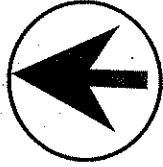


Date : 06/20/2005

Count Number : TMC0514

Location : CSAH 12 (Apollo Dr.)

@ CR 53 (Sunset Ave.)



North

CR 53

4293

#2

2186			
0	D	2068	M
118	T		T

2107

CSAH 12

2202

#3

1087			
101	G	0	H
986	J		

1115

CR 53

3054

#4

997	K		
2006	L	0	M
3003			

6057

0	#1
0	C
0	B
0	A

PRIVATE DRIVE

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

Anoka County Highway Department
Traffic Volume and Turning
Movement Study

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

File Name : TMC0514
 Site Code : 05140102
 Start Date : 06/20/2005
 Page No : 1

Weather:
 Counter: TDC-8
 Counted by: Danielle/Samantha

Groups Printed- 1 - Unshifted

Start Time	CR 53 Southbound					CSAH 12 Westbound					CR 53 Northbound					Private Driveway 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				
06:00	2	29	0	0	31	8	0	0	1	8	0	7	19	0	26	0	0	0	0	0	1	65	66
06:15	1	29	0	0	30	12	0	0	1	12	0	5	9	1	14	0	0	0	0	0	2	56	58
06:30	3	33	0	0	36	9	0	0	0	9	0	14	8	3	22	0	0	0	0	0	3	67	70
06:45	2	62	0	0	64	12	0	2	1	14	0	17	11	0	28	0	0	0	0	0	1	106	107
Total	8	153	0	0	161	41	0	2	3	43	0	43	47	4	90	0	0	0	0	0	7	294	301
07:00	5	45	0	0	50	12	0	0	0	12	0	12	16	1	28	0	0	0	0	0	1	90	91
07:15	0	53	0	2	53	14	0	1	1	15	0	9	10	0	19	0	0	0	0	0	3	87	90
07:30	3	67	0	12	70	12	0	2	0	14	0	12	16	0	28	0	0	0	0	0	12	112	124
07:45	2	48	0	2	50	14	0	0	1	14	0	16	21	4	37	0	0	0	0	0	7	101	108
Total	10	213	0	16	223	52	0	3	2	55	0	49	63	5	112	0	0	0	0	0	23	390	413
08:00	3	33	0	2	36	14	0	0	0	14	0	17	27	10	44	0	0	0	0	0	12	94	106
08:15	4	38	0	10	42	11	0	1	0	12	0	17	15	2	32	0	0	0	0	0	12	86	98
08:30	2	46	0	4	48	9	0	2	2	11	0	14	10	3	24	0	0	0	0	0	9	83	92
08:45	1	34	0	1	35	6	0	1	1	7	0	17	10	12	27	0	0	0	0	0	14	69	83
Total	10	151	0	17	161	40	0	4	3	44	0	65	62	27	127	0	0	0	0	0	47	332	379
09:00	2	46	0	9	48	7	0	0	1	7	0	15	12	0	27	0	0	0	0	0	10	82	92
09:15	2	32	0	3	34	4	0	0	0	4	0	24	8	3	32	0	0	0	0	0	6	70	76
09:30	1	31	0	1	32	7	0	1	1	8	0	26	9	11	35	0	0	0	0	0	13	75	88
09:45	1	27	0	11	28	22	0	5	1	27	0	15	18	0	33	0	0	0	0	0	12	88	100
Total	6	136	0	24	142	40	0	6	3	46	0	80	47	14	127	0	0	0	0	0	41	315	356
10:00	1	35	0	5	36	7	0	2	0	9	0	22	6	7	28	0	0	0	0	0	12	73	85
10:15	0	31	0	3	31	5	0	1	0	6	0	15	9	7	24	0	0	0	0	0	10	61	71
10:30	0	29	0	9	29	16	0	0	1	16	0	20	6	2	26	0	0	0	0	0	12	71	83
10:45	2	23	0	2	25	14	0	1	0	15	0	30	15	8	45	0	0	0	0	0	10	85	95
Total	3	118	0	19	121	42	0	4	1	46	0	87	36	24	123	0	0	0	0	0	44	290	334
11:00	2	26	0	5	28	18	0	0	0	18	0	19	10	5	29	0	0	0	0	0	10	75	85
11:15	1	39	0	9	40	17	0	2	0	19	0	27	16	4	43	0	0	0	0	0	13	102	115
11:30	1	32	0	3	33	30	0	0	1	30	0	28	16	6	44	0	0	0	0	0	10	107	117
11:45	1	39	0	10	40	26	0	2	0	28	0	31	12	6	43	0	0	0	0	0	16	111	127
Total	5	136	0	27	141	91	0	4	1	95	0	105	54	21	159	0	0	0	0	0	49	395	444
12:00	3	39	0	8	42	19	0	3	0	22	0	34	14	5	48	0	0	0	0	0	13	112	125
12:15	3	37	0	3	40	17	0	0	1	17	0	30	16	7	46	0	0	0	0	0	11	103	114
12:30	3	44	0	6	47	18	0	1	0	19	0	38	21	6	59	0	0	0	0	0	12	125	137
12:45	5	50	0	9	55	16	0	2	0	18	0	35	19	7	54	0	0	0	0	0	16	127	143
Total	14	170	0	26	184	70	0	6	1	76	0	137	70	25	207	0	0	0	0	0	52	467	519
13:00	6	48	0	11	54	17	0	5	3	22	0	33	17	6	50	0	0	0	0	0	20	126	146
13:15	7	38	0	12	45	26	0	5	5	31	0	34	17	2	51	0	0	0	0	0	19	127	146
13:30	8	42	0	7	50	18	0	4	0	22	0	42	18	6	60	0	0	0	0	0	13	132	145
13:45	10	55	0	12	65	17	0	9	2	26	0	29	21	6	50	0	0	0	0	0	20	141	161
Total	31	183	0	42	214	78	0	23	10	101	0	138	73	20	211	0	0	0	0	0	72	526	598
14:00	0	21	0	0	21	16	0	1	1	17	0	24	10	0	34	0	0	0	0	0	1	72	73
14:15	0	16	0	0	16	16	0	1	0	17	0	27	17	1	44	0	0	0	0	0	1	77	78
14:30	1	17	0	0	18	23	0	3	0	26	0	32	21	2	53	0	0	0	0	0	2	97	99
14:45	0	22	0	0	22	12	0	2	2	14	0	37	20	1	57	0	0	0	0	0	3	93	96
Total	1	76	0	0	77	67	0	7	3	74	0	120	68	4	188	0	0	0	0	0	7	339	346
15:00	2	31	0	0	33	30	0	2	2	32	0	30	12	0	42	0	0	0	0	0	2	107	109
15:15	0	29	0	0	29	17	0	3	0	20	0	37	23	0	60	0	0	0	0	0	0	109	109
15:30	0	31	0	0	31	26	0	1	0	27	0	52	15	1	67	0	0	0	0	0	1	125	126
15:45	3	33	0	0	36	30	0	1	1	31	0	62	24	0	86	0	0	0	0	0	1	153	154
Total	5	124	0	0	129	103	0	7	3	110	0	181	74	1	255	0	0	0	0	0	4	494	498
16:00	0	30	0	0	30	31	0	6	0	37	0	45	26	0	71	0	0	0	0	0	0	138	138
16:15	2	32	0	0	34	26	0	1	0	27	0	60	28	2	88	0	0	0	0	0	2	149	151
16:30	1	25	0	0	26	29	0	1	1	30	0	93	23	0	116	0	0	0	0	0	1	172	173
16:45	0	31	0	0	31	19	0	2	0	21	0	60	14	1	74	0	0	0	0	0	1	126	127
Total	3	118	0	0	121	105	0	10	1	115	0	258	91	3	349	0	0	0	0	0	4	585	589
17:00	4	37	0	0	41	25	0	3	0	28	0	63	27	2	90	0	0	0	0	0	2	159	161
17:15	1	29	0	0	30	12	0	1	0	13	0	43	24	1	67	0	0	0	0	0	1	110	111
17:30	4	34	0	0	38	17	0	4	0	21	0	55	17	0	72	0	0	0	0	0	0	131	131
17:45	0	39	0	0	39	17	0	0	0	17	0	53	20	0	73	0	0	0	0	0	0	129	129
Total	9	139	0	0	148	71	0	8	0	79	0	214	88	3	302	0	0	0	0	0	3	529	532

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

File Name : TMC0514
 Site Code : 05140102
 Start Date : 06/20/2005
 Page No : 2

Weather:
 Counter: TDC-8
 Counted by: Danielle/Samantha

Groups Printed- 1 - Unshifted

Start Time	CR 53 Southbound					CSAH 12 Westbound					CR 53 Northbound					Private Driveway 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	0	46	0	0	46	17	0	2	0	19	0	43	16	0	59	0	0	0	0	0	0	0	124	124
18:15	3	35	0	0	38	20	0	0	0	20	0	55	19	0	74	0	0	0	0	0	0	0	132	132
18:30	1	35	0	0	36	17	0	2	0	19	0	28	16	0	44	0	0	0	0	0	0	0	99	99
18:45	0	17	0	0	17	16	0	1	0	17	0	35	17	1	52	0	0	0	0	0	0	1	86	87
Total	4	133	0	0	137	70	0	5	0	75	0	161	68	1	229	0	0	0	0	0	0	1	441	442
19:00	0	27	0	0	27	12	0	1	0	13	0	28	21	0	49	0	0	0	0	0	0	0	89	89
19:15	0	17	0	0	17	10	0	0	0	10	0	38	17	1	55	0	0	0	0	0	0	1	82	83
19:30	1	16	0	0	17	24	0	1	0	25	0	47	11	0	58	0	0	0	0	0	0	0	100	100
19:45	0	22	0	0	22	14	0	4	0	18	0	37	18	0	55	0	0	0	0	0	0	0	95	95
Total	1	82	0	0	83	60	0	6	0	66	0	150	67	1	217	0	0	0	0	0	0	1	366	367
20:00	3	30	0	0	33	15	0	0	0	15	0	31	21	0	52	0	0	0	0	0	0	0	100	100
20:15	1	15	0	0	16	5	0	2	0	7	0	26	15	0	41	0	0	0	0	0	0	0	64	64
20:30	3	24	0	0	27	5	0	2	0	7	0	52	11	0	63	0	0	0	0	0	0	0	97	97
20:45	1	14	0	0	15	8	0	2	4	10	0	27	11	0	38	0	0	0	0	0	0	4	63	67
Total	8	83	0	0	91	33	0	6	4	39	0	136	58	0	194	0	0	0	0	0	0	4	324	328
21:00	0	19	0	0	19	16	0	0	0	16	0	26	10	0	36	0	0	0	0	0	0	0	71	71
21:15	0	10	0	0	10	4	0	0	0	4	0	25	5	0	30	0	0	0	0	0	0	0	44	44
21:30	0	11	0	0	11	3	0	0	0	3	0	16	11	0	27	0	0	0	0	0	0	0	41	41
21:45	0	13	0	0	13	0	0	0	0	0	0	15	5	0	20	0	0	0	0	0	0	0	33	33
Total	0	53	0	0	53	23	0	0	0	23	0	82	31	0	113	0	0	0	0	0	0	0	189	189
Grand Total	118	2068	0	171	2186	986	0	101	35	1087	0	2006	997	153	3003	0	0	0	0	0	0	359	6276	6635
Approch %	5.4	94.6	0.0			90.7	0.0	9.3			0.0	66.8	33.2			0.0	0.0	0.0						
Total %	1.9	33.0	0.0		34.8	15.7	0.0	1.6		17.3	0.0	32.0	15.9		47.8	0.0	0.0	0.0		0.0		5.4	94.6	

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

Study Name : TMC0514
Study Date : 06/24/05
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: CR 53
Number of Lanes: 2
Approach Speed: 45
Total Approach Volume: 3,003

Southbound: CR 53
Number of Lanes: 1
Approach Speed: 45
Total Approach Volume: 2,186

Minor Street Approaches

Eastbound: Private Driveway
Number of Lanes: 1

Total Approach Volume: 0

Westbound: CSAH 12
Number of Lanes: 2

Total Approach Volume: 1,087

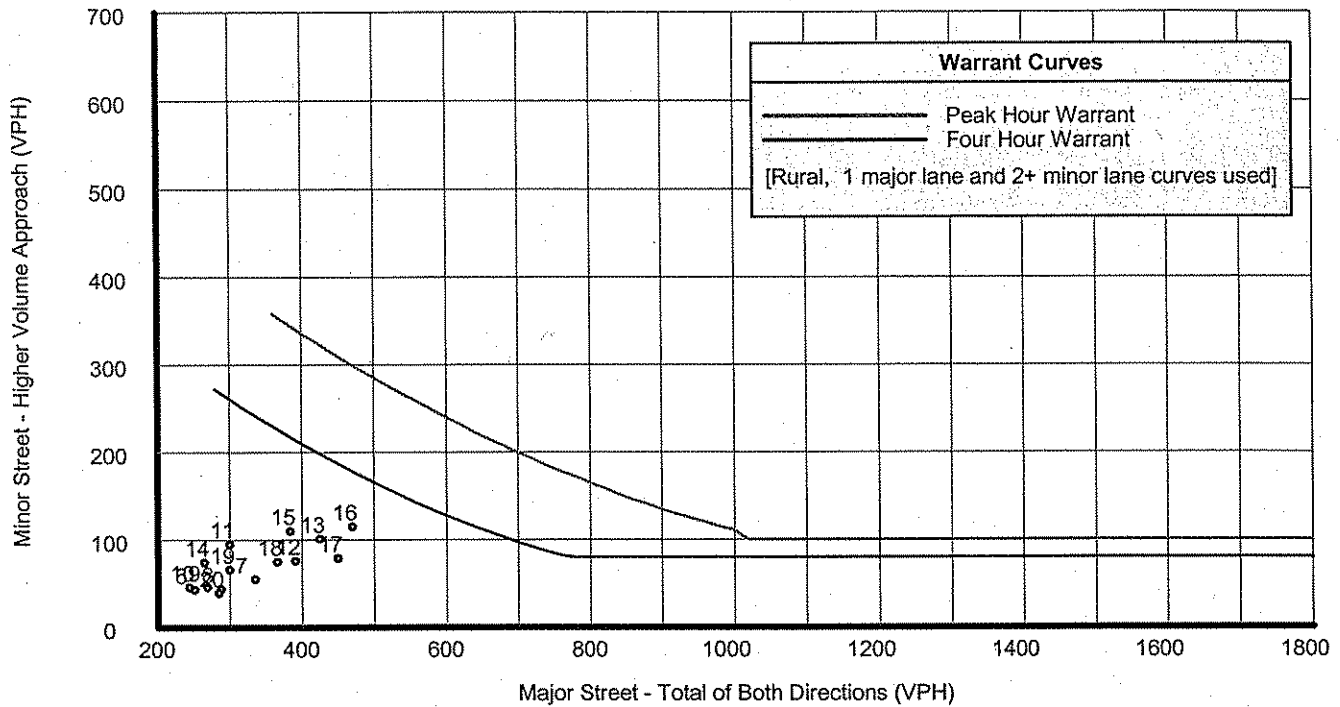
Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Not Satisfied
Warrant 1A - Minimum Vehicular Volume	Not Satisfied
Required volumes reached for 0 hours, 8 are needed	
Warrant 1B - Interruption of Continuous Traffic	Not Satisfied
Required volumes reached for 0 hours, 8 are needed	
Warrant 1 A&B - Combination of Warrants	Not Satisfied
Required volumes reached for 1 hours, 8 are needed	
Warrant 2 - Four Hour Volumes	Not Satisfied
Number of hours (0) volumes exceed minimum < minimum required (4):	
Warrant 3 - Peak Hour	Not Satisfied
Warrant 3A - Peak Hour Delay	Not Satisfied
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.	
Warrant 3B - Peak Hour Volumes	Not Satisfied
Volumes do not exceed minimums for any hour.	
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 : TMC0514
Study Date : 06/24/05
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor Vol	Dir	War-1A			War-1B			War-1A&B		
				Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
01:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
02:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
03:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
04:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
05:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
06:00	251	43	WB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
07:00	335	55	WB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
08:00	288	44	WB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
09:00	269	46	WB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
10:00	244	46	WB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
11:00	300	95	WB	350-No	140-No	---	525-No	70-Yes	Minor	420-No	112-No	---
12:00	391	76	WB	350-Yes	140-No	Major	525-No	70-Yes	Minor	420-No	112-No	---
13:00	425	101	WB	350-Yes	140-No	Major	525-No	70-Yes	Minor	420-Yes	112-No	Major
14:00	265	74	WB	350-No	140-No	---	525-No	70-Yes	Minor	420-No	112-No	---
15:00	384	110	WB	350-Yes	140-No	Major	525-No	70-Yes	Minor	420-No	112-No	---
16:00	470	115	WB	350-Yes	140-No	Major	525-No	70-Yes	Minor	420-Yes	112-Yes	Both
17:00	450	79	WB	350-Yes	140-No	Major	525-No	70-Yes	Minor	420-Yes	112-No	Major
18:00	366	75	WB	350-Yes	140-No	Major	525-No	70-Yes	Minor	420-No	112-No	---
19:00	300	66	WB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
20:00	285	39	WB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
21:00	166	23	WB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
22:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
23:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---

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

Study Name : TMC0514
Study Date : 06/24/05

Multi-Way Stop Warrant Report

Major Street Approaches

Northbound: CR 53
Total Approach Volume: 3,003
Approach Speed: 45

Southbound: CR 53
Total Approach Volume: 2,186
Approach Speed: 45

Minor Street Approaches

Eastbound: Private Driveway
Total Approach Volume: 0

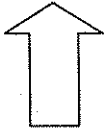
Westbound: CSAH 12
Total Approach Volume: 1,087

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
- Criteria C - Minimum Volumes and Delays** Not Satisfied
Delay data not evaluated
Required volumes reached for 0 hours, 8 are needed
- Criteria D - 80% of Volumes, Delays, and Crashes** Not Evaluated
Delay data not evaluated
Required volumes reached for 0 hours, 8 are needed

Analysis of 8-Hour Volume Warrants:

Time	Major Total	Minor Total	Crit C			Crit D		
			Major	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	251	43	210-Yes	140-No	Major	240-Yes	160-No	Major
07:00 - 08:00	335	55	210-Yes	140-No	Major	240-Yes	160-No	Major
08:00 - 09:00	288	44	210-Yes	140-No	Major	240-Yes	160-No	Major
09:00 - 10:00	269	46	210-Yes	140-No	Major	240-Yes	160-No	Major
10:00 - 11:00	244	46	210-Yes	140-No	Major	240-Yes	160-No	Major
11:00 - 12:00	300	95	210-Yes	140-No	Major	240-Yes	160-No	Major
12:00 - 13:00	391	76	210-Yes	140-No	Major	240-Yes	160-No	Major
13:00 - 14:00	425	101	210-Yes	140-No	Major	240-Yes	160-No	Major
14:00 - 15:00	265	74	210-Yes	140-No	Major	240-Yes	160-No	Major
15:00 - 16:00	384	110	210-Yes	140-No	Major	240-Yes	160-No	Major
16:00 - 17:00	470	115	210-Yes	140-No	Major	240-Yes	160-No	Major
17:00 - 18:00	450	79	210-Yes	140-No	Major	240-Yes	160-No	Major
18:00 - 19:00	366	75	210-Yes	140-No	Major	240-Yes	160-No	Major
19:00 - 20:00	300	66	210-Yes	140-No	Major	240-Yes	160-No	Major
20:00 - 21:00	285	39	210-Yes	140-No	Major	240-Yes	160-No	Major
21:00 - 22:00	166	23	210-No	140-No	No	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:

CSAH 12 (Apollo Dr.) @

DATE:

06/21/2005

CR 53 (Sunset Ave.)

APP. #1 = Private Drive
APP. #2 = CR 53
APP. #3 = CSAH 12
APP. #4 = CR 53

APP. #2
APP. #1
APP. #3
APP. #4

- 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						1		
6:15-6:30						2		
6:30-6:45						3		
6:45-7:00						1		
HOURLY TOTAL						HOURLY TOTAL		7
7:00-7:15						1		
7:15-7:30						3		
7:30-7:45						7		1
7:45-8:00						7		
HOURLY TOTAL						HOURLY TOTAL		19
8:00-8:15						12		
8:15-8:30						10		2
8:30-8:45						9		
8:45-9:00						15		
HOURLY TOTAL						HOURLY TOTAL		48
9:00-9:15						8		
9:15-9:30						7		
9:30-9:45						13		
9:45-10:00						12		
HOURLY TOTAL						HOURLY TOTAL		40
10:00-10:15						11		
10:15-10:30						10		
10:30-10:45						12		
10:45-11:00		2			2	10		
HOURLY TOTAL					2	HOURLY TOTAL		43
11:00-11:15		2			2	10		
11:15-11:30						13		
11:30-11:45						10		
11:45-12:00						17		
HOURLY TOTAL					2	HOURLY TOTAL		50
12:00-12:15						13		
12:15-12:30						11		
12:30-12:45						11		
12:45-1:00						15		
HOURLY TOTAL						HOURLY TOTAL		50
1:00-1:15						20		
1:15-1:30						19		
1:30-1:45						13		
1:45-2:00						20		
HOURLY TOTAL						HOURLY TOTAL		72
					TOTAL	4		
							TOTAL	329

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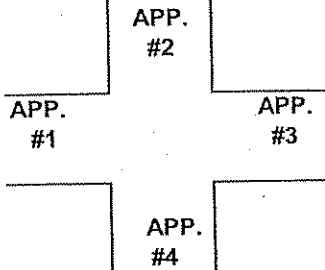
APP. #1 = Private Drive
APP. #2 = CR 53
APP. #3 = CSAH 12
APP. #4 = CR 53

COUNT LOCATION:

CSAH 12 (Apollo Dr.) @
CR 53 (Sunset Ave.)

DATE:

06/20/2005



- 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		
2:15-2:30						1		
2:30-2:45						2		
2:45-3:00						3		
HOURLY TOTAL						HOURLY TOTAL		7
3:00-3:15						2		
3:15-3:30								
3:30-3:45						1		
3:45-4:00						1		
HOURLY TOTAL						HOURLY TOTAL		4
4:00-4:15								
4:15-4:30						2		
4:30-4:45						1		
4:45-5:00								1
HOURLY TOTAL						HOURLY TOTAL		4
5:00-5:15						2		
5:15-5:30						1		
5:30-5:45								
5:45-6:00								
HOURLY TOTAL						HOURLY TOTAL		3
6:00-6:15								
6:15-6:30								
6:30-6:45								
6:45-7:00						1		
HOURLY TOTAL						HOURLY TOTAL		1
7:00-7:15								
7:15-7:30						1		
7:30-7:45								
7:45-8:00								
HOURLY TOTAL						HOURLY TOTAL		1
8:00-8:15								
8:15-8:30								
8:30-8:45								
8:45-9:00						2		
HOURLY TOTAL						HOURLY TOTAL		2
9:00-9:15								
9:15-9:30								
9:30-9:45								
9:45-10:00								
HOURLY TOTAL						HOURLY TOTAL		
TOTAL					4	TOTAL		351

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