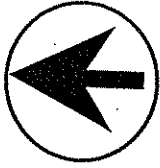
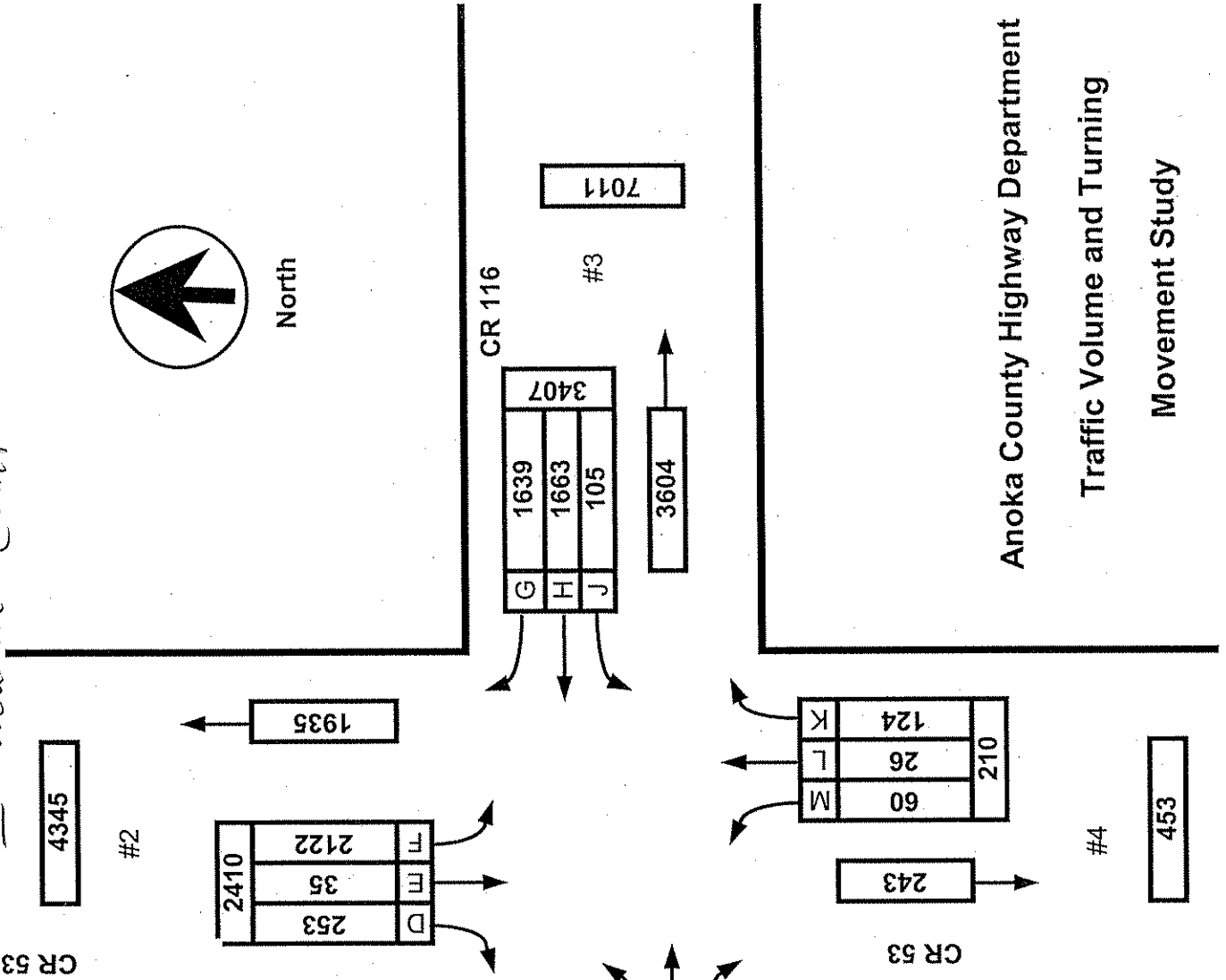


Under Construction - Inaccurate Count
 (Ramsey Town Center)

Date : 6/28/04
 Count Number : TMC0410
 Location : CR 56 (Ramsey Blvd.)
 @ CR 116 (Industry Ave.)



North



Anoka County Highway Department
 Traffic Volume and Turning
 Movement Study

#	LANES OF APPROACH			TOTAL
	RIGHT TURN LANE	LEFT TURN LANE	THRU LANES	
#1	0	0	1	1
#2	0	0	1	1
#3	0	0	1	1
#4	0	0	1	1

Anoka County Highway Department
 Traffic Engineering
 Traffic Volume and Turning Movement Stud

File Name : TMC0410
 Site Code : 04100101
 Start Date : 06/28/2004
 Page No : 1

Weather: Sunny and Warm
 Counter: TDC-8
 Counted by: Katelyn/Kyle

Groups Printed- Unshifted

Start Time	CR 56 Southbound					CR 116 Westbound					CR 56 Northbound					CR 116 Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Heavy	App. Total	Left	Thru	Right	Heavy	App. Total	Left	Thru	Right	Heavy	App. Total	Left	Thru	Right	Heavy	App. Total			
	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
06:00	65	2	5	4	72	7	9	8	2	24	0	0	2	1	2	3	27	5	3	35	10	133	143
06:15	47	4	3	0	54	6	20	7	4	33	1	1	2	0	4	1	44	5	2	50	6	141	147
06:30	88	0	6	4	94	2	6	4	2	12	0	0	1	0	1	1	59	6	3	66	9	173	182
06:45	69	1	3	0	73	4	17	6	3	27	1	0	1	0	2	2	69	7	1	78	4	180	184
Total	269	7	17	8	293	19	52	25	11	96	2	1	6	1	9	7	199	23	9	229	29	627	656
07:00	57	1	3	3	61	1	17	10	1	28	0	1	2	0	3	4	40	4	6	48	10	140	150
07:15	68	1	1	6	70	4	9	9	6	22	0	0	2	1	2	2	50	4	3	56	16	150	166
07:30	66	0	9	4	75	1	15	9	3	25	1	0	0	1	1	0	35	4	2	39	10	140	150
07:45	62	0	4	1	66	2	20	10	8	32	1	0	4	2	5	3	53	3	7	59	18	162	180
Total	253	2	17	14	272	8	61	38	18	107	2	1	8	4	11	9	178	15	18	202	54	592	646
08:00	40	2	7	3	49	1	15	10	6	26	4	1	0	1	5	5	25	2	1	32	11	112	123
08:15	42	0	6	3	48	5	11	8	3	24	1	0	3	0	4	1	18	1	3	20	9	96	105
08:30	38	1	6	5	45	2	9	10	4	21	1	0	1	0	2	4	20	1	2	25	11	93	104
08:45	35	0	4	0	39	4	17	8	4	29	3	0	3	3	6	3	20	1	3	24	10	98	108
Total	155	3	23	11	181	12	52	36	17	100	9	1	7	4	17	13	83	5	9	101	41	399	440
09:00	26	0	7	0	33	3	8	7	4	18	0	2	1	1	3	3	14	3	5	20	10	74	84
09:15	17	1	5	2	23	1	10	18	2	29	0	0	4	2	4	2	8	2	4	12	10	68	78
09:30	39	3	6	1	48	4	21	9	3	34	3	1	5	1	9	8	18	2	2	28	7	119	126
09:45	28	1	4	0	33	4	7	13	6	24	2	0	3	2	5	6	11	3	0	20	8	82	90
Total	110	5	22	3	137	12	46	47	15	105	5	3	13	6	21	19	51	10	11	80	35	343	378
10:00	24	1	5	1	30	1	15	16	6	32	1	0	6	4	7	0	9	2	1	11	12	80	92
10:15	24	0	2	2	26	1	14	17	3	32	2	2	1	3	5	2	13	0	3	15	11	78	89
10:30	29	0	4	1	33	1	16	14	4	31	1	0	1	1	2	1	14	1	1	16	7	82	89
10:45	30	0	2	1	32	5	10	10	3	25	2	0	1	0	3	6	10	1	0	17	4	77	81
Total	107	1	13	5	121	8	55	57	16	120	6	2	9	8	17	9	46	4	5	59	34	317	351
11:00	24	1	3	3	28	3	15	19	12	37	0	2	2	0	4	4	15	1	1	20	16	89	105
11:15	22	0	6	1	28	3	19	20	4	42	2	0	4	2	6	3	15	4	5	22	12	98	110
11:30	23	0	1	1	24	0	19	7	1	26	1	0	3	0	4	2	12	0	5	14	7	68	75
11:45	25	2	3	2	30	4	21	22	4	47	1	0	8	4	9	3	14	2	6	19	16	105	121
Total	94	3	13	7	110	10	74	68	21	152	4	2	17	6	23	12	56	7	17	75	51	360	411
12:00	29	0	2	2	31	7	20	24	5	51	2	0	7	1	9	3	26	3	4	32	12	123	135
12:15	31	0	4	1	35	1	20	22	3	43	1	0	1	1	2	5	16	2	4	23	9	103	112
12:30	38	0	3	3	41	1	15	26	3	42	0	0	1	1	1	4	29	1	2	34	9	118	127
12:45	29	0	4	1	33	0	18	21	5	39	1	0	0	0	1	5	11	0	0	16	6	89	95
Total	127	0	13	7	140	9	73	93	16	175	4	0	9	3	13	17	82	6	10	105	36	433	469
13:00	34	0	4	6	38	1	21	17	5	39	1	0	0	1	1	4	14	1	1	19	13	97	110
13:15	29	0	2	4	31	0	14	29	3	43	0	0	2	0	2	5	7	0	0	12	7	88	95
13:30	31	0	1	4	32	2	15	22	4	39	1	0	5	3	6	5	16	3	4	24	15	101	116
13:45	20	0	4	2	24	4	15	15	7	34	0	0	2	0	2	5	31	3	4	39	13	99	112
Total	114	0	11	16	125	7	65	83	19	155	2	0	9	4	11	19	68	7	9	94	48	385	433
14:00	21	1	1	1	23	2	18	14	3	34	1	0	3	0	4	2	12	1	0	15	4	76	80
14:15	22	0	2	2	24	1	20	22	4	43	3	2	6	1	11	1	21	1	2	23	9	101	110
14:30	25	1	4	4	30	0	45	30	5	75	1	0	2	0	3	5	22	5	2	32	11	140	151
14:45	35	1	0	4	36	1	30	25	1	56	3	1	10	1	14	4	19	3	4	26	10	132	142
Total	103	3	7	11	113	4	113	91	13	208	8	3	21	2	32	12	74	10	8	96	34	449	483
15:00	23	0	8	1	31	0	36	36	3	72	2	1	3	1	6	5	25	2	8	32	13	141	154
15:15	24	0	4	3	28	2	38	44	7	84	1	0	6	1	7	5	19	2	5	26	16	145	161
15:30	22	0	3	2	25	0	94	57	3	151	1	1	1	0	3	2	18	0	3	20	8	199	207
15:45	22	0	6	3	28	0	74	54	8	128	0	1	0	0	1	6	20	0	5	26	16	183	199
Total	91	0	21	9	112	2	242	191	21	435	4	3	10	2	17	18	82	4	21	104	53	668	721
16:00	27	0	5	2	32	0	72	52	6	124	2	1	0	0	3	7	25	2	1	34	9	193	202
16:15	27	0	2	4	29	0	63	56	2	119	0	0	1	0	1	9	20	1	1	30	7	179	186
16:30	31	0	7	4	38	1	84	60	5	145	0	0	3	0	3	14	20	0	2	34	11	220	231
16:45	29	0	4	0	33	0	58	47	6	105	2	1	1	0	4	2	23	1	3	26	9	168	177
Total	114	0	18	10	132	1	277	215	19	493	4	2	5	0	11	32	88	4	7	124	36	760	796
17:00	28	0	5	3	33	0	66	57	2	123	0	0	1	0	1	3	27	3	2	33	7	190	197
17:15	33	0	5	0	38	3	57	53	8	113	1	1	1	1	3	7	19	0	1	26	10	180	190
17:30	33	0	5	4	38	0	51	46	6	97	0	0	1	0	1	7	24	1	1	32	11	168	179
17:45	54	0	2	2	56	0	45	50	3	95	2	0	0	0	2	5	22	0	1	27	6	180	186
Total	148	0	17	9	165	3	219	206	19	428	3	1	3	1	7	22	92	4	5	118	34	718	752

Anoka County Highway Department
 Traffic Engineering
 Traffic Volume and Turning Movement Stud

File Name : TMC0410
 Site Code : 04100101
 Start Date : 06/28/2004
 Page No : 2

Weather: Sunny and Warm
 Inter: TDC-8
 Counted by: Katelyn/Kyle

Groups Printed- Unshifted

Start Time	CR 56 Southbound					CR 116 Westbound					CR 56 Northbound					CR 116 Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Right	Heavy	App. Total	Left	Thru	Right	Heavy	App. Total	Left	Thru	Right	Heavy	App. Total	Left	Thru	Right	Heavy	App. Total			
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
18:00	30	2	8	4	40	0	54	47	7	101	0	1	2	0	3	4	14	1	2	19	13	163	176
18:15	35	0	5	4	40	0	28	47	5	75	0	0	0	0	0	4	9	0	1	13	10	128	138
18:30	26	1	5	2	32	5	29	35	2	69	3	1	0	0	4	6	21	0	3	27	7	132	139
18:45	30	0	5	1	35	0	20	31	5	51	0	1	0	0	1	7	21	0	4	28	10	115	125
Total	121	3	23	11	147	5	131	160	19	296	3	3	2	0	8	21	65	1	10	87	40	538	578
19:00	34	0	5	9	39	0	26	33	4	59	2	0	0	1	2	6	20	0	1	26	15	126	141
19:15	40	0	5	2	45	0	36	37	1	73	0	0	0	0	0	7	13	0	1	20	4	138	142
19:30	31	0	4	2	35	0	16	29	0	45	0	1	0	0	1	4	19	0	0	23	2	104	106
19:45	35	7	5	0	47	3	11	14	1	28	2	0	1	0	3	8	25	2	2	35	3	113	116
Total	140	7	19	13	166	3	89	113	6	205	4	1	1	1	6	25	77	2	4	104	24	481	505
20:00	23	0	2	0	25	0	17	28	1	45	0	0	0	0	0	6	9	0	0	15	1	85	86
20:15	38	0	2	1	40	0	13	29	2	42	0	0	0	0	0	1	20	0	0	21	3	103	106
20:30	23	1	1	0	25	1	13	23	0	37	0	0	2	0	2	4	23	1	2	28	2	92	94
20:45	18	0	5	1	23	0	12	25	0	37	0	0	0	0	0	12	16	0	2	28	3	88	91
Total	102	1	10	2	113	1	55	105	3	161	0	0	2	0	2	23	68	1	4	92	9	368	377
21:00	25	0	3	1	28	1	19	38	0	58	0	3	0	0	3	2	8	0	0	10	1	99	100
21:15	27	0	0	0	27	0	12	29	1	41	0	0	0	0	0	3	21	0	0	24	1	92	93
21:30	14	0	5	2	19	0	9	23	0	32	0	0	1	0	1	3	12	0	0	15	2	67	69
21:45	8	0	1	0	9	0	19	21	0	40	0	0	1	0	1	4	8	0	0	12	0	62	62
Total	74	0	9	3	83	1	59	111	1	171	0	3	2	0	5	12	49	0	0	61	4	320	324
Grand Total	212	35	253	139	2410	105	166	163	234	3407	60	26	124	42	210	270	135	103	147	1731	562	7758	8320
Approch %	88.0	1.5	10.5			3.1	48.8	48.1			28.6	12.4	59.0			15.6	78.5	6.0					
Total %	27.4	0.5	3.3		31.1	1.4	21.4	21.1		43.9	0.8	0.3	1.6		2.7	3.5	17.5	1.3		22.3	6.8	93.2	

ANOKA COUNTY HIGHWAY
PC-WARRANTS
TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC0410
 Study Date : 07/02/04
 Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: CR 116
 Number of Lanes: 1
 Approach Speed: 50
 Total Approach Volume: 1,731

Westbound: CR 116
 Number of Lanes: 1
 Approach Speed: 50
 Total Approach Volume: 3,407

Minor Street Approaches

Northbound: CR 56
 Number of Lanes: 1
 Total Approach Volume: 210

Southbound: CR 56
 Number of Lanes: 1
 Total Approach Volume: 2,410

Warrant Summary (Rural values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes** Not Satisfied
 - Warrant 1A - Minimum Vehicular Volume** Not Satisfied
 Required volumes reached for 4 hours, 8 are needed
 - Warrant 1B - Interruption of Continuous Traffic** Not Satisfied
 Required volumes reached for 3 hours, 8 are needed
 - Warrant 1 A&B - Combination of Warrants** Not Satisfied
 Required volumes reached for 3 hours, 8 are needed

- Warrant 2 - Four Hour Volumes** Satisfied
 Number of hours (5) volumes exceed minimum >= minimum required (4).

- Warrant 3 - Peak Hour** Not Satisfied
 - Warrant 3A - Peak Hour Volumes** Not Satisfied
 Volumes do not exceed minimums for any hour.
 - Warrant 3B - Peak Hour Delay** Not Satisfied
 Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

- Warrant 4 - Pedestrian Volumes** Not Evaluated

- Warrant 5 - School Crossing** Not Evaluated

- Warrant 6 - Coordinated Signal System** Not Evaluated

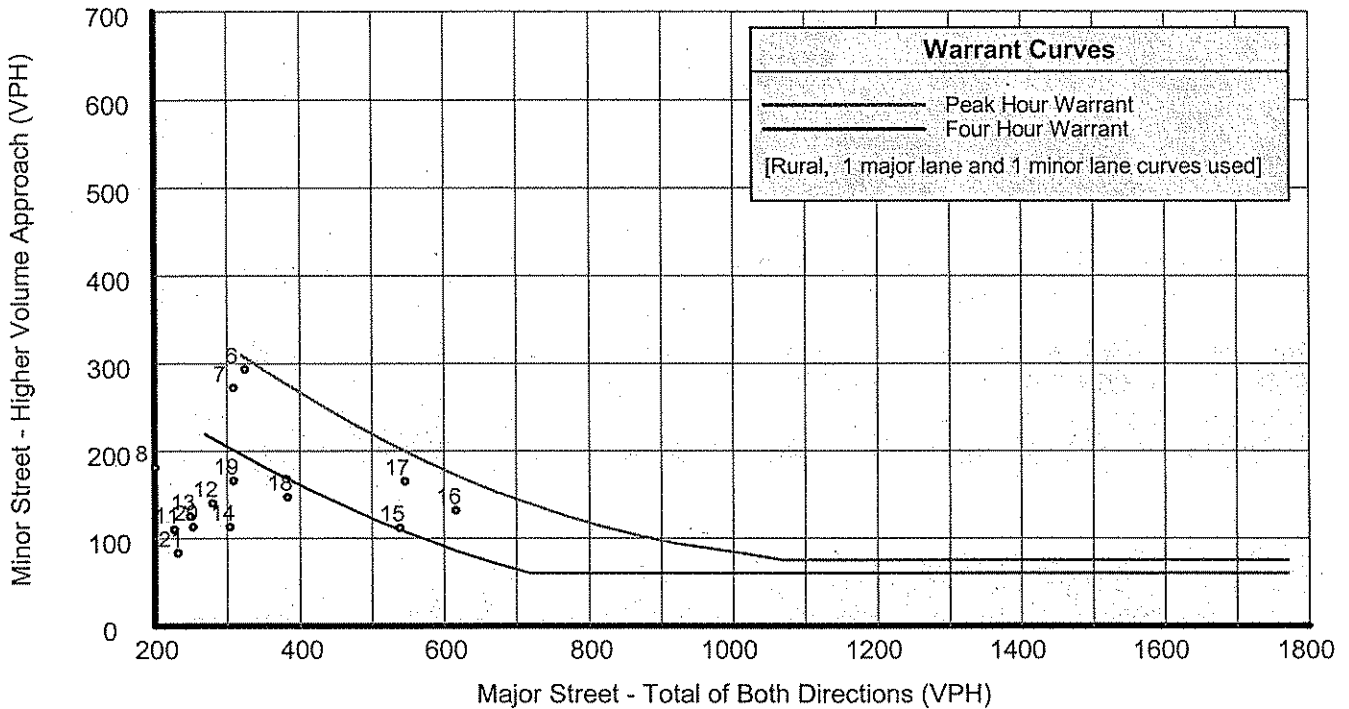
- Warrant 7 - Crash Experience** Not Evaluated

- Warrant 8 - Roadway Network** Not Evaluated

ANOKA COUNTY HIGHWAY PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC0410
Study Date : 07/02/04
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor		War-1A			War-1B			War-1A&B		
		Vol	Dir	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	NB	350-No	105-No	---	525-No	52-No	---	420-No	84-No	---
01:00	0	0	NB	350-No	105-No	---	525-No	52-No	---	420-No	84-No	---
02:00	0	0	NB	350-No	105-No	---	525-No	52-No	---	420-No	84-No	---
03:00	0	0	NB	350-No	105-No	---	525-No	52-No	---	420-No	84-No	---
04:00	0	0	NB	350-No	105-No	---	525-No	52-No	---	420-No	84-No	---
05:00	0	0	NB	350-No	105-No	---	525-No	52-No	---	420-No	84-No	---
06:00	325	293	SB	350-No	105-Yes	Minor	525-No	52-Yes	Minor	420-No	84-Yes	Minor
07:00	309	272	SB	350-No	105-Yes	Minor	525-No	52-Yes	Minor	420-No	84-Yes	Minor
08:00	201	181	SB	350-No	105-Yes	Minor	525-No	52-Yes	Minor	420-No	84-Yes	Minor
09:00	185	137	SB	350-No	105-Yes	Minor	525-No	52-Yes	Minor	420-No	84-Yes	Minor
10:00	179	121	SB	350-No	105-Yes	Minor	525-No	52-Yes	Minor	420-No	84-Yes	Minor
11:00	227	110	SB	350-No	105-Yes	Minor	525-No	52-Yes	Minor	420-No	84-Yes	Minor
12:00	280	140	SB	350-No	105-Yes	Minor	525-No	52-Yes	Minor	420-No	84-Yes	Minor
13:00	249	125	SB	350-No	105-Yes	Minor	525-No	52-Yes	Minor	420-No	84-Yes	Minor
14:00	304	113	SB	350-No	105-Yes	Minor	525-No	52-Yes	Minor	420-No	84-Yes	Minor
15:00	539	112	SB	350-Yes	105-Yes	Both	525-Yes	52-Yes	Both	420-Yes	84-Yes	Both
16:00	617	132	SB	350-Yes	105-Yes	Both	525-Yes	52-Yes	Both	420-Yes	84-Yes	Both
17:00	546	165	SB	350-Yes	105-Yes	Both	525-Yes	52-Yes	Both	420-Yes	84-Yes	Both
18:00	383	147	SB	350-Yes	105-Yes	Both	525-No	52-Yes	Minor	420-No	84-Yes	Minor
19:00	309	166	SB	350-No	105-Yes	Minor	525-No	52-Yes	Minor	420-No	84-Yes	Minor
20:00	253	113	SB	350-No	105-Yes	Minor	525-No	52-Yes	Minor	420-No	84-Yes	Minor
21:00	232	83	SB	350-No	105-No	---	525-No	52-Yes	Minor	420-No	84-No	---
22:00	0	0	NB	350-No	105-No	---	525-No	52-No	---	420-No	84-No	---
23:00	0	0	NB	350-No	105-No	---	525-No	52-No	---	420-No	84-No	---

**ANOKA COUNTY HIGHWAY
PC-WARRANTS
TRAFFIC SIGNAL WARRANT ANALYSIS**

Study Name : TMC0410
Study Date : 07/02/04

Multi-Way Stop Warrant Report

Major Street Approaches

Eastbound: CR 116
Total Approach Volume: 1,731
Approach Speed: 50

Westbound: CR 116
Total Approach Volume: 3,407
Approach Speed: 50

Minor Street Approaches

Northbound: CR 56
Total Approach Volume: 210

Southbound: CR 56
Total Approach Volume: 2,410

Warrant Summary

Criteria A - Interim Measure Not Evaluated
If traffic signals are justified, stop signs can be installed as an interim measure.

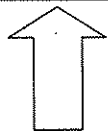
Criteria B - Crash Experience Not Evaluated
Number of crashes (0) is less than the minimum required (5).

Criteria C - Minimum Volumes and Delays Satisfied
Delay data not evaluated
Required volumes reached for 8 hours, 8 are needed

Criteria D - 80% of Volumes, Delays, and Crashes Not Evaluated
Delay data not evaluated
Required volumes reached for 4 hours, 8 are needed

Analysis of 8-Hour Volume Warrants:

Time	Major Crit Total	Minor Total	Crit C			Crit D		
			Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00 - 01:00	0	0	210-No	140-No	No	240-No	160-No	No
01:00 - 02:00	0	0	210-No	140-No	No	240-No	160-No	No
02:00 - 03:00	0	0	210-No	140-No	No	240-No	160-No	No
03:00 - 04:00	0	0	210-No	140-No	No	240-No	160-No	No
04:00 - 05:00	0	0	210-No	140-No	No	240-No	160-No	No
05:00 - 06:00	0	0	210-No	140-No	No	240-No	160-No	No
06:00 - 07:00	325	302	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
07:00 - 08:00	309	283	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
08:00 - 09:00	201	198	210-No	140-Yes	Minor	240-No	160-Yes	Minor
09:00 - 10:00	185	158	210-No	140-Yes	Minor	240-No	160-No	No
10:00 - 11:00	179	138	210-No	140-No	No	240-No	160-No	No
11:00 - 12:00	227	133	210-Yes	140-No	Major	240-No	160-No	No
12:00 - 13:00	280	153	210-Yes	140-Yes	Both	240-Yes	160-No	Major
13:00 - 14:00	249	136	210-Yes	140-No	Major	240-Yes	160-No	Major
14:00 - 15:00	304	145	210-Yes	140-Yes	Both	240-Yes	160-No	Major
15:00 - 16:00	539	129	210-Yes	140-No	Major	240-Yes	160-No	Major
16:00 - 17:00	617	143	210-Yes	140-Yes	Both	240-Yes	160-No	Major
17:00 - 18:00	546	172	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
18:00 - 19:00	383	155	210-Yes	140-Yes	Both	240-Yes	160-No	Major
19:00 - 20:00	309	172	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
20:00 - 21:00	253	115	210-Yes	140-No	Major	240-Yes	160-No	Major
21:00 - 22:00	232	88	210-Yes	140-No	Major	240-No	160-No	No
22:00 - 23:00	0	0	210-No	140-No	No	240-No	160-No	No
23:00 - 00:00	0	0	210-No	140-No	No	240-No	160-No	No



NORTH

COUNT LOCATION:

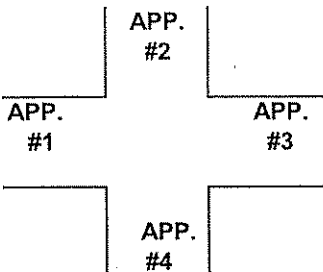
CR 56 (Ramsey Blvd.) @

DATE:

06/28/2004

CR 116 (Industry Ave.)

APP. #1 = CR 116
APP. #2 = CR 56
APP. #3 = CR 116
APP. #4 = CR 56



HEAVY VEHICLE- ANY VEHICLE HAVING MORE THAN FOUR TIRES TOUCHING THE PAVEMENT

A. TRUCKS- A HEAVY VEHICLE INVOLVED PRIMARILY IN THE TRANSPORT OF GOODS OR IN THE DELIVERY OF A SERVICE.

B. RV- A HEAVY VEHICLE OPERATED BY A PRIVATE MOTORIST AND INVOLVED IN THE TRANSPORT OF RECREATIONAL EQUIPMENT OR FACILITIES.

C. BUSES- A HEAVY VEHICLE INVOLVED IN THE TRANSPORTATION OF GROUPS OF PEOPLE.

TIME	PEDESTRIANS					HEAVY VEHICLES		
	APP. #1	APP. #2	APP. #3	APP. #4	15 MIN TOT	TRUCKS	RV	BUS
6:00-6:15AM						10		
6:15-6:30				1	1	7		
6:30-6:45						8		
6:45-7:00						4		
HOURLY TOTAL					1	HOURLY TOTAL		29
7:00-7:15						9		1
7:15-7:30						14		2
7:30-7:45						8	2	
7:45-8:00						18		
HOURLY TOTAL					3	HOURLY TOTAL		54
8:00-8:15	1			1	2	10		1
8:15-8:30						8		1
8:30-8:45			1		1	11		
8:45-9:00						10		
HOURLY TOTAL					3	HOURLY TOTAL		41
9:00-9:15						9	1	
9:15-9:30						11		
9:30-9:45				3	3	7		
9:45-10:00				1	1	8		
HOURLY TOTAL					4	HOURLY TOTAL		36
10:00-10:15						12		
10:15-10:30	2	1			3	11		
10:30-10:45	1	1		1	3	7		
10:45-11:00				1	1	4		
HOURLY TOTAL					7	HOURLY TOTAL		34
11:00-11:15						15		1
11:15-11:30						10		2
11:30-11:45						7		
11:45-12:00			3	1	4	14		1
HOURLY TOTAL					4	HOURLY TOTAL		50
12:00-12:15						12		
12:15-12:30						5		2
12:30-12:45				1	1	9		
12:45-1:00			2		2	5		1
HOURLY TOTAL					3	HOURLY TOTAL		34
1:00-1:15						12		1
1:15-1:30						7		
1:30-1:45	1				1	13		1
1:45-2:00						13		
HOURLY TOTAL					1	HOURLY TOTAL		47
					TOTAL		TOTAL	296

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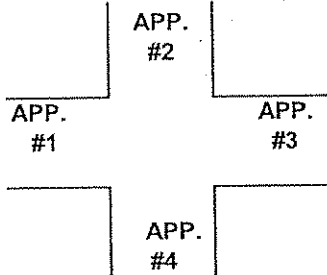
COUNT LOCATION:

CR 56 (Ramsey Blvd.) @
CR 116 (Industry Ave.)

DATE:

06/30/2004

APP. #1 = CR 116
APP. #2 = CR 56
APP. #3 = CR 116
APP. #4 = CR 56



HEAVY VEHICLE- ANY VEHICLE HAVING MORE THAN FOUR TIRES TOUCHING THE PAVEMENT
 A. TRUCKS- A HEAVY VEHICLE INVOLVED PRIMARILY IN THE TRANSPORT OF GOODS OR IN THE DELIVERY OF A SERVICE.
 B. RV- A HEAVY VEHICLE OPERATED BY A PRIVATE MOTORIST AND INVOLVED IN THE TRANSPORT OF RECREATIONAL EQUIPMENT OR FACILITIES.
 C. BUSES- A HEAVY VEHICLE INVOLVED IN THE TRANSPORTATION OF GROUPS OF PEOPLE.

TIME	PEDESTRIANS					HEAVY VEHICLES		
	APP. #1	APP. #2	APP. #3	APP. #4	15 MIN TOT	TRUCKS	RV	BUS
2:00-2:15PM				1	1	3		
2:15-2:30						8		1
2:30-2:45						10		
2:45-3:00				1	1	15		
HOURLY TOTAL					2	HOURLY TOTAL		37
3:00-3:15				1	1	13		
3:15-3:30				2	2	16		
3:30-3:45				1	1	8		
3:45-4:00			1	1	2	15		1
HOURLY TOTAL					6	HOURLY TOTAL		53
4:00-4:15			1	1	2	9		
4:15-4:30						7		
4:30-4:45						10	1	
4:45-5:00			1		1	8		1
HOURLY TOTAL					3	HOURLY TOTAL		36
5:00-5:15						7		
5:15-5:30						10		
5:30-5:45						11		
5:45-6:00			2		2	6		
HOURLY TOTAL					2	HOURLY TOTAL		34
6:00-6:15			2		2	12	1	
6:15-6:30						10		
6:30-6:45				1	1	7		
6:45-7:00	1	1			2	10		
HOURLY TOTAL					5	HOURLY TOTAL		40
7:00-7:15				1	1	15		
7:15-7:30			1	1	2	4		
7:30-7:45				2	2	2		
7:45-8:00						2		
HOURLY TOTAL					5	HOURLY TOTAL		23
8:00-8:15			1	2	3			
8:15-8:30	1				1	3		
8:30-8:45				1	1	2		
8:45-9:00	1	1			2	3		
HOURLY TOTAL					7	HOURLY TOTAL		8
9:00-9:15				3	3	1		
9:15-9:30				2	2	1		
9:30-9:45	1	1			2	2		
9:45-10:00			1		1			
HOURLY TOTAL					8	HOURLY TOTAL		4
TOTAL					38	TOTAL		331

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