

Date : 07/11/05

Count Number : TMC0519

Location : CSAH 22 (Viking Blvd.)

@ CR 66 (Cleary Rd.)



North

CR 66

1447

#2

693			
161	D		
249	M		
283	T		

754

CSAH 22

358	G		
2169	H		
233	J		
2760			

#3

5306

2546

2586

#1

4913

2327			
197	A		
2088	B		
42	C		

CSAH 22

CR 66

679

#4

1464

256	M		
354	L		
175	K		
785			

LANES OF APPROACH

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

Anoka County Highway Department

Traffic Volume and Turning

Movement Study

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

File Name : TMC0519
Site Code : 05190202
Start Date : 07/11/2005
Page No : 1

Weather: Sunny and Clear
Counter: TDC-8
Counted by: Danielle/Samantha

Groups Printed- Unshifted

Start Time	CR 66 Southbound					CSAH 22 Westbound					CR 66 Northbound					CSAH 22 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	3	9	8	0	20	8	25	6	2	39	8	6	0	0	14	0	13	1	4	14	6	87	93
06:15	8	5	4	0	17	6	23	7	3	36	7	7	0	0	14	0	16	1	5	17	8	84	92
06:30	9	7	8	2	24	4	24	6	4	34	9	4	2	0	15	0	14	1	0	15	6	88	94
06:45	6	6	8	0	20	8	25	9	2	42	7	3	0	0	10	0	12	2	0	14	2	86	88
Total	26	27	28	2	81	26	97	28	11	151	31	20	2	0	53	0	55	5	9	60	22	345	367
07:00	5	3	0	0	8	5	26	8	3	39	8	1	2	0	11	0	20	3	1	23	4	81	85
07:15	3	8	6	6	17	7	27	5	5	39	7	2	3	0	12	0	19	2	1	21	12	89	101
07:30	7	9	5	0	21	9	29	3	0	41	6	7	1	0	14	0	18	4	1	22	1	98	99
07:45	4	5	0	0	9	6	28	6	3	40	5	4	4	0	13	0	14	6	3	20	6	82	88
Total	19	25	11	6	55	27	110	22	11	159	26	14	10	0	50	0	71	15	6	86	23	350	373
08:00	7	4	0	4	11	4	40	8	2	52	5	4	0	0	9	0	20	4	2	24	8	96	104
08:15	5	6	0	0	11	8	39	4	1	51	8	0	3	0	11	0	12	5	4	17	5	90	95
08:30	8	2	8	0	18	6	38	6	5	50	7	6	4	0	17	0	23	8	3	31	8	116	124
08:45	6	5	6	3	17	5	35	5	6	45	8	7	0	0	15	0	21	8	4	29	13	106	119
Total	26	17	14	7	57	23	152	23	14	198	28	17	7	0	52	0	76	25	13	101	34	408	442
09:00	7	8	5	0	20	3	31	7	5	41	4	8	3	0	15	0	23	9	6	32	11	108	119
09:15	8	4	5	0	17	2	32	9	2	43	6	5	2	0	13	0	27	7	1	34	3	107	110
09:30	5	6	0	2	11	6	35	8	3	49	5	4	1	0	10	0	30	6	2	36	7	106	113
09:45	4	2	5	0	11	5	36	5	5	46	2	3	3	0	8	0	26	5	3	31	8	96	104
Total	24	20	15	2	59	16	134	29	15	179	17	20	9	0	46	0	106	27	12	133	29	417	446
10:00	9	5	9	0	23	8	37	3	6	48	1	5	2	0	8	0	28	7	4	35	10	114	124
10:15	5	8	4	2	17	9	39	6	3	54	4	7	7	0	18	0	27	9	2	36	7	125	132
10:30	8	4	0	0	12	6	38	5	2	49	5	4	6	0	15	0	25	4	3	29	5	105	110
10:45	6	5	2	0	13	8	23	7	4	38	6	4	4	0	14	0	25	8	1	33	5	98	103
Total	28	22	15	2	65	31	137	21	15	189	16	20	19	0	55	0	105	28	10	133	27	442	469
11:00	7	9	7	0	23	3	36	4	2	43	8	6	5	1	19	0	26	5	2	31	5	116	121
11:15	5	5	8	5	18	4	25	8	3	37	7	5	3	0	15	0	28	6	3	34	11	104	115
11:30	8	6	8	0	22	5	26	9	5	40	4	7	7	2	18	0	29	3	5	32	12	112	124
11:45	9	2	5	0	16	7	35	6	9	48	5	5	4	0	14	0	33	2	4	35	13	113	126
Total	29	22	28	5	79	19	122	27	19	168	24	23	19	3	66	0	116	16	14	132	41	445	486
12:00	4	5	1	4	10	9	32	4	6	45	7	4	5	1	16	0	34	4	8	38	19	109	128
12:15	5	2	2	0	9	6	27	4	8	37	5	3	4	0	12	0	32	3	6	35	14	93	107
12:30	3	7	3	0	13	8	38	4	4	50	4	2	2	2	8	0	36	2	6	38	12	109	121
12:45	7	6	1	3	14	9	34	3	3	46	7	7	9	5	23	0	31	3	0	34	11	117	128
Total	19	20	7	7	46	32	131	15	21	178	23	16	20	8	59	0	133	12	20	145	56	428	484
13:00	6	3	1	1	10	5	42	5	5	52	4	18	4	4	26	1	31	2	3	34	13	122	135
13:15	5	2	4	0	11	4	51	11	7	66	9	11	8	5	28	0	26	3	0	29	12	134	146
13:30	8	6	1	1	15	4	54	11	6	69	14	17	12	2	43	0	26	2	5	28	14	155	169
13:45	10	7	1	0	18	1	75	6	15	82	13	11	21	5	45	0	23	6	6	29	26	174	200
Total	29	18	7	2	54	14	222	33	33	269	40	57	45	16	142	1	106	13	14	120	65	585	650
14:00	10	5	2	1	17	1	33	5	8	39	3	0	2	2	5	0	57	4	7	61	18	122	140
14:15	0	0	0	0	0	0	27	0	8	27	0	1	0	0	1	0	28	2	2	30	10	58	68
14:30	2	2	2	0	6	0	31	4	7	35	0	5	2	0	7	1	29	1	10	31	17	79	96
14:45	2	1	0	0	3	1	35	4	7	40	0	4	3	1	7	1	33	2	7	36	15	86	101
Total	14	8	4	1	26	2	126	13	30	141	3	10	7	3	20	2	147	9	26	158	60	345	405
15:00	4	1	1	0	6	2	52	5	11	59	2	7	1	2	10	1	44	0	12	45	25	120	145
15:15	4	2	1	1	7	0	43	1	5	44	2	10	0	0	12	2	41	1	4	44	10	107	117
15:30	2	3	2	0	7	2	51	9	3	62	2	8	3	0	13	1	45	0	14	46	17	128	145
15:45	0	1	0	0	1	1	42	10	5	53	2	3	1	1	6	2	90	3	13	95	19	155	174
Total	10	7	4	1	21	5	188	25	24	218	8	28	5	3	41	6	220	4	43	230	71	510	581
16:00	1	2	1	0	4	0	0	1	0	1	0	0	0	0	0	2	47	3	6	52	6	57	63
16:15	3	0	2	0	5	0	0	0	0	0	0	0	0	0	0	1	41	0	7	42	7	47	54
16:30	2	1	1	0	4	0	0	0	0	0	0	0	0	0	0	0	23	0	4	23	4	27	31
16:45	8	2	1	0	11	0	38	12	6	50	3	3	2	1	8	0	49	2	4	51	11	120	131
Total	14	5	5	0	24	0	38	13	6	51	3	3	2	1	8	3	160	5	21	168	28	251	279
17:00	4	3	2	0	9	3	96	17	4	116	3	13	2	2	18	5	89	6	10	100	16	243	259
17:15	3	7	5	0	15	2	99	18	12	119	5	18	4	1	27	7	130	4	6	141	19	302	321
17:30	6	8	2	0	16	3	98	12	7	113	7	17	6	0	30	4	114	5	4	123	11	282	293
17:45	7	3	2	0	12	2	55	15	6	72	4	10	1	0	15	2	110	6	4	118	10	217	227
Total	20	21	11	0	52	10	348	62	29	420	19	58	13	3	90	18	443	21	24	482	56	1044	1100

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

File Name : TMC0519
 Site Code : 05190202
 Start Date : 07/11/2005
 Page No : 2

Weather: Sunny and Clear
 Counter: TDC-8
 Counted by: Danielle/Samantha

Groups Printed- Unshifted

Start Time	CR 66 Southbound					CSAH 22 Westbound					CR 66 Northbound					CSAH 22 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	4	3	2	1	9	2	28	5	1	35	1	7	3	0	11	1	46	2	2	49	4	104	108
18:15	0	2	2	0	4	2	38	2	1	42	1	9	1	0	11	0	21	0	0	21	1	78	79
18:30	0	0	0	0	0	2	31	3	2	36	3	11	1	0	15	0	0	0	0	0	2	51	53
18:45	0	1	0	0	1	1	20	4	2	25	0	3	1	0	4	0	2	0	0	2	2	32	34
Total	4	6	4	1	14	7	117	14	6	138	5	30	6	0	41	1	69	2	2	72	9	265	274
19:00	2	1	1	0	4	0	9	1	0	10	1	2	0	0	3	0	32	2	0	34	0	51	51
19:15	2	3	2	0	7	1	16	8	3	25	1	3	4	0	8	1	42	4	1	47	4	87	91
19:30	3	3	0	0	6	1	29	0	0	30	1	2	2	0	5	0	29	1	0	30	0	71	71
19:45	3	4	0	0	7	3	42	5	1	50	1	12	1	0	14	3	32	0	3	35	4	106	110
Total	10	11	3	0	24	5	96	14	4	115	4	19	7	0	30	4	135	7	4	146	8	315	323
20:00	2	6	0	1	8	0	16	4	0	20	0	3	0	0	3	0	17	1	0	18	1	49	50
20:15	2	4	0	0	6	2	24	9	0	35	2	3	0	0	5	2	16	1	0	19	0	65	65
20:30	1	1	0	0	2	4	21	4	0	29	2	2	0	0	4	1	20	0	0	21	0	56	56
20:45	2	2	0	0	4	2	18	2	0	22	0	3	2	0	5	0	17	1	1	18	1	49	50
Total	7	13	0	1	20	8	79	19	0	106	4	11	2	0	17	3	70	3	1	76	2	219	221
21:00	0	5	0	1	5	3	19	0	0	22	2	3	0	0	5	1	23	0	0	24	1	56	57
21:15	1	1	1	0	3	2	19	0	0	21	1	2	1	0	4	1	16	1	0	18	0	46	46
21:30	2	0	2	0	4	2	17	0	0	19	1	1	1	0	3	2	17	2	0	21	0	47	47
21:45	1	0	1	0	2	1	17	0	0	18	1	2	0	0	3	0	11	2	0	13	0	36	36
Total	4	6	4	1	14	8	72	0	0	80	5	8	2	0	15	4	67	5	0	76	1	185	186
22:00	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	11	11
Grand Total	283	249	161	38	693	233	2169	358	238	2760	256	354	175	37	785	42	2088	197	219	2327	532	6565	7097
Approach %	40.8	35.9	23.2			8.4	78.6	13.0			32.6	45.1	22.3			1.8	89.7	8.5					
Total %	4.3	3.8	2.5		10.6	3.5	33.0	5.5		42.0	3.9	5.4	2.7		12.0	0.6	31.8	3.0		35.4	7.5	92.5	

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

Study Name : TMC0519
Study Date : 07/18/05
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: CSAH 22
Number of Lanes: 2
Approach Speed: 55
Total Approach Volume: 2,327

Westbound: CSAH 22
Number of Lanes: 2
Approach Speed: 55
Total Approach Volume: 2,760

Minor Street Approaches

Northbound: CR 66
Number of Lanes: 1
Total Approach Volume: 785

Southbound: CR 66
Number of Lanes: 1
Total Approach Volume: 693

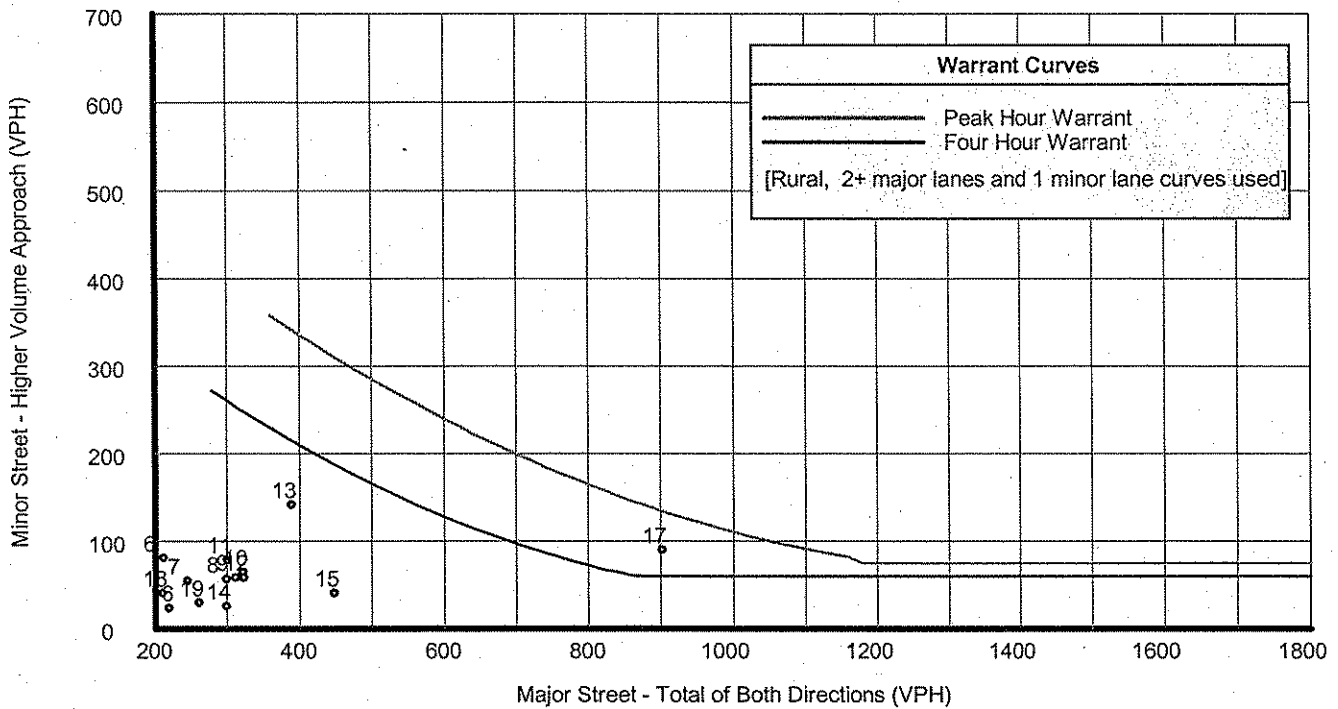
Warrant Summary (Rural values apply.)

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 1 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 (1) 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 : TMC0519
Study Date : 07/18/05
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	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	211	81	SB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-No	---
07:00	245	55	SB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-No	---
08:00	299	57	SB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-No	---
09:00	312	59	SB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-No	---
10:00	322	65	SB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-No	---
11:00	300	79	SB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-No	---
12:00	323	59	NB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-No	---
13:00	389	142	NB	420-No	105-Yes	Minor	630-No	53-Yes	Minor	504-No	84-Yes	Minor
14:00	299	26	SB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
15:00	448	41	NB	420-Yes	105-No	Major	630-No	53-No	---	504-No	84-No	---
16:00	219	24	SB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
17:00	902	90	NB	420-Yes	105-No	Major	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
18:00	210	41	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
19:00	261	30	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	182	20	SB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	156	15	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	9	2	SB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---

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

Study Name : TMC0519
Study Date : 07/18/05

Multi-Way Stop Warrant Report

Major Street Approaches

Eastbound: CSAH 22
Total Approach Volume: 2,327
Approach Speed: 55

Westbound: CSAH 22
Total Approach Volume: 2,760
Approach Speed: 55

Minor Street Approaches

Northbound: CR 66
Total Approach Volume: 785

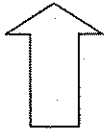
Southbound: CR 66
Total Approach Volume: 693

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 3 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	211	134	210-Yes	140-No	Major	240-No	160-No	No
07:00 - 08:00	245	105	210-Yes	140-No	Major	240-Yes	160-No	Major
08:00 - 09:00	299	109	210-Yes	140-No	Major	240-Yes	160-No	Major
09:00 - 10:00	312	105	210-Yes	140-No	Major	240-Yes	160-No	Major
10:00 - 11:00	322	120	210-Yes	140-No	Major	240-Yes	160-No	Major
11:00 - 12:00	300	145	210-Yes	140-Yes	Both	240-Yes	160-No	Major
12:00 - 13:00	323	105	210-Yes	140-No	Major	240-Yes	160-No	Major
13:00 - 14:00	389	196	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
14:00 - 15:00	299	46	210-Yes	140-No	Major	240-Yes	160-No	Major
15:00 - 16:00	448	62	210-Yes	140-No	Major	240-Yes	160-No	Major
16:00 - 17:00	219	32	210-Yes	140-No	Major	240-No	160-No	No
17:00 - 18:00	902	142	210-Yes	140-Yes	Both	240-Yes	160-No	Major
18:00 - 19:00	210	55	210-Yes	140-No	Major	240-No	160-No	No
19:00 - 20:00	261	54	210-Yes	140-No	Major	240-Yes	160-No	Major
20:00 - 21:00	182	37	210-No	140-No	No	240-No	160-No	No
21:00 - 22:00	156	29	210-No	140-No	No	240-No	160-No	No
22:00 - 23:00	9	2	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 22 (Viking Blvd.) @

DATE:

07/14/2005

CR 66 (Cleary Rd.)

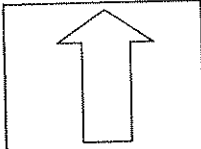
APP.#1= CSAH 22
APP.#2= CR 66
APP.#3= CSAH 22
APP.#4= CR 66

APP. #1	APP. #2	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						6		
6:15-6:30						9		
6:30-6:45						6		
6:45-7:00						2		
HOURLY TOTAL						HOURLY TOTAL		23
7:00-7:15						4		
7:15-7:30						14		
7:30-7:45						1		
7:45-8:00						6		
HOURLY TOTAL						HOURLY TOTAL		25
8:00-8:15						8		
8:15-8:30						5		
8:30-8:45						8		
8:45-9:00						13		
HOURLY TOTAL						HOURLY TOTAL		34
9:00-9:15						11		
9:15-9:30						3		
9:30-9:45						7		
9:45-10:00						8		
HOURLY TOTAL						HOURLY TOTAL		29
10:00-10:15						9		
10:15-10:30						7		
10:30-10:45						5		
10:45-11:00						5		
HOURLY TOTAL						HOURLY TOTAL		26
11:00-11:15						5		
11:15-11:30						13		
11:30-11:45						10		
11:45-12:00						13		
HOURLY TOTAL						HOURLY TOTAL		41
12:00-12:15						19		
12:15-12:30						14		
12:30-12:45						11		
12:45-1:00						11		
HOURLY TOTAL						HOURLY TOTAL		55
1:00-1:15						13		
1:15-1:30						12		
1:30-1:45						14		
1:45-2:00						17		
HOURLY TOTAL						HOURLY TOTAL		56
					TOTAL		TOTAL	289

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32



NORTH

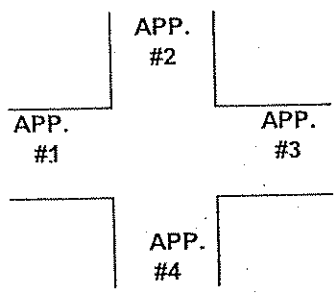
APP.#1= CSAH 22
APP.#2= CR 66
APP.#3= CSAH 22
APP.#4= CR 66

COUNT LOCATION:

CSAH 22 (Viking Blvd.) @

DATE: 07/11/2005

CR 66 (Cleary Rd.)



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						19		
2:15-2:30						18		
2:30-2:45						19		
2:45-3:00						12		
HOURLY TOTAL						HOURLY TOTAL		68
3:00-3:15						20		
3:15-3:30						21		
3:30-3:45						13		
3:45-4:00						9		
HOURLY TOTAL						HOURLY TOTAL		63
4:00-4:15						15		
4:15-4:30						11		
4:30-4:45						7	2	
4:45-5:00						9		
HOURLY TOTAL						HOURLY TOTAL		44
5:00-5:15						20		
5:15-5:30						10		
5:30-5:45						8		
5:45-6:00						5		
HOURLY TOTAL						HOURLY TOTAL		43
6:00-6:15						7		
6:15-6:30						4		
6:30-6:45						1		
6:45-7:00						3		
HOURLY TOTAL						HOURLY TOTAL		15
7:00-7:15						2		
7:15-7:30						3		
7:30-7:45						3		
7:45-8:00								
HOURLY TOTAL						HOURLY TOTAL		8
8:00-8:15						1		
8:15-8:30						1		
8:30-8:45						1		
8:45-9:00								
HOURLY TOTAL						HOURLY TOTAL		3
9:00-9:15								
9:15-9:30								
9:30-9:45								
9:45-10:00								
HOURLY TOTAL						HOURLY TOTAL		533
					TOTAL		TOTAL	533

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32