

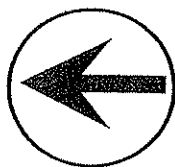
Date : 04/22/10

Count Number : TMC1005

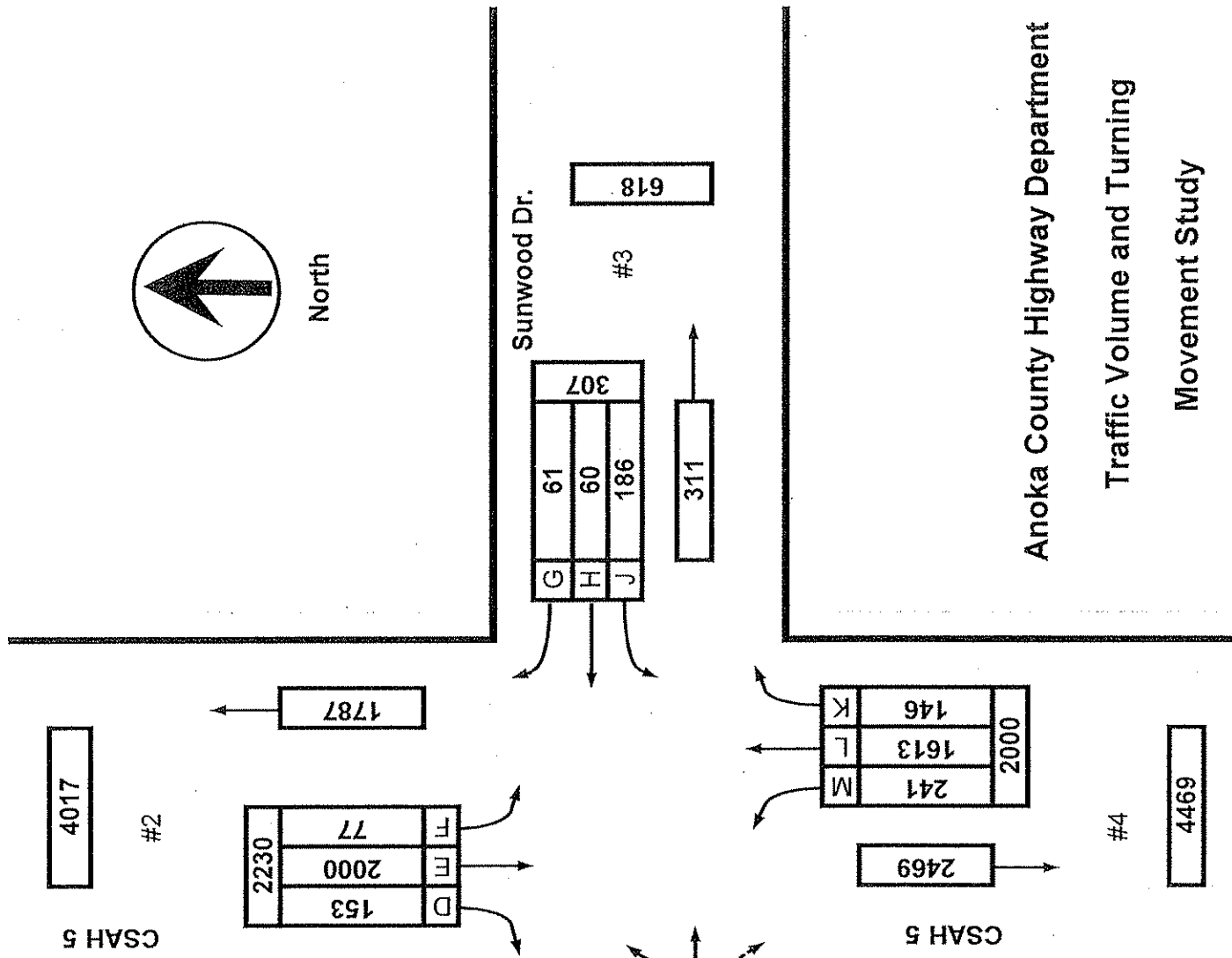
Location : CSAH 5 (Nowthen Blvd.)

@ Sunwood Dr.

Collection Period : 7-10 AM, 2-6 PM



North



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

Anoka County Highway Department  
 Traffic Volume and Turning  
 Movement Study

#4  
4469

Date : 04/22/10

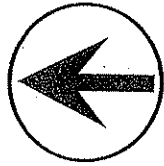
Count Number : TMC1005

Location : CSAH 5 (Nowthen Blvd.)

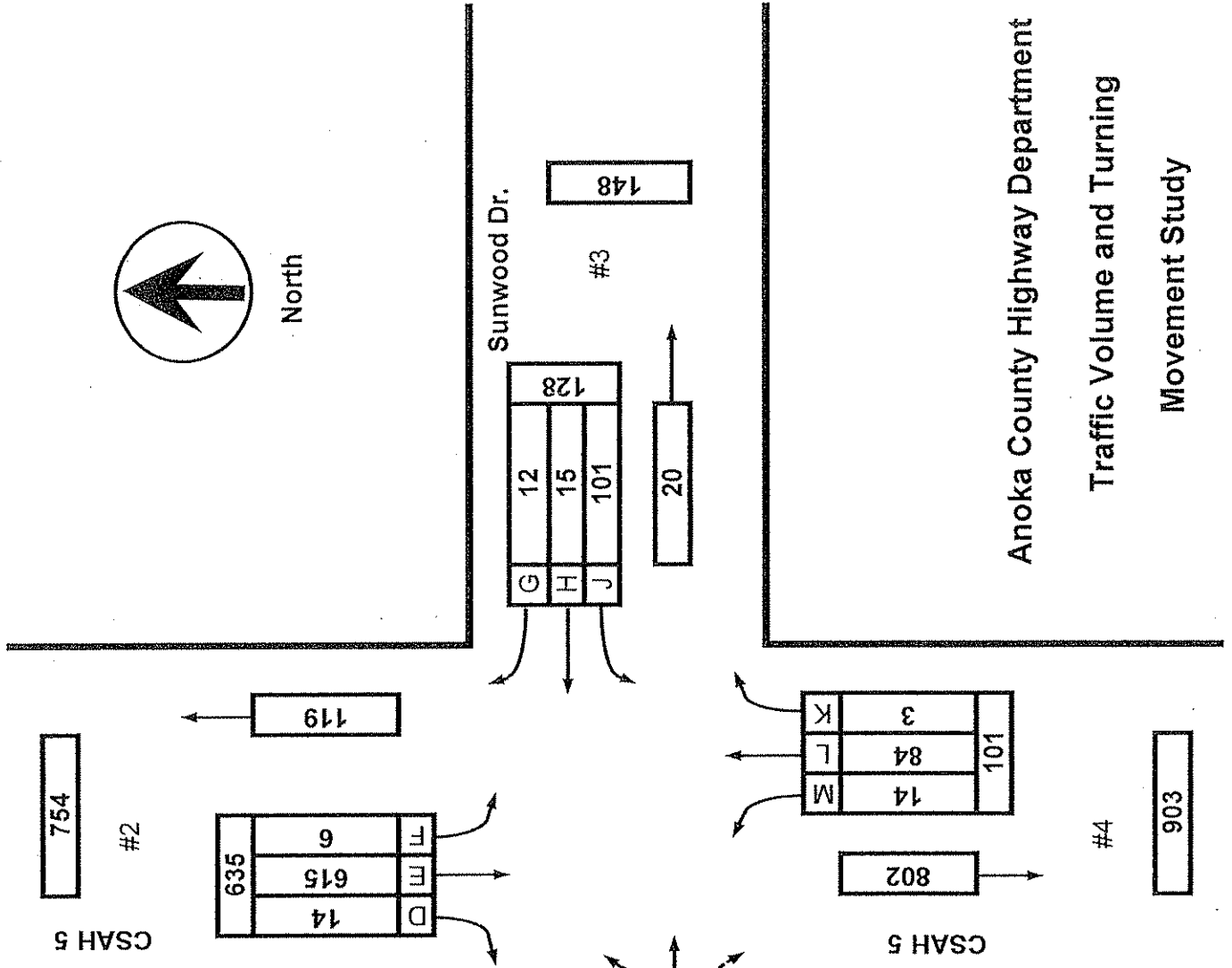
@ Sunwood Dr.

Collection Period : AM PEAK

Hour : 7:00 AM-8:00 AM



North



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

Anoka County Highway Department  
 Traffic Volume and Turning  
 Movement Study

Date : 04/27/10

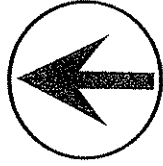
Count Number : TMC1005

Location : CSAH 5 (Nowthen Blvd.)

@ Sunwood Dr.

Collection Period : PM PEAK

Hour : 5:00 PM-6:00 PM



North

680

#2

CSAH 5

261			
18	D	18	
240	F	240	
3	T	3	

419

Sunwood Dr.

9	G	9	
10	H	10	
20	J	20	
39		39	

#3

101

62

107

#1

201

94			
62	A	62	
23	B	23	
9	C	9	

Sunwood Dr.

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

36	K	36	
401	L	401	
79	M	79	
516		516	

322

CSAH 5

#4

838

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 : TMC1005  
 Site Code : 10050202  
 Start Date : 4/27/2010  
 Page No : 1

Weather: Clear and Mild  
 Counter: DB-400  
 Counted by: Josie/Terri

**Groups Printed- Unshifted**

Start Time	CSAH 5 Southbound					Sunwood Dr. Westbound					CSAH 5 Northbound					Sunwood 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			
07:00	2	142	4	4	148	27	6	2	0	35	3	19	0	3	22	5	4	25	2	34	9	239	248
07:15	1	186	5	1	192	37	5	8	0	50	0	17	1	3	18	7	2	29	1	38	5	298	303
07:30	1	183	4	3	188	28	2	1	0	31	7	19	2	0	28	5	3	22	1	30	4	277	281
07:45	2	104	1	4	107	9	2	1	0	12	4	29	0	2	33	6	2	10	2	18	8	170	176
<b>Total</b>	<b>6</b>	<b>615</b>	<b>14</b>	<b>12</b>	<b>635</b>	<b>101</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>128</b>	<b>14</b>	<b>84</b>	<b>3</b>	<b>8</b>	<b>101</b>	<b>23</b>	<b>11</b>	<b>86</b>	<b>6</b>	<b>120</b>	<b>26</b>	<b>984</b>	<b>1010</b>
08:00	0	88	2	3	90	3	4	3	1	10	2	18	2	3	22	2	1	8	0	11	7	133	140
08:15	0	54	2	3	56	6	1	0	0	7	1	29	2	2	32	4	0	4	0	8	5	103	108
08:30	1	56	2	3	59	8	1	1	0	10	3	29	3	4	35	2	0	6	0	8	7	112	119
08:45	1	68	0	2	69	2	5	0	1	7	1	40	2	5	43	2	2	20	0	24	8	143	151
<b>Total</b>	<b>2</b>	<b>266</b>	<b>6</b>	<b>11</b>	<b>274</b>	<b>19</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>34</b>	<b>7</b>	<b>116</b>	<b>9</b>	<b>14</b>	<b>132</b>	<b>10</b>	<b>3</b>	<b>38</b>	<b>0</b>	<b>51</b>	<b>27</b>	<b>491</b>	<b>518</b>
09:00	8	86	18	7	112	8	1	5	1	14	5	50	4	4	59	20	1	6	0	27	12	212	224
09:15	16	140	21	21	177	3	1	9	1	13	2	29	1	1	32	8	1	2	0	11	23	233	256
09:30	0	53	2	0	55	3	1	0	1	4	1	21	1	1	23	1	1	3	0	5	2	87	89
09:45	1	40	2	1	43	1	2	0	0	3	3	29	2	1	34	1	1	6	0	8	2	88	90
<b>Total</b>	<b>25</b>	<b>319</b>	<b>43</b>	<b>29</b>	<b>387</b>	<b>15</b>	<b>5</b>	<b>14</b>	<b>3</b>	<b>34</b>	<b>11</b>	<b>129</b>	<b>8</b>	<b>7</b>	<b>148</b>	<b>30</b>	<b>4</b>	<b>17</b>	<b>0</b>	<b>51</b>	<b>39</b>	<b>620</b>	<b>659</b>

\*\*\* BREAK \*\*\*

14:00	0	27	1	0	28	0	0	0	0	0	7	37	4	3	48	3	3	4	1	10	4	86	90
14:15	2	42	3	3	47	1	2	0	1	3	4	34	1	1	39	0	2	3	1	5	6	94	100
14:30	1	47	3	2	51	5	1	1	1	7	12	78	5	6	95	1	1	7	0	9	9	162	171
14:45	1	36	3	1	40	6	3	3	1	12	15	55	8	4	78	1	6	10	2	17	8	147	155
<b>Total</b>	<b>4</b>	<b>152</b>	<b>10</b>	<b>6</b>	<b>166</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>22</b>	<b>38</b>	<b>204</b>	<b>18</b>	<b>14</b>	<b>260</b>	<b>5</b>	<b>12</b>	<b>24</b>	<b>4</b>	<b>41</b>	<b>27</b>	<b>489</b>	<b>516</b>
15:00	0	25	0	5	25	3	2	0	0	5	6	71	5	1	82	2	8	6	0	16	6	128	134
15:15	1	39	1	1	41	1	2	1	0	4	9	67	7	2	83	4	2	4	0	10	3	138	141
15:30	1	35	3	1	39	2	3	1	0	6	9	89	11	2	109	12	4	11	1	27	4	181	185
15:45	2	49	4	1	55	2	0	4	0	6	9	98	8	7	115	10	4	9	0	23	8	199	207
<b>Total</b>	<b>4</b>	<b>148</b>	<b>8</b>	<b>8</b>	<b>160</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>21</b>	<b>33</b>	<b>325</b>	<b>31</b>	<b>12</b>	<b>389</b>	<b>28</b>	<b>18</b>	<b>30</b>	<b>1</b>	<b>76</b>	<b>21</b>	<b>646</b>	<b>667</b>
16:00	26	84	41	7	151	0	1	4	0	5	17	84	15	3	116	2	3	2	0	7	10	279	289
16:15	2	67	6	3	75	7	1	2	0	10	15	91	8	5	114	1	6	6	0	13	8	212	220
16:30	4	48	2	3	54	3	3	4	0	10	15	93	10	1	118	3	5	12	0	20	4	202	206
16:45	1	61	5	2	67	1	1	2	0	4	12	86	8	2	106	2	3	6	0	11	4	188	192
<b>Total</b>	<b>33</b>	<b>260</b>	<b>54</b>	<b>15</b>	<b>347</b>	<b>11</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>29</b>	<b>59</b>	<b>354</b>	<b>41</b>	<b>11</b>	<b>454</b>	<b>8</b>	<b>17</b>	<b>26</b>	<b>0</b>	<b>51</b>	<b>26</b>	<b>861</b>	<b>907</b>
17:00	0	57	5	0	62	4	0	3	0	7	19	110	7	4	136	1	9	19	0	29	4	234	238
17:15	0	70	5	1	75	5	3	1	0	9	25	100	10	0	135	2	5	13	0	20	1	239	240
17:30	3	43	5	1	51	4	5	1	0	10	18	96	10	0	124	1	5	11	0	17	1	202	203
17:45	0	70	3	1	73	7	2	4	0	13	17	95	9	2	121	5	4	19	1	28	4	235	239
<b>Total</b>	<b>3</b>	<b>240</b>	<b>18</b>	<b>3</b>	<b>261</b>	<b>20</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>39</b>	<b>79</b>	<b>401</b>	<b>36</b>	<b>6</b>	<b>516</b>	<b>9</b>	<b>23</b>	<b>62</b>	<b>1</b>	<b>94</b>	<b>10</b>	<b>910</b>	<b>920</b>
<b>Grand Total</b>	<b>77</b>	<b>2000</b>	<b>153</b>	<b>84</b>	<b>2230</b>	<b>186</b>	<b>60</b>	<b>61</b>	<b>8</b>	<b>307</b>	<b>241</b>	<b>1613</b>	<b>146</b>	<b>72</b>	<b>2000</b>	<b>113</b>	<b>88</b>	<b>283</b>	<b>12</b>	<b>484</b>	<b>176</b>	<b>5021</b>	<b>5197</b>
Apprch %	3.5	89.7	6.9			60.6	19.5	19.9			12.1	80.7	7.3			23.3	18.2	58.5					
Total %	1.5	39.8	3	44.4		3.7	1.2	1.2	6.1		4.8	32.1	2.9	39.8		2.3	1.8	5.6	9.6		3.4	96.6	

Start Time	CSAH 5 Southbound				Sunwood Dr. Westbound			CSAH 5 Northbound				Sunwood Dr. Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right		App. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00																	
07:00	2	142	4	148	27	6	2	35	3	19	0	22	5	4	25	34	239
07:15	1	186	5	192	37	5	8	50	0	17	1	18	7	2	29	38	298
07:30	1	183	4	188	28	2	1	31	7	19	2	28	5	3	22	30	277
07:45	2	104	1	107	9	2	1	12	4	29	0	33	6	2	10	18	170
<b>Total Volume</b>	<b>6</b>	<b>615</b>	<b>14</b>	<b>635</b>	<b>101</b>	<b>15</b>	<b>12</b>	<b>128</b>	<b>14</b>	<b>84</b>	<b>3</b>	<b>101</b>	<b>23</b>	<b>11</b>	<b>86</b>	<b>120</b>	<b>984</b>
<b>% App. Total</b>	<b>0.9</b>	<b>96.9</b>	<b>2.2</b>		<b>78.9</b>	<b>11.7</b>	<b>9.4</b>		<b>13.9</b>	<b>83.2</b>	<b>3</b>		<b>19.2</b>	<b>9.2</b>	<b>71.7</b>		
PHF	.750	.827	.700	.827	.682	.625	.375	.640	.500	.724	.375	.765	.821	.688	.741	.789	.826

Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	0	57	5	62	4	0	3	7	19	110	7	136	1	9	19	29	234
17:15	0	70	5	75	5	3	1	9	25	100	10	135	2	5	13	20	239
17:30	3	43	5	51	4	5	1	10	18	96	10	124	1	5	11	17	202
17:45	0	70	3	73	7	2	4	13	17	95	9	121	5	4	19	28	235
<b>Total Volume</b>	<b>3</b>	<b>240</b>	<b>18</b>	<b>261</b>	<b>20</b>	<b>10</b>	<b>9</b>	<b>39</b>	<b>79</b>	<b>401</b>	<b>36</b>	<b>516</b>	<b>9</b>	<b>23</b>	<b>62</b>	<b>94</b>	<b>910</b>
<b>% App. Total</b>	<b>1.1</b>	<b>92</b>	<b>6.9</b>		<b>51.3</b>	<b>25.6</b>	<b>23.1</b>		<b>15.3</b>	<b>77.7</b>	<b>7</b>		<b>9.6</b>	<b>24.5</b>	<b>66</b>		
PHF	.250	.857	.900	.870	.714	.500	.563	.750	.790	.911	.900	.949	.450	.639	.816	.810	.952

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

Study Name : TMC1005  
Study Date : 05/03/10  
Page No. : 1

**Signal Warrants - Summary**

**Major Street Approaches**

**Northbound: CSAH 5**  
Number of Lanes: 1  
Approach Speed: 50  
Total Approach Volume: 2,000

**Southbound: CSAH 5**  
Number of Lanes: 1  
Approach Speed: 50  
Total Approach Volume: 2,230

**Minor Street Approaches**

**Eastbound: Sunwood Dr.**  
Number of Lanes: 2  
  
Total Approach Volume: 484

**Westbound: Sunwood Dr.**  
Number of Lanes: 2  
  
Total Approach Volume: 307

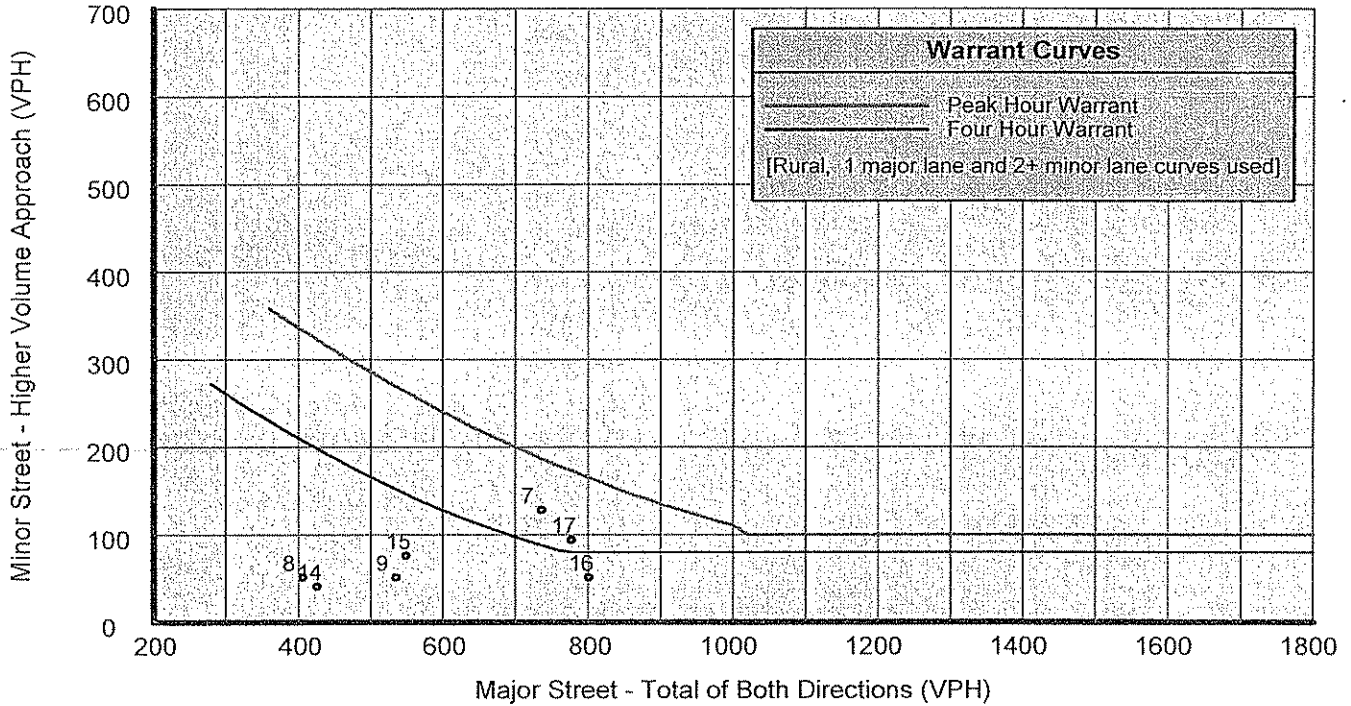
**Warrant Summary (Rural values apply.)**

- Warrant 1 - Eight Hour Vehicular Volumes** ..... **Not Satisfied**  
  - Warrant 1A - Minimum Vehicular Volume** ..... **Not Satisfied**  
Required volumes reached for 0 hours, 8 are needed
  - Warrant 1B - Interruption of Continuous Traffic** ..... **Not Satisfied**  
Required volumes reached for 3 hours, 8 are needed
  - Warrant 1 A&B - Combination of Warrants** ..... **Not Satisfied**  
Required volumes reached for 1 hours, 8 are needed
  
- Warrant 2 - Four Hour Volumes** ..... **Not Satisfied**  
Number of hours (2) volumes exceed minimum < minimum required (4).
  
- Warrant 3 - Peak Hour** ..... **Not Satisfied**  
  - Warrant 3A - Peak Hour Delay** ..... **Not Satisfied**  
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.
  - Warrant 3B - Peak Hour Volumes** ..... **Not Satisfied**  
Volumes do not exceed minimums for any hour.
  
- Warrant 4 - Pedestrian Volumes** ..... **Not Evaluated**
  
- Warrant 5 - School Crossing** ..... **Not Evaluated**
  
- Warrant 6 - Coordinated Signal System** ..... **Not Evaluated**
  
- Warrant 7 - Crash Experience** ..... **Not Evaluated**
  
- Warrant 8 - Roadway Network** ..... **Not Evaluated**

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

Study Name : TMC1005  
Study Date : 05/03/10  
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	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	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
07:00	736	128	WB	350-Yes	140-No	Major	525-Yes	70-Yes	Both	420-Yes	112-Yes	Both
08:00	406	51	EB	350-Yes	140-No	Major	525-No	70-No	---	420-No	112-No	---
09:00	535	51	EB	350-Yes	140-No	Major	525-Yes	70-No	Major	420-Yes	112-No	Major
10:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
11:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
12:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
13:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
14:00	426	41	EB	350-Yes	140-No	Major	525-No	70-No	---	420-Yes	112-No	Major
15:00	549	76	EB	350-Yes	140-No	Major	525-Yes	70-Yes	Both	420-Yes	112-No	Major
16:00	801	51	EB	350-Yes	140-No	Major	525-Yes	70-No	Major	420-Yes	112-No	Major
17:00	777	94	EB	350-Yes	140-No	Major	525-Yes	70-Yes	Both	420-Yes	112-No	Major
18:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
19:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
20:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
21:00	0	0	EB	350-No	140-No	---	525-No	70-No	---	420-No	112-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 : TMC1005  
Study Date : 05/03/10  
Page No. : 1

**Multi-Way Stop Warrant Report**

**Major Street Approaches**

**Northbound: CSAH 5**  
Total Approach Volume: 2,000  
Approach Speed: 50

**Southbound: CSAH 5**  
Total Approach Volume: 2,230  
Approach Speed: 50

**Minor Street Approaches**

**Eastbound: Sunwood Dr.**  
Total Approach Volume: 484

**Westbound: Sunwood Dr.**  
Total Approach Volume: 307

**Warrant Summary**

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

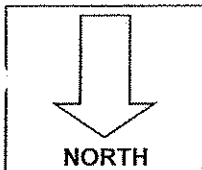
**Criteria B - Crash Experience** ..... Not Evaluated

**Criteria C - Minimum Volumes and Delays** ..... Not Satisfied  
Delay data not evaluated  
Required volumes reached for 1 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 1 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?
06:30 - 07:30	380	157	210-Yes	140-Yes	Both	240-Yes	160-No	Major
07:30 - 08:30	556	127	210-Yes	140-No	Major	240-Yes	160-No	Major
07:45 - 08:45	434	84	210-Yes	140-No	Major	240-Yes	160-No	Major
08:00 - 09:00	406	85	210-Yes	140-No	Major	240-Yes	160-No	Major
08:15 - 09:15	465	105	210-Yes	140-No	Major	240-Yes	160-No	Major
08:30 - 09:30	586	114	210-Yes	140-No	Major	240-Yes	160-No	Major
08:45 - 09:45	570	105	210-Yes	140-No	Major	240-Yes	160-No	Major
09:00 - 10:00	535	85	210-Yes	140-No	Major	240-Yes	160-No	Major
09:15 - 10:15	364	44	210-Yes	140-No	Major	240-Yes	160-No	Major
13:45 - 14:45	308	34	210-Yes	140-No	Major	240-Yes	160-No	Major
14:00 - 15:00	426	63	210-Yes	140-No	Major	240-Yes	160-No	Major
14:15 - 15:15	457	74	210-Yes	140-No	Major	240-Yes	160-No	Major
14:30 - 15:30	495	80	210-Yes	140-No	Major	240-Yes	160-No	Major
14:45 - 15:45	497	97	210-Yes	140-No	Major	240-Yes	160-No	Major
15:00 - 16:00	549	97	210-Yes	140-No	Major	240-Yes	160-No	Major
15:15 - 16:15	709	88	210-Yes	140-No	Major	240-Yes	160-No	Major
15:30 - 16:30	774	97	210-Yes	140-No	Major	240-Yes	160-No	Major
15:45 - 16:45	798	94	210-Yes	140-No	Major	240-Yes	160-No	Major
16:00 - 17:00	801	80	210-Yes	140-No	Major	240-Yes	160-No	Major
16:15 - 17:15	732	104	210-Yes	140-No	Major	240-Yes	160-No	Major
16:30 - 17:30	753	110	210-Yes	140-No	Major	240-Yes	160-No	Major
16:45 - 17:45	756	107	210-Yes	140-No	Major	240-Yes	160-No	Major
17:00 - 18:00	777	133	210-Yes	140-No	Major	240-Yes	160-No	Major
17:15 - 18:15	579	97	210-Yes	140-No	Major	240-Yes	160-No	Major



COUNT LOCATION:

CSAH 5 (Nowthen Blvd.)

DATE:

4/22/2010

@ Sunwood Dr.

<b>NORTH</b>
APP. #1 = Sunwood Dr.
APP. #2 = CSAH 5
APP. #3 = Sunwood Dr.
APP. #4 = CSAH 5

APP. #2	APP. #3
APP. #1	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
7:00-7:15AM			1		1			9
7:15-7:30			1		1	1		5
7:30-7:45						3		1
7:45-8:00						2		7
<b>HOURLY TOTAL</b>					<b>2</b>	<b>HOURLY TOTAL</b>		<b>28</b>
8:00-8:15						5		1
8:15-8:30						5		1
8:30-8:45						3		4
8:45-9:00	5			5	10	3		5
<b>HOURLY TOTAL</b>					<b>10</b>	<b>HOURLY TOTAL</b>		<b>27</b>
9:00-9:15	1			16	17	2		10
9:15-9:30				1	1	3		20
9:30-9:45				2	2			2
9:45-10:00						1		1
<b>HOURLY TOTAL</b>					<b>20</b>	<b>HOURLY TOTAL</b>		<b>39</b>
				<b>TOTAL</b>	<b>32</b>		<b>TOTAL</b>	<b>94</b>

DATE:

4/27/2010

TIME	PEDESTRIANS					HEAVY VEHICLES		
	APP. #1	APP. #2	APP. #3	APP. #4	15 MIN TOT	TRUCKS	RV	BUS
2:00-2:15PM			1		1	4		
2:15-2:30						5		2
2:30-2:45						2		6
2:45-3:00		1		1	2	5		3
<b>HOURLY TOTAL</b>					<b>3</b>	<b>HOURLY TOTAL</b>		<b>27</b>
3:00-3:15						1		5
3:15-3:30		1		2	3	1		2
3:30-3:45		1			1	1		3
3:45-4:00						4		4
<b>HOURLY TOTAL</b>					<b>4</b>	<b>HOURLY TOTAL</b>		<b>21</b>
4:00-4:15		1	5	2	8	2		8
4:15-4:30		2			2	4		4
4:30-4:45						3		2
4:45-5:00				1	1	2		1
<b>HOURLY TOTAL</b>					<b>11</b>	<b>HOURLY TOTAL</b>		<b>26</b>
5:00-5:15		1			1	4		
5:15-5:30		1			1	1		
5:30-5:45						1		
5:45-6:00				2	2	2		2
<b>HOURLY TOTAL</b>					<b>4</b>	<b>HOURLY TOTAL</b>		<b>10</b>
				<b>TOTAL</b>	<b>22</b>		<b>TOTAL</b>	<b>84</b>