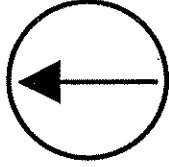


Date : 9/26/00 AM 9/25/00 PM

Count Number : TMC0029

Location : CSAH 10 @ Pleasant View Dr.



North

Pleasant View

Pleasant View

1074

#2

402	260	22	120
D	E	F	T

672

C.S.A.H. 10

23559

#3

300	11501	425
G	H	J

11333

Anoka County Highway Department  
Traffic Volume and Turning  
Movement Study

11739

#1

11316	343	10739	234
A	B	C	

C.S.A.H. 10

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

118	29	334
M	L	K

#4

1162

681

1162

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

Weather: CLEAR /76  
inter TDC-8  
Counted by: JOSIE/DICK

File Name : TMC0029  
Site Code : 02290202  
Start Date : 09/23/2000  
Page No : 1

Groups Printed- 1 - Unshifted

Start Time	Southbound					Westbound					Northbound					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	0	0	1	2	1	73	0	4	74	0	0	0	0	0	1	137	0	3	138	8	214	222
06:15	6	0	0	0	6	0	59	2	2	61	0	0	2	0	2	3	174	1	2	178	4	247	251
06:30	4	0	4	0	8	1	108	0	1	109	1	0	4	0	5	2	237	3	5	242	6	364	370
06:45	3	0	4	0	7	4	124	1	7	129	0	0	6	1	6	3	333	1	4	337	12	479	491
<b>Total</b>	<b>15</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>23</b>	<b>6</b>	<b>364</b>	<b>3</b>	<b>14</b>	<b>373</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>13</b>	<b>9</b>	<b>881</b>	<b>5</b>	<b>14</b>	<b>895</b>	<b>30</b>	<b>1304</b>	<b>1334</b>
07:00	8	0	1	0	9	4	127	5	4	136	3	0	7	1	10	2	346	2	3	350	8	505	513
07:15	6	1	4	0	11	10	132	2	2	144	1	0	14	1	15	2	387	6	7	395	10	565	575
07:30	8	0	1	0	9	12	145	2	5	159	0	0	5	0	5	0	407	4	6	411	11	584	595
07:45	7	0	0	0	7	15	195	2	6	212	3	0	6	0	9	4	391	3	5	398	11	626	637
<b>Total</b>	<b>29</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>36</b>	<b>41</b>	<b>599</b>	<b>11</b>	<b>17</b>	<b>651</b>	<b>7</b>	<b>0</b>	<b>32</b>	<b>2</b>	<b>39</b>	<b>8</b>	<b>1531</b>	<b>15</b>	<b>21</b>	<b>1554</b>	<b>40</b>	<b>2280</b>	<b>2320</b>
08:00	6	0	1	0	7	11	157	7	5	175	1	0	7	1	8	3	274	4	3	281	9	471	480
08:15	4	0	2	0	6	7	142	3	3	152	1	0	3	1	4	3	211	4	10	218	14	380	394
08:30	6	0	3	0	9	7	131	4	5	142	1	0	1	0	2	2	138	1	4	141	9	294	303
08:45	4	0	2	0	6	6	159	3	10	168	0	0	6	1	6	3	125	0	5	128	16	308	324
<b>Total</b>	<b>20</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>28</b>	<b>31</b>	<b>589</b>	<b>17</b>	<b>23</b>	<b>637</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>3</b>	<b>20</b>	<b>11</b>	<b>748</b>	<b>9</b>	<b>22</b>	<b>768</b>	<b>48</b>	<b>1453</b>	<b>1501</b>
09:00	4	0	5	2	9	9	139	4	5	152	3	0	4	0	7	2	144	2	7	148	14	316	330
09:15	6	0	2	0	8	1	136	3	5	140	1	0	2	0	3	3	125	3	3	131	8	282	290
09:30	6	0	1	2	7	3	138	8	7	149	0	0	4	0	4	3	127	2	4	132	13	292	305
09:45	2	0	2	0	4	5	154	5	11	164	2	0	0	0	2	3	126	4	5	133	16	303	319
<b>Total</b>	<b>18</b>	<b>0</b>	<b>10</b>	<b>4</b>	<b>28</b>	<b>18</b>	<b>567</b>	<b>20</b>	<b>28</b>	<b>605</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>16</b>	<b>11</b>	<b>522</b>	<b>11</b>	<b>19</b>	<b>544</b>	<b>51</b>	<b>1193</b>	<b>1244</b>
10:00	5	1	0	0	6	8	129	4	10	141	1	0	4	2	5	2	127	7	6	136	18	288	306
10:15	2	0	4	0	6	5	141	3	4	149	2	0	4	0	6	4	124	5	4	133	8	294	302
10:30	5	0	3	1	8	2	162	2	7	166	2	0	13	0	15	9	129	1	6	139	14	328	342
10:45	8	0	2	0	10	5	156	1	9	162	4	0	5	0	9	7	136	3	6	146	15	327	342
<b>Total</b>	<b>20</b>	<b>1</b>	<b>9</b>	<b>1</b>	<b>30</b>	<b>20</b>	<b>588</b>	<b>10</b>	<b>30</b>	<b>618</b>	<b>9</b>	<b>0</b>	<b>26</b>	<b>2</b>	<b>35</b>	<b>22</b>	<b>516</b>	<b>16</b>	<b>22</b>	<b>554</b>	<b>55</b>	<b>1237</b>	<b>1292</b>
11:00	3	0	4	0	7	5	142	2	3	149	2	1	7	0	10	8	145	4	9	157	12	323	335
11:15	4	1	1	0	6	8	156	6	15	170	0	2	7	0	9	8	149	3	5	160	20	345	365
11:30	2	0	5	0	7	11	172	6	10	189	4	0	6	1	10	8	167	2	7	177	18	383	401
11:45	7	0	3	1	10	4	179	4	10	187	3	2	6	0	11	10	159	7	8	176	19	384	403
<b>Total</b>	<b>16</b>	<b>1</b>	<b>13</b>	<b>1</b>	<b>30</b>	<b>28</b>	<b>649</b>	<b>18</b>	<b>38</b>	<b>695</b>	<b>9</b>	<b>5</b>	<b>26</b>	<b>1</b>	<b>40</b>	<b>34</b>	<b>620</b>	<b>16</b>	<b>29</b>	<b>670</b>	<b>69</b>	<b>1435</b>	<b>1504</b>
12:00	9	1	3	1	13	2	181	4	11	187	5	2	12	0	19	9	141	4	5	154	17	373	390
12:15	4	4	4	0	12	11	192	7	8	210	2	1	10	1	13	8	168	6	9	182	18	417	435
12:30	7	3	4	1	14	6	215	8	6	229	1	1	11	2	13	4	177	2	4	183	13	439	452
12:45	5	0	1	0	6	15	181	4	7	200	5	0	8	0	13	10	182	6	3	198	10	417	427
<b>Total</b>	<b>25</b>	<b>8</b>	<b>12</b>	<b>2</b>	<b>45</b>	<b>34</b>	<b>769</b>	<b>23</b>	<b>32</b>	<b>826</b>	<b>13</b>	<b>4</b>	<b>41</b>	<b>3</b>	<b>58</b>	<b>31</b>	<b>668</b>	<b>18</b>	<b>21</b>	<b>717</b>	<b>58</b>	<b>1646</b>	<b>1704</b>
13:00	6	0	0	0	6	15	195	5	7	215	2	1	4	0	7	10	177	6	2	193	9	421	430
13:15	4	0	0	0	4	9	185	3	8	197	1	1	11	0	13	4	169	5	9	178	17	392	409
13:30	2	0	5	0	7	6	177	5	5	188	2	0	8	0	10	8	169	4	4	181	9	386	395
13:45	5	0	1	0	6	6	212	7	7	225	0	1	5	0	6	11	191	6	2	208	9	445	454
<b>Total</b>	<b>17</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>36</b>	<b>769</b>	<b>20</b>	<b>27</b>	<b>825</b>	<b>5</b>	<b>3</b>	<b>28</b>	<b>0</b>	<b>36</b>	<b>33</b>	<b>706</b>	<b>21</b>	<b>17</b>	<b>760</b>	<b>44</b>	<b>1644</b>	<b>1688</b>
14:00	1	0	2	0	3	2	165	7	6	174	3	0	9	0	12	5	205	7	7	217	13	406	419
14:15	3	0	2	1	5	10	219	7	9	236	1	2	5	0	8	11	167	4	6	182	16	431	447
14:30	8	0	2	0	10	3	210	8	7	221	3	2	7	0	12	6	180	3	3	189	10	432	442
14:45	0	3	1	1	4	7	261	7	10	275	0	3	6	0	9	6	186	6	0	198	11	486	497
<b>Total</b>	<b>12</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>22</b>	<b>22</b>	<b>855</b>	<b>29</b>	<b>32</b>	<b>906</b>	<b>7</b>	<b>7</b>	<b>27</b>	<b>0</b>	<b>41</b>	<b>28</b>	<b>738</b>	<b>20</b>	<b>16</b>	<b>786</b>	<b>50</b>	<b>1755</b>	<b>1805</b>
15:00	2	3	0	0	5	1	243	3	7	247	1	1	0	0	2	7	194	5	4	206	11	460	471
15:15	4	0	1	0	5	10	288	7	7	305	2	2	1	0	5	6	183	9	8	198	15	513	528
15:30	3	0	5	0	8	12	301	7	7	320	5	1	6	1	12	3	210	5	4	218	12	558	570
15:45	5	0	4	0	9	14	299	5	9	318	2	0	3	0	5	7	182	14	5	203	14	535	549
<b>Total</b>	<b>14</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>27</b>	<b>37</b>	<b>1131</b>	<b>22</b>	<b>30</b>	<b>1190</b>	<b>10</b>	<b>4</b>	<b>10</b>	<b>1</b>	<b>24</b>	<b>23</b>	<b>769</b>	<b>33</b>	<b>21</b>	<b>825</b>	<b>52</b>	<b>2066</b>	<b>2118</b>
16:00	7	0	1	0	8	5	313	7	9	325	0	1	2	0	3	13	197	5	4	215	13	551	564
16:15	6	0	2	0	8	8	377	7	5	392	2	0	6	0	8	10	193	2	2	205	7	613	620
16:30	1	0	0	0	1	8	391	9	5	408	4	1	11	0	16	7	208	2	3	217	8	642	650
16:45	4	0	1	0	5	10	395	10	4	415	3	1	11	0	15	7	240	4	1	251	5	686	691
<b>Total</b>	<b>18</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>31</b>	<b>1476</b>	<b>33</b>	<b>23</b>	<b>1540</b>	<b>9</b>	<b>3</b>	<b>30</b>	<b>0</b>	<b>42</b>	<b>37</b>	<b>838</b>	<b>13</b>	<b>10</b>	<b>888</b>	<b>33</b>	<b>2492</b>	<b>2525</b>

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

Weather: CLEAR /76  
Counter TDC-8  
Counted by: JOSIE/DICK

File Name : TMC0029  
Site Code : 02290202  
Start Date : 09/23/2000  
Page No : 2

Groups Printed- 1 - Unshifted

Start Time	Southbound					Westbound					Northbound					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				
17:00	7	1	5	0	13	10	372	12	0	394	5	0	16	0	21	9	247	4	2	260	2	688	690
17:15	6	2	1	0	9	14	345	9	9	368	1	0	1	0	2	7	206	4	3	217	12	596	608
17:30	1	0	2	0	3	16	412	9	4	437	2	0	11	0	13	11	208	3	4	222	8	675	683
17:45	8	1	3	0	12	14	322	10	6	346	3	0	11	1	14	11	219	4	1	234	8	606	614
Total	22	4	11	0	37	54	1451	40	19	1545	11	0	39	1	50	38	880	15	10	933	30	2565	2595
18:00	5	0	2	0	7	17	271	8	3	296	2	0	8	0	10	12	182	7	0	201	3	514	517
18:15	4	0	4	0	8	7	258	8	3	273	3	0	6	0	9	8	208	5	1	221	4	511	515
18:30	7	1	1	0	9	9	221	7	5	237	1	3	9	0	13	8	173	7	2	188	7	447	454
18:45	2	0	3	0	5	9	209	10	5	228	4	0	3	0	7	7	187	7	0	201	5	441	446
Total	18	1	10	0	29	42	959	33	16	1034	10	3	26	0	39	35	750	26	3	811	19	1913	1932
19:00	6	0	1	0	7	9	197	4	0	210	8	0	3	0	11	6	128	4	0	138	0	366	366
19:15	4	0	3	0	7	10	212	7	2	229	2	0	2	0	4	4	153	2	1	159	3	399	402
19:30	2	0	0	0	2	4	180	6	0	190	3	0	0	0	3	4	151	3	0	158	0	353	353
19:45	4	0	2	0	6	2	146	4	1	152	5	0	5	0	10	9	140	7	2	156	3	324	327
Total	16	0	6	0	22	25	735	21	3	781	18	0	10	0	28	23	572	16	3	611	6	1442	1448
Grand Total	260	22	120	11	402	425	11501	300	332	12226	118	29	334	14	481	343	10739	234	228	11316	585	24425	25010
Apprch %	64.7	5.5	29.9			3.5	94.1	2.5			24.5	6.0	69.4			3.0	94.9	2.1			2.3	97.7	
Total %	1.1	0.1	0.5		1.6	1.7	47.1	1.2		50.1	0.5	0.1	1.4		2.0	1.4	44.0	1.0		46.3			

or Street Approaches:

Lastbound:

C.S.A.H. 10

Data File: C:\Program Files\JAMAR\PETRA\Data Files\TMC0029.war  
 Count Type: IMC. Channel: 0. Count Date: 9/23/ 0  
 Number of Lanes: 2  
 Approach Speed: 50  
 Total Approach Traffic: 11316

Westbound:

C.S.A.H. 10

Data File: C:\Program Files\JAMAR\PETRA\Data Files\TMC0029.war  
 Count Type: IMC. Channel: 0. Count Date: 9/23/ 0  
 Number of Lanes: 2  
 Approach Speed: 50  
 Total Approach Traffic: 12226

Minor Street Approaches:

Northbound:

PLEASANT VIEW

Data File: C:\Program Files\JAMAR\PETRA\Data Files\TMC0029.war  
 Count Type: IMC. Channel: 0. Count Date: 9/23/ 0  
 Number of Lanes: 2  
 Approach Speed: 0  
 Total Approach Traffic: 481

Southbound:

LEASANT VIEW

Data File: C:\Program Files\JAMAR\PETRA\Data Files\TMC0029.war  
 Count Type: IMC. Channel: 0. Count Date: 9/23/ 0  
 Number of Lanes: 2  
 Approach Speed: 0  
 Total Approach Traffic: 402

Analysis of 8-Hour Volume Warrants (Criteria refers to high volume side street for that hour):

Hour Begin	Main (Total)	Side			Warrant 1		Warrant 2		Warrant 8	
		Vol.	Dir.	Rank	Meets?	Criteria	Meets?	Criteria	Meets?	Criteria
0	0	0	S	15		140		70		112
1	0	0	S	16		140		70		112
2	0	0	S	17		140		70		112
3	0	0	S	18		140		70		112
4	0	0	S	19		140		70		112
5	0	0	S	20		140		70		112
6	1268	23	S	14	MAIN	140	MAIN	70	MAIN	112
7	2205	39	N	6	MAIN	140	MAIN	70	MAIN	112
8	1405	28	S	10	MAIN	140	MAIN	70	MAIN	112
9	1149	28	S	11	MAIN	140	MAIN	70	MAIN	112
10	1172	35	N	9	MAIN	140	MAIN	70	MAIN	112
11	1365	40	N	5	MAIN	140	MAIN	70	MAIN	112
12	1543	58	N	1	MAIN	140	MAIN	70	MAIN	112
13	1585	36	N	8	MAIN	140	MAIN	70	MAIN	112
14	1692	41	N	4	MAIN	140	MAIN	70	MAIN	112
15	2015	27	S	13	MAIN	140	MAIN	70	MAIN	112
16	2428	42	N	3	MAIN	140	MAIN	70	MAIN	112
17	2478	50	N	2	MAIN	140	MAIN	70	MAIN	112
18	1845	39	N	7	MAIN	140	MAIN	70	MAIN	112
19	1392	28	N	12	MAIN	140	MAIN	70	MAIN	112
20	0	0	S	21		140		70		112
21	0	0	S	22		140		70		112
22	0	0	S	23		140		70		112
23	0	0	S	24		140		70		112

## Warrant Summary:

Rural values apply.

## Warrant 1 - Minimum Vehicular Volumes

NOT SATISFIED. Required values reached for 0 hours. Criteria--Main St.: 420; Side St.: See Volume Summary.

## Warrant 2 - Interruption of Continuous Traffic

NOT SATISFIED. Required values reached for 0 hours. Criteria--Main St.: 630; Side St.: See Volume Summary.

## Warrant 3 - Minimum Pedestrian Volumes

NOT SATISFIED. 8th-High Hour--Pedestrians: 2; Vehicles: 1692. Criteria--Pedestrians: 105; Vehicles: 420.

## Warrant 4 - School Crossing

NOT APPLICABLE. Gap data has not been defined.

## Warrant 5 - Progressive Movement

NOT SATISFIED. Adjacent signals closer than 1000 feet and/or not part of coordinated system.

## Warrant 6 - Accident Experience

NOT SATISFIED. 0 correctable accidents is fewer than required 5.

Correctable Accidents: 0; Right Angle Accidents: 0; Left Turn Accidents: 0; Other Accidents: 0.

## Warrant 7 - Systems Warrant

NOT SATISFIED. At least one street has no major approaches. Peak hour total entering volume: 2565.

- Approaches which are part of the principal through traffic roadway network.
- Approaches which connect areas of principal traffic generation.
- Approaches which include rural or suburban highways outside, entering or traversing a city.
- Approaches which have surface street freeway or expressway ramp terminals.
- Approaches which appear as a major route in an official transportation plan.

## Warrant 8 - Combination of Warrants

NOT SATISFIED. Required values reached for 0 hours. Criteria--Main: 504; Side: See Volume Summary.

## Warrant 9 - Four Hour Volumes

NOT SATISFIED. Required values reached for 0 hours.

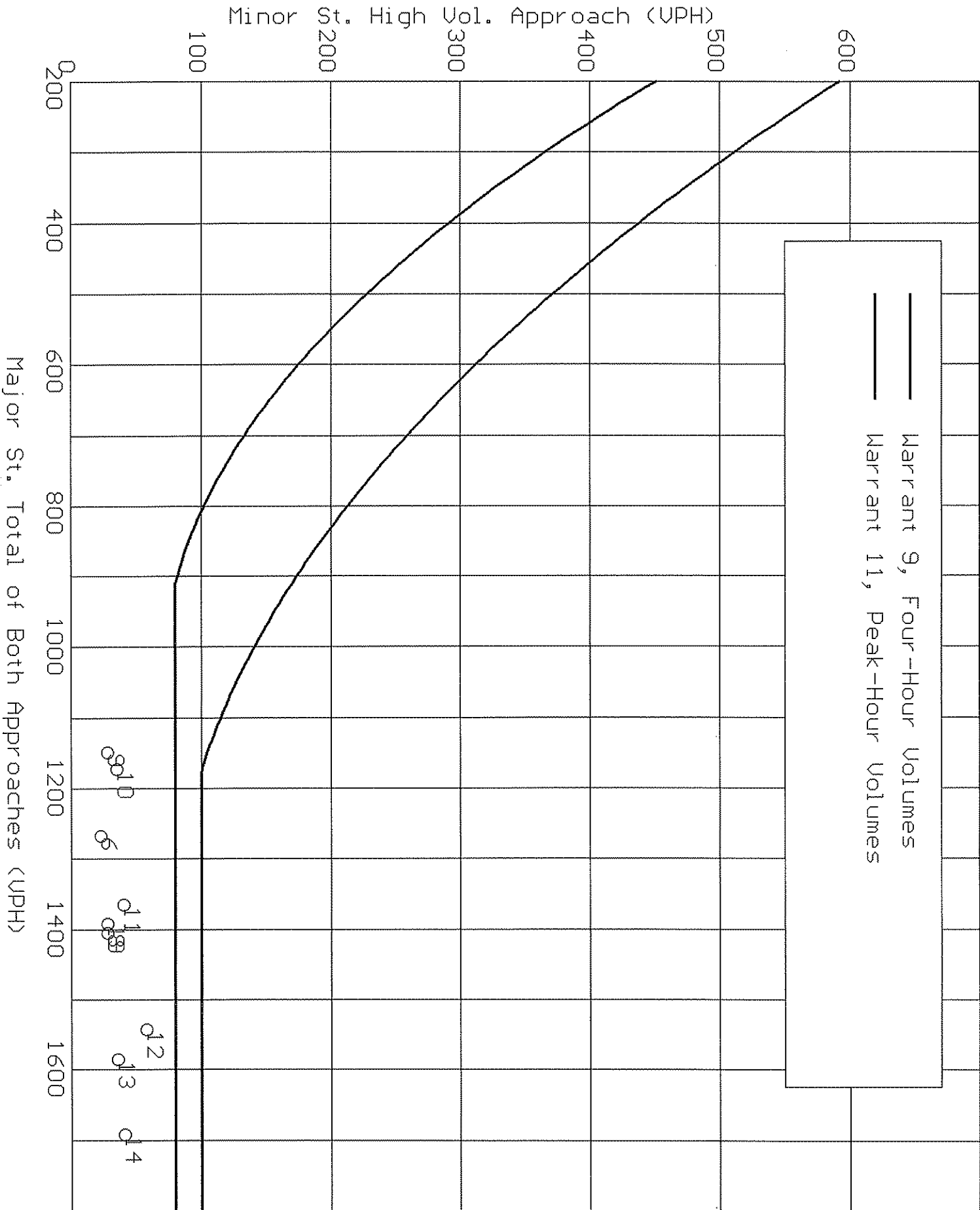
## Warrant 10 - Peak Hour Delay

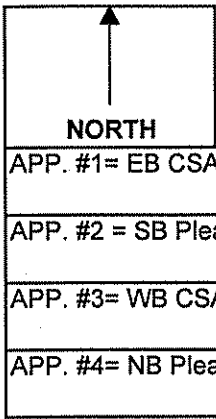
NOT SATISFIED. Peak hour (1700 hours) volume not adequate.

Criteria--Main St.: 800 (4 approaches), 650 (3 approaches); Side St.: 150.

## Warrant 11 - Peak Hour Volume

NOT SATISFIED.



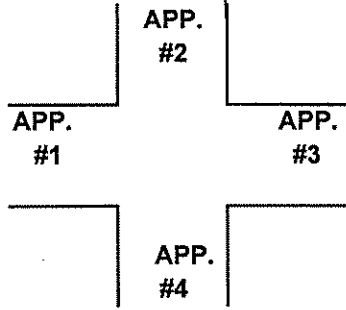


**COUNT LOCATION:**

CSAH 10 @  
PLEASANT VIEW DR.

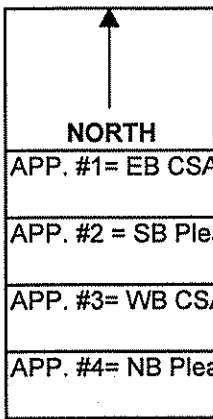
**DATE:**

9/25/00



- 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						7		1
6:15-6:30						4		
6:30-6:45						3		3
6:45-7:00						12		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>30</b>
7:00-7:15						4		4
7:15-7:30						9		2
7:30-7:45						10		2
7:45-8:00						9		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>40</b>
8:00-8:15						8		2
8:15-8:30						11		2
8:30-8:45						7		2
8:45-9:00						15		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>48</b>
9:00-9:15						11		2
9:15-9:30						8		2
9:30-9:45						10		2
9:45-10:00						13		3
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>51</b>
10:00-10:15						9		1
10:15-10:30						13		
10:30-10:45						13		
10:45-11:00						18	1	
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>55</b>
11:00-11:15						12		1
11:15-11:30						21		1
11:30-11:45						15	1	
11:45-12:00						18		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>69</b>
12:00-12:15						15		2
12:15-12:30						14		3
12:30-12:45						12		
12:45-1:00						11		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>58</b>
1:00-1:15						13		
1:15-1:30						17		
1:30-1:45						8		
1:45-2:00						6		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>44</b>

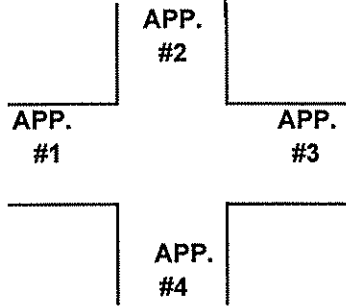


COUNT LOCATION:

CSAH 10 @  
Pleasant View Dr.

DATE:

9/25/00



- 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						10		
2:15-2:30						13		2
2:30-2:45						7		2
2:45-3:00						14		2
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>50</b>
3:00-3:15						9		
3:15-3:30						11		4
3:30-3:45						7		4
3:45-4:00						14		3
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>52</b>
4:00-4:15						9		3
4:15-4:30						7		
4:30-4:45						5		3
4:45-5:00						4		2
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>33</b>
5:00-5:15						3		
5:15-5:30						11		
5:30-5:45						7		1
5:45-6:00						6		2
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>30</b>
6:00-6:15						3		
6:15-6:30						3		2
6:30-6:45						5		
6:45-7:00						6		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>19</b>
7:00-7:15						2		
7:15-7:30						1		
7:30-7:45						1		
7:45-8:00						2		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>6</b>
8:00-8:15								
8:15-8:30								
8:30-8:45								
8:45-9:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		
9:00-9:15								
9:15-9:30								
9:30-9:45								
9:45-10:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		