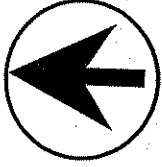


Date : 08/15/05

Count Number : TMC0529

Location : CR 56 (Ramsey Blvd.)

@ Alpine Dr.



North

CR 56

3704

#2

1186			
194	D	907	F
85	T		L

2518

Alpine Dr.

1549

#3

89	G	1061
836	H	
136	J	

488

CR 56

1115	M	2188	L	103	K
		3406			

1684

#4

5090

3327	#1	2145
1182	C	241
	B	300
	A	641

Alpine Dr.

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

File Name : TMC0529  
Site Code : 05290102  
Start Date : 08/15/2005  
Page No : 1

Weather: Cloudy and warm  
Counter: TDC-8  
Counted by: Danielle/Samantha

Groups Printed- 1 - Unshifted

Start Time	CR 56 Southbound					Alpine Dr. Westbound					CR 56 Northbound					Alpine Dr. 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	15	8	3	25	1	12	2	0	15	12	36	1	2	49	1	8	9	0	18	5	107	112
06:15	2	16	7	2	25	1	13	3	0	17	13	30	2	1	45	2	3	10	0	15	3	102	105
06:30	1	12	2	1	15	2	10	1	0	13	15	31	0	2	46	5	4	12	0	21	3	95	98
06:45	3	14	6	2	23	1	11	2	0	14	14	32	1	1	47	6	1	11	0	18	3	102	105
Total	8	57	23	8	88	5	46	8	0	59	54	129	4	6	187	14	16	42	0	72	14	406	420
07:00	2	18	4	2	24	1	12	3	0	16	16	33	2	0	51	1	6	10	0	17	2	108	110
07:15	1	14	2	3	17	2	14	1	0	17	18	35	1	1	54	2	5	9	0	16	4	104	108
07:30	3	16	6	4	25	1	16	2	0	19	19	39	3	0	61	3	5	8	0	16	4	121	125
07:45	2	13	2	3	17	3	15	2	0	20	21	38	2	2	61	1	4	4	0	9	5	107	112
Total	8	61	14	12	83	7	57	8	0	72	74	145	8	3	227	7	20	31	0	58	15	440	455
08:00	1	19	4	3	24	1	14	2	0	17	20	36	1	1	57	2	6	13	0	21	4	119	123
08:15	3	17	5	4	25	2	15	3	0	20	18	41	3	2	62	1	4	15	0	20	6	127	133
08:30	2	15	3	5	20	1	12	2	0	15	15	40	1	3	56	4	5	12	0	21	8	112	120
08:45	1	14	4	4	19	2	13	1	0	16	16	39	0	1	55	3	6	10	0	19	5	109	114
Total	7	65	16	16	88	6	54	8	0	68	69	156	5	7	230	10	21	50	0	81	23	467	490
09:00	2	13	5	1	20	1	13	2	0	16	14	36	2	3	52	5	5	8	0	18	4	106	110
09:15	3	12	6	2	21	3	14	0	0	17	14	39	3	0	56	3	4	9	0	16	2	110	112
09:30	2	16	2	1	20	2	15	3	0	20	18	37	2	1	57	1	3	10	0	14	2	111	113
09:45	3	14	4	3	21	5	16	2	0	23	19	39	3	2	61	3	5	11	0	19	5	124	129
Total	10	55	17	7	82	11	58	7	0	76	65	151	10	6	226	12	17	38	0	67	13	451	464
10:00	3	15	2	4	20	4	16	1	0	21	15	38	1	4	54	5	1	15	0	21	8	116	124
10:15	1	14	3	3	18	2	14	2	0	18	21	36	2	2	59	2	9	14	0	25	5	120	125
10:30	3	19	1	1	23	4	15	3	0	22	25	36	3	1	64	6	8	16	0	30	2	139	141
10:45	2	18	5	0	25	2	16	2	0	20	15	32	1	3	48	4	7	8	0	19	3	112	115
Total	9	66	11	8	86	12	61	8	0	81	76	142	7	10	225	17	25	53	0	95	18	487	505
11:00	3	17	8	1	28	3	17	3	0	23	16	31	2	5	49	2	5	9	0	16	6	116	122
11:15	1	16	6	0	23	1	18	2	0	21	12	36	3	2	51	1	6	11	0	18	2	113	115
11:30	1	15	9	1	25	0	17	1	0	18	13	35	1	1	49	3	5	10	0	18	2	110	112
11:45	2	14	8	0	24	1	16	3	0	20	14	36	2	1	52	1	3	9	0	13	1	109	110
Total	7	62	31	2	100	5	68	9	0	82	55	138	8	9	201	7	19	39	0	65	11	448	459
12:00	3	13	4	0	20	6	14	2	0	22	15	38	3	1	56	3	8	13	0	24	1	122	123
12:15	1	12	3	3	16	4	15	2	0	21	15	39	1	5	55	4	4	12	0	20	8	112	120
12:30	2	11	1	3	14	3	16	1	0	20	20	41	3	3	64	3	3	8	0	14	6	112	118
12:45	4	14	5	2	23	2	15	2	0	19	19	40	1	5	60	2	2	7	0	11	7	113	120
Total	10	50	13	8	73	15	60	7	0	82	69	158	8	14	235	12	17	40	0	69	22	459	481
13:00	5	15	2	1	22	1	14	1	0	16	18	36	2	6	56	3	5	6	0	14	7	108	115
13:15	3	14	5	4	22	2	18	3	0	23	21	35	3	3	59	5	8	5	0	18	7	122	129
13:30	2	16	4	0	22	3	16	2	0	21	21	34	1	4	56	3	9	3	0	15	4	114	118
13:45	1	18	5	4	24	4	15	1	0	20	26	36	3	3	65	6	4	14	0	24	7	133	140
Total	11	63	16	9	90	10	63	7	0	80	86	141	9	16	236	17	26	28	0	71	25	477	502
14:00	2	14	2	3	18	1	7	0	1	8	11	14	0	5	25	3	3	12	0	18	9	69	78
14:15	0	24	2	3	26	1	8	2	1	11	14	17	2	2	33	2	5	7	0	14	6	84	90
14:30	0	12	2	2	14	2	7	1	1	10	4	21	1	2	26	1	6	7	0	14	5	64	69
14:45	0	12	0	1	12	5	12	3	1	20	7	14	2	1	23	2	13	8	0	23	3	78	81
Total	2	62	6	9	70	9	34	6	4	49	36	66	5	10	107	8	27	34	0	69	23	295	318
15:00	0	6	2	3	8	4	10	0	2	14	14	22	4	2	40	2	2	7	0	11	7	73	80
15:15	0	15	0	3	15	0	8	0	0	8	15	32	1	3	48	1	2	14	0	17	6	88	94
15:30	0	18	2	1	20	1	13	1	0	15	18	30	0	2	48	4	4	8	0	16	3	99	102
15:45	2	17	4	3	23	2	11	1	2	14	13	43	3	1	59	2	6	8	0	16	6	112	118
Total	2	56	8	10	66	7	42	2	4	51	60	127	8	8	195	9	14	37	0	60	22	372	394
16:00	0	12	0	1	12	2	8	1	0	11	18	27	2	1	47	6	6	10	0	22	2	92	94
16:15	1	18	1	0	20	2	11	0	0	13	20	34	0	2	54	2	7	8	0	17	2	104	106
16:30	0	18	3	3	21	4	12	1	0	17	27	51	2	1	80	10	3	14	1	27	5	145	150
16:45	2	14	5	0	21	3	13	1	0	17	24	38	1	0	63	3	6	12	0	21	0	122	122
Total	3	62	9	4	74	11	44	3	0	58	89	150	5	4	244	21	22	44	1	87	9	463	472
17:00	0	17	3	2	20	3	11	1	0	15	21	34	3	2	58	8	5	11	0	24	4	117	121
17:15	2	16	2	1	20	1	13	1	0	15	29	31	1	2	61	5	3	8	0	16	3	112	115
17:30	1	16	4	1	21	0	14	1	1	15	15	31	0	3	46	3	6	8	0	17	5	99	104
17:45	0	15	2	2	17	1	15	0	0	16	16	30	0	0	46	5	5	11	0	21	2	100	102
Total	3	64	11	6	78	5	53	3	1	61	81	128	4	7	211	21	19	38	0	78	14	428	442

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

File Name : TMC0529  
 Site Code : 05290102  
 Start Date : 08/15/2005  
 Page No : 2

Weather: Cloudy and warm  
 Inter: TDC-8  
 Counted by: Danielle/Samantha

Groups Printed- 1 - Unshifted

Start Time	CR 56 Southbound					Alpine Dr. Westbound					CR 56 Northbound					Alpine Dr. 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	14	4	3	18	2	12	2	0	16	19	35	0	2	54	1	1	12	0	14	5	102	107
18:15	0	16	1	3	17	3	14	0	0	17	18	34	1	3	53	4	3	8	0	15	6	102	108
18:30	1	13	3	2	17	1	10	1	0	12	15	36	1	2	52	5	4	9	0	18	4	99	103
18:45	0	14	2	1	16	0	11	0	0	11	16	32	2	1	50	8	8	10	0	26	2	103	105
Total	1	57	10	9	68	6	47	3	0	56	68	137	4	8	209	18	16	39	0	73	17	406	423
19:00	0	12	1	1	13	1	13	3	0	17	18	32	2	0	52	7	5	11	0	23	1	105	106
19:15	1	11	0	2	12	0	12	0	0	12	19	30	1	2	50	6	3	12	0	21	4	95	99
19:30	0	10	1	2	11	1	14	2	0	17	21	38	2	1	61	3	1	13	0	17	3	106	109
19:45	0	15	2	3	17	5	15	1	0	21	20	39	1	2	60	5	5	15	0	25	5	123	128
Total	1	48	4	8	53	7	54	6	0	67	78	139	6	5	223	21	14	51	0	86	13	429	442
20:00	1	16	0	2	17	4	14	0	0	18	19	40	2	1	61	4	3	8	0	15	3	111	114
20:15	0	13	1	2	14	3	10	1	0	14	18	35	0	0	53	7	4	9	0	20	2	101	103
20:30	0	12	0	1	12	2	9	0	0	11	20	36	2	1	58	8	5	4	0	17	2	98	100
20:45	0	8	1	0	9	4	15	1	0	20	21	34	1	0	56	9	6	9	0	24	0	109	109
Total	1	49	2	5	52	13	48	2	0	63	78	145	5	2	228	28	18	30	0	76	7	419	426
21:00	1	9	0	1	10	1	13	0	0	14	22	32	2	1	56	5	3	10	0	18	2	98	100
21:15	0	4	0	3	4	3	12	1	0	16	20	30	3	0	53	6	1	12	0	19	3	92	95
21:30	1	9	1	0	11	2	11	0	0	13	19	36	1	1	56	4	2	14	0	20	1	100	101
21:45	0	8	2	2	10	1	11	1	0	13	16	40	1	0	57	4	3	11	0	18	2	98	100
Total	2	30	3	6	35	7	47	2	0	56	77	138	7	2	222	19	9	47	0	75	8	388	396
Grand Total	85	907	194	127	1186	136	836	89	9	1061	1115	2188	103	117	3406	241	300	641	1	1182	254	6835	7089
Apprch %	7.2	76.5	16.4			12.8	78.8	8.4			32.7	64.2	3.0			20.4	25.4	54.2					
Total %	1.2	13.3	2.8		17.4	2.0	12.2	1.3		15.5	16.3	32.0	1.5		49.8	3.5	4.4	9.4		17.3	3.6	96.4	

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

Study Name : tmc0529  
Study Date : 09/20/05  
Page No. : 1

**Signal Warrants - Summary**

**Major Street Approaches**

**Northbound: CR 56**  
Number of Lanes: 1  
Approach Speed: 50  
Total Approach Volume: 3,406

**Southbound: CR 56**  
Number of Lanes: 2  
Approach Speed: 50  
Total Approach Volume: 1,186

**Minor Street Approaches**

**Eastbound: Alpine Dr.**  
Number of Lanes: 2  
Total Approach Volume: 1,182

**Westbound: Alpine Dr.**  
Number of Lanes: 2  
Total Approach Volume: 1,061

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

<b>Warrant 1 - Eight Hour Vehicular Volumes</b> .....	<b>Not Satisfied</b>
<b>Warrant 1A - Minimum Vehicular Volume</b> .....	<b>Not Satisfied</b>
Required volumes reached for 0 hours, 8 are needed	
<b>Warrant 1B - Interruption of Continuous Traffic</b> .....	<b>Not Satisfied</b>
Required volumes reached for 0 hours, 8 are needed	
<b>Warrant 1 A&amp;B - Combination of Warrants</b> .....	<b>Not Satisfied</b>
Required volumes reached for 0 hours, 8 are needed	
<b>Warrant 2 - Four Hour Volumes</b> .....	<b>Not Satisfied</b>
Number of hours (0) volumes exceed minimum < minimum required (4).	
<b>Warrant 3 - Peak Hour</b> .....	<b>Not Satisfied</b>
<b>Warrant 3A - Peak Hour Delay</b> .....	<b>Not Satisfied</b>
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.	
<b>Warrant 3B - Peak Hour Volumes</b> .....	<b>Not Satisfied</b>
Volumes do not exceed minimums for any 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

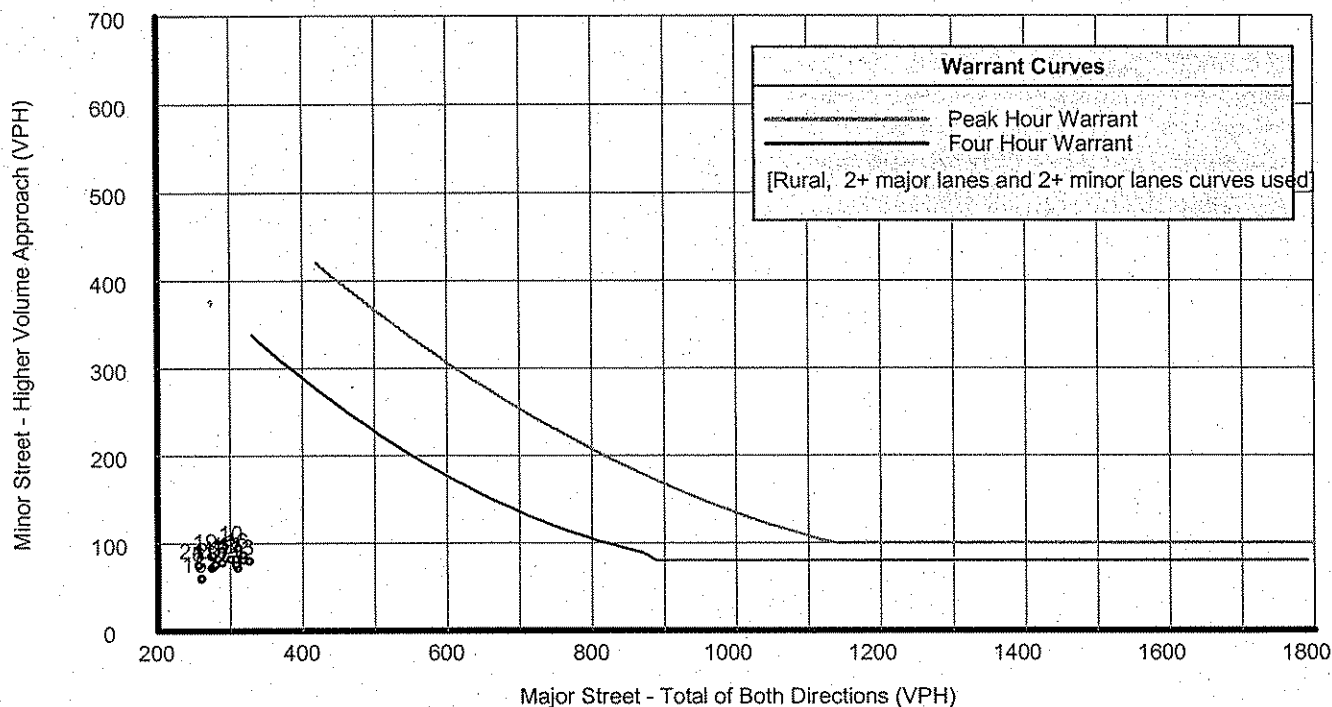
### TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : tmc0529

Study Date : 09/20/05

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	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
01:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
02:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
03:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
04:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
05:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
06:00	275	72	EB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-No	---
07:00	310	72	WB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-No	---
08:00	318	81	EB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-No	---
09:00	308	76	WB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-No	---
10:00	311	95	EB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-No	---
11:00	301	82	WB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-No	---
12:00	308	82	WB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-No	---
13:00	326	80	WB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-No	---
14:00	177	69	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
15:00	261	60	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
16:00	318	87	EB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-No	---
17:00	289	78	EB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-No	---
18:00	277	73	EB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-No	---
19:00	276	86	EB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-No	---
20:00	280	76	EB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-No	---
21:00	257	75	EB	420-No	140-No	---	630-No	70-Yes	Minor	504-No	112-No	---
22:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
23:00	0	0	EB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---

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

Study Name : TMC0529  
Study Date : 08/19/05

**Multi-Way Stop Warrant Report**

**Major Street Approaches**

**Northbound: CR 56**  
Total Approach Volume: 3,406  
Approach Speed: 50

**Southbound: CR 56**  
Total Approach Volume: 1,186  
Approach Speed: 50

**Minor Street Approaches**

**Eastbound: Alpine Dr.**  
Total Approach Volume: 1,182

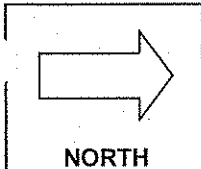
**Westbound: Alpine Dr.**  
Total Approach Volume: 1,061

**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 8 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	275	131	210-Yes	140-No	Major	240-Yes	160-No	Major
07:00 - 08:00	310	130	210-Yes	140-No	Major	240-Yes	160-No	Major
08:00 - 09:00	318	149	210-Yes	140-Yes	Both	240-Yes	160-No	Major
09:00 - 10:00	308	143	210-Yes	140-Yes	Both	240-Yes	160-No	Major
10:00 - 11:00	311	176	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
11:00 - 12:00	301	147	210-Yes	140-Yes	Both	240-Yes	160-No	Major
12:00 - 13:00	308	151	210-Yes	140-Yes	Both	240-Yes	160-No	Major
13:00 - 14:00	326	151	210-Yes	140-Yes	Both	240-Yes	160-No	Major
14:00 - 15:00	177	118	210-No	140-No	No	240-No	160-No	No
15:00 - 16:00	261	111	210-Yes	140-No	Major	240-Yes	160-No	Major
16:00 - 17:00	318	145	210-Yes	140-Yes	Both	240-Yes	160-No	Major
17:00 - 18:00	289	139	210-Yes	140-No	Major	240-Yes	160-No	Major
18:00 - 19:00	277	129	210-Yes	140-No	Major	240-Yes	160-No	Major
19:00 - 20:00	276	153	210-Yes	140-Yes	Both	240-Yes	160-No	Major
20:00 - 21:00	280	139	210-Yes	140-No	Major	240-Yes	160-No	Major
21:00 - 22:00	257	131	210-Yes	140-No	Major	240-Yes	160-No	Major
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



COUNT LOCATION:

CR 56 (Ramsey Blvd.) @

DATE:

08/16/2005

Alpine Dr.

NORTH

APP.#1= CR 56

APP.#2= Alpine Dr.

APP.#3= CR 56

APP.#4= Alpine Dr.

APP.  
#2

APP.  
#1

APP.  
#3

APP.  
#4

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

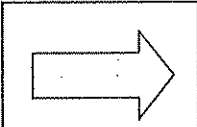
A. TRUCKS- A HEAVY VEHICLE INVOLVED PRIMARILY IN THE TRANSPORT OF GOODS OR IN THE DELIVERY OF A SERVICE.

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						5		
6:15-6:30						3		
6:30-6:45						3		
6:45-7:00						3		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>14</b>
7:00-7:15						2		
7:15-7:30						4		
7:30-7:45						4		
7:45-8:00						5		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>15</b>
8:00-8:15						4		
8:15-8:30						6		
8:30-8:45						8		
8:45-9:00						5		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>23</b>
9:00-9:15						4		
9:15-9:30						2		
9:30-9:45						2		
9:45-10:00						5		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>13</b>
10:00-10:15						8		
10:15-10:30						5		
10:30-10:45						2		
10:45-11:00						3		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>18</b>
11:00-11:15						6		
11:15-11:30						2		
11:30-11:45						2		
11:45-12:00						1		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>11</b>
12:00-12:15						1		
12:15-12:30						8		
12:30-12:45						6		
12:45-1:00						7		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>22</b>
1:00-1:15						7		
1:15-1:30						7		
1:30-1:45						4		
1:45-2:00						7		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>25</b>
					<b>TOTAL</b>		<b>TOTAL</b>	<b>141</b>

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COUNT LOCATION: CR 56 (Ramsey Blvd.) @ DATE: 08/15/2005

Alpine Dr.

<b>NORTH</b>
APP.#1= CR 56
APP.#2= Alpine Dr.
APP.#3= CR 56
APP.#4= Alpine Dr.

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
2:00-2:15PM						8		
2:15-2:30	1				1	5		
2:30-2:45	2		2		4	4		
2:45-3:00				3	3	4		
<b>HOURLY TOTAL</b>					<b>8</b>	<b>HOURLY TOTAL</b>		<b>21</b>
3:00-3:15				2	2	5		
3:15-3:30						6		
3:30-3:45				3	3	5		
3:45-4:00						4		1
<b>HOURLY TOTAL</b>					<b>5</b>	<b>HOURLY TOTAL</b>		<b>21</b>
4:00-4:15						2		
4:15-4:30						2		1
4:30-4:45						4		
4:45-5:00		1			1			
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>9</b>
5:00-5:15						4		
5:15-5:30						3		
5:30-5:45	2			2	4	4		
5:45-6:00						2		
<b>HOURLY TOTAL</b>					<b>4</b>	<b>HOURLY TOTAL</b>		<b>13</b>
6:00-6:15		2			2	5		
6:15-6:30						6		
6:30-6:45						4		
6:45-7:00		2		2	4	2		
<b>HOURLY TOTAL</b>					<b>6</b>	<b>HOURLY TOTAL</b>		<b>17</b>
7:00-7:15						1		
7:15-7:30						4		
7:30-7:45						3		
7:45-8:00		1			1	5		
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>13</b>
8:00-8:15						3		
8:15-8:30						2		
8:30-8:45						2		
8:45-9:00			1		1			
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>7</b>
9:00-9:15						2		
9:15-9:30						3		
9:30-9:45						1		
9:45-10:00						2		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>8</b>
<b>TOTAL</b>					<b>26</b>	<b>TOTAL</b>		<b>250</b>

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