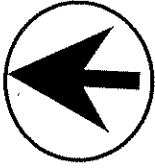


Date : 7/27/03

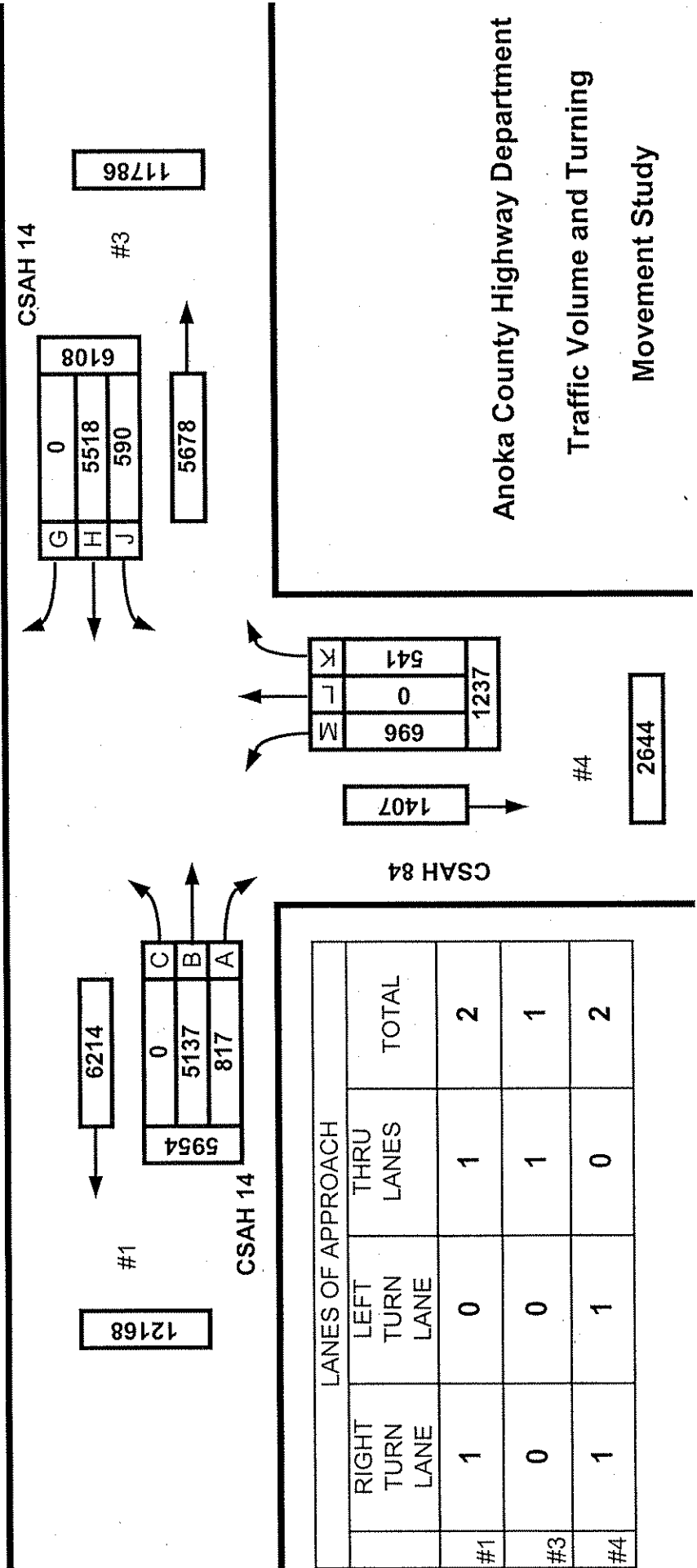
Count Number : TMC0339

Location : CSAH 14 (Main St.) @

CSAH 84 (Otter Lk. Dr.)



North



Anoka County Highway Department
Traffic Volume and Turning
Movement Study

Anoka County Highway Department

Traffic Engineering

Traffic Volume and Turning Movement Study

Weather: Sunny & Hot

Printer: TDC-8

Printed by: Krystal/Shari

File Name : TMC0339

Site Code : 03390201

Start Date : 07/27/2003

Page No : 1

Groups Printed- 1 - Unshifted

Start Time	Southbound					CSAH 14 Westbound					CSAH 84 Northbound					CSAH 14 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			
	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	0	0	0	0	0	0	37	0	5	37	22	0	7	6	29	0	42	0	4	42	15	108	123
06:15	0	0	0	0	0	5	79	0	5	84	7	0	7	2	14	0	33	17	2	50	9	148	157
06:30	0	0	0	0	0	18	103	0	8	121	3	0	5	2	8	0	51	17	2	68	12	197	209
06:45	0	0	0	0	0	20	137	0	7	157	9	0	7	2	16	0	84	32	5	116	14	289	303
Total	0	0	0	0	0	43	356	0	25	399	41	0	26	12	67	0	210	66	13	276	50	742	792
07:00	0	0	0	0	0	24	92	0	8	116	5	0	5	1	10	0	54	30	12	84	21	210	231
07:15	0	0	0	0	0	12	67	0	5	79	14	0	7	4	21	0	75	18	11	93	20	193	213
07:30	0	0	0	0	0	18	90	0	4	108	9	0	3	4	12	0	63	22	8	85	16	205	221
07:45	0	0	0	0	0	14	116	0	11	130	9	0	5	2	14	0	110	37	11	147	24	291	315
Total	0	0	0	0	0	68	365	0	28	433	37	0	20	11	57	0	302	107	42	409	81	899	980
08:00	0	0	0	0	0	7	41	0	4	48	18	0	9	7	27	0	33	25	7	58	18	133	151
08:15	0	0	0	0	0	8	42	0	8	50	7	0	4	4	11	0	43	17	14	60	26	121	147
08:30	0	0	0	0	0	7	101	0	11	108	8	0	3	1	11	0	87	13	8	100	20	219	239
08:45	0	0	0	0	0	9	78	0	10	87	13	0	4	3	17	0	73	20	14	93	27	197	224
Total	0	0	0	0	0	31	262	0	33	293	46	0	20	15	66	0	236	75	43	311	91	670	761
09:00	0	0	0	0	0	8	56	0	10	64	7	0	9	5	16	0	32	10	11	42	26	122	148
09:15	0	0	0	0	0	13	49	0	9	62	11	0	3	1	14	0	35	13	9	48	19	124	143
09:30	0	0	0	0	0	1	53	0	10	54	9	0	6	7	15	0	54	10	10	64	27	133	160
09:45	0	0	0	0	0	14	69	0	10	83	3	0	5	3	8	0	60	8	8	68	21	159	180
Total	0	0	0	0	0	36	227	0	39	263	30	0	23	16	53	0	181	41	38	222	93	538	631
10:00	0	0	0	0	0	2	30	0	8	32	12	0	7	9	19	0	41	15	12	56	29	107	136
10:15	0	0	0	0	0	4	41	0	12	45	12	0	4	6	16	0	35	21	11	56	29	117	146
10:30	0	0	0	0	0	2	65	0	7	67	18	0	7	8	25	0	64	14	12	78	27	170	197
10:45	0	0	0	0	0	7	77	0	5	84	11	0	8	7	19	0	49	18	8	67	20	170	190
Total	0	0	0	0	0	15	213	0	32	228	53	0	26	30	79	0	189	68	43	257	105	564	669
11:00	0	0	0	0	0	4	41	0	9	45	6	0	16	2	22	0	36	14	12	50	23	117	140
11:15	0	0	0	0	0	14	68	0	13	82	13	0	9	7	22	0	61	13	16	74	36	178	214
11:30	0	0	0	0	0	11	89	0	8	100	11	0	4	11	15	0	64	12	12	76	31	191	222
11:45	0	0	0	0	0	19	59	0	12	78	8	0	11	5	19	0	69	16	12	85	29	182	211
Total	0	0	0	0	0	48	257	0	42	305	38	0	40	25	78	0	230	55	52	285	119	668	787
12:00	0	0	0	0	0	4	54	0	7	58	22	0	10	8	32	0	44	14	11	58	26	148	174
12:15	0	0	0	0	0	12	60	0	9	72	20	0	9	12	29	0	62	7	17	69	38	170	208
12:30	0	0	0	0	0	4	68	0	10	72	3	0	0	8	3	0	60	3	13	63	31	138	169
12:45	0	0	0	0	0	4	68	0	11	72	9	0	18	11	27	0	63	10	8	73	30	172	202
Total	0	0	0	0	0	24	250	0	37	274	54	0	37	39	91	0	229	34	49	263	125	628	753
13:00	0	0	0	0	0	8	50	0	4	58	17	0	12	9	29	0	43	2	15	45	28	132	160
13:15	0	0	0	0	0	7	56	0	11	63	7	0	7	9	14	0	47	13	15	60	35	137	172
13:30	0	0	0	0	0	15	63	0	6	78	8	0	7	10	15	0	52	11	4	63	20	156	176
13:45	0	0	0	0	0	11	61	0	8	72	6	0	6	11	12	0	50	10	3	60	22	144	166
Total	0	0	0	0	0	41	230	0	29	271	38	0	32	39	70	0	192	36	37	228	105	569	674
14:00	0	0	0	0	0	1	48	0	7	49	0	0	0	0	0	0	52	4	10	56	17	105	122
14:15	0	0	0	0	0	4	51	0	5	55	0	0	0	0	0	0	47	2	11	49	16	104	120
14:30	0	0	0	0	0	3	56	0	7	59	11	0	4	1	15	0	51	17	10	68	18	142	160
14:45	0	0	0	0	0	6	150	0	9	156	0	0	1	0	1	0	140	16	12	156	21	313	334
Total	0	0	0	0	0	14	305	0	28	319	11	0	5	1	16	0	290	39	43	329	72	664	736
15:00	0	0	0	0	0	11	70	0	6	81	0	0	0	0	0	0	105	19	10	124	16	205	221
15:15	0	0	0	0	0	10	127	0	17	137	1	0	0	0	1	0	121	21	20	142	37	280	317
15:30	0	0	0	0	0	10	134	0	13	144	0	0	0	0	0	0	147	12	9	159	22	303	325
15:45	0	0	0	0	0	13	132	0	16	145	0	0	1	0	1	0	156	11	10	167	26	313	339
Total	0	0	0	0	0	44	463	0	52	507	1	0	1	0	2	0	529	63	49	592	101	1101	1202
16:00	0	0	0	0	0	5	134	0	12	139	0	0	0	0	0	0	162	23	13	185	25	324	349
16:15	0	0	0	0	0	18	221	0	8	239	0	0	0	0	0	0	196	16	11	212	19	451	470
16:30	0	0	0	0	0	10	164	0	7	174	4	0	2	2	6	0	169	12	14	181	23	361	384
16:45	0	0	0	0	0	14	137	0	8	151	28	0	33	4	61	0	153	18	8	171	20	383	403
Total	0	0	0	0	0	47	656	0	35	703	32	0	35	6	67	0	680	69	46	749	87	1519	1606
17:00	0	0	0	0	0	9	73	0	8	82	28	0	18	3	46	0	134	19	8	153	19	281	300
17:15	0	0	0	0	0	11	103	0	17	114	25	0	30	5	55	0	122	14	7	136	29	305	334
17:30	0	0	0	0	0	21	123	0	17	144	18	0	28	6	46	0	166	16	6	182	29	372	401
17:45	0	0	0	0	0	13	122	0	6	135	23	0	31	3	54	0	165	12	10	177	19	366	385
Total	0	0	0	0	0	54	421	0	48	475	94	0	107	17	201	0	587	61	31	648	96	1324	1420

Anoka County Highway Department
Traffic Engineering

Weather: Sunny & Hot
Counter TDC-8

Traffic Volume and Turning Movement Stud

File Name : TMC0339
Site Code : 03390201
Start Date : 07/27/2003
Page No : 2

Printed by: Krystal/Shari

Groups Printed- 1 - Unshifted

Start Time	Southbound					CSAH 14 Westbound					CSAH 84 Northbound					CSAH 14 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	0	0	0	0	5	106	0	15	111	24	0	18	4	42	0	98	7	1	105	20	258	278
18:15	0	0	0	0	0	9	110	0	9	119	20	0	18	3	38	0	97	5	4	102	16	259	275
18:30	0	0	0	0	0	4	98	0	6	102	14	0	9	3	23	0	84	6	4	90	13	215	228
18:45	0	0	0	0	0	4	118	0	7	122	27	0	18	4	45	0	103	7	5	110	16	277	293
Total	0	0	0	0	0	22	432	0	37	454	85	0	63	14	148	0	382	25	14	407	65	1009	1074
19:00	0	0	0	0	0	19	124	0	13	143	31	0	2	6	33	0	108	13	10	121	29	297	326
19:15	0	0	0	0	0	7	108	0	12	115	15	0	11	5	26	0	96	4	5	100	22	241	263
19:30	0	0	0	0	0	7	114	0	12	121	12	0	14	0	26	0	101	6	8	107	20	254	274
19:45	0	0	0	0	0	10	104	0	8	114	16	0	17	3	33	0	102	8	5	110	16	257	273
Total	0	0	0	0	0	43	450	0	45	493	74	0	44	14	118	0	407	31	28	438	87	1049	1136
20:00	0	0	0	0	0	11	99	0	7	110	21	0	20	0	41	0	94	13	5	107	12	258	270
20:15	0	0	0	0	0	6	91	0	6	97	10	0	12	7	22	0	86	8	4	94	17	213	230
20:30	0	0	0	0	0	4	28	0	8	32	0	0	0	0	0	0	0	0	0	0	8	32	40
20:45	0	0	0	0	0	2	76	0	14	78	0	0	0	0	0	0	0	0	0	0	14	78	92
Total	0	0	0	0	0	23	294	0	35	317	31	0	32	7	63	0	180	21	9	201	51	581	632
21:00	0	0	0	0	0	8	86	0	0	94	7	0	8	0	15	0	75	6	0	81	0	190	190
21:15	0	0	0	0	0	4	94	0	4	98	11	0	6	0	17	0	81	2	5	83	9	198	207
21:30	0	0	0	0	0	9	90	0	5	99	8	0	10	3	18	0	92	7	4	99	12	216	228
21:45	0	0	0	0	0	16	67	0	4	83	5	0	6	2	11	0	65	11	3	76	9	170	179
Total	0	0	0	0	0	37	337	0	13	374	31	0	30	5	61	0	313	26	12	339	30	774	804
Grand Total	0	0	0	0	0	590	5518	0	558	6108	696	0	541	251	1237	0	5137	817	549	5954	1358	13299	14657
Approch %	0.0	0.0	0.0			9.7	90.3	0.0			56.3	0.0	43.7			0.0	86.3	13.7			9.3	90.7	
Total %	0.0	0.0	0.0		0.0	4.4	41.5	0.0		45.9	5.2	0.0	4.1		9.3	0.0	38.6	6.1		44.8	9.3	90.7	

Organization Title Goes Here

Heading Second Line

Heading Third Line

Study Name : TMC0339

Study Date : 01/14/04

Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: CSAH 14

Number of Lanes: 2

Approach Speed: 50

Total Approach Volume: 5,954

Westbound: CSAH 14

Number of Lanes: 1

Approach Speed: 55

Total Approach Volume: 6,108

Minor Street Approaches

Northbound: CSAH 84

Number of Lanes: 2

Total Approach Volume: 1,237

Southbound: NONE

Number of Lanes: 2

Total Approach Volume: 0

Warrant Summary (Rural values apply.)

Warrant 1 - Eight Hour Vehicular Volumes Not Satisfied

Warrant 1A - Minimum Vehicular Volume Not Satisfied

Required volumes reached for 2 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 3 hours, 8 are needed

Warrant 2 - Four Hour Volumes Not Satisfied

Number of hours (3) volumes exceed minimum < minimum required (4).

Warrant 3 - Peak Hour Satisfied

Warrant 3A - Peak Hour Volumes Satisfied

Volumes exceed minimums for at least one hour.

Warrant 3B - Peak Hour Delay Satisfied

Number of hours (6) volumes exceed minimum >= required (1). Delay data not evaluated.

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

Organization Title Goes Here

Heading Second Line

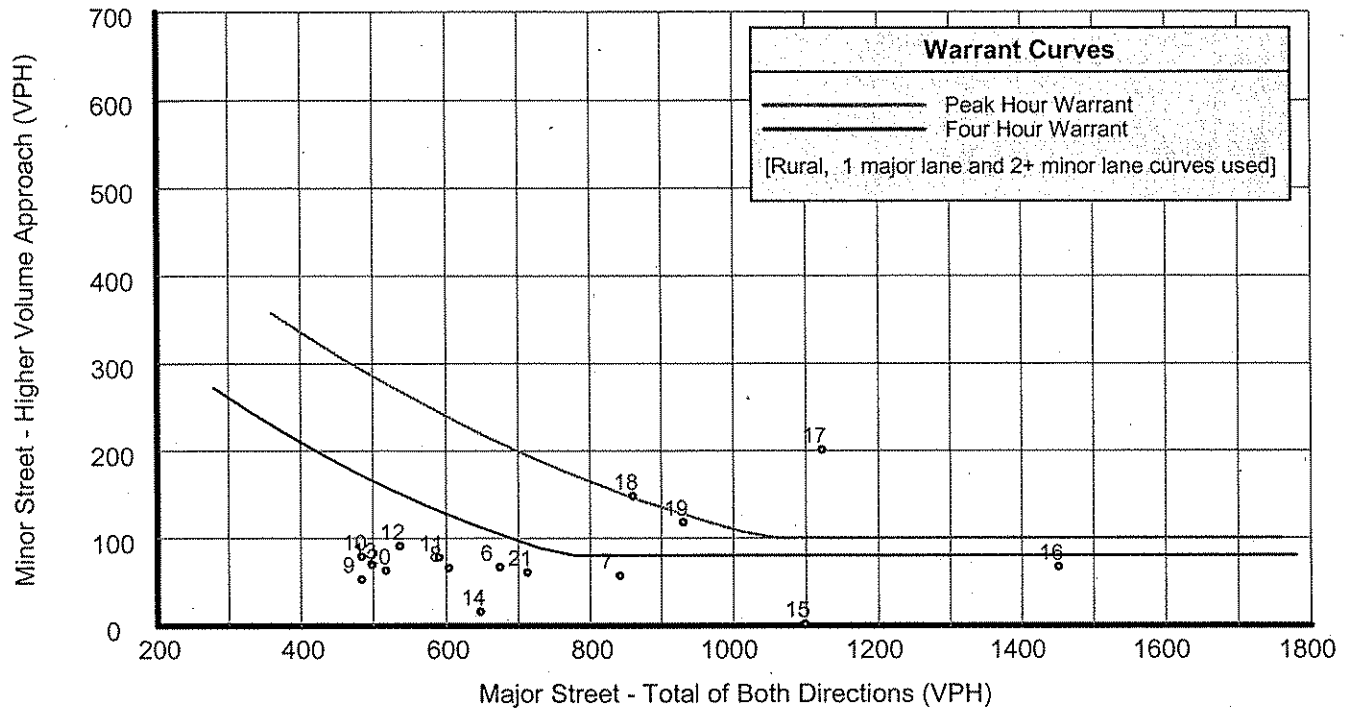
Heading Third Line

Study Name : TMC0339

Study Date : 01/14/04

Page No. : 2

Signal Warrants - Summary



Analysis of 8-Hour Volume Warrants:

Hour	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	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
01:00	0	0	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
02:00	0	0	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
03:00	0	0	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
04:00	0	0	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
05:00	0	0	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
06:00	675	67	NB	350-Yes	140-No	Major	525-Yes	70-No	Major	420-Yes	112-No	Major
07:00	842	57	NB	350-Yes	140-No	Major	525-Yes	70-No	Major	420-Yes	112-No	Major
08:00	604	66	NB	350-Yes	140-No	Major	525-Yes	70-No	Major	420-Yes	112-No	Major
09:00	485	53	NB	350-Yes	140-No	Major	525-No	70-No	---	420-Yes	112-No	Major
10:00	485	79	NB	350-Yes	140-No	Major	525-No	70-Yes	Minor	420-Yes	112-No	Major
11:00	590	78	NB	350-Yes	140-No	Major	525-Yes	70-Yes	Both	420-Yes	112-No	Major
12:00	537	91	NB	350-Yes	140-No	Major	525-Yes	70-Yes	Both	420-Yes	112-No	Major
13:00	499	70	NB	350-Yes	140-No	Major	525-No	70-Yes	Minor	420-Yes	112-No	Major
14:00	648	16	NB	350-Yes	140-No	Major	525-Yes	70-No	Major	420-Yes	112-No	Major
15:00	1,099	2	NB	350-Yes	140-No	Major	525-Yes	70-No	Major	420-Yes	112-No	Major
16:00	1,452	67	NB	350-Yes	140-No	Major	525-Yes	70-No	Major	420-Yes	112-No	Major
17:00	1,123	201	NB	350-Yes	140-Yes	Both	525-Yes	70-Yes	Both	420-Yes	112-Yes	Both
18:00	861	148	NB	350-Yes	140-Yes	Both	525-Yes	70-Yes	Both	420-Yes	112-Yes	Both
19:00	931	118	NB	350-Yes	140-No	Major	525-Yes	70-Yes	Both	420-Yes	112-Yes	Both
20:00	518	63	NB	350-Yes	140-No	Major	525-No	70-No	---	420-Yes	112-No	Major
21:00	713	61	NB	350-Yes	140-No	Major	525-Yes	70-No	Major	420-Yes	112-No	Major
22:00	0	0	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
23:00	0	0	NB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---

Organization Title Goes Here

Heading Second Line

Heading Third Line

Study Name : tmc0339

Study Date : 01/14/04

Multi-Way Stop Warrant Report

Major Street Approaches

Eastbound: CSAH 14

Total Approach Volume: 5,954

Approach Speed: 50

Westbound: CSAH 14

Total Approach Volume: 6,108

Approach Speed: 55

Minor Street Approaches

Northbound: CSAH 84

Total Approach Volume: 1,237

Southbound: none

Total Approach Volume: 0

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

Number of crashes (0) is less than the minimum required (5).

Criteria C - Minimum Volumes and Delays Not Satisfied

Delay data not evaluated

Required volumes reached for 2 hours, 8 are needed

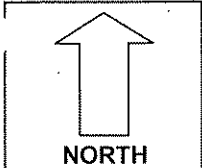
Criteria D - 80% of Volumes, Delays, and Crashes Not Evaluated

Delay data not evaluated

Required volumes reached for 0 hours, 8 are needed

Analysis of 8-Hour Volume Warrants:

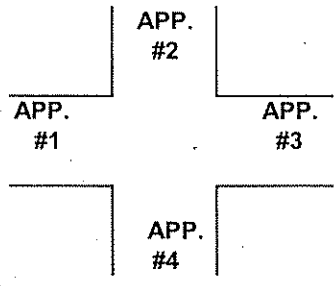
Time	Major Crit	Minor	Crit C			Crit D		
	Total	Total	Major Crit	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
00:00 - 01:00	0	0	210-No	140-No	No	240-No	160-No	No
01:00 - 02:00	0	0	210-No	140-No	No	240-No	160-No	No
02:00 - 03:00	0	0	210-No	140-No	No	240-No	160-No	No
03:00 - 04:00	0	0	210-No	140-No	No	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	675	67	210-Yes	140-No	Major	240-Yes	160-No	Major
07:00 - 08:00	842	57	210-Yes	140-No	Major	240-Yes	160-No	Major
08:00 - 09:00	604	66	210-Yes	140-No	Major	240-Yes	160-No	Major
09:00 - 10:00	485	53	210-Yes	140-No	Major	240-Yes	160-No	Major
10:00 - 11:00	485	79	210-Yes	140-No	Major	240-Yes	160-No	Major
11:00 - 12:00	590	78	210-Yes	140-No	Major	240-Yes	160-No	Major
12:00 - 13:00	537	91	210-Yes	140-No	Major	240-Yes	160-No	Major
13:00 - 14:00	499	70	210-Yes	140-No	Major	240-Yes	160-No	Major
14:00 - 15:00	648	16	210-Yes	140-No	Major	240-Yes	160-No	Major
15:00 - 16:00	1,099	2	210-Yes	140-No	Major	240-Yes	160-No	Major
16:00 - 17:00	1,452	67	210-Yes	140-No	Major	240-Yes	160-No	Major
17:00 - 18:00	1,123	201	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
18:00 - 19:00	861	148	210-Yes	140-Yes	Both	240-Yes	160-No	Major
19:00 - 20:00	931	118	210-Yes	140-No	Major	240-Yes	160-No	Major
20:00 - 21:00	518	63	210-Yes	140-No	Major	240-Yes	160-No	Major
21:00 - 22:00	713	61	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 14 (Main St.) @
CR 84 (Otter Lk.)

DATE: 07/30/2003

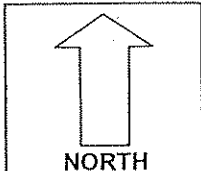
APP. #1 = CSAH 14
APP. #2 =
APP. #3 = CSAH 14
APP. #4 = CR 84 (Otter Lk.)



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						15		
6:15-6:30						7	1	
6:30-6:45						13	1	
6:45-7:00						21		
HOURLY TOTAL						HOURLY TOTAL		58
7:00-7:15						20	1	
7:15-7:30						28	2	
7:30-7:45				1	1	17		
7:45-8:00						24	1	
HOURLY TOTAL					1	HOURLY TOTAL		93
8:00-8:15						17		
8:15-8:30						26	1	1
8:30-8:45						21	1	
8:45-9:00						27		
HOURLY TOTAL						HOURLY TOTAL		94
9:00-9:15						26	1	
9:15-9:30						19	2	
9:30-9:45				1	1	26	1	1
9:45-10:00						22		1
HOURLY TOTAL					1	HOURLY TOTAL		99
10:00-10:15						24	2	
10:15-10:30						29		
10:30-10:45						24	2	
10:45-11:00						22		
HOURLY TOTAL						HOURLY TOTAL		103
11:00-11:15						23		
11:15-11:30						36	1	
11:30-11:45						29		
11:45-12:00						29	2	1
HOURLY TOTAL						HOURLY TOTAL		121
12:00-12:15						23	2	
12:15-12:30						38		1
12:30-12:45						31		1
12:45-1:00						30	2	
HOURLY TOTAL						HOURLY TOTAL		128
1:00-1:15						27	1	
1:15-1:30						29	6	
1:30-1:45						20	3	
1:45-2:00						26	2	
HOURLY TOTAL						HOURLY TOTAL		114
					TOTAL		TOTAL	

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32



COUNT LOCATION:

CSAH 14 (Main St.) @

DATE:

07/30/2003

CR 84 (Otter Lk.)

APP. #1 = CSAH 14
APP. #2 =
APP. #3 = CSAH 14
APP. #4 = CR 84 (Otter Lk.)

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
2:00-2:15PM						11	1	
2:15-2:30						15	4	
2:30-2:45						30	1	
2:45-3:00						25		
HOURLY TOTAL						HOURLY TOTAL		87
3:00-3:15						18		1
3:15-3:30				1	1	32	1	
3:30-3:45						27	3	
3:45-4:00						30	2	
HOURLY TOTAL					1	HOURLY TOTAL		114
4:00-4:15						27	1	
4:15-4:30						21	1	
4:30-4:45						18	1	
4:45-5:00						19	1	1
HOURLY TOTAL						HOURLY TOTAL		90
5:00-5:15						19	3	
5:15-5:30						26	2	
5:30-5:45				1	1	23		
5:45-6:00				2	2	19	1	
HOURLY TOTAL					3	HOURLY TOTAL		93
6:00-6:15						19	1	
6:15-6:30						15	1	
6:30-6:45						11	2	
6:45-7:00						14	2	
HOURLY TOTAL						HOURLY TOTAL		65
7:00-7:15						25	4	
7:15-7:30				1	1	20	2	
7:30-7:45						21		
7:45-8:00				1	1	19		
HOURLY TOTAL					2	HOURLY TOTAL		91
8:00-8:15						16		
8:15-8:30						22		
8:30-8:45						19		
8:45-9:00						10		
HOURLY TOTAL						HOURLY TOTAL		67
9:00-9:15						12		
9:15-9:30						9		
9:30-9:45						11		
9:45-10:00						9		
HOURLY TOTAL						HOURLY TOTAL		41
					TOTAL	TOTAL		

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32