

Date: 6/26/07

Count Number: TMC0718

Location: CSAH 32 (Ash St.)

@ CSAH 21 (Centerville Rd.)



North

CSAH 32

0

#2

0	D
0	M
0	T

0

CSAH 21

5385

#1

3361

2024	A
1814	B
0	C

CSAH 21

#3

9550

0	G
3068	H
2234	J

4248

5302

CSAH 32

2444

#4

5171

2727	M
293	L
2434	K

LANES OF APPROACH

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

Anoka County Highway Department

Traffic Volume and Turning

Movement Study

Anoka County Highway Department

Traffic Engineering Section Traffic Volume and Turning Movement Study

File Name : 0718_TMK
Site Code : 07180202
Start Date : 06/26/200
Page No : 1

Weather: Hot and Sunny
Counter: DB-400
Counted by: Anthony/Isaac

Groups Printed- Unshifted - Bank 1

Start Time	Centerville Rd. Southbound					CSA 32 Westbound					Centerville Rd. Northbound					CSA 32 Eastbound					Excl. 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	0	28	6	0	34	0	0	0	0	0	17	21	0	0	38	2	0	12	0	14	0	86	86
06:15	0	91	6	0	97	0	0	0	0	0	20	12	0	4	32	1	0	47	2	48	6	177	183
06:30	0	109	5	1	114	0	0	0	0	0	32	17	0	1	49	5	0	40	1	45	3	208	211
06:45	0	112	5	0	117	0	0	0	0	0	37	20	0	1	57	4	0	39	5	43	6	217	223
Total	0	340	22	1	362	0	0	0	0	0	106	70	0	6	176	12	0	138	8	150	15	688	703
07:00	0	127	2	0	129	0	0	0	0	0	46	24	0	1	70	1	0	48	3	49	4	248	252
07:15	0	101	5	0	106	0	0	0	0	0	52	29	0	0	81	1	0	47	3	48	3	235	238
07:30	0	72	3	0	75	0	0	0	0	0	55	24	0	1	79	3	0	49	4	52	5	206	211
07:45	0	65	3	0	68	0	0	0	0	0	43	25	0	2	68	5	0	47	0	52	2	188	190
Total	0	365	13	0	378	0	0	0	0	0	196	102	0	4	298	10	0	191	10	201	14	877	891
08:00	0	51	3	0	54	0	0	0	0	0	35	17	0	0	52	3	0	41	0	44	0	150	150
08:15	0	42	4	0	46	0	0	0	0	0	46	25	0	0	71	4	0	33	3	37	3	154	157
08:30	0	36	5	0	41	0	0	0	0	0	39	21	0	2	60	5	0	34	1	39	3	140	143
08:45	0	31	9	0	40	0	0	0	0	0	33	22	0	0	55	5	0	25	0	30	0	125	125
Total	0	160	21	0	181	0	0	0	0	0	153	85	0	2	238	17	0	133	4	150	6	569	575
09:00	0	21	2	0	23	0	0	0	0	0	33	17	0	0	50	2	0	30	0	32	0	105	105
09:15	0	28	3	0	31	0	0	0	0	0	20	25	0	1	45	4	0	39	2	43	3	119	122
09:30	0	18	3	0	21	0	0	0	0	0	24	27	0	1	51	5	0	24	2	29	3	101	104
09:45	0	21	4	0	25	0	0	0	0	0	26	22	0	2	48	3	0	27	1	30	3	103	106
Total	0	88	12	0	100	0	0	0	0	0	103	91	0	4	194	14	0	120	5	134	9	428	437
10:00	0	21	4	0	25	0	0	0	0	0	26	27	0	2	53	2	0	18	2	20	4	98	102
10:15	0	19	2	0	21	0	0	0	0	0	24	28	0	2	52	4	0	30	0	34	2	107	109
10:30	0	20	5	0	25	0	0	0	0	0	22	25	0	0	47	3	0	26	0	29	0	101	101
10:45	0	0	0	0	0	0	0	0	0	0	18	31	0	3	49	5	0	26	0	31	3	80	83
Total	0	60	11	0	71	0	0	0	0	0	90	111	0	7	201	14	0	100	2	114	9	386	395
11:00	0	27	3	0	30	0	0	0	0	0	15	19	0	0	34	2	0	33	3	35	3	99	102
11:15	0	13	3	0	16	0	0	0	0	0	26	36	0	2	62	2	0	38	3	40	5	118	123
11:30	0	19	4	0	23	0	0	0	0	0	27	34	0	1	61	3	0	29	1	32	2	116	118
11:45	0	17	3	0	20	0	0	0	0	0	25	32	0	1	57	5	0	34	3	39	4	116	120
Total	0	76	13	0	89	0	0	0	0	0	93	121	0	4	214	12	0	134	10	146	14	449	463
12:00	0	29	2	0	31	0	0	0	0	0	32	51	0	2	83	7	0	31	0	38	2	152	154
12:15	0	35	6	3	41	0	0	0	0	0	35	50	0	0	85	3	0	31	1	34	4	160	164
12:30	0	24	5	0	29	0	0	0	0	0	37	38	0	4	75	7	0	34	0	41	4	145	149
12:45	0	26	3	0	29	0	0	0	0	0	16	37	0	2	53	0	0	29	1	29	3	111	114
Total	0	114	16	3	130	0	0	0	0	0	120	176	0	8	296	17	0	125	2	142	13	568	581
13:00	0	18	5	0	23	0	0	0	0	0	34	43	0	0	77	2	0	40	1	42	1	142	143
13:15	0	26	3	0	29	0	0	0	0	0	38	40	0	3	78	4	0	37	4	41	7	148	155
13:30	0	17	2	0	19	0	1	0	0	1	22	33	0	0	55	5	0	43	7	48	7	123	130
13:45	0	29	6	0	35	0	0	0	0	0	12	31	0	0	43	3	0	21	2	24	2	102	104
Total	0	90	16	0	106	0	1	0	0	1	106	147	0	3	253	14	0	141	14	155	17	515	532
14:00	0	21	3	0	24	0	0	0	0	0	33	59	0	4	92	2	0	17	0	19	4	135	139
14:15	0	22	2	0	24	0	0	0	0	0	40	54	0	3	94	7	0	41	1	48	4	166	170
14:30	0	18	2	0	20	0	0	0	0	0	27	64	0	0	91	2	0	45	0	47	0	158	158
14:45	0	17	3	0	20	0	0	0	0	0	34	56	0	2	90	6	0	42	1	48	3	158	161
Total	0	78	10	0	88	0	0	0	0	0	134	233	0	9	367	17	0	145	2	162	11	617	628
15:00	0	16	7	0	22	0	0	0	0	0	46	62	0	0	108	3	0	43	1	46	1	176	177
15:15	0	15	2	0	17	0	0	0	0	0	37	76	0	1	113	4	0	62	1	66	2	196	198
15:30	0	37	3	0	40	0	0	0	0	0	60	108	0	1	168	11	0	53	1	64	2	272	274
15:45	0	37	3	0	40	0	0	0	0	0	57	98	1	0	156	11	0	62	0	73	0	269	269
Total	0	104	15	0	119	0	0	0	0	0	200	344	1	2	545	29	0	220	3	249	5	913	918
16:00	0	25	1	0	26	0	0	0	0	0	77	109	0	1	186	6	0	69	1	75	2	287	289
16:15	0	15	2	0	17	0	0	0	0	0	49	107	0	2	156	6	0	57	0	63	2	236	238
16:30	0	18	2	0	20	0	0	0	0	0	55	104	0	3	159	11	0	72	3	83	6	262	268
16:45	0	12	2	0	14	0	0	0	0	0	70	109	0	3	179	9	0	94	0	103	3	296	299
Total	0	70	7	0	77	0	0	0	0	0	251	429	0	9	680	32	0	292	4	324	13	1081	1094
17:00	0	11	2	0	13	0	0	0	0	0	62	101	0	3	163	8	0	76	2	84	5	260	265
17:15	0	12	2	0	14	0	0	0	0	0	59	99	0	0	158	7	0	69	0	76	0	248	248
17:30	0	15	3	0	18	0	0	0	0	0	48	83	0	0	131	5	3	62	0	70	0	219	219
17:45	0	11	3	0	14	0	0	0	0	0	49	87	0	0	136	6	0	54	0	60	0	210	210
Total	0	49	10	0	59	0	0	0	0	0	218	370	0	3	588	26	3	261	2	290	5	937	942
18:00	0	13	2	0	15	0	0	0	0	0	49	84	0	2	133	5	0	49	0	54	2	202	204
18:15	0	20	3	0	23	0	0	0	0	0	48	87	0	3	135	12	0	45	0	57	3	215	218
18:30	0	16	3	0	19	0	0	0	0	0	30	50	0	1	80	6	0	42	0	48	1	147	148
18:45	0	22	2	0	24	0	0	0	0	0	26	48	0	0	74	12	0	42	0	54	0	152	152
Total	0	71	10	0	81	0	0	0	0	0	153	269	0	6	422	35	0	178	0	213	6	716	722

Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

File Name : 0718_TMC

Site Code : 07180202

Start Date : 06/26/200

Page No : 2

Weather: Hot and Sunny

Counter: DB-400

Counted by: Anthony/Isaac

Groups Printed- Unshifted - Bank 1

Start Time	Centerville Rd. Southbound					CSAH 32 Westbound					Centerville Rd. Northbound					CSAH 32 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	12	3	0	15	0	0	0	0	0	22	52	0	0	74	6	0	40	0	46	0	135	135
19:15	0	15	2	0	17	0	0	0	0	0	47	50	0	2	97	3	0	21	0	24	2	138	140
19:30	0	14	3	0	17	0	0	0	0	0	48	50	0	0	98	4	0	26	0	30	0	145	145
19:45	0	18	7	0	25	0	0	0	0	0	16	30	0	1	46	5	0	25	0	30	1	101	102
Total	0	59	15	0	74	0	0	0	0	0	133	182	0	3	315	18	0	112	0	130	3	519	522
20:00	0	10	4	0	14	0	0	0	0	0	9	26	0	0	35	5	0	21	0	26	0	75	75
20:15	0	11	1	0	12	0	0	0	0	0	32	60	0	0	92	4	0	27	1	31	1	135	136
20:30	0	18	3	0	21	0	0	0	0	0	35	53	0	0	88	4	0	21	0	25	0	134	134
20:45	0	11	3	0	14	0	0	0	0	0	27	51	0	0	78	4	0	19	0	23	0	115	115
Total	0	50	11	0	61	0	0	0	0	0	103	190	0	0	293	17	0	88	1	105	1	459	460
21:00	0	12	3	0	15	0	0	0	0	0	14	32	0	0	46	4	0	18	0	22	0	83	83
21:15	0	10	2	0	12	0	0	0	0	0	20	30	0	0	50	4	0	6	0	10	0	72	72
21:30	0	7	1	0	8	0	0	0	0	0	24	49	0	0	73	0	0	16	0	16	0	97	97
21:45	0	11	2	0	13	0	0	0	0	0	17	37	0	0	54	1	0	16	0	17	0	84	84
Total	0	40	8	0	48	0	0	0	0	0	75	148	0	0	223	9	0	56	0	65	0	336	336
Grand Total	0	1814	210	4	2024	0	1	0	0	1	2234	3068	1	70	5303	293	3	2434	67	2730	141	10058	10199
Approch %	0	89.6	10.4			0	100	0			42.1	57.9	0			10.7	0.1	89.2					
Total %	0	18	2.1		20.1	0	0	0		0	22.2	30.5	0		52.7	2.9	0	24.2		27.1	1.4	98.6	
Unshifted	0	1814	210		2028	0	1	0		1	2234	3068	1		5373	293	3	2434		2797	0	0	10199
% Unshifted	0	100	100	100	100	0	100	0	0	100	100	100	100	100	100	100	100	100	100	100	0	0	100
Bank 1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0
% Bank 1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0

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

Study Name :
Study Date : 06/29/07
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: Centerville Rd.
Number of Lanes: 1
Approach Speed: 50
Total Approach Volume: 5,303

Southbound: Centerville Rd.
Number of Lanes: 1
Approach Speed: 50
Total Approach Volume: 2,024

Minor Street Approaches

Eastbound: CSAH 32
Number of Lanes: 2

Total Approach Volume: 2,730

Westbound: CSAH 32
Number of Lanes: 1

Total Approach Volume: 1

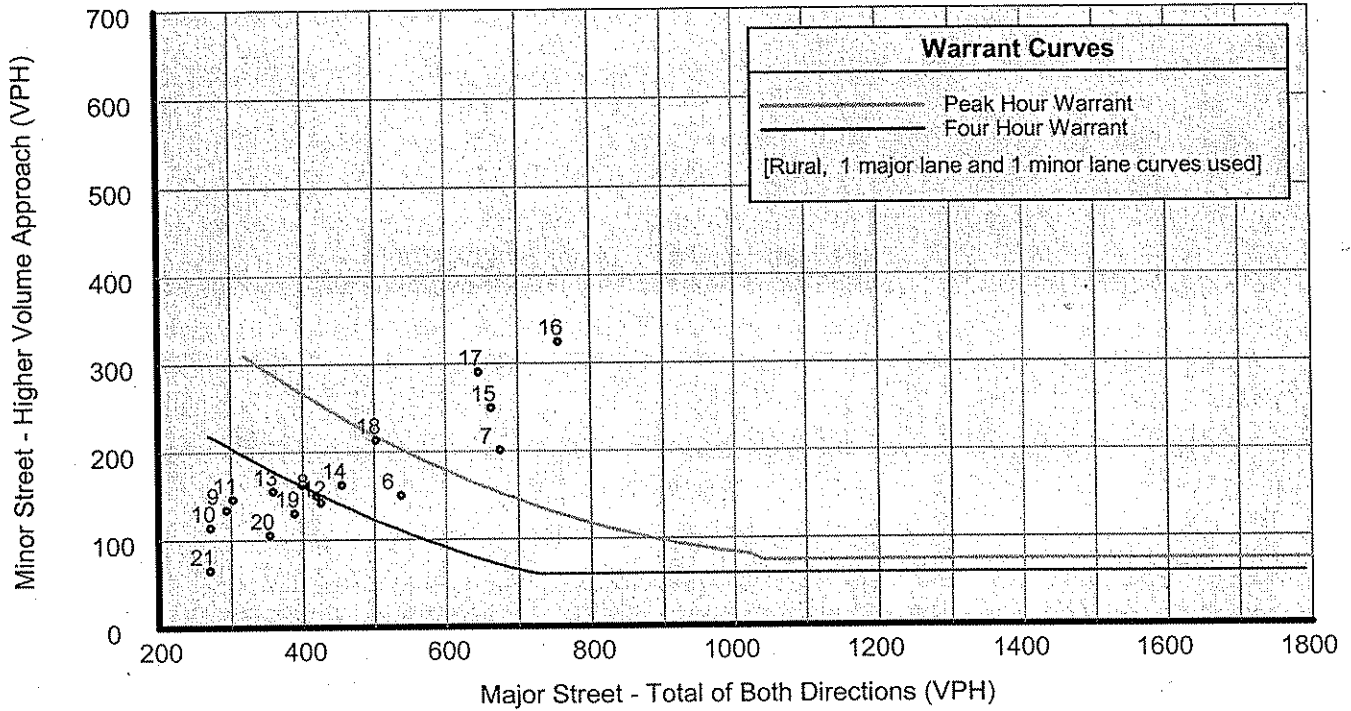
Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes	Satisfied
Warrant 1A - Minimum Vehicular Volume	Satisfied
Required volumes reached for 12 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	Satisfied
Required volumes reached for 8 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	Not Satisfied
Approach volumes on minor street don't exceed minimums for any hour. 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

Study Name :
Study Date : 06/29/07
Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour Begin	Major Total	Higher Minor Vol	Dir	War-1A			War-1B			War-1A&B		
				Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
01:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
02:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
03:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
04:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
05:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
06:00	538	150	EB	350-Yes	105-Yes	Both	525-Yes	52-Yes	Both	420-Yes	84-Yes	Both
07:00	676	201	EB	350-Yes	105-Yes	Both	525-Yes	52-Yes	Both	420-Yes	84-Yes	Both
08:00	419	150	EB	350-Yes	105-Yes	Both	525-No	52-Yes	Minor	420-No	84-Yes	Minor
09:00	294	134	EB	350-No	105-Yes	Minor	525-No	52-Yes	Minor	420-No	84-Yes	Minor
10:00	272	114	EB	350-No	105-Yes	Minor	525-No	52-Yes	Minor	420-No	84-Yes	Minor
11:00	303	146	EB	350-No	105-Yes	Minor	525-No	52-Yes	Minor	420-No	84-Yes	Minor
12:00	426	142	EB	350-Yes	105-Yes	Both	525-No	52-Yes	Minor	420-Yes	84-Yes	Both
13:00	359	155	EB	350-Yes	105-Yes	Both	525-No	52-Yes	Minor	420-No	84-Yes	Minor
14:00	455	162	EB	350-Yes	105-Yes	Both	525-No	52-Yes	Minor	420-Yes	84-Yes	Both
15:00	664	249	EB	350-Yes	105-Yes	Both	525-Yes	52-Yes	Both	420-Yes	84-Yes	Both
16:00	757	324	EB	350-Yes	105-Yes	Both	525-Yes	52-Yes	Both	420-Yes	84-Yes	Both
17:00	647	290	EB	350-Yes	105-Yes	Both	525-Yes	52-Yes	Both	420-Yes	84-Yes	Both
18:00	503	213	EB	350-Yes	105-Yes	Both	525-No	52-Yes	Minor	420-Yes	84-Yes	Both
19:00	389	130	EB	350-Yes	105-Yes	Both	525-No	52-Yes	Minor	420-No	84-Yes	Minor
20:00	354	105	EB	350-Yes	105-Yes	Both	525-No	52-Yes	Minor	420-No	84-Yes	Minor
21:00	271	65	EB	350-No	105-No	---	525-No	52-Yes	Minor	420-No	84-No	---
22:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
23:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---

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

Study Name :
Study Date : 06/29/07
Page No. : 1

Multi-Way Stop Warrant Report

Major Street Approaches

Northbound: Centerville Rd.
Total Approach Volume: 5,303
Approach Speed: 50

Southbound: Centerville Rd.
Total Approach Volume: 2,024
Approach Speed: 50

Minor Street Approaches

Eastbound: CSAH 32
Total Approach Volume: 2,730

Westbound: CSAH 32
Total Approach Volume: 1

Warrant Summary

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

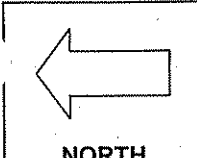
Criteria B - Crash Experience Not Evaluated

Criteria C - Minimum Volumes and Delays Satisfied
Delay data not evaluated
Required volumes reached for 11 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 6 hours, 8 are needed

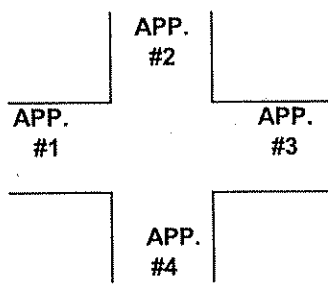
Analysis of 8 Hour Volume Warrants:

Time	Major Total	Minor Total	Crit C			Crit D		
			Major	Minor	Meets?	Major	Minor	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	538	150	210-Yes	140-Yes	Both	240-Yes	160-No	Major
07:00 - 08:00	676	201	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
08:00 - 09:00	419	150	210-Yes	140-Yes	Both	240-Yes	160-No	Major
09:00 - 10:00	294	134	210-Yes	140-No	Major	240-Yes	160-No	Major
10:00 - 11:00	272	114	210-Yes	140-No	Major	240-Yes	160-No	Major
11:00 - 12:00	303	146	210-Yes	140-Yes	Both	240-Yes	160-No	Major
12:00 - 13:00	426	142	210-Yes	140-Yes	Both	240-Yes	160-No	Major
13:00 - 14:00	359	156	210-Yes	140-Yes	Both	240-Yes	160-No	Major
14:00 - 15:00	455	162	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
15:00 - 16:00	664	249	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
16:00 - 17:00	757	324	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
17:00 - 18:00	647	290	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
18:00 - 19:00	503	213	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
19:00 - 20:00	389	130	210-Yes	140-No	Major	240-Yes	160-No	Major
20:00 - 21:00	354	105	210-Yes	140-No	Major	240-Yes	160-No	Major
21:00 - 22:00	271	65	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: CSAH 32 (Ash St.) @ Centerville Rd. DATE: 06/26/2007

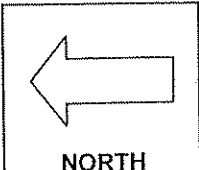
NORTH
 APP. #1 =
 Centerville Rd.
 APP. #2 =
 APP. #3 =
 Centerville Rd.
 APP. #4 =
 CSAH 32



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								
6:15-6:30						6		
6:30-6:45						3		
6:45-7:00						5		1
HOURLY TOTAL						HOURLY TOTAL		15
7:00-7:15						4		
7:15-7:30						3		
7:30-7:45						5		
7:45-8:00						2		
HOURLY TOTAL						HOURLY TOTAL		14
8:00-8:15								
8:15-8:30						3		
8:30-8:45						3		
8:45-9:00								
HOURLY TOTAL						HOURLY TOTAL		6
9:00-9:15								
9:15-9:30						3		
9:30-9:45						2		
9:45-10:00								
HOURLY TOTAL						HOURLY TOTAL		5
10:00-10:15						2		2
10:15-10:30						1		1
10:30-10:45								
10:45-11:00						2		1
HOURLY TOTAL						HOURLY TOTAL		9
11:00-11:15						3		
11:15-11:30						3		2
11:30-11:45						2		1
11:45-12:00						4		
HOURLY TOTAL						HOURLY TOTAL		15
12:00-12:15						2		
12:15-12:30						4		
12:30-12:45						4		
12:45-1:00						4		
HOURLY TOTAL						HOURLY TOTAL		14
1:00-1:15								
1:15-1:30						5		2
1:30-1:45						3		2
1:45-2:00						1		1
HOURLY TOTAL						HOURLY TOTAL		14
					TOTAL		TOTAL	77

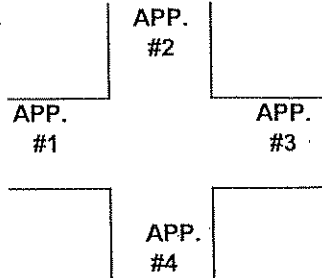
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COUNT LOCATION: CSAH 32 (Ash St.) @ Centerville Rd.

DATE: 06/27/2006

APP. #1 = Centerville Rd.
APP. #2 =
APP. #3 = Centerville Rd.
APP. #4 = CSAH 32



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						4		
2:15-2:30						4		
2:30-2:45								
2:45-3:00						3		
HOURLY TOTAL						HOURLY TOTAL		11
3:00-3:15						1		
3:15-3:30						1		1
3:30-3:45						2		
3:45-4:00								
HOURLY TOTAL						HOURLY TOTAL		5
4:00-4:15						2		
4:15-4:30								2
4:30-4:45						5		1
4:45-5:00						2		1
HOURLY TOTAL						HOURLY TOTAL		13
5:00-5:15						2		
5:15-5:30								
5:30-5:45								
5:45-6:00								
HOURLY TOTAL						HOURLY TOTAL		2
6:00-6:15						2		
6:15-6:30						3		
6:30-6:45						1		
6:45-7:00								
HOURLY TOTAL						HOURLY TOTAL		6
7:00-7:15								
7:15-7:30						3		
7:30-7:45								
7:45-8:00						1		
HOURLY TOTAL						HOURLY TOTAL		4
8:00-8:15								
8:15-8:30						1		
8:30-8:45								
8:45-9:00								
HOURLY TOTAL						HOURLY TOTAL		1
9:00-9:15								
9:15-9:30								
9:30-9:45								
9:45-10:00								
HOURLY TOTAL						HOURLY TOTAL		119
					TOTAL		TOTAL	119

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