





# ALLIANT ENGINEERING, INC.

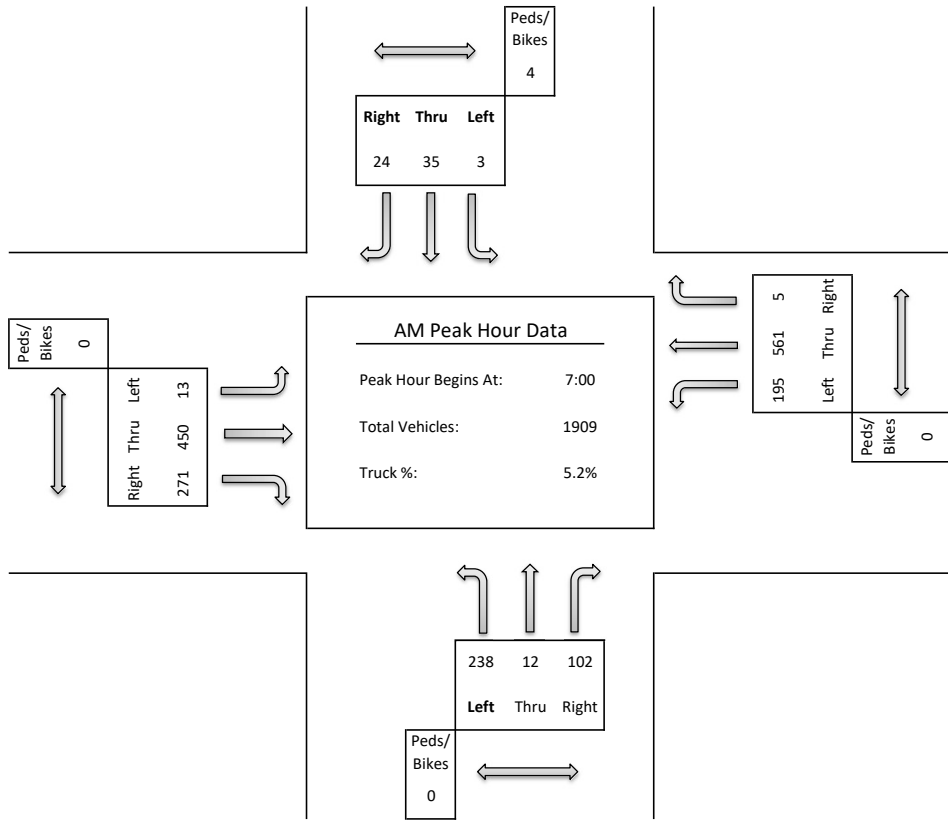
733 S Marquette Ave #700, Minneapolis, MN 55402

Intersection: TH 8 & Olinda Trail  
 Date: 10/6/2022  
 Duration: 0:00-24:00

Site Code: 104  
 Ref Pt: N/A  
 Page No: 3 of 5

All Vehicles (Cars & Trucks) Printed

| Start Time           | Olinda Trail Southbound |       |       |       |            |            | TH 8 Westbound |       |       |       |            |            | Olinda Trail Northbound |       |      |       |            |            | TH 8 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 |                 |                     |
| 7:00                 | --                      | --    | 5     | 9     | 14         | --         | --             | 32    | 125   | 3     | 160        | --         | --                      | 50    | 2    | 18    | 70         | --         | --             | 4     | 96    | 55    | 155        | --         | 399             | --                  |
| 7:15                 | --                      | 1     | 20    | 7     | 28         | 2          | --             | 77    | 154   | 1     | 232        | --         | --                      | 51    | 2    | 46    | 99         | --         | --             | 3     | 116   | 77    | 196        | --         | 555             | 2                   |
| 7:30                 | --                      | --    | 7     | 6     | 13         | 2          | --             | 74    | 159   | 1     | 234        | --         | --                      | 74    | 5    | 28    | 107        | --         | --             | 1     | 127   | 108   | 236        | --         | 590             | 2                   |
| 7:45                 | --                      | 2     | 3     | 2     | 7          | --         | --             | 12    | 123   | --    | 135        | --         | --                      | 63    | 3    | 10    | 76         | --         | --             | 5     | 111   | 31    | 147        | --         | 365             | --                  |
| Hour Total           | --                      | 3     | 35    | 24    | 62         | 4          | --             | 195   | 561   | 5     | 761        | --         | --                      | 238   | 12   | 102   | 352        | --         | --             | 13    | 450   | 271   | 734        | --         | 1909            | 4                   |
| % of App.            | 0.0%                    | 4.8%  | 56.5% | 38.7% |            |            | 0.0%           | 25.6% | 73.7% | 0.7%  |            |            | 0.0%                    | 67.6% | 3.4% | 29.0% |            |            | 0.0%           | 1.8%  | 61.3% | 36.9% |            |            |                 |                     |
| % of Total           | 0.0%                    | 0.2%  | 1.8%  | 1.3%  | 3.2%       | #####      | 0.0%           | 10.2% | 29.4% | 0.3%  | 39.9%      | 0.0%       | 0.0%                    | 12.5% | 0.6% | 5.3%  | 18.4%      | 0.0%       | 0.0%           | 0.7%  | 23.6% | 14.2% | 38.4%      | 0.0%       |                 |                     |
| Cars Total           | --                      | 2     | 35    | 24    | 61         | 4          | --             | 176   | 538   | 5     | 719        | --         | --                      | 234   | 12   | 92    | 338        | --         | --             | 12    | 410   | 270   | 692        | --         | 1810            | 4                   |
| Cars % of Movement   | 0.0%                    | 66.7% | 100%  | 100%  | 98.4%      | #####      | 0.0%           | 90.3% | 95.9% | 100%  | 94.5%      | 0.0%       | 0.0%                    | 98.3% | 100% | 90.2% | 96.0%      | 0.0%       | 0.0%           | 92.3% | 91.1% | 99.6% | 94.3%      | 0.0%       | 94.8%           |                     |
| Trucks Total         | --                      | 1     | --    | --    | 1          | --         | --             | 19    | 23    | --    | 42         | --         | --                      | 4     | --   | 10    | 14         | --         | --             | 1     | 40    | 1     | 42         | --         | 99              | --                  |
| Trucks % of Movement | 0.0%                    | 33.3% | 0.0%  | 0.0%  | 1.6%       | --         | 0.0%           | 9.7%  | 4.1%  | 0.0%  | 5.5%       | --         | 0.0%                    | 1.7%  | 0.0% | 9.8%  | 4.0%       | --         | 0.0%           | 7.7%  | 8.9%  | 0.4%  | 5.7%       | --         | 5.2%            |                     |



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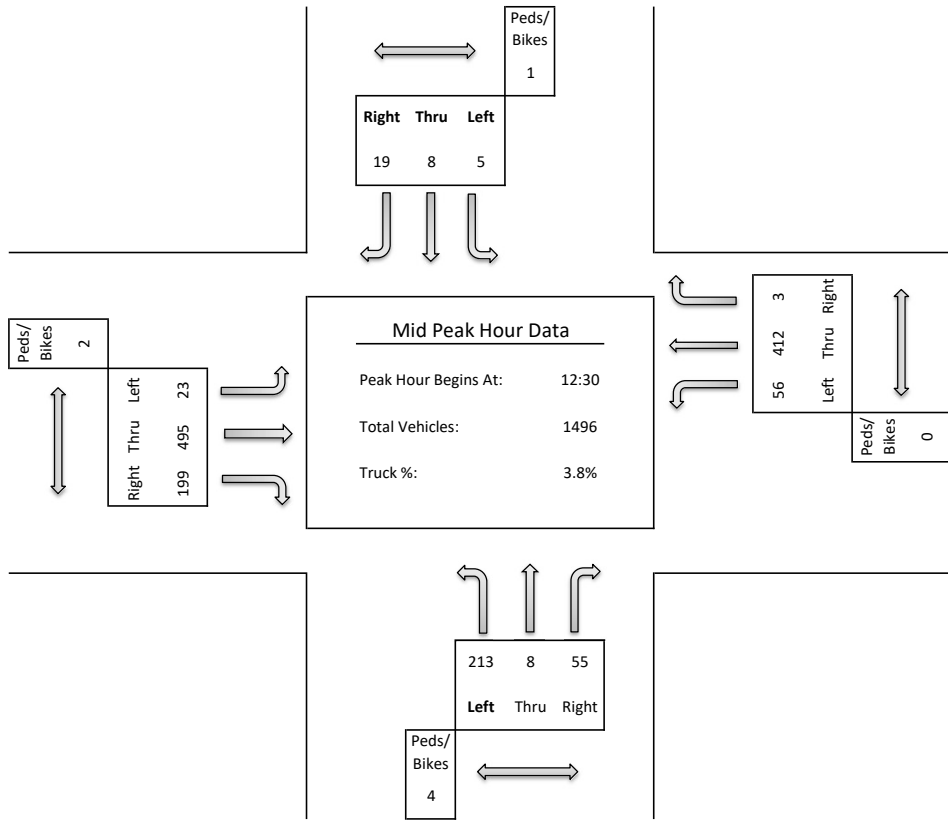
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|----------------------|-------------------------|-------|-------|-------|------------|------------|----------------|-------|-------|-------|------------|------------|-------------------------|-------|------|-------|------------|------------|----------------|------|-------|-------|------------|------------|-----------------|---------------------|
|                      | 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 |                 |                     |
| 12:30                | --                      | 4     | 1     | 6     | 11         | 1          | --             | 11    | 105   | 1     | 117        | --         | --                      | 58    | 2    | 13    | 73         | --         | --             | 8    | 112   | 59    | 179        | 2          | 380             | 3                   |
| 12:45                | --                      | 1     | 4     | 6     | 11         | --         | --             | 18    | 92    | --    | 110        | --         | --                      | 52    | 1    | 16    | 69         | --         | --             | 7    | 139   | 51    | 197        | --         | 387             | --                  |
| 13:00                | --                      | --    | 2     | 4     | 6          | --         | --             | 12    | 104   | 1     | 117        | --         | --                      | 51    | 2    | 12    | 65         | 2          | --             | 4    | 121   | 46    | 171        | --         | 359             | 2                   |
| 13:15                | --                      | --    | 1     | 3     | 4          | --         | --             | 15    | 111   | 1     | 127        | --         | --                      | 52    | 3    | 14    | 69         | 2          | --             | 4    | 123   | 43    | 170        | --         | 370             | 2                   |
| Hour Total           | --                      | 5     | 8     | 19    | 32         | 1          | --             | 56    | 412   | 3     | 471        | --         | --                      | 213   | 8    | 55    | 276        | 4          | --             | 23   | 495   | 199   | 717        | 2          | 1496            | 7                   |
| % of App.            | 0.0%                    | 15.6% | 25.0% | 59.4% |            |            | 0.0%           | 11.9% | 87.5% | 0.6%  |            |            | 0.0%                    | 77.2% | 2.9% | 19.9% |            |            | 0.0%           | 3.2% | 69.0% | 27.8% |            |            |                 |                     |
| % of Total           | 0.0%                    | 0.3%  | 0.5%  | 1.3%  | 2.1%       | 14.3%      | 0.0%           | 3.7%  | 27.5% | 0.2%  | 31.5%      | 0.0%       | 0.0%                    | 14.2% | 0.5% | 3.7%  | 18.4%      | 57.1%      | 0.0%           | 1.5% | 33.1% | 13.3% | 47.9%      | 28.6%      |                 |                     |
| Cars Total           | --                      | 4     | 8     | 19    | 31         | 1          | --             | 55    | 388   | 2     | 445        | --         | --                      | 212   | 8    | 55    | 275        | 4          | --             | 23   | 471   | 194   | 688        | 2          | 1439            | 7                   |
| Cars % of Movement   | 0.0%                    | 80.0% | 100%  | 100%  | 96.9%      | 14.3%      | 0.0%           | 98.2% | 94.2% | 66.7% | 94.5%      | 0.0%       | 0.0%                    | 99.5% | 100% | 100%  | 99.6%      | 57.1%      | 0.0%           | 100% | 95.2% | 97.5% | 96.0%      | 28.6%      | 96.2%           |                     |
| Trucks Total         | --                      | 1     | --    | --    | 1          | --         | --             | 1     | 24    | 1     | 26         | --         | --                      | 1     | --   | --    | 1          | --         | --             | --   | 24    | 5     | 29         | --         | 57              | --                  |
| Trucks % of Movement | 0.0%                    | 20.0% | 0.0%  | 0.0%  | 3.1%       | --         | 0.0%           | 1.8%  | 5.8%  | 33.3% | 5.5%       | --         | 0.0%                    | 0.5%  | 0.0% | 0.0%  | 0.4%       | --         | 0.0%           | 0.0% | 4.8%  | 2.5%  | 4.0%       | --         | 3.8%            |                     |



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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 |                 |                     |
| 16:30                | --                      | 1     | 4     | 5     | 10         | --         | --             | 33    | 165   | 2     | 200        | --         | --                      | 50    | 2    | 18    | 70         | 1          | --             | 5     | 139   | 76    | 220        | --         | 500             | 1                   |
| 16:45                | --                      | 3     | 4     | 4     | 11         | --         | --             | 22    | 127   | 2     | 151        | --         | --                      | 64    | 2    | 24    | 90         | 1          | --             | 2     | 185   | 94    | 281        | --         | 533             | 1                   |
| 17:00                | --                      | --    | 2     | 4     | 6          | --         | --             | 24    | 122   | --    | 146        | --         | --                      | 61    | 2    | 21    | 84         | --         | --             | 5     | 202   | 86    | 293        | --         | 529             | --                  |
| 17:15                | --                      | --    | 3     | 3     | 6          | --         | --             | 35    | 105   | 1     | 141        | --         | --                      | 64    | 6    | 18    | 88         | --         | --             | 6     | 160   | 121   | 287        | --         | 522             | --                  |
| Hour Total           | --                      | 4     | 13    | 16    | 33         | --         | --             | 114   | 519   | 5     | 638        | --         | --                      | 239   | 12   | 81    | 332        | 2          | --             | 18    | 686   | 377   | 1081       | --         | 2084            | 2                   |
| % of App.            | 0.0%                    | 12.1% | 39.4% | 48.5% |            |            | 0.0%           | 17.9% | 81.3% | 0.8%  |            |            | 0.0%                    | 72.0% | 3.6% | 24.4% |            |            | 0.0%           | 1.7%  | 63.5% | 34.9% |            |            |                 |                     |
| % of Total           | 0.0%                    | 0.2%  | 0.6%  | 0.8%  | 1.6%       | 0.0%       | 0.0%           | 5.5%  | 24.9% | 0.2%  | 30.6%      | 0.0%       | 0.0%                    | 11.5% | 0.6% | 3.9%  | 15.9%      | #####      | 0.0%           | 0.9%  | 32.9% | 18.1% | 51.9%      | 0.0%       |                 |                     |
| Cars Total           | --                      | 4     | 13    | 16    | 33         | --         | --             | 114   | 508   | 5     | 627        | --         | --                      | 237   | 12   | 80    | 329        | 2          | --             | 17    | 670   | 375   | 1062       | --         | 2051            | 2                   |
| Cars % of Movement   | 0.0%                    | 100%  | 100%  | 100%  | 100%       | 0.0%       | 0.0%           | 100%  | 97.9% | 100%  | 98.3%      | 0.0%       | 0.0%                    | 99.2% | 100% | 98.8% | 99.1%      | #####      | 0.0%           | 94.4% | 97.7% | 99.5% | 98.2%      | 0.0%       | 98.4%           |                     |
| Trucks Total         | --                      | --    | --    | --    | 0          | --         | --             | --    | 11    | --    | 11         | --         | --                      | 2     | --   | 1     | 3          | --         | --             | 1     | 16    | 2     | 19         | --         | 33              | --                  |
| Trucks % of Movement | 0.0%                    | 0.0%  | 0.0%  | 0.0%  | 0.0%       | --         | 0.0%           | 0.0%  | 2.1%  | 0.0%  | 1.7%       | --         | 0.0%                    | 0.8%  | 0.0% | 1.2%  | 0.9%       | --         | 0.0%           | 5.6%  | 2.3%  | 0.5%  | 1.8%       | --         | 1.6%            |                     |

