | 61 | 172 | 0 | 40 | 874 | 9 | 0 | 50 | 248 | 256 | 0 | 3922 |
| 08:00 | 40 | 374 | 23 | 0 | 4 | 20 | 41 | 0 | 20 | 193 | 3 | 0 | 14 | 31 | 44 | 0 | 807 |
| 08:15 | 25 | 363 | 22 | 0 | 3 | 7 | 37 | 0 | 9 | 160 | 1 | 0 | 7 | 28 | 45 | 0 | 707 |
| 08:30 | 27 | 348 | 20 | 0 | 2 | 14 | 42 | 0 | 12 | 178 | 2 | 0 | 5 | 16 | 37 | 0 | 703 |
| 08:45 | 28 | 326 | 16 | 0 | 2 | 6 | 20 | 0 | 9 | 174 | 3 | 0 | 7 | 18 | 46 | 0 | 655 |
| Total | 120 | 1411 | 81 | 0 | 11 | 47 | 140 | 0 | 50 | 705 | 9 | 0 | 33 | 93 | 172 | 0 | 2872 |
| 09:00 | 33 | 313 | 14 | 0 | 2 | 16 | 32 | 0 | 6 | 176 | 3 | 0 | 11 | 16 | 33 | 0 | 655 |
| 09:15 | 32 | 303 | 29 | 0 | 5 | 15 | 37 | 0 | 27 | 158 | 1 | 0 | 16 | 10 | 23 | 0 | 656 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| Total | 65 | 616 | 43 | 0 | 7 | 31 | 69 | 0 | 33 | 334 | 4 | 0 | 27 | 26 | 56 | 0 | 1311 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| 10:30 | 21 | 255 | 17 | 0 | 8 | 14 | 23 | 0 | 13 | 179 | 1 | 0 | 14 | 8 | 25 | 0 | 578 |
| 10:45 | 22 | 211 | 20 | 0 | 5 | 13 | 19 | 0 | 22 | 191 | 4 | 0 | 17 | 11 | 34 | 0 | 569 |
| Total | 43 | 466 | 37 | 0 | 13 | 27 | 42 | 0 | 35 | 370 | 5 | 0 | 31 | 19 | 59 | 0 | 1147 |
| 11:00 | 24 | 264 | 14 | 0 | 7 | 13 | 30 | 0 | 22 | 174 | 7 | 0 | 15 | 14 | 20 | 0 | 604 |
| 11:15 | 10 | 215 | 17 | 0 | 1 | 19 | 34 | 0 | 16 | 194 | 4 | 0 | 16 | 13 | 21 | 0 | 560 |
| 11:30 | 19 | 245 | 25 | 0 | 4 | 8 | 25 | 0 | 19 | 223 | 7 | 0 | 23 | 14 | 15 | 0 | 627 |
| 11:45 | 36 | 205 | 26 | 0 | 2 | 19 | 41 | 0 | 18 | 182 | 1 | 0 | 35 | 8 | 25 | 0 | 598 |
| Total | 89 | 929 | 82 | 0 | 14 | 59 | 130 | 0 | 75 | 773 | 19 | 0 | 89 | 49 | 81 | 0 | 2389 |
| 12:00 | 32 | 254 | 17 | 0 | 4 | 8 | 33 | 0 | 24 | 193 | 1 | 0 | 18 | 9 | 26 | 0 | 619 |
| 12:15 | 22 | 228 | 17 | 0 | 2 | 20 | 25 | 0 | 12 | 212 | 1 | 0 | 21 | 15 | 18 | 0 | 593 |
| 12:30 | 27 | 235 | 29 | 0 | 6 | 12 | 31 | 0 | 15 | 193 | 6 | 0 | 10 | 15 | 26 | 0 | 605 |
| 12:45 | 27 | 189 | 13 | 0 | 6 | 23 | 21 | 0 | 14 | 233 | 3 | 0 | 16 | 7 | 20 | 0 | 572 |
| Total | 108 | 906 | 76 | 0 | 18 | 63 | 110 | 0 | 65 | 831 | 11 | 0 | 65 | 46 | 90 | 0 | 2389 |
| 13:00 | 25 | 235 | 15 | 1 | 3 | 17 | 26 | 0 | 20 | 193 | 4 | 0 | 15 | 12 | 19 | 0 | 585 |
| 13:15 | 25 | 231 | 19 | 0 | 6 | 18 | 36 | 0 | 21 | 198 | 1 | 0 | 18 | 15 | 18 | 1 | 607 |
| *** BREAK *** | | | | | | | | | | | | | | | | | |
| Total | 50 | 466 | 34 | 1 | 9 | 35 | 62 | 0 | 41 | 391 | 5 | 0 | 33 | 27 | 37 | 1 | 1192 |

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Groups Printed- Vehicles - Trucks

| Start Time | TH-169 Southbound | | | | E Hayden Lake Rd Westbound | | | | TH-169 Northbound | | | | E Hayden Lake Rd Eastbound | | | | Int. Total | |
|---------------|-------------------|-------|------|------|----------------------------|------|------|------|-------------------|------|------|------|----------------------------|------|------|------|------------|--|
| | Left | Thru | Rght | Peds | Left | Thru | Rght | Peds | Left | Thru | Rght | Peds | Left | Thru | Rght | Peds | | |
| *** BREAK *** | | | | | | | | | | | | | | | | | | |
| 14:30 | 41 | 228 | 21 | 0 | 6 | 61 | 69 | 0 | 32 | 315 | 5 | 0 | 22 | 11 | 24 | 0 | 835 | |
| 14:45 | 55 | 240 | 20 | 0 | 6 | 27 | 45 | 0 | 40 | 311 | 2 | 0 | 25 | 22 | 20 | 0 | 813 | |
| Total | 96 | 468 | 41 | 0 | 12 | 88 | 114 | 0 | 72 | 626 | 7 | 0 | 47 | 33 | 44 | 0 | 1648 | |
| 15:00 | 53 | 227 | 15 | 0 | 1 | 23 | 50 | 0 | 40 | 314 | 1 | 0 | 35 | 19 | 25 | 0 | 803 | |
| 15:15 | 45 | 284 | 27 | 0 | 19 | 61 | 63 | 0 | 28 | 267 | 2 | 0 | 23 | 20 | 20 | 0 | 859 | |
| 15:30 | 44 | 241 | 30 | 0 | 3 | 45 | 50 | 0 | 39 | 309 | 0 | 0 | 28 | 22 | 20 | 0 | 831 | |
| 15:45 | 85 | 233 | 12 | 0 | 3 | 60 | 75 | 0 | 32 | 249 | 0 | 0 | 27 | 23 | 22 | 1 | 822 | |
| Total | 227 | 985 | 84 | 0 | 26 | 189 | 238 | 0 | 139 | 1139 | 3 | 0 | 113 | 84 | 87 | 1 | 3315 | |
| 16:00 | 56 | 265 | 30 | 0 | 3 | 63 | 85 | 0 | 37 | 363 | 2 | 0 | 34 | 18 | 26 | 0 | 982 | |
| 16:15 | 55 | 282 | 31 | 0 | 2 | 91 | 88 | 0 | 46 | 333 | 1 | 0 | 22 | 28 | 30 | 0 | 1009 | |
| 16:30 | 63 | 281 | 27 | 0 | 7 | 69 | 61 | 0 | 35 | 329 | 5 | 0 | 37 | 46 | 23 | 0 | 983 | |
| 16:45 | 73 | 296 | 35 | 0 | 5 | 62 | 88 | 2 | 42 | 322 | 1 | 0 | 46 | 30 | 26 | 0 | 1028 | |
| Total | 247 | 1124 | 123 | 0 | 17 | 285 | 322 | 2 | 160 | 1347 | 9 | 0 | 139 | 122 | 105 | 0 | 4002 | |
| 17:00 | 73 | 288 | 41 | 0 | 6 | 110 | 70 | 0 | 30 | 285 | 0 | 0 | 25 | 20 | 22 | 0 | 970 | |
| 17:15 | 66 | 285 | 30 | 0 | 0 | 59 | 73 | 0 | 35 | 353 | 0 | 0 | 24 | 18 | 24 | 0 | 967 | |
| 17:30 | 51 | 256 | 20 | 0 | 11 | 61 | 93 | 0 | 20 | 324 | 3 | 0 | 25 | 38 | 44 | 0 | 946 | |
| 17:45 | 54 | 245 | 17 | 0 | 11 | 69 | 67 | 0 | 34 | 337 | 0 | 0 | 22 | 36 | 28 | 0 | 920 | |
| Total | 244 | 1074 | 108 | 0 | 28 | 299 | 303 | 0 | 119 | 1299 | 3 | 0 | 96 | 112 | 118 | 0 | 3803 | |
| Grand Total | 1622 | 12142 | 831 | 1 | 175 | 1197 | 1805 | 2 | 856 | 9289 | 103 | 0 | 749 | 948 | 1311 | 2 | 31033 | |
| Apprch % | 11.1 | 83.2 | 5.7 | 0 | 5.5 | 37.7 | 56.8 | 0.1 | 8.4 | 90.6 | 1 | 0 | 24.9 | 31.5 | 43.6 | 0.1 | | |
| Total % | 5.2 | 39.1 | 2.7 | 0 | 0.6 | 3.9 | 5.8 | 0 | 2.8 | 29.9 | 0.3 | 0 | 2.4 | 3.1 | 4.2 | 0 | | |
| Vehicles | 1562 | 11716 | 807 | 1 | 164 | 1158 | 1753 | 0 | 830 | 8891 | 94 | 0 | 734 | 922 | 1268 | 2 | 29902 | |
| % Vehicles | 96.3 | 96.5 | 97.1 | 100 | 93.7 | 96.7 | 97.1 | 0 | 97 | 95.7 | 91.3 | 0 | 98 | 97.3 | 96.7 | 100 | 96.4 | |
| Trucks | 60 | 426 | 24 | 0 | 11 | 39 | 52 | 2 | 26 | 398 | 9 | 0 | 15 | 26 | 43 | 0 | 1131 | |
| % Trucks | 3.7 | 3.5 | 2.9 | 0 | 6.3 | 3.3 | 2.9 | 100 | 3 | 4.3 | 8.7 | 0 | 2 | 2.7 | 3.3 | 0 | 3.6 | |

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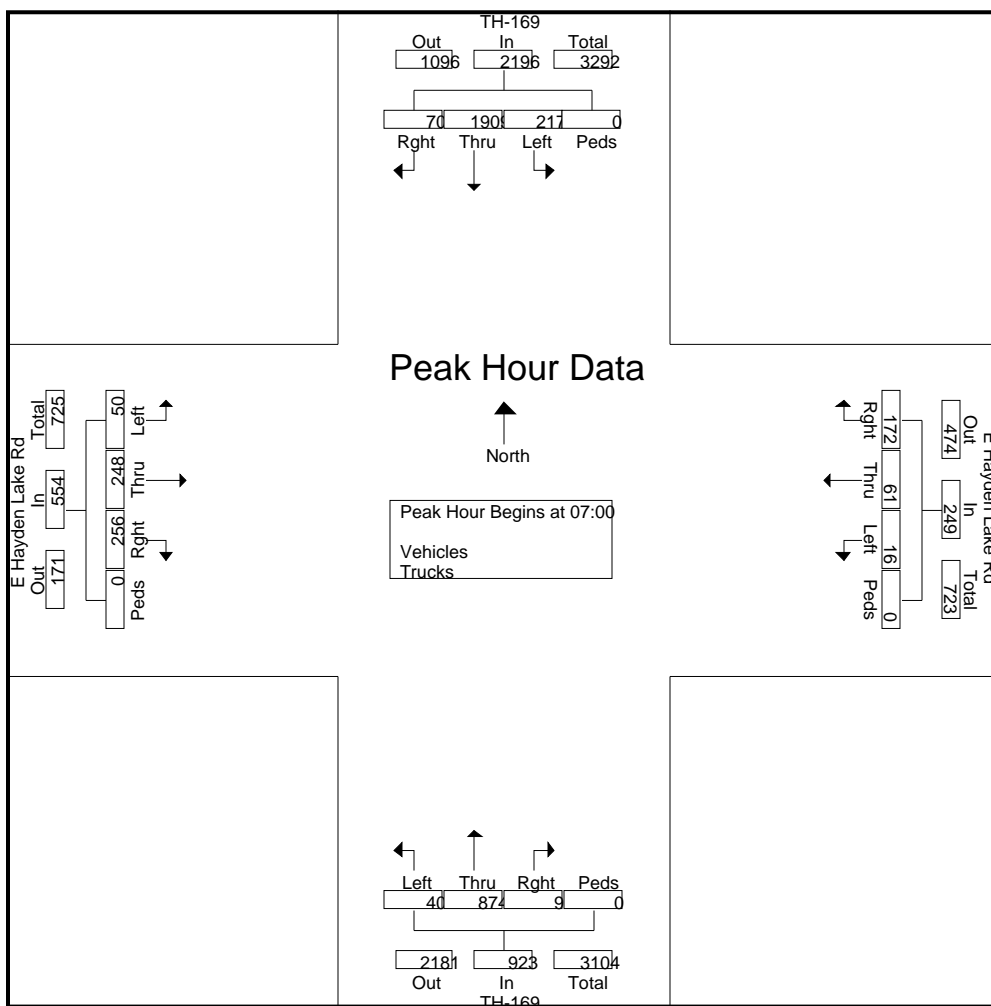
File Name : TH-169 at Hayden Lake Rd 2016

Site Code : 708

Start Date : 4/7/2016

Page No : 3

| Start Time | TH-169 Southbound | | | | | E Hayden Lake Rd Westbound | | | | | TH-169 Northbound | | | | | E Hayden Lake Rd 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 | 43 | 505 | 9 | 0 | 557 | 3 | 18 | 39 | 0 | 60 | 9 | 164 | 3 | 0 | 176 | 7 | 47 | 62 | 0 | 116 | 909 |
| 07:15 | 62 | 473 | 20 | 0 | 555 | 5 | 11 | 43 | 0 | 59 | 7 | 231 | 3 | 0 | 241 | 17 | 98 | 75 | 0 | 190 | 1045 |
| 07:30 | 59 | 513 | 20 | 0 | 592 | 2 | 12 | 36 | 0 | 50 | 6 | 244 | 0 | 0 | 250 | 13 | 60 | 67 | 0 | 140 | 1032 |
| 07:45 | 53 | 418 | 21 | 0 | 492 | 6 | 20 | 54 | 0 | 80 | 18 | 235 | 3 | 0 | 256 | 13 | 43 | 52 | 0 | 108 | 936 |
| Total Volume | 217 | 1909 | 70 | 0 | 2196 | 16 | 61 | 172 | 0 | 249 | 40 | 874 | 9 | 0 | 923 | 50 | 248 | 256 | 0 | 554 | 3922 |
| % App. Total | 9.9 | 86.9 | 3.2 | 0 | | 6.4 | 24.5 | 69.1 | 0 | | 4.3 | 94.7 | 1 | 0 | | 9 | 44.8 | 46.2 | 0 | | |
| PHF | .875 | .930 | .833 | .000 | .927 | .667 | .763 | .796 | .000 | .778 | .556 | .895 | .750 | .000 | .901 | .735 | .633 | .853 | .000 | .729 | .938 |



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| Start Time | TH-169 Southbound | | | | | E Hayden Lake Rd Westbound | | | | | TH-169 Northbound | | | | | E Hayden Lake Rd Eastbound | | | | | Int. Total |
|--|-------------------|------------|-----------|------|------------|----------------------------|-----------|-----------|----------|------------|-------------------|------------|----------|----------|------------|----------------------------|-----------|-----------|------|------------|-------------|
| | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | |
| Peak Hour Analysis From 15:00 to 17:45 - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 56 | 265 | 30 | 0 | 351 | 3 | 63 | 85 | 0 | 151 | 37 | 363 | 2 | 0 | 402 | 34 | 18 | 26 | 0 | 78 | 982 |
| 16:15 | 55 | 282 | 31 | 0 | 368 | 2 | 91 | 88 | 0 | 181 | 46 | 333 | 1 | 0 | 380 | 22 | 28 | 30 | 0 | 80 | 1009 |
| 16:30 | 63 | 281 | 27 | 0 | 371 | 7 | 69 | 61 | 0 | 137 | 35 | 329 | 5 | 0 | 369 | 37 | 46 | 23 | 0 | 106 | 983 |
| 16:45 | 73 | 296 | 35 | 0 | 404 | 5 | 62 | 88 | 2 | 157 | 42 | 322 | 1 | 0 | 365 | 46 | 30 | 26 | 0 | 102 | 1028 |
| Total Volume | 247 | 1124 | 123 | 0 | 1494 | 17 | 285 | 322 | 2 | 626 | 160 | 1347 | 9 | 0 | 1516 | 139 | 122 | 105 | 0 | 366 | 4002 |
| % App. Total | 16.5 | 75.2 | 8.2 | 0 | | 2.7 | 45.5 | 51.4 | 0.3 | | 10.6 | 88.9 | 0.6 | 0 | | 38 | 33.3 | 28.7 | 0 | | |
| PHF | .846 | .949 | .879 | .000 | .925 | .607 | .783 | .915 | .250 | .865 | .870 | .928 | .450 | .000 | .943 | .755 | .663 | .875 | .000 | .863 | .973 |

