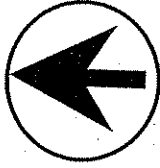


Date : 08/09/05

Count Number : TMC0526

Location : CR 56 (Ramsey Blvd.)

@ US 10



North

CR 56  
#2  
6731

|      |   |      |
|------|---|------|
| 3667 | D | 1274 |
| 193  | E |      |
| 2200 | F |      |

3064

|       |   |       |
|-------|---|-------|
| 1799  | G | 22719 |
| 20685 | H |       |
| 235   | J |       |

46853

#3

24134

US 10

Riverdale Dr.

|     |   |     |
|-----|---|-----|
| 104 | M | 298 |
| 132 | L |     |
| 62  | K |     |

1323

#4

1621

|       |   |
|-------|---|
| 22063 |   |
| 23900 | A |
| 21872 | B |
| 1133  | C |

#1

45963

US 10

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

Anoka County Highway Department  
Traffic Volume and Turning  
Movement Study

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

File Name : TMC0526  
 Site Code : 05260102  
 Start Date : 08/11/2005  
 Page No : 1

Weather: Rainy and Warm  
 Counter: TDC-8  
 Counted by: Danielle/Samantha

Groups Printed- 1 - Unshifted

| Start Time | CR 56 Southbound |      |       |       |            | US 10 Westbound |      |       |       |            | Riverdale Dr. Northbound |      |       |       |            | US 10 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      | 31               | 2    | 15    | 0     | 48         | 1               | 142  | 21    | 16    | 164        | 1                        | 2    | 1     | 0     | 4          | 12              | 358  | 16    | 23    | 386        | 39           | 602          | 641        |
| 06:15      | 32               | 0    | 16    | 0     | 48         | 3               | 146  | 24    | 13    | 173        | 1                        | 1    | 0     | 1     | 2          | 13              | 369  | 15    | 26    | 397        | 40           | 620          | 660        |
| 06:30      | 35               | 2    | 18    | 0     | 55         | 4               | 139  | 25    | 14    | 168        | 2                        | 1    | 1     | 0     | 4          | 15              | 358  | 14    | 27    | 387        | 41           | 614          | 655        |
| 06:45      | 36               | 2    | 20    | 0     | 58         | 2               | 154  | 24    | 11    | 180        | 1                        | 2    | 1     | 0     | 4          | 16              | 395  | 15    | 28    | 426        | 39           | 668          | 707        |
| Total      | 134              | 6    | 69    | 0     | 209        | 10              | 581  | 94    | 54    | 685        | 5                        | 6    | 3     | 1     | 14         | 56              | 1480 | 60    | 104   | 1596       | 159          | 2504         | 2663       |
| 07:00      | 34               | 0    | 12    | 0     | 46         | 4               | 193  | 21    | 14    | 218        | 0                        | 3    | 2     | 0     | 5          | 15              | 398  | 15    | 27    | 428        | 41           | 697          | 738        |
| 07:15      | 32               | 2    | 13    | 2     | 47         | 3               | 206  | 22    | 10    | 231        | 0                        | 5    | 1     | 1     | 6          | 16              | 387  | 15    | 26    | 418        | 39           | 702          | 741        |
| 07:30      | 31               | 1    | 15    | 3     | 47         | 5               | 228  | 26    | 11    | 259        | 2                        | 3    | 0     | 0     | 5          | 18              | 386  | 17    | 20    | 421        | 34           | 732          | 766        |
| 07:45      | 32               | 3    | 14    | 1     | 49         | 8               | 257  | 31    | 18    | 296        | 1                        | 4    | 1     | 0     | 6          | 17              | 385  | 18    | 27    | 420        | 46           | 771          | 817        |
| Total      | 129              | 6    | 54    | 6     | 189        | 20              | 884  | 100   | 53    | 1004       | 3                        | 15   | 4     | 1     | 22         | 66              | 1556 | 65    | 100   | 1687       | 160          | 2902         | 3062       |
| 08:00      | 32               | 1    | 15    | 0     | 48         | 4               | 294  | 34    | 12    | 332        | 0                        | 6    | 2     | 0     | 8          | 16              | 345  | 19    | 29    | 380        | 41           | 768          | 809        |
| 08:15      | 30               | 0    | 16    | 0     | 46         | 6               | 311  | 35    | 21    | 352        | 0                        | 2    | 0     | 0     | 2          | 15              | 365  | 20    | 28    | 400        | 49           | 800          | 849        |
| 08:30      | 32               | 2    | 20    | 0     | 54         | 3               | 335  | 34    | 16    | 372        | 1                        | 1    | 1     | 0     | 3          | 12              | 389  | 18    | 30    | 419        | 46           | 848          | 894        |
| 08:45      | 31               | 0    | 21    | 2     | 52         | 1               | 362  | 38    | 12    | 401        | 0                        | 0    | 0     | 0     | 0          | 10              | 394  | 16    | 22    | 420        | 36           | 873          | 909        |
| Total      | 125              | 3    | 72    | 2     | 200        | 14              | 1302 | 141   | 61    | 1457       | 1                        | 9    | 3     | 0     | 13         | 53              | 1493 | 73    | 109   | 1619       | 172          | 3289         | 3461       |
| 09:00      | 30               | 2    | 28    | 0     | 60         | 1               | 381  | 42    | 22    | 424        | 1                        | 1    | 1     | 0     | 3          | 11              | 396  | 17    | 28    | 424        | 50           | 911          | 961        |
| 09:15      | 38               | 1    | 27    | 1     | 66         | 4               | 402  | 39    | 19    | 445        | 1                        | 3    | 2     | 0     | 6          | 9               | 393  | 15    | 29    | 417        | 49           | 934          | 983        |
| 09:30      | 39               | 0    | 26    | 0     | 65         | 5               | 427  | 40    | 15    | 472        | 2                        | 6    | 3     | 1     | 11         | 15              | 333  | 13    | 23    | 361        | 39           | 909          | 948        |
| 09:45      | 36               | 0    | 25    | 0     | 61         | 3               | 438  | 41    | 18    | 482        | 1                        | 5    | 1     | 0     | 7          | 14              | 389  | 10    | 17    | 413        | 35           | 963          | 998        |
| Total      | 143              | 3    | 106   | 1     | 252        | 13              | 1648 | 162   | 74    | 1823       | 5                        | 15   | 7     | 1     | 27         | 49              | 1511 | 55    | 97    | 1615       | 173          | 3717         | 3890       |
| 10:00      | 35               | 1    | 18    | 0     | 54         | 4               | 429  | 38    | 14    | 471        | 3                        | 1    | 2     | 0     | 6          | 16              | 321  | 15    | 14    | 352        | 28           | 883          | 911        |
| 10:15      | 35               | 1    | 19    | 0     | 55         | 5               | 447  | 36    | 16    | 488        | 4                        | 0    | 1     | 0     | 5          | 13              | 352  | 16    | 15    | 381        | 31           | 929          | 960        |
| 10:30      | 36               | 3    | 25    | 0     | 64         | 6               | 475  | 32    | 11    | 513        | 2                        | 0    | 2     | 0     | 4          | 12              | 375  | 15    | 20    | 402        | 31           | 983          | 1014       |
| 10:45      | 34               | 2    | 21    | 0     | 57         | 1               | 452  | 30    | 16    | 483        | 1                        | 0    | 1     | 0     | 2          | 15              | 389  | 14    | 16    | 418        | 32           | 960          | 992        |
| Total      | 140              | 7    | 83    | 0     | 230        | 16              | 1803 | 136   | 57    | 1955       | 10                       | 1    | 6     | 0     | 17         | 56              | 1437 | 60    | 65    | 1553       | 122          | 3755         | 3877       |
| 11:00      | 32               | 0    | 23    | 0     | 55         | 2               | 431  | 26    | 17    | 459        | 2                        | 1    | 0     | 0     | 3          | 14              | 397  | 19    | 14    | 430        | 31           | 947          | 978        |
| 11:15      | 32               | 2    | 24    | 0     | 58         | 4               | 416  | 24    | 20    | 444        | 1                        | 3    | 1     | 0     | 5          | 16              | 365  | 15    | 13    | 396        | 33           | 903          | 936        |
| 11:30      | 31               | 2    | 25    | 0     | 58         | 3               | 392  | 23    | 14    | 418        | 1                        | 5    | 1     | 1     | 7          | 13              | 334  | 12    | 16    | 359        | 31           | 842          | 873        |
| 11:45      | 30               | 3    | 26    | 0     | 59         | 1               | 376  | 26    | 19    | 403        | 0                        | 6    | 0     | 0     | 6          | 12              | 365  | 13    | 18    | 390        | 37           | 858          | 895        |
| Total      | 125              | 7    | 98    | 0     | 230        | 10              | 1615 | 99    | 70    | 1724       | 4                        | 15   | 2     | 1     | 21         | 55              | 1461 | 59    | 61    | 1575       | 132          | 3550         | 3682       |
| 12:00      | 38               | 3    | 18    | 0     | 59         | 5               | 354  | 19    | 11    | 378        | 2                        | 0    | 2     | 0     | 4          | 14              | 332  | 15    | 15    | 361        | 26           | 802          | 828        |
| 12:15      | 39               | 0    | 19    | 0     | 58         | 6               | 339  | 21    | 13    | 366        | 3                        | 1    | 2     | 0     | 6          | 17              | 328  | 14    | 16    | 359        | 29           | 789          | 818        |
| 12:30      | 31               | 3    | 14    | 0     | 48         | 9               | 315  | 25    | 15    | 349        | 4                        | 2    | 1     | 0     | 7          | 18              | 356  | 12    | 15    | 386        | 30           | 790          | 820        |
| 12:45      | 29               | 2    | 16    | 0     | 47         | 5               | 291  | 18    | 17    | 314        | 2                        | 2    | 2     | 0     | 6          | 15              | 345  | 10    | 15    | 370        | 32           | 737          | 769        |
| Total      | 137              | 8    | 67    | 0     | 212        | 25              | 1299 | 83    | 56    | 1407       | 11                       | 5    | 7     | 0     | 23         | 64              | 1361 | 51    | 61    | 1476       | 117          | 3118         | 3235       |
| 13:00      | 28               | 1    | 16    | 0     | 45         | 4               | 287  | 26    | 19    | 317        | 0                        | 3    | 1     | 0     | 4          | 14              | 369  | 8     | 17    | 391        | 36           | 757          | 793        |
| 13:15      | 24               | 3    | 18    | 0     | 45         | 6               | 273  | 31    | 22    | 310        | 1                        | 1    | 1     | 0     | 3          | 16              | 359  | 15    | 16    | 390        | 38           | 748          | 786        |
| 13:30      | 26               | 2    | 19    | 0     | 47         | 6               | 264  | 27    | 18    | 297        | 5                        | 1    | 1     | 0     | 7          | 15              | 365  | 14    | 14    | 394        | 32           | 745          | 777        |
| 13:45      | 24               | 1    | 20    | 0     | 45         | 7               | 246  | 33    | 16    | 286        | 4                        | 5    | 2     | 1     | 11         | 12              | 345  | 17    | 17    | 374        | 34           | 716          | 750        |
| Total      | 102              | 7    | 73    | 0     | 182        | 23              | 1070 | 117   | 75    | 1210       | 10                       | 10   | 5     | 1     | 25         | 57              | 1438 | 54    | 64    | 1549       | 140          | 2966         | 3106       |
| 14:00      | 35               | 2    | 15    | 0     | 52         | 5               | 255  | 22    | 19    | 282        | 2                        | 0    | 1     | 0     | 3          | 16              | 305  | 16    | 23    | 337        | 42           | 674          | 716        |
| 14:15      | 32               | 1    | 16    | 0     | 49         | 3               | 306  | 32    | 30    | 341        | 2                        | 2    | 1     | 0     | 5          | 15              | 304  | 13    | 26    | 332        | 56           | 727          | 783        |
| 14:30      | 34               | 1    | 15    | 0     | 50         | 5               | 274  | 34    | 24    | 313        | 4                        | 4    | 3     | 2     | 11         | 15              | 302  | 12    | 27    | 329        | 53           | 703          | 756        |
| 14:45      | 36               | 2    | 13    | 0     | 51         | 2               | 252  | 23    | 15    | 277        | 1                        | 5    | 0     | 0     | 6          | 13              | 299  | 14    | 28    | 326        | 43           | 660          | 703        |
| Total      | 137              | 6    | 59    | 0     | 202        | 15              | 1087 | 111   | 88    | 1213       | 9                        | 11   | 5     | 2     | 25         | 59              | 1210 | 55    | 104   | 1324       | 194          | 2764         | 2958       |
| 15:00      | 38               | 1    | 16    | 1     | 55         | 3               | 306  | 21    | 17    | 330        | 2                        | 2    | 0     | 0     | 4          | 12              | 301  | 15    | 27    | 328        | 45           | 717          | 762        |
| 15:15      | 44               | 2    | 16    | 7     | 62         | 2               | 387  | 32    | 30    | 421        | 0                        | 2    | 0     | 0     | 2          | 17              | 299  | 18    | 21    | 334        | 58           | 819          | 877        |
| 15:30      | 53               | 2    | 22    | 5     | 77         | 1               | 363  | 16    | 13    | 380        | 1                        | 0    | 2     | 0     | 3          | 12              | 300  | 17    | 18    | 329        | 36           | 789          | 825        |
| 15:45      | 32               | 7    | 20    | 2     | 59         | 3               | 384  | 26    | 13    | 413        | 6                        | 2    | 0     | 0     | 8          | 15              | 328  | 14    | 26    | 357        | 41           | 837          | 878        |
| Total      | 167              | 12   | 74    | 15    | 253        | 9               | 1440 | 95    | 73    | 1544       | 9                        | 6    | 2     | 0     | 17         | 56              | 1228 | 64    | 92    | 1348       | 180          | 3162         | 3342       |



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

Study Name : TMC 0526  
Study Date : 08/12/05  
Page No. : 1

**Signal Warrants - Summary**

**Major Street Approaches**

**Eastbound: US 10**  
Number of Lanes: 2  
Approach Speed: 60  
Total Approach Volume: 23,900

**Westbound: US 10**  
Number of Lanes: 2  
Approach Speed: 60  
Total Approach Volume: 22,719

**Minor Street Approaches**

**Northbound: Riverdale Dr.**  
Number of Lanes: 2  
  
Total Approach Volume: 298

**Southbound: CR 56**  
Number of Lanes: 2  
  
Total Approach Volume: 3,667

**Warrant Summary (Rural values apply.)**

|  |                      |
|--|----------------------|
| <b>Warrant 1 - Eight Hour Vehicular Volumes</b> .....                                  | <b>Satisfied</b>     |
| <b>Warrant 1A - Minimum Vehicular Volume</b> ..... <b>Satisfied</b>                    |                      |
| Required volumes reached for 16 hours, 8 are needed                                    |                      |
| <b>Warrant 1B - Interruption of Continuous Traffic</b> ..... <b>Satisfied</b>          |                      |
| Required volumes reached for 16 hours, 8 are needed                                    |                      |
| <b>Warrant 1 A&amp;B - Combination of Warrants</b> ..... <b>Satisfied</b>              |                      |
| Required volumes reached for 16 hours, 8 are needed                                    |                      |
| <b>Warrant 2 - Four Hour Volumes</b> .....   | <b>Satisfied</b>     |
| Number of hours (16) volumes exceed minimum >= minimum required (4).                   |                      |
| <b>Warrant 3 - Peak Hour</b> .....   | <b>Satisfied</b>     |
| <b>Warrant 3A - Peak Hour Delay</b> ..... <b>Satisfied</b>                             |                      |
| Number of hours (63) volumes exceed minimum >= required (1). Delay data not evaluated. |                      |
| <b>Warrant 3B - Peak Hour Volumes</b> ..... <b>Satisfied</b>                           |                      |
| Volumes exceed minimums for at least one hour.   |                      |
| <b>Warrant 4 - Pedestrian Volumes</b> .....  | <b>Not Evaluated</b> |
| <b>Warrant 5 - School Crossing</b> .....   | <b>Not Evaluated</b> |
| <b>Warrant 6 - Coordinated Signal System</b> .....                                     | <b>Not Evaluated</b> |
| <b>Warrant 7 - Crash Experience</b> .....  | <b>Not Evaluated</b> |
| <b>Warrant 8 - Roadway Network</b> .....   | <b>Not Evaluated</b> |

# ANOKA COUNTY HIGHWAY

## PC-WARRANTS

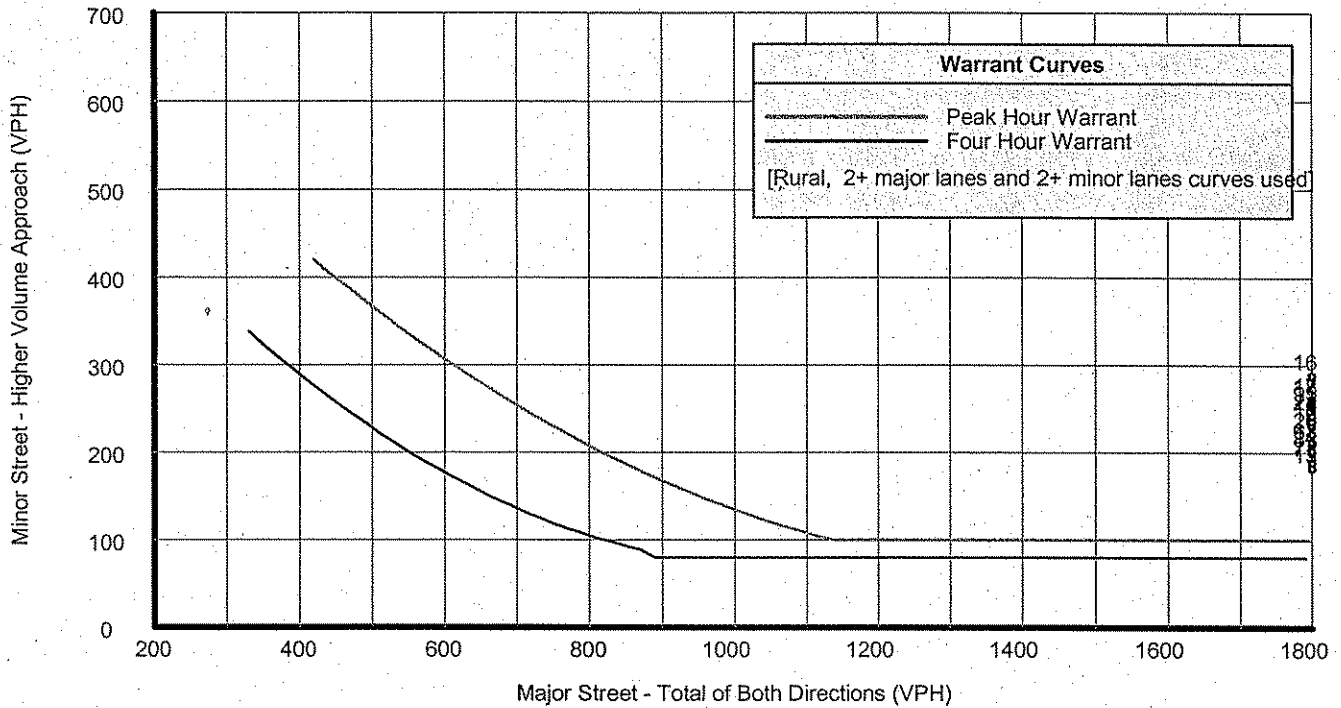
### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC 0526

Study Date : 08/12/05

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     | 140-No     | ---    | 630-No     | 70-No      | ---    | 504-No     | 112-No     | ---    |
| 01:00      | 0           | 0                | NB  | 420-No     | 140-No     | ---    | 630-No     | 70-No      | ---    | 504-No     | 112-No     | ---    |
| 02:00      | 0           | 0                | NB  | 420-No     | 140-No     | ---    | 630-No     | 70-No      | ---    | 504-No     | 112-No     | ---    |
| 03:00      | 0           | 0                | NB  | 420-No     | 140-No     | ---    | 630-No     | 70-No      | ---    | 504-No     | 112-No     | ---    |
| 04:00      | 0           | 0                | NB  | 420-No     | 140-No     | ---    | 630-No     | 70-No      | ---    | 504-No     | 112-No     | ---    |
| 05:00      | 0           | 0                | NB  | 420-No     | 140-No     | ---    | 630-No     | 70-No      | ---    | 504-No     | 112-No     | ---    |
| 06:00      | 2,281       | 209              | SB  | 420-Yes    | 140-Yes    | Both   | 630-Yes    | 70-Yes     | Both   | 504-Yes    | 112-Yes    | Both   |
| 07:00      | 2,691       | 189              | SB  | 420-Yes    | 140-Yes    | Both   | 630-Yes    | 70-Yes     | Both   | 504-Yes    | 112-Yes    | Both   |
| 08:00      | 3,076       | 200              | SB  | 420-Yes    | 140-Yes    | Both   | 630-Yes    | 70-Yes     | Both   | 504-Yes    | 112-Yes    | Both   |
| 09:00      | 3,438       | 252              | SB  | 420-Yes    | 140-Yes    | Both   | 630-Yes    | 70-Yes     | Both   | 504-Yes    | 112-Yes    | Both   |
| 10:00      | 3,508       | 230              | SB  | 420-Yes    | 140-Yes    | Both   | 630-Yes    | 70-Yes     | Both   | 504-Yes    | 112-Yes    | Both   |
| 11:00      | 3,299       | 230              | SB  | 420-Yes    | 140-Yes    | Both   | 630-Yes    | 70-Yes     | Both   | 504-Yes    | 112-Yes    | Both   |
| 12:00      | 2,883       | 212              | SB  | 420-Yes    | 140-Yes    | Both   | 630-Yes    | 70-Yes     | Both   | 504-Yes    | 112-Yes    | Both   |
| 13:00      | 2,759       | 182              | SB  | 420-Yes    | 140-Yes    | Both   | 630-Yes    | 70-Yes     | Both   | 504-Yes    | 112-Yes    | Both   |
| 14:00      | 2,537       | 202              | SB  | 420-Yes    | 140-Yes    | Both   | 630-Yes    | 70-Yes     | Both   | 504-Yes    | 112-Yes    | Both   |
| 15:00      | 2,892       | 253              | SB  | 420-Yes    | 140-Yes    | Both   | 630-Yes    | 70-Yes     | Both   | 504-Yes    | 112-Yes    | Both   |
| 16:00      | 3,117       | 288              | SB  | 420-Yes    | 140-Yes    | Both   | 630-Yes    | 70-Yes     | Both   | 504-Yes    | 112-Yes    | Both   |
| 17:00      | 3,430       | 261              | SB  | 420-Yes    | 140-Yes    | Both   | 630-Yes    | 70-Yes     | Both   | 504-Yes    | 112-Yes    | Both   |
| 18:00      | 3,131       | 260              | SB  | 420-Yes    | 140-Yes    | Both   | 630-Yes    | 70-Yes     | Both   | 504-Yes    | 112-Yes    | Both   |
| 19:00      | 2,768       | 236              | SB  | 420-Yes    | 140-Yes    | Both   | 630-Yes    | 70-Yes     | Both   | 504-Yes    | 112-Yes    | Both   |
| 20:00      | 2,553       | 221              | SB  | 420-Yes    | 140-Yes    | Both   | 630-Yes    | 70-Yes     | Both   | 504-Yes    | 112-Yes    | Both   |
| 21:00      | 2,256       | 242              | SB  | 420-Yes    | 140-Yes    | Both   | 630-Yes    | 70-Yes     | Both   | 504-Yes    | 112-Yes    | Both   |
| 22:00      | 0           | 0                | NB  | 420-No     | 140-No     | ---    | 630-No     | 70-No      | ---    | 504-No     | 112-No     | ---    |
| 23:00      | 0           | 0                | NB  | 420-No     | 140-No     | ---    | 630-No     | 70-No      | ---    | 504-No     | 112-No     | ---    |

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

Study Name : TMC0526  
Study Date : 08/12/05

**Multi-Way Stop Warrant Report**

**Major Street Approaches**

**Eastbound: US 10**  
Total Approach Volume: 23,900  
Approach Speed: 60

**Westbound: US 10**  
Total Approach Volume: 22,719  
Approach Speed: 60

**Minor Street Approaches**

**Northbound: Riverdale Dr.**  
Total Approach Volume: 298

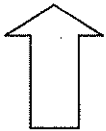
**Southbound: CR 56**  
Total Approach Volume: 3,667

**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** ..... Satisfied  
Delay data not evaluated  
Required volumes reached for 16 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 | 2,281       | 223         | 210-Yes | 140-Yes    | Both   | 240-Yes    | 160-Yes    | Both   |
| 07:00 - 08:00 | 2,691       | 211         | 210-Yes | 140-Yes    | Both   | 240-Yes    | 160-Yes    | Both   |
| 08:00 - 09:00 | 3,076       | 213         | 210-Yes | 140-Yes    | Both   | 240-Yes    | 160-Yes    | Both   |
| 09:00 - 10:00 | 3,438       | 279         | 210-Yes | 140-Yes    | Both   | 240-Yes    | 160-Yes    | Both   |
| 10:00 - 11:00 | 3,508       | 247         | 210-Yes | 140-Yes    | Both   | 240-Yes    | 160-Yes    | Both   |
| 11:00 - 12:00 | 3,299       | 251         | 210-Yes | 140-Yes    | Both   | 240-Yes    | 160-Yes    | Both   |
| 12:00 - 13:00 | 2,883       | 235         | 210-Yes | 140-Yes    | Both   | 240-Yes    | 160-Yes    | Both   |
| 13:00 - 14:00 | 2,759       | 207         | 210-Yes | 140-Yes    | Both   | 240-Yes    | 160-Yes    | Both   |
| 14:00 - 15:00 | 2,537       | 227         | 210-Yes | 140-Yes    | Both   | 240-Yes    | 160-Yes    | Both   |
| 15:00 - 16:00 | 2,892       | 270         | 210-Yes | 140-Yes    | Both   | 240-Yes    | 160-Yes    | Both   |
| 16:00 - 17:00 | 3,117       | 311         | 210-Yes | 140-Yes    | Both   | 240-Yes    | 160-Yes    | Both   |
| 17:00 - 18:00 | 3,430       | 279         | 210-Yes | 140-Yes    | Both   | 240-Yes    | 160-Yes    | Both   |
| 18:00 - 19:00 | 3,131       | 279         | 210-Yes | 140-Yes    | Both   | 240-Yes    | 160-Yes    | Both   |
| 19:00 - 20:00 | 2,768       | 254         | 210-Yes | 140-Yes    | Both   | 240-Yes    | 160-Yes    | Both   |
| 20:00 - 21:00 | 2,553       | 231         | 210-Yes | 140-Yes    | Both   | 240-Yes    | 160-Yes    | Both   |
| 21:00 - 22:00 | 2,256       | 248         | 210-Yes | 140-Yes    | Both   | 240-Yes    | 160-Yes    | Both   |
| 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     |



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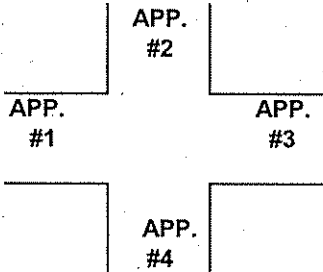
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CR 56 (Ramsey Blvd.)

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| APP.#1= US 10         |
| APP.#2= CR 56         |
| APP.#3= US 10         |
| APP.#4= Riverdale Dr. |



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

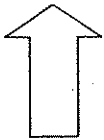
A. TRUCKS- A HEAVY VEHICLE INVOLVED PRIMARILY IN THE TRANSPORT OF GOODS OR IN THE DELIVERY OF A SERVICE.

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         |             |         |         |         |              | 39                  |              |             |
| 6:15-6:30           |             |         |         |         |              | 38                  | 2            |             |
| 6:30-6:45           |             |         |         |         |              | 38                  | 2            | 1           |
| 6:45-7:00           |             |         |         |         |              | 39                  |              |             |
| <b>HOURLY TOTAL</b> |             |         |         |         |              | <b>HOURLY TOTAL</b> |              | <b>159</b>  |
| 7:00-7:15           |             |         |         |         |              | 40                  | 1            |             |
| 7:15-7:30           |             |         |         |         |              | 37                  | 2            |             |
| 7:30-7:45           |             |         |         |         |              | 29                  | 5            |             |
| 7:45-8:00           |             |         |         |         |              | 42                  | 4            |             |
| <b>HOURLY TOTAL</b> |             |         |         |         |              | <b>HOURLY TOTAL</b> |              | <b>160</b>  |
| 8:00-8:15           |             |         |         |         |              | 41                  |              |             |
| 8:15-8:30           |             |         |         |         |              | 47                  | 2            |             |
| 8:30-8:45           |             |         |         |         |              | 46                  | 2            |             |
| 8:45-9:00           |             |         |         |         |              | 31                  | 3            |             |
| <b>HOURLY TOTAL</b> |             |         |         |         |              | <b>HOURLY TOTAL</b> |              | <b>172</b>  |
| 9:00-9:15           |             |         |         |         |              | 48                  | 2            |             |
| 9:15-9:30           |             |         |         |         |              | 45                  | 2            | 1           |
| 9:30-9:45           |             |         |         |         |              | 36                  | 1            | 2           |
| 9:45-10:00          |             |         |         |         |              | 35                  |              |             |
| <b>HOURLY TOTAL</b> |             |         |         |         |              | <b>HOURLY TOTAL</b> |              | <b>172</b>  |
| 10:00-10:15         |             |         |         |         |              | 27                  | 1            |             |
| 10:15-10:30         |             |         |         |         |              | 30                  |              | 1           |
| 10:30-10:45         |             |         |         |         |              | 31                  |              |             |
| 10:45-11:00         |             |         |         |         |              | 30                  | 1            | 1           |
| <b>HOURLY TOTAL</b> |             |         |         |         |              | <b>HOURLY TOTAL</b> |              | <b>122</b>  |
| 11:00-11:15         |             |         |         |         |              | 31                  |              |             |
| 11:15-11:30         |             |         |         |         |              | 29                  | 3            | 1           |
| 11:30-11:45         |             |         |         |         |              | 29                  |              | 2           |
| 11:45-12:00         |             |         |         |         |              | 36                  | 1            |             |
| <b>HOURLY TOTAL</b> |             |         |         |         |              | <b>HOURLY TOTAL</b> |              | <b>132</b>  |
| 12:00-12:15         |             |         |         |         |              | 26                  |              |             |
| 12:15-12:30         |             |         |         |         |              | 28                  | 1            |             |
| 12:30-12:45         |             |         |         |         |              | 30                  |              |             |
| 12:45-1:00          |             |         |         |         |              | 29                  | 2            | 1           |
| <b>HOURLY TOTAL</b> |             |         |         |         |              | <b>HOURLY TOTAL</b> |              | <b>117</b>  |
| 1:00-1:15           |             |         |         |         |              | 34                  |              | 2           |
| 1:15-1:30           |             |         |         |         |              | 37                  | 1            |             |
| 1:30-1:45           |             |         |         |         |              | 28                  | 3            | 1           |
| 1:45-2:00           |             |         |         |         |              | 32                  | 2            |             |
| <b>HOURLY TOTAL</b> |             |         |         |         |              | <b>HOURLY TOTAL</b> |              | <b>140</b>  |
|                     |             |         |         |         | <b>TOTAL</b> |                     | <b>TOTAL</b> | <b>1174</b> |

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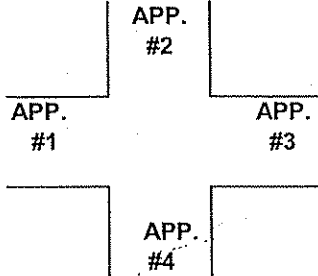
US 10 @

DATE:

08/11/2005

CR 56 (Ramsey Blvd.)

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| APP.#1= US 10         |
| APP.#2= CR 56         |
| APP.#3= US 10         |
| APP.#4= Riverdale Dr. |



- 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         |             |         |         |         |              | 36                  | 1            | 1           |
| 2:15-2:30           |             |         |         |         |              | 53                  | 1            | 2           |
| 2:30-2:45           |             |         |         |         |              | 49                  | 2            |             |
| 2:45-3:00           |             |         |         |         |              | 43                  | 1            |             |
| <b>HOURLY TOTAL</b> |             |         |         |         |              | <b>HOURLY TOTAL</b> |              | <b>189</b>  |
| 3:00-3:15           |             |         |         |         |              | 44                  | 7            |             |
| 3:15-3:30           |             |         |         |         |              | 50                  | 6            |             |
| 3:30-3:45           |             |         |         |         |              | 31                  | 2            |             |
| 3:45-4:00           |             |         |         |         |              | 37                  | 6            |             |
| <b>HOURLY TOTAL</b> |             |         |         |         |              | <b>HOURLY TOTAL</b> |              | <b>183</b>  |
| 4:00-4:15           |             |         |         |         |              | 35                  | 8            | 1           |
| 4:15-4:30           |             |         |         |         |              | 41                  | 9            |             |
| 4:30-4:45           |             |         |         |         |              | 38                  | 4            |             |
| 4:45-5:00           |             |         |         |         |              | 36                  | 7            |             |
| <b>HOURLY TOTAL</b> |             |         |         |         |              | <b>HOURLY TOTAL</b> |              | <b>179</b>  |
| 5:00-5:15           |             |         |         |         |              | 40                  | 10           | 1           |
| 5:15-5:30           |             |         |         |         |              | 41                  | 5            |             |
| 5:30-5:45           |             |         |         |         |              | 28                  | 1            | 1           |
| 5:45-6:00           |             |         |         |         |              | 30                  |              |             |
| <b>HOURLY TOTAL</b> |             |         |         |         |              | <b>HOURLY TOTAL</b> |              | <b>157</b>  |
| 6:00-6:15           |             |         |         |         |              | 22                  | 4            | 1           |
| 6:15-6:30           |             |         |         |         |              | 29                  |              |             |
| 6:30-6:45           |             |         |         |         |              | 32                  |              |             |
| 6:45-7:00           |             |         |         |         |              | 30                  | 2            |             |
| <b>HOURLY TOTAL</b> |             |         |         |         |              | <b>HOURLY TOTAL</b> |              | <b>120</b>  |
| 7:00-7:15           |             |         |         |         |              | 23                  |              |             |
| 7:15-7:30           |             |         |         |         |              | 24                  | 1            |             |
| 7:30-7:45           |             |         |         |         |              | 24                  |              |             |
| 7:45-8:00           |             |         |         |         |              | 31                  |              |             |
| <b>HOURLY TOTAL</b> |             |         |         |         |              | <b>HOURLY TOTAL</b> |              | <b>103</b>  |
| 8:00-8:15           |             |         |         |         |              | 25                  |              |             |
| 8:15-8:30           |             |         |         |         |              | 24                  | 1            |             |
| 8:30-8:45           |             |         |         |         |              | 25                  |              |             |
| 8:45-9:00           |             |         |         |         |              | 25                  |              |             |
| <b>HOURLY TOTAL</b> |             |         |         |         |              | <b>HOURLY TOTAL</b> |              | <b>100</b>  |
| 9:00-9:15           |             |         |         |         |              | 25                  | 1            |             |
| 9:15-9:30           |             |         |         |         |              | 24                  |              |             |
| 9:30-9:45           |             |         |         |         |              | 24                  |              |             |
| 9:45-10:00          |             |         |         |         |              | 26                  |              |             |
| <b>HOURLY TOTAL</b> |             |         |         |         |              | <b>HOURLY TOTAL</b> |              | <b>100</b>  |
|                     |             |         |         |         | <b>TOTAL</b> |                     | <b>TOTAL</b> | <b>2305</b> |

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