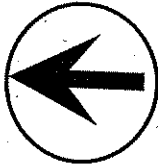


Date : 5/15/07

Count Number : TMC0707

Location : TH 47 (Saint Francis Blvd.)

@ CR 81 (Pederson Dr.)



North

TH 47

5657

#2

2594	D	651
1850	E	1850
93	F	93
	T	

3063

School Entrance

156	G
174	H
183	J
513	

#3

1432

919

3293

#1

6268

2975	C	240
413	B	413
2322	A	2322

CR 81

TH 47

413	K
2667	L
2468	M
5548	

4355

#4

9903

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

Anoka County Highway Department

Traffic Volume and Turning

Movement Study

Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

ther: Sunny and Warm
 Counter: DB-400
 Counted by: Anthony/Joe

File Name : TMC0707
 Site Code : 00070702
 Start Date : 05/15/200
 Page No : 1

Groups Printed- Unshifted

Start Time	TH 47 Southbound					School Entrance Westbound					TH 47 Northbound					CR 81 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			
06:00	3	82	13	2	98	0	0	0	0	0	13	43	5	1	61	1	0	52	1	54	4	213	217
06:15	5	62	16	2	83	0	1	12	0	13	24	37	16	2	77	2	0	54	2	56	6	229	235
06:30	10	99	12	2	121	28	6	15	0	49	11	40	41	2	92	2	1	83	0	86	4	348	352
06:45	3	80	8	4	91	35	4	10	0	49	23	32	20	2	75	9	2	71	0	82	6	297	303
Total	21	323	49	10	393	63	11	37	0	111	71	152	82	7	305	14	4	260	3	278	20	1087	1107
07:00	1	67	12	2	80	4	0	2	0	6	23	30	3	1	56	1	0	56	2	57	5	199	204
07:15	0	58	18	5	76	0	0	1	0	1	15	46	6	1	67	1	0	41	1	42	7	186	193
07:30	1	38	13	2	52	0	2	0	0	2	16	32	1	0	49	5	0	43	4	48	6	151	157
07:45	0	18	12	0	30	0	0	0	0	0	7	30	0	1	37	2	0	27	1	29	2	96	98
Total	2	181	55	9	238	4	2	3	0	9	61	138	10	3	209	9	0	167	8	176	20	632	652
08:00	1	29	5	2	35	0	0	1	0	1	24	19	1	3	44	2	0	36	0	38	5	118	123
08:15	0	31	10	2	41	3	2	0	1	5	23	32	2	3	57	4	0	38	0	42	6	145	151
08:30	1	38	11	1	50	2	0	1	0	3	35	28	1	0	64	1	0	50	3	51	4	168	172
08:45	0	40	12	6	52	2	2	1	0	5	43	24	1	1	68	3	1	46	3	50	10	175	185
Total	2	138	38	11	178	7	4	3	1	14	125	103	5	7	233	10	1	170	6	181	25	606	631
09:00	1	25	16	2	42	0	3	1	1	4	20	19	2	4	41	2	0	27	1	29	8	116	124
09:15	0	15	11	2	26	0	1	4	0	5	14	27	4	0	45	3	4	21	0	28	2	104	106
09:30	2	22	11	3	35	0	1	0	0	1	23	48	1	1	72	1	0	37	5	38	9	146	155
09:45	0	24	5	2	29	2	4	0	0	6	21	22	1	1	44	1	0	24	2	25	5	104	109
Total	3	86	43	9	132	2	9	5	1	16	78	116	8	6	202	7	4	109	8	120	24	470	494
10:00	0	29	10	4	39	1	0	0	0	1	27	20	0	0	47	8	0	36	0	44	4	131	135
10:15	0	23	11	4	34	0	0	2	0	2	32	22	1	0	55	2	0	31	0	33	4	124	128
10:30	0	27	11	4	38	2	1	1	0	4	33	20	1	0	54	3	1	32	1	36	5	132	137
10:45	1	18	8	0	27	1	1	2	0	4	36	27	1	0	64	5	0	31	0	36	0	131	131
Total	1	97	40	12	138	4	2	5	0	11	128	89	3	0	220	18	1	130	1	149	13	518	531
11:00	0	22	10	0	32	0	0	1	0	1	38	27	0	0	65	10	2	29	1	41	1	139	140
11:15	0	21	10	1	31	0	0	0	0	0	25	30	0	0	55	1	0	30	0	31	1	117	118
11:30	2	31	13	2	46	2	0	1	0	3	42	34	3	4	79	4	1	51	0	56	6	184	190
11:45	1	32	13	1	46	3	0	1	0	4	57	39	1	2	97	4	2	51	1	57	4	204	208
Total	3	106	46	4	155	5	0	3	0	8	162	130	4	6	296	19	5	161	2	185	12	644	656
12:00	0	27	10	0	37	0	1	1	0	2	33	37	1	0	71	7	0	40	0	47	0	157	157
12:15	0	20	10	1	30	1	0	1	0	2	29	35	3	1	67	10	1	32	0	43	2	142	144
12:30	0	29	9	0	38	0	0	1	0	1	39	35	4	0	78	6	0	39	2	45	2	162	164
12:45	1	22	10	0	33	3	0	0	0	3	42	40	0	0	82	8	2	30	2	40	2	158	160
Total	1	98	39	1	138	4	1	3	0	8	143	147	8	1	298	31	3	141	4	175	6	619	625
13:00	0	29	13	0	42	0	2	1	0	3	35	37	1	1	73	4	2	41	1	47	2	165	167
13:15	0	31	15	5	46	0	0	1	0	1	41	38	1	0	80	2	0	43	1	45	6	172	178
13:30	4	34	11	2	49	0	0	1	0	1	52	75	6	0	133	10	8	30	2	48	4	231	235
13:45	1	39	13	5	53	3	9	3	0	15	48	48	19	0	115	14	14	47	0	75	5	258	263
Total	5	133	52	12	190	3	11	6	0	20	176	198	27	1	401	30	24	161	4	215	17	826	843
14:00	0	30	9	5	39	0	3	3	0	6	55	30	8	0	93	1	3	40	2	44	7	182	189
14:15	9	30	2	7	41	6	18	3	0	27	47	34	23	3	104	2	6	34	1	42	11	214	225
14:30	1	27	15	1	43	7	7	18	0	32	39	39	4	1	82	1	7	40	0	48	2	205	207
14:45	7	16	13	1	36	3	6	9	0	18	57	46	5	2	108	3	10	41	0	54	3	216	219
Total	17	103	39	14	159	16	34	33	0	83	198	149	40	6	387	7	26	155	3	188	23	817	840
15:00	3	18	9	0	30	9	6	0	0	15	56	48	3	1	107	4	11	38	1	53	2	205	207
15:15	0	23	12	1	35	8	9	7	0	24	53	57	0	0	110	3	13	44	1	60	2	229	231
15:30	7	45	14	2	66	7	6	1	0	14	63	88	4	3	155	3	19	30	2	52	7	287	294
15:45	3	24	8	1	35	2	1	7	0	10	56	96	5	1	157	0	13	32	0	45	2	247	249
Total	13	110	43	4	166	26	22	15	0	63	228	289	12	5	529	10	56	144	4	210	13	968	981
16:00	5	29	18	3	52	2	9	19	0	30	50	87	7	0	144	3	16	30	1	49	4	275	279
16:15	2	21	6	0	29	2	7	6	0	15	45	82	27	0	154	2	29	24	1	55	1	253	254
16:30	4	51	16	1	71	0	7	5	0	12	52	88	8	1	148	2	15	46	0	63	2	294	296
16:45	3	39	21	1	63	0	0	1	0	1	48	58	3	0	109	4	15	46	1	65	2	238	240
Total	14	140	61	5	215	4	23	31	0	58	195	315	45	1	555	11	75	146	3	232	9	1060	1069
17:00	2	42	16	0	60	0	0	0	0	0	74	90	4	2	168	0	12	50	0	62	2	290	292
17:15	1	37	14	0	52	0	1	1	0	2	84	54	1	0	139	16	21	38	0	75	0	268	268
17:30	1	23	10	1	34	1	4	2	0	7	73	71	7	0	151	6	20	52	0	78	1	270	271
17:45	2	23	13	0	38	2	2	1	1	5	60	71	7	3	138	2	3	56	0	61	4	242	246
Total	6	125	53	1	184	3	7	4	1	14	291	286	19	5	596	24	56	196	0	276	7	1070	1077
18:00	0	41	18	2	59	19	10	2	0	31	69	70	1	0	140	5	14	54	0	73	2	303	305
18:15	0	30	11	0	41	10	19	0	1	29	45	50	5	2	100	2	10	51	0	63	3	233	236
18:30	0	6	6	0	12	0	2	2	0	4	59	69	20	0	148	6	25	22	3	53	3	217	220
18:45	0	0	0	0	0	1	1	0	0	2	71	52	39	1	162	0	28	8	2	36	3	200	203
Total	0	77	35	2	112	30	32	4	1	66	244	241	65	3	550	13	77	135	5	225	11	953	964

Anoka County Highway Department

Traffic Engineering Section Traffic Volume and Turning Movement Study

her: Sunny and Warm
Counter: DB-400
Counted by: Anthony/Joe

File Name : TMC0707
Site Code : 00070702
Start Date : 05/15/200
Page No : 2

Groups Printed: Unshifted

Start Time	TH 47 Southbound					School Entrance Westbound					TH 47 Northbound					CR 81 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			
19:00	0	0	0	0	0	0	1	0	0	1	25	42	28	0	95	0	12	5	0	17	0	113	113
19:15	5	9	5	0	19	3	3	0	0	6	36	49	19	0	104	5	23	18	0	46	0	175	175
19:30	0	12	8	0	20	0	0	0	0	0	34	29	3	0	66	5	4	26	0	35	0	121	121
19:45	0	7	6	1	13	0	0	0	0	0	29	33	10	0	72	1	14	20	1	35	2	120	122
Total	5	28	19	1	52	3	4	0	0	7	124	153	60	0	337	11	53	69	1	133	2	529	531
20:00	0	2	0	0	2	5	5	0	0	10	18	22	21	1	61	0	18	7	1	25	2	98	100
20:15	0	15	10	1	25	0	0	0	0	0	37	27	1	1	65	3	7	31	1	41	3	131	134
20:30	0	14	3	0	17	4	4	4	0	12	44	14	1	0	59	2	0	28	0	30	0	118	118
20:45	0	31	7	0	38	0	2	0	0	2	53	35	0	0	88	4	1	29	0	34	0	162	162
Total	0	62	20	1	82	9	11	4	0	24	152	98	23	2	273	9	26	95	2	130	5	509	514
21:00	0	8	10	0	18	0	1	0	0	1	32	8	0	1	40	3	0	23	0	26	1	85	86
21:15	0	16	1	0	17	0	0	0	0	0	33	18	0	0	51	5	0	21	0	26	0	94	94
21:30	0	8	2	0	10	0	0	0	0	0	13	10	2	0	25	6	1	21	0	28	0	63	63
21:45	0	11	6	1	17	0	0	0	0	0	14	27	0	1	41	3	1	18	0	22	2	80	82
Total	0	43	19	1	62	0	1	0	0	1	92	63	2	2	157	17	2	83	0	102	3	322	325
Grand Total	93	1850	651	97	2594	183	174	156	4	513	2468	2667	413	55	6548	240	413	2322	54	2975	210	11630	11840
Approch %	3.6	71.3	25.1			35.7	33.9	30.4			44.5	48.1	7.4			8.1	13.9	78.1					
Total %	0.8	15.9	5.6		22.3	1.6	1.5	1.3		4.4	21.2	22.9	3.6		47.7	2.1	3.6	20		25.6	1.8	98.2	

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

Signal Warrants - Summary

Major Street Approaches

Northbound: TH 47
 Number of Lanes: 2
 Approach Speed: 50
 Total Approach Volume: 5,548

Southbound: TH 47
 Number of Lanes: 2
 Approach Speed: 50
 Total Approach Volume: 2,594

Minor Street Approaches

Eastbound: CR 81
 Number of Lanes: 1

 Total Approach Volume: 2,975

Westbound: School Entrance
 Number of Lanes: 1

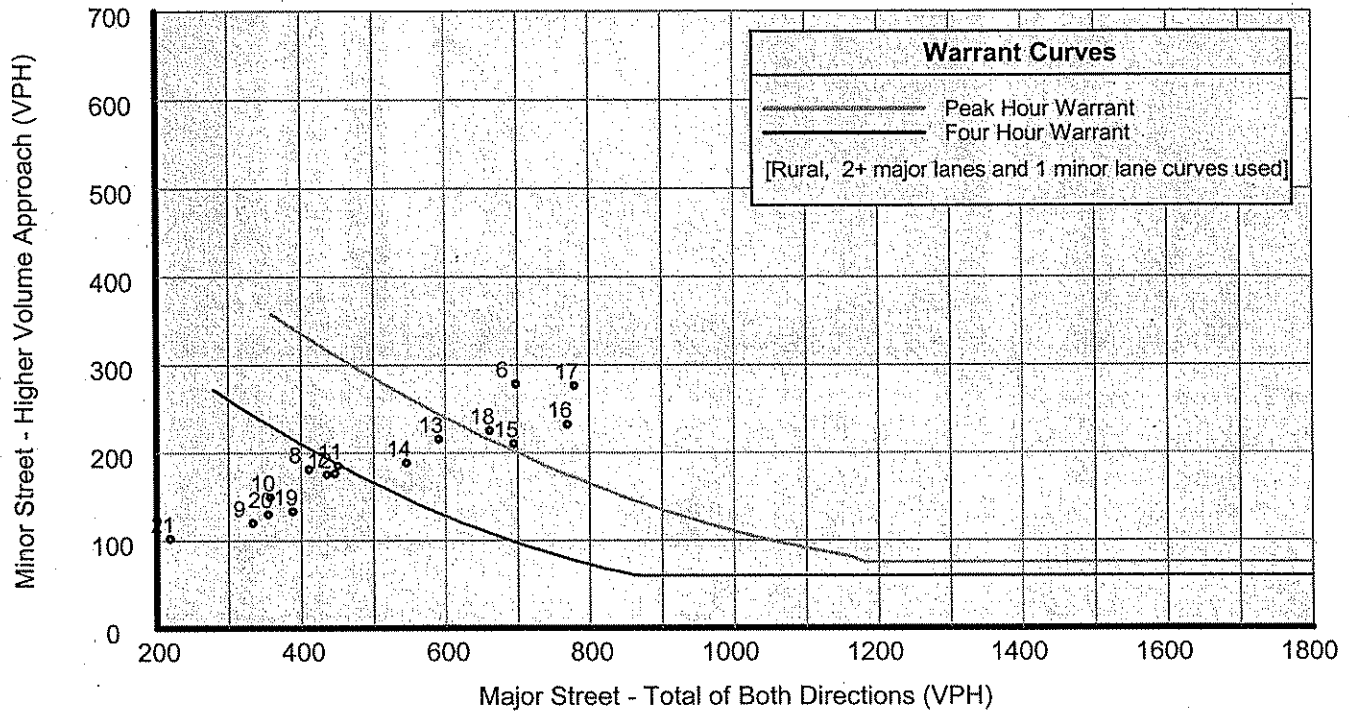
 Total Approach Volume: 513

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Satisfied
Warrant 1A - Minimum Vehicular Volume Satisfied	
Required volumes reached for 10 hours, 8 are needed	
Warrant 1B - Interruption of Continuous Traffic Not Satisfied	
Required volumes reached for 5 hours, 8 are needed	
Warrant 1 A&B - Combination of Warrants Not Satisfied	
Required volumes reached for 7 hours, 8 are needed	
Warrant 2 - Four Hour Volumes	Satisfied
Number of hours (7) volumes exceed minimum >= minimum required (4).	
Warrant 3 - Peak Hour	Satisfied
Warrant 3A - Peak Hour Delay Satisfied	
Number of hours (3) volumes exceed minimum >= required (1). Delay data not evaluated.	
Warrant 3B - Peak Hour Volumes Satisfied	
Volumes exceed minimums for at least one 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

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	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	698	278	EB	420-Yes	105-Yes	Both	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
07:00	447	176	EB	420-Yes	105-Yes	Both	630-No	53-Yes	Minor	504-No	84-Yes	Minor
08:00	411	181	EB	420-No	105-Yes	Minor	630-No	53-Yes	Minor	504-No	84-Yes	Minor
09:00	334	120	EB	420-No	105-Yes	Minor	630-No	53-Yes	Minor	504-No	84-Yes	Minor
10:00	358	149	EB	420-No	105-Yes	Minor	630-No	53-Yes	Minor	504-No	84-Yes	Minor
11:00	451	185	EB	420-Yes	105-Yes	Both	630-No	53-Yes	Minor	504-No	84-Yes	Minor
12:00	436	175	EB	420-Yes	105-Yes	Both	630-No	53-Yes	Minor	504-No	84-Yes	Minor
13:00	591	215	EB	420-Yes	105-Yes	Both	630-No	53-Yes	Minor	504-Yes	84-Yes	Both
14:00	546	188	EB	420-Yes	105-Yes	Both	630-No	53-Yes	Minor	504-Yes	84-Yes	Both
15:00	695	210	EB	420-Yes	105-Yes	Both	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
16:00	770	232	EB	420-Yes	105-Yes	Both	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
17:00	780	276	EB	420-Yes	105-Yes	Both	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
18:00	662	225	EB	420-Yes	105-Yes	Both	630-Yes	53-Yes	Both	504-Yes	84-Yes	Both
19:00	389	133	EB	420-No	105-Yes	Minor	630-No	53-Yes	Minor	504-No	84-Yes	Minor
20:00	355	130	EB	420-No	105-Yes	Minor	630-No	53-Yes	Minor	504-No	84-Yes	Minor
21:00	219	102	EB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-Yes	Minor
22:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	EB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---

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

Multi-Way Stop Warrant Report

Major Street Approaches

Northbound: TH 47
Total Approach Volume: 5,548
Approach Speed: 50

Southbound: TH 47
Total Approach Volume: 2,594
Approach Speed: 50

Minor Street Approaches

Eastbound: CR 81
Total Approach Volume: 2,975

Westbound: School Entrance
Total Approach Volume: 513

Warrant Summary

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

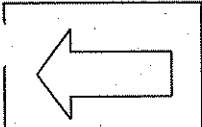
Criteria B - Crash Experience Not Evaluated

Criteria C - Minimum Volumes and Delays Satisfied
Delay data not evaluated
Required volumes reached for 14 hours, 8 are needed

Criteria D - 80% of Volumes, Delays, and Crashes Not Evaluated
Delay data not evaluated
Number of crashes (-1) is less than the minimum required (4).
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	698	389	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
07:00 - 08:00	447	185	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
08:00 - 09:00	411	195	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
09:00 - 10:00	334	136	210-Yes	140-No	Major	240-Yes	160-No	Major
10:00 - 11:00	358	160	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
11:00 - 12:00	451	193	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
12:00 - 13:00	436	183	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
13:00 - 14:00	591	235	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
14:00 - 15:00	546	271	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
15:00 - 16:00	695	273	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
16:00 - 17:00	770	290	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
17:00 - 18:00	780	290	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
18:00 - 19:00	662	291	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
19:00 - 20:00	389	140	210-Yes	140-Yes	Both	240-Yes	160-No	Major
20:00 - 21:00	355	154	210-Yes	140-Yes	Both	240-Yes	160-No	Major
21:00 - 22:00	219	103	210-Yes	140-No	Major	240-No	160-No	No
22:00 - 23:00	0	0	210-No	140-No	No	240-No	160-No	No
23:00 - 00:00	0	0	210-No	140-No	No	240-No	160-No	No



COUNT LOCATION:

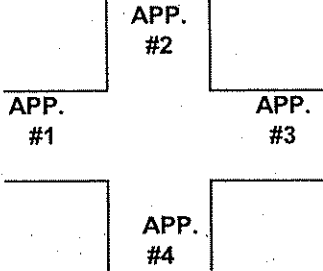
TH 47 (Saint Francis Blvd.)

DATE:

05/17/2007

@ CR 81 (Pederson Dr.)

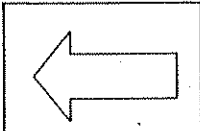
NORTH
APP.#1= TH 47
APP.#2= School Entrance
APP.#3= TH 47
APP.#4= CR 81



- 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						2		1
6:15-6:30						4		1
6:30-6:45						2		2
6:45-7:00						4		2
HOURLY TOTAL						HOURLY TOTAL		18
7:00-7:15						2		2
7:15-7:30						2		3
7:30-7:45						3		3
7:45-8:00						2		4
HOURLY TOTAL						HOURLY TOTAL		21
8:00-8:15							1	5
8:15-8:30							1	
8:30-8:45								3
8:45-9:00							4	12
HOURLY TOTAL						HOURLY TOTAL		26
9:00-9:15								4
9:15-9:30								1
9:30-9:45						7		11
9:45-10:00								1
HOURLY TOTAL						HOURLY TOTAL		24
10:00-10:15						5		1
10:15-10:30						3		1
10:30-10:45						2		
10:45-11:00						2		
HOURLY TOTAL						HOURLY TOTAL		14
11:00-11:15						2		1
11:15-11:30								
11:30-11:45						3		1
11:45-12:00						4		
HOURLY TOTAL						HOURLY TOTAL		11
12:00-12:15						1		
12:15-12:30						1		2
12:30-12:45						1		2
12:45-1:00								
HOURLY TOTAL						HOURLY TOTAL		7
1:00-1:15						3		1
1:15-1:30						2		2
1:30-1:45						1		5
1:45-2:00						2		1
HOURLY TOTAL						HOURLY TOTAL		17
TOTAL						TOTAL		138

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COUNT LOCATION:

TH 47 (Saint Francis Blvd.)

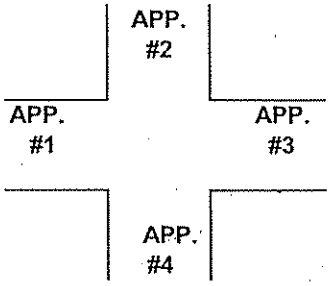
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05/15/2007

@ CR 81 (Pederson Dr.)

NORTH

APP.#1= TH 47
APP.#2= School Entrance
APP.#3= TH 47
APP.#4= CR 81



- 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.
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 - 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						3		4
2:15-2:30						8		3
2:30-2:45						1		1
2:45-3:00						2		1
HOURLY TOTAL						HOURLY TOTAL		23
3:00-3:15						1		1
3:15-3:30						1		1
3:30-3:45						1	1	5
3:45-4:00						2		
HOURLY TOTAL						HOURLY TOTAL		13
4:00-4:15						4		
4:15-4:30						1		
4:30-4:45						2		
4:45-5:00						1		
HOURLY TOTAL						HOURLY TOTAL		8
5:00-5:15								2
5:15-5:30								
5:30-5:45						1		
5:45-6:00						3		1
HOURLY TOTAL						HOURLY TOTAL		7
6:00-6:15						2		
6:15-6:30						3		
6:30-6:45						2		1
6:45-7:00						3		
HOURLY TOTAL						HOURLY TOTAL		11
7:00-7:15								
7:15-7:30								
7:30-7:45								
7:45-8:00						2		
HOURLY TOTAL						HOURLY TOTAL		2
8:00-8:15						2		
8:15-8:30						3		
8:30-8:45								
8:45-9:00								
HOURLY TOTAL						HOURLY TOTAL		5
9:00-9:15						1		
9:15-9:30								
9:30-9:45								
9:45-10:00						2		
HOURLY TOTAL						HOURLY TOTAL		3
					TOTAL		TOTAL	210

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