

Appendix C

Traffic Report Summary Tables

Table B-1-1
 I-94 District 3 Albertville to Clearwater Study
 Year 2040 No Build Conditions

AM Peak Hour Percentage and Directional Distribution Comparison

Facility	Segment	Existing Condition												Year 2040 No Build												Growth Factor 2017-2040
		Number of Lanes		Capacity		Two Way				NB/EB		SB/WB		Number of Lanes		Capacity		Two Way				NB/EB		SB/WB		
		NB/EB	SB/WB	NB/EB	SB/WB	Daily	Peak Hour	Peak	% of Daily	AM pk	Dir %	AM pk	Dir %	NB/EB	SB/WB	NB/EB	SB/WB	Daily	Peak Hour	Peak	% of Daily	AM pk	Dir %	AM pk	Dir %	
I-94	CR 75 to TH 24	2	2	4500	4500	41,900	6:30 AM	2,490	5.9%	980	39%	1,510	61%	2	2	4500	4500	53,500	6:30 AM	3,045	5.7%	1,185	39%	1,860	61%	1.28
	TH 24 to CSAH 8	2	2	4500	4500	45,800	6:30 AM	2,601	5.7%	1,200	46%	1,401	54%	2	2	4500	4500	58,000	6:30 AM	3,165	5.5%	1,445	46%	1,720	54%	1.27
	CSAH 8 to TH 25	2	2+Aux	4500	5625	44,800	6:30 AM	2,484	5.5%	1,189	48%	1,295	52%	2	2+Aux	4500	5625	57,200	6:30 AM	3,035	5.3%	1,430	47%	1,605	53%	1.28
	TH 25 to CSAH 18	2	2	4500	4500	57,800	6:30 AM	3,374	5.8%	1,845	55%	1,529	45%	2	2	4500	4500	71,200	6:30 AM	4,040	5.7%	2,165	54%	1,875	46%	1.23
	CSAH 18 to CSAH 19/37	2	2	4500	4500	65,800	6:30 AM	3,716	5.6%	2,204	59%	1,512	41%	2	2	4500	4500	80,000	6:30 AM	4,415	5.5%	2,570	58%	1,845	42%	1.22
	CSAH 19/37 to TH 241	2	2	4500	4500	72,500	6:30 AM	4,349	6.0%	2,863	66%	1,486	34%	3	3	6600	6600	94,500	6:30 AM	5,645	6.0%	3,710	66%	1,935	34%	1.30

Table B-1-2
 I-94 District 3 Albertville to Clearwater Study
 Year 2040 No Build Conditions

PM Peak Hour Percentage and Directional Distribution Comparison

Facility	Segment	Existing Condition												Year 2040 No Build												Growth Factor 2017-2040
		Number of Lanes		Capacity		Two Way				NB/EB		SB/WB		Number of Lanes		Capacity		Two Way				NB/EB		SB/WB		
		NB/EB	SB/WB	NB/EB	SB/WB	Daily	Peak Hour	Peak	% of Daily	PM pk	Dir %	PM pk	Dir %	NB/EB	SB/WB	NB/EB	SB/WB	Daily	Peak Hour	Peak	% of Daily	PM pk	Dir %	PM pk	Dir %	
I-94	CR 75 to TH 24	2	2	4500	4500	41,900	3:45 PM	3,171	7.6%	1,682	53%	1,489	47%	2	2	4500	4500	53,500	3:45 PM	3,910	7.3%	2,175	56%	1,735	44%	1.28
	TH 24 to CSAH 8	2	2	4500	4500	45,800	3:45 PM	3,623	7.9%	1,740	48%	1,883	52%	2	2	4500	4500	58,000	3:45 PM	4,440	7.7%	2,235	50%	2,205	50%	1.27
	CSAH 8 to TH 25	2	2+Aux	4500	5625	44,800	3:45 PM	3,469	7.7%	1,578	45%	1,891	55%	2	2+Aux	4500	5625	57,200	3:45 PM	4,300	7.5%	2,065	48%	2,235	52%	1.28
	TH 25 to CSAH 18	2	2	4500	4500	57,800	3:45 PM	4,380	7.6%	1,921	44%	2,459	56%	2	2	4500	4500	71,200	3:45 PM	5,275	7.4%	2,420	46%	2,855	54%	1.23
	CSAH 18 to CSAH 19/37	2	2	4500	4500	65,800	3:45 PM	4,957	7.5%	2,016	41%	2,941	59%	2	2	4500	4500	80,000	3:45 PM	5,915	7.4%	2,525	43%	3,390	57%	1.22
	CSAH 19/37 to TH 241	2	2	4500	4500	72,500	3:45 PM	5,591	7.7%	2,078	37%	3,513	63%	3	3	6600	6600	94,500	3:45 PM	7,250	7.7%	2,675	37%	4,575	63%	1.30

Table B-2-1
I-94 District 3 Albertville to Clearwater Study
Year 2040 No Build Conditions

Friday Recreational Peak Hour Percentage and Directional Distribution Comparison

Facility	Segment	Existing Condition												Year 2040 No Build												Growth Factor 2017-2040
		Number of Lanes		Capacity		Two Way				NB/EB		SB/WB		Number of Lanes		Capacity		Two Way				NB/EB		SB/WB		
		NB/EB	SB/WB	NB/EB	SB/WB	Daily	Peak Hour	Peak	% of Daily	Peak	Dir %	Peak	Dir %	NB/EB	SB/WB	NB/EB	SB/WB	Daily	Peak Hour	Peak	% of Daily	Peak	Dir %	Peak	Dir %	
I-94	CR 75 to TH 24	2	2	4500	4500	59,700	5:15 PM	4,508	7.6%	1,941	43%	2,567	57%	2	2	4500	4500	71,700	5:15 PM	5,375	7.5%	2,400	45%	2,975	55%	1.20
	TH 24 to CSAH 8	2	2	4500	4500	67,600	5:15 PM	4,964	7.3%	1,958	39%	3,006	61%	2	2	4500	4500	80,400	5:15 PM	5,850	7.3%	2,425	41%	3,425	59%	1.19
	CSAH 8 to TH 25	2	2+Aux	4500	5625	66,000	5:15 PM	4,929	7.5%	1,891	38%	3,038	62%	2	2+Aux	4500	5625	79,100	5:15 PM	5,850	7.4%	2,375	41%	3,475	59%	1.20
	TH 25 to CSAH 18	2	2	4500	4500	74,900	5:15 PM	5,598	7.5%	2,239	40%	3,359	60%	2	2	4500	4500	89,000	5:15 PM	6,600	7.4%	2,750	42%	3,850	58%	1.19
	CSAH 18 to CSAH 19/37	2	2	4500	4500	81,300	5:15 PM	5,919	7.3%	2,246	38%	3,673	62%	2	2	4500	4500	96,100	5:15 PM	6,950	7.2%	2,750	40%	4,200	60%	1.18
	CSAH 19/37 to TH 241	2	2	4500	4500	86,700	5:15 PM	6,221	7.2%	2,303	37%	3,918	63%	3	3	6600	6600	109,300	5:15 PM	7,600	7.0%	2,775	37%	4,825	63%	1.26

Table B-2-2
I-94 District 3 Albertville to Clearwater Study
Year 2040 No Build Conditions

Monday Recreational Peak Hour Percentage and Directional Distribution Comparison

Facility	Segment	Existing Condition												Year 2040 No Build												Growth Factor 2017-2040
		Number of Lanes		Capacity		Two Way				NB/EB		SB/WB		Number of Lanes		Capacity		Two Way				NB/EB		SB/WB		
		NB/EB	SB/WB	NB/EB	SB/WB	Daily	Peak Hour	Peak	% of Daily	Peak	Dir %	Peak	Dir %	NB/EB	SB/WB	NB/EB	SB/WB	Daily	Peak Hour	Peak	% of Daily	Peak	Dir %	Peak	Dir %	
I-94	CR 75 to TH 24	2	2	4500	4500	49,100	11:45 AM	4,110	8.4%	2,486	60%	1,624	40%	2	2	4500	4500	60,800	11:45 AM	5,050	8.3%	3,025	60%	2,025	40%	1.24
	TH 24 to CSAH 8	2	2	4500	4500	55,300	11:45 AM	4,616	8.3%	2,884	62%	1,732	38%	2	2	4500	4500	67,600	11:45 AM	5,550	8.2%	3,425	62%	2,125	38%	1.22
	CSAH 8 to TH 25	2	2+Aux	4500	5625	54,100	11:45 AM	4,604	8.5%	2,875	62%	1,729	38%	2	2+Aux	4500	5625	66,700	11:45 AM	5,575	8.4%	3,425	61%	2,150	39%	1.23
	TH 25 to CSAH 18	2	2	4500	4500	62,900	11:45 AM	5,423	8.6%	3,532	65%	1,891	35%	2	2	4500	4500	76,600	11:45 AM	6,550	8.6%	4,125	63%	2,425	37%	1.22
	CSAH 18 to CSAH 19/37	2	2	4500	4500	63,900	11:45 AM	5,442	8.5%	3,675	68%	1,767	32%	2	2	4500	4500	78,500	11:45 AM	6,650	8.5%	4,325	65%	2,325	35%	1.23
	CSAH 19/37 to TH 241	2	2	4500	4500	69,200	11:45 AM	5,564	8.0%	3,868	70%	1,696	30%	3	3	6600	6600	91,100	11:45 AM	7,175	7.9%	4,850	68%	2,325	32%	1.32