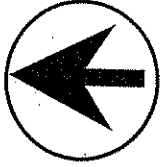


Date : 8/2/04

Count Number : TMC0429

Location : CSAH 13 (Cedar Dr.)

@ CR 74 (221st Ave.)



North

CSAH 13

2538

#2

1262	D
736	E
462	F



1276

CR 74

1268

#1

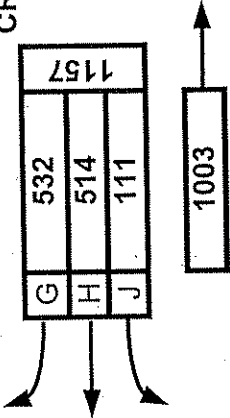
607	A
408	B
99	C



2160

#3

532	G
514	H
111	J



1003

CSAH 13

947

#4

83	M
645	L
133	K



1808

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

Anoka County Highway Department
Traffic Volume and Turning
Movement Study

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

File Name : TMC0429
 Site Code : 04290101
 Start Date : 08/02/2004
 Page No : 1

Weather: Rainy; Sunny & Warm
 Counter: TDC-8
 Counted by: Katelyn/Kyle

Groups Printed- Unshifted

Start Time	CSAH 13 Southbound					CR 74 Westbound					CSAH 13 Northbound					CR 74 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	6	30	0	0	36	1	6	2	0	9	1	2	0	0	3	0	6	6	1	12	1	60	61
06:15	17	19	1	2	37	3	9	1	0	13	0	5	1	0	6	0	4	3	0	7	2	63	65
06:30	22	27	2	3	51	3	15	6	0	24	0	8	1	2	9	2	3	1	1	6	6	90	96
06:45	19	23	1	0	43	2	11	4	0	17	2	7	2	1	11	1	5	2	0	8	1	79	80
Total	64	99	4	5	167	9	41	13	0	63	3	22	4	3	29	3	18	12	2	33	10	292	302
07:00	12	23	0	1	35	3	2	4	0	9	1	6	2	0	9	0	6	0	0	6	1	59	60
07:15	19	18	1	0	38	4	7	6	2	17	5	2	0	3	7	1	10	0	2	11	7	73	80
07:30	11	17	1	0	29	3	6	7	1	16	1	9	0	2	10	0	9	5	2	14	5	69	74
07:45	6	17	1	1	24	1	3	5	0	9	0	6	3	2	9	0	10	2	1	12	4	54	58
Total	48	75	3	2	126	11	18	22	3	51	7	23	5	7	35	1	35	7	5	43	17	255	272
08:00	16	15	0	1	31	6	3	3	0	12	0	7	1	0	8	1	4	3	1	8	2	59	61
08:15	0	3	1	0	4	0	2	0	0	2	2	3	0	0	5	0	5	4	0	9	0	20	20
08:30	2	19	0	1	21	2	4	0	0	6	3	4	3	0	10	2	7	3	0	12	1	49	50
08:45	8	14	2	1	24	1	7	8	0	16	1	7	1	0	9	2	6	0	0	8	1	57	58
Total	26	51	3	3	80	9	16	11	0	36	6	21	5	0	32	5	22	10	1	37	4	185	189
09:00	8	8	0	2	16	3	3	3	1	9	0	5	3	2	8	0	6	1	0	7	5	40	45
09:15	3	16	1	2	20	2	10	5	3	17	1	4	3	0	8	4	5	2	0	11	5	56	61
09:30	9	9	1	4	19	1	8	4	1	13	2	8	0	0	10	1	5	3	0	9	5	51	56
09:45	8	12	1	0	21	1	5	2	1	8	2	6	2	0	10	3	7	0	3	10	4	49	53
Total	28	45	3	8	76	7	26	14	6	47	5	23	8	2	36	8	23	6	3	37	19	196	215
10:00	5	5	0	1	10	1	7	4	1	12	0	7	1	0	8	0	3	2	0	5	2	35	37
10:15	10	4	3	2	17	2	5	2	2	9	0	4	2	1	6	1	5	1	1	7	6	39	45
10:30	5	3	1	0	9	3	11	3	0	17	1	4	1	1	6	1	6	0	0	7	1	39	40
10:45	6	14	2	2	22	1	1	4	1	6	1	3	1	1	5	2	6	2	0	10	4	43	47
Total	26	26	6	5	58	7	24	13	4	44	2	18	5	3	25	4	20	5	1	29	13	156	169
11:00	4	7	1	1	12	1	8	4	0	13	0	2	0	0	2	2	6	0	2	8	3	35	38
11:15	5	5	1	0	11	2	3	5	3	10	0	9	1	2	10	1	4	1	1	6	6	37	43
11:30	6	9	3	1	18	0	5	9	1	14	1	2	1	0	4	0	9	2	0	11	2	47	49
11:45	5	9	3	1	17	2	8	7	4	17	1	10	1	0	12	0	3	2	0	5	5	51	56
Total	20	30	8	3	58	5	24	25	8	54	2	23	3	2	28	3	22	5	3	30	16	170	186
12:00	6	8	0	1	14	0	8	5	1	13	1	7	2	0	10	2	12	0	1	14	3	51	54
12:15	10	7	2	2	19	1	11	5	1	17	1	7	1	0	9	2	8	1	1	11	4	56	60
12:30	3	16	0	0	19	2	7	11	2	20	0	14	0	0	14	1	8	2	1	11	3	64	67
12:45	8	2	1	0	11	1	5	5	0	11	1	5	0	0	6	1	6	0	1	7	1	35	36
Total	27	33	3	3	63	4	31	26	4	61	3	33	3	0	39	6	34	3	4	43	11	206	217
13:00	5	9	1	1	15	2	7	7	2	16	1	11	2	2	14	1	5	1	1	7	6	52	58
13:15	5	8	1	0	14	1	7	7	0	15	0	9	1	0	10	0	8	2	0	10	0	49	49
13:30	14	8	2	0	24	2	11	3	0	16	1	5	1	0	7	1	4	0	1	5	1	52	53
13:45	5	6	1	0	12	4	12	9	2	25	1	11	4	2	16	1	5	0	0	6	4	59	63
Total	29	31	5	1	65	9	37	26	4	72	3	36	8	4	47	3	22	3	2	28	11	212	223
14:00	3	11	0	0	14	2	6	7	1	15	1	11	1	1	13	2	4	0	0	6	2	48	50
14:15	6	20	1	1	27	0	9	13	2	22	1	11	2	0	14	2	4	1	0	7	3	70	73
14:30	7	12	2	1	21	3	6	6	2	15	2	13	6	0	21	0	8	1	1	9	4	66	70
14:45	8	4	2	2	14	2	9	11	2	22	2	9	4	0	15	2	4	0	0	6	4	57	61
Total	24	47	5	4	76	7	30	37	7	74	6	44	13	1	63	6	20	2	1	28	13	241	254
15:00	6	13	0	1	19	5	7	7	1	19	1	14	1	1	16	4	7	1	1	12	4	66	70
15:15	10	11	0	1	21	0	9	13	1	22	0	13	2	0	15	1	6	0	0	7	2	65	67
15:30	11	8	2	0	21	1	17	13	2	31	0	20	3	1	23	3	8	0	1	11	4	86	90
15:45	1	11	0	0	12	2	12	22	3	36	2	12	5	2	19	1	3	4	0	8	5	75	80
Total	28	43	2	2	73	8	45	55	7	108	3	59	11	4	73	9	24	5	2	38	15	292	307
16:00	6	9	0	0	15	2	7	12	0	21	5	17	6	0	28	4	8	4	2	16	2	80	82
16:15	4	18	1	4	23	2	8	20	0	30	3	21	2	1	26	1	2	3	0	6	5	85	90
16:30	9	10	0	1	19	3	14	22	3	39	3	26	2	1	31	4	11	3	1	18	6	107	113
16:45	1	15	0	0	16	0	4	2	0	6	2	9	4	0	15	2	8	4	0	14	0	51	51
Total	20	52	1	5	73	7	33	56	3	96	13	73	14	2	100	11	29	14	3	54	13	323	336
17:00	6	12	2	0	20	1	5	18	0	24	5	10	5	0	20	4	8	4	0	16	0	80	80
17:15	12	15	0	1	27	1	2	21	0	24	4	20	5	1	29	1	7	2	0	10	2	90	92
17:30	7	13	2	0	22	3	20	22	4	45	2	30	7	2	39	2	11	1	1	14	7	120	127
17:45	6	15	0	1	21	5	7	24	1	36	1	13	4	0	18	4	21	1	6	26	8	101	109
Total	31	55	4	2	90	10	34	85	5	129	12	73	21	3	106	11	47	8	7	66	17	391	408

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

File Name : TMC0429
 Site Code : 04290101
 Start Date : 08/02/2004
 Page No : 2

Weather: Rainy; Sunny & Warm
 Counter: TDC-8
 Counted by: Katelyn/Kyle

Groups Printed- Unshifted

Start Time	CSAH 13 Southbound					CR 74 Westbound					CSAH 13 Northbound					CR 74 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	7	13	0	0	20	2	17	12	1	31	3	26	1	0	30	3	5	4	0	12	1	93	94
18:15	10	11	0	0	21	3	13	17	0	33	2	12	2	0	16	1	9	0	0	10	0	80	80
18:30	10	7	4	0	21	2	14	23	1	39	2	22	5	2	29	1	13	0	1	14	4	103	107
18:45	7	18	0	0	25	0	18	8	0	26	0	20	3	0	23	3	4	2	0	9	0	83	83
Total	34	49	4	0	87	7	62	60	2	129	7	80	11	2	98	8	31	6	1	45	5	359	364
19:00	2	13	1	0	16	3	11	11	0	25	0	9	7	0	16	2	7	2	0	11	0	68	68
19:15	3	7	0	0	10	0	10	14	0	24	3	12	5	0	20	1	5	1	0	7	0	61	61
19:30	4	9	4	0	17	2	11	7	2	20	0	15	2	0	17	1	5	1	0	7	2	61	63
19:45	7	11	0	3	18	1	9	8	1	18	0	12	0	0	12	1	5	0	1	6	5	54	59
Total	16	40	5	3	61	6	41	40	3	87	3	48	14	0	65	5	22	4	1	31	7	244	251
*** break ***																							
20:15	7	9	0	0	16	1	14	2	1	17	2	16	3	0	21	5	6	3	0	14	1	68	69
20:30	3	9	3	1	15	0	3	11	0	14	1	11	1	1	13	3	5	1	3	9	5	51	56
20:45	3	5	1	0	9	0	7	5	0	12	1	8	1	0	10	5	7	4	1	16	1	47	48
Total	13	23	4	1	40	1	24	18	1	43	4	35	5	1	44	13	18	8	4	39	7	166	173
21:00	10	7	0	0	17	1	7	9	1	17	1	13	2	0	16	1	6	1	0	8	1	58	59
21:15	5	12	1	0	18	2	11	6	3	19	1	3	0	0	4	1	10	1	1	12	4	53	57
21:30	7	12	3	1	22	0	6	13	0	19	1	8	0	0	9	0	3	0	0	3	1	53	54
21:45	6	6	0	0	12	1	4	3	0	8	1	10	1	0	12	1	2	0	0	3	0	35	35
Total	28	37	4	1	69	4	28	31	4	63	4	34	3	0	41	3	21	2	1	26	6	199	205
Grand Total	462	736	64	48	1262	111	514	532	81	1157	83	645	133	34	861	99	408	100	41	607	184	3887	4071
Approch %	36.6	58.3	5.1			9.6	44.4	46.0			9.6	74.9	15.4			16.3	67.2	16.5			4.5	95.5	
Total %	11.9	18.9	1.6		32.5	2.9	13.2	13.7		29.8	2.1	16.6	3.4		22.2	2.5	10.5	2.6		15.6			

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

Study Name : TMC0429
Study Date : 08/06/04
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Northbound: CSAH 13
Number of Lanes: 2
Approach Speed: 55
Total Approach Volume: 861

Southbound: CSAH 13
Number of Lanes: 1
Approach Speed: 55
Total Approach Volume: 1,262

Minor Street Approaches

Eastbound: CR 74
Number of Lanes: 2

Total Approach Volume: 607

Westbound: CR 74
Number of Lanes: 1

Total Approach Volume: 1,157

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 0 hours, 8 are needed
 - Warrant 1 A&B - Combination of Warrants **Not Satisfied**
Required volumes reached for 0 hours, 8 are needed

- Warrant 2 - Four Hour Volumes **Not Satisfied**
Number of hours (0) volumes exceed minimum < minimum required (4).

- Warrant 3 - Peak Hour **Not Satisfied**
 - Warrant 3A - Peak Hour Volumes **Not Satisfied**
Volumes do not exceed minimums for any hour.
 - Warrant 3B - Peak Hour Delay **Not Satisfied**
Approach volumes on minor street don't exceed minimums for any hour. Delay data not evaluated.

- Warrant 4 - Pedestrian Volumes **Not Evaluated**

- Warrant 5 - School Crossing **Not Evaluated**

- Warrant 6 - Coordinated Signal System **Not Evaluated**

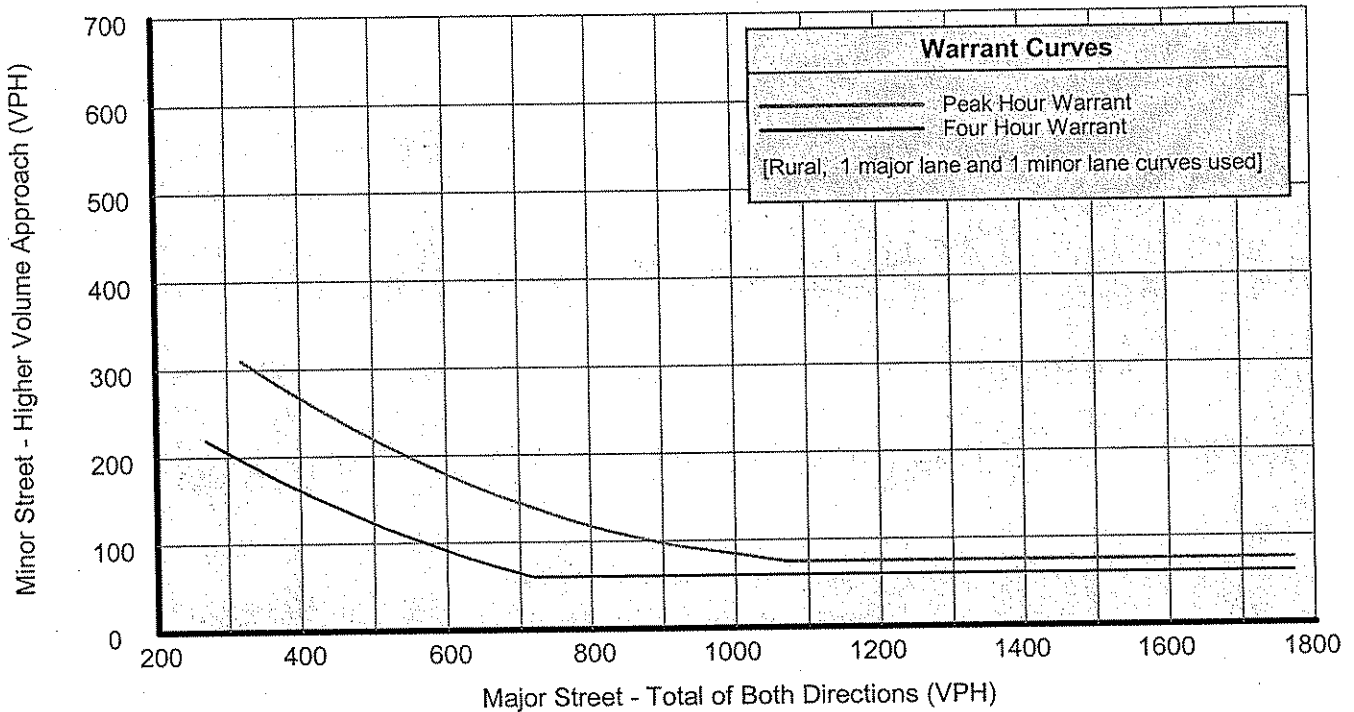
- Warrant 7 - Crash Experience **Not Evaluated**

- Warrant 8 - Roadway Network **Not Evaluated**

ANOKA COUNTY HIGHWAY PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name : TMC0429
Study Date : 08/06/04
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	196	63	WB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
07:00	161	51	WB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
08:00	112	37	EB	350-No	105-No	---	525-No	52-No	---	420-No	84-No	---
09:00	112	47	WB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
10:00	83	44	WB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
11:00	86	54	WB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
12:00	102	61	WB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
13:00	112	72	WB	350-No	140-No	---	525-No	70-Yes	Minor	420-No	112-No	---
14:00	139	74	WB	350-No	140-No	---	525-No	70-Yes	Minor	420-No	112-No	---
15:00	146	108	WB	350-No	140-No	---	525-No	70-Yes	Minor	420-No	112-No	---
16:00	173	96	WB	350-No	140-No	---	525-No	70-Yes	Minor	420-No	112-No	---
17:00	196	129	WB	350-No	140-No	---	525-No	70-Yes	Minor	420-No	112-Yes	Minor
18:00	185	129	WB	350-No	140-No	---	525-No	70-Yes	Minor	420-No	112-Yes	Minor
19:00	126	87	WB	350-No	140-No	---	525-No	70-Yes	Minor	420-No	112-No	---
20:00	84	43	WB	350-No	140-No	---	525-No	70-No	---	420-No	112-No	---
21:00	110	63	WB	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 : TMC0429
Study Date : 08/06/04

Multi-Way Stop Warrant Report

Major Street Approaches

Northbound: CSAH 13
Total Approach Volume: 861
Approach Speed: 55

Southbound: CSAH 13
Total Approach Volume: 1,262
Approach Speed: 55

Minor Street Approaches

Eastbound: CR 74
Total Approach Volume: 607

Westbound: CR 74
Total Approach Volume: 1,157

Warrant Summary

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

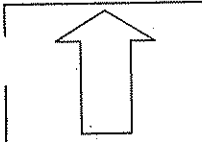
Criteria B - Crash Experience Not Evaluated
Number of crashes (0) is less than the minimum required (5).

Criteria C - Minimum Volumes and Delays Not Satisfied
Delay data not evaluated
Required volumes reached for 0 hours, 8 are needed

Criteria D - 80% of Volumes, Delays, and Crashes Not Evaluated
Delay data not evaluated
Required volumes reached for 2 hours, 8 are needed

Analysis of 8-Hour Volume Warrants:

Time	Major Crit Total	Minor Total	Crit C			Crit D		
			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	196	96	210-No	140-No	No	240-No	160-No	No
07:00 - 08:00	161	94	210-No	140-No	No	240-No	160-No	No
08:00 - 09:00	112	73	210-No	140-No	No	240-No	160-No	No
09:00 - 10:00	112	84	210-No	140-No	No	240-No	160-No	No
10:00 - 11:00	83	73	210-No	140-No	No	240-No	160-No	No
11:00 - 12:00	86	84	210-No	140-No	No	240-No	160-No	No
12:00 - 13:00	102	104	210-No	140-No	No	240-No	160-No	No
13:00 - 14:00	112	100	210-No	140-No	No	240-No	160-No	No
14:00 - 15:00	139	102	210-No	140-No	No	240-No	160-No	No
15:00 - 16:00	146	146	210-No	140-Yes	Minor	240-No	160-No	No
16:00 - 17:00	173	150	210-No	140-Yes	Minor	240-No	160-No	No
17:00 - 18:00	196	195	210-No	140-Yes	Minor	240-No	160-Yes	Minor
18:00 - 19:00	185	174	210-No	140-Yes	Minor	240-No	160-Yes	Minor
19:00 - 20:00	126	118	210-No	140-No	No	240-No	160-No	No
20:00 - 21:00	84	82	210-No	140-No	No	240-No	160-No	No
21:00 - 22:00	110	89	210-No	140-No	No	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



NORTH

APP. #1 = CR 74
APP. #2 = CSAH 13
APP. #3 = CR 74
APP. #4 = CSAH 13

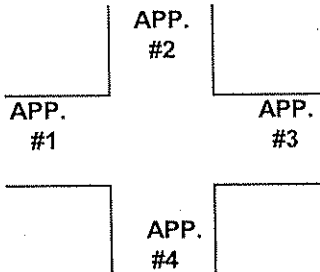
COUNT LOCATION:

CSAH 13 (Cedar Dr.) @

DATE:

08/02/2004

CR 74 (221st Ave.)



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	1				1	1			
6:15-6:30						1		1	
6:30-6:45						5		1	
6:45-7:00						1			
HOURLY TOTAL					1	HOURLY TOTAL		10	
7:00-7:15						1			
7:15-7:30						7			
7:30-7:45						5			
7:45-8:00						3			
HOURLY TOTAL						HOURLY TOTAL		16	
8:00-8:15						2			
8:15-8:30									
8:30-8:45						1			
8:45-9:00						1			
HOURLY TOTAL						HOURLY TOTAL		4	
9:00-9:15						5			
9:15-9:30						4		1	
9:30-9:45						4		1	
9:45-10:00						4			
HOURLY TOTAL						HOURLY TOTAL		19	
10:00-10:15						2			
10:15-10:30						6			
10:30-10:45						1			
10:45-11:00						4			
HOURLY TOTAL						HOURLY TOTAL		13	
11:00-11:15						4			
11:15-11:30						6			
11:30-11:45						2			
11:45-12:00						5			
HOURLY TOTAL						HOURLY TOTAL		17	
12:00-12:15						4			
12:15-12:30						5			
12:30-12:45						3			
12:45-1:00						1			
HOURLY TOTAL						HOURLY TOTAL		13	
1:00-1:15						6			
1:15-1:30									
1:30-1:45						1			
1:45-2:00				1	1	4			
HOURLY TOTAL					1	HOURLY TOTAL		11	
					TOTAL	2	TOTAL		93

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NORTH

APP. #1 = CR 74

APP. #2 = CSAH 13

APP. #3 = CR 74

APP. #4 = CSAH 13

COUNT LOCATION:

CSAH 13 (Cedar Dr.) @
CR 74 (221st Ave.)

DATE:

08/04/2004

APP. #1

APP. #2

APP. #3

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						2		1
2:15-2:30						1		1
2:30-2:45						4		
2:45-3:00						2		
HOURLY TOTAL						HOURLY TOTAL		11
3:00-3:15						4		
3:15-3:30						2		
3:30-3:45						4		
3:45-4:00						5		
HOURLY TOTAL						HOURLY TOTAL		15
4:00-4:15		1			1	2		
4:15-4:30						4	1	
4:30-4:45						6		
4:45-5:00								3
HOURLY TOTAL					1	HOURLY TOTAL		16
5:00-5:15								
5:15-5:30		1			1	1		
5:30-5:45			1		1	7		
5:45-6:00						8		
HOURLY TOTAL					2	HOURLY TOTAL		16
6:00-6:15						1		
6:15-6:30						1		
6:30-6:45						4		
6:45-7:00								
HOURLY TOTAL						HOURLY TOTAL		6
7:00-7:15		3						
7:15-7:30								
7:30-7:45						2		
7:45-8:00		3			3	5		
HOURLY TOTAL					3	HOURLY TOTAL		8
8:00-8:15								
8:15-8:30						1		
8:30-8:45						4		
8:45-9:00						1		
HOURLY TOTAL						HOURLY TOTAL		6
9:00-9:15						1		
9:15-9:30						4		
9:30-9:45						1		
9:45-10:00								
HOURLY TOTAL						HOURLY TOTAL		6
TOTAL					6	TOTAL		113

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