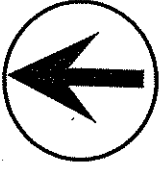


Date: 8/2/06

Count Number: TMC0621

Location: CR 18 (Crosstown Blvd.)

@ Crosstown Dr.



North

CSAH 9

11221

#2

5671	69	T
2890		E
2712		D

5550

CSAH 22 (Viking Blvd.)

38	156
61	
57	

#3

391

235

2934

#1

5510

2576	2091	45	440
	C	B	A

CSAH 22 (Viking Blvd.)

CSAH 9

161	3421	121
M	L	K
3703		

3387

#4

7090

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

File Name : TMC0621
 Site Code : 06210201
 Start Date : 08/02/2006
 Page No : 1

Weather: sunny and warm
 Counter: DB-400
 Counted by: Jordan/Tom

Groups Printed- Unshifted

Start Time	CR 18 Southbound					139th Westbound					CR 18 Northbound					Crosstown 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			
06:00	0	58	23	1	81	3	0	1	0	4	0	3	0	0	3	5	0	11	0	16	1	104	105
06:15	0	66	43	2	109	2	1	0	0	3	3	9	0	2	12	8	0	13	1	21	5	145	150
06:30	0	86	50	0	136	1	1	0	0	2	0	5	0	0	5	11	0	14	0	25	0	168	168
06:45	0	88	42	4	130	1	2	1	1	4	0	10	0	0	10	16	0	15	1	31	6	175	181
Total	0	298	158	7	456	7	4	2	1	13	3	27	0	2	30	40	0	53	2	93	12	592	604
07:00	0	87	54	1	141	0	0	0	0	0	8	1	1	9	17	0	12	1	29	3	179	182	
07:15	0	92	42	2	134	1	2	1	0	4	1	24	0	0	25	15	0	7	0	22	2	185	187
07:30	0	81	47	2	128	1	1	0	0	2	0	11	1	0	12	20	0	11	1	31	3	173	176
07:45	0	55	61	3	116	2	0	1	0	3	0	19	1	2	20	23	0	9	1	32	6	171	177
Total	0	315	204	8	519	4	3	2	0	9	1	62	3	3	66	75	0	39	3	114	14	708	722
08:00	0	53	9	1	62	0	3	3	1	6	1	19	1	2	21	22	0	8	1	30	5	119	124
08:15	1	60	48	3	109	2	1	1	1	4	2	22	1	1	25	19	0	9	1	28	6	166	172
08:30	1	55	43	0	99	2	0	1	0	3	1	20	0	1	21	25	0	6	0	31	1	154	155
08:45	2	51	56	2	109	0	1	0	0	1	0	22	0	1	22	28	1	5	2	34	5	166	171
Total	4	219	156	6	379	4	5	5	2	14	4	83	2	5	89	94	1	28	4	123	17	605	622
09:00	2	39	38	3	79	1	2	0	0	3	2	18	2	1	22	19	0	7	0	26	4	130	134
09:15	1	34	34	4	69	2	0	0	0	2	0	24	2	1	26	33	0	8	3	41	8	138	146
09:30	1	33	43	1	77	0	1	3	2	4	1	16	2	0	19	25	1	4	2	30	5	130	135
09:45	2	29	29	2	60	2	0	0	0	2	1	28	0	1	29	20	0	4	1	24	4	115	119
Total	6	135	144	10	285	5	3	3	2	11	4	86	6	3	96	97	1	23	6	121	21	513	534
10:00	1	45	30	3	76	1	0	0	0	1	2	24	1	0	27	20	0	3	0	23	3	127	130
10:15	2	39	33	0	74	0	0	0	0	0	2	29	0	3	31	22	0	10	1	32	4	137	141
10:30	1	27	31	1	59	1	0	1	0	2	1	39	0	3	40	21	1	4	1	26	5	127	132
10:45	2	47	35	0	84	0	0	2	0	2	2	30	1	1	33	24	0	10	1	34	2	153	155
Total	6	158	129	4	293	2	0	3	0	5	7	122	2	7	131	87	1	27	3	115	14	544	558
11:00	0	29	36	1	65	0	1	0	0	1	1	28	1	1	30	21	0	5	1	26	3	122	125
11:15	0	46	41	2	87	0	2	1	1	3	0	45	0	4	45	14	0	4	0	18	7	153	160
11:30	2	33	43	1	78	1	4	2	0	7	0	31	3	2	34	22	0	6	0	28	3	147	150
11:45	1	25	41	5	67	2	0	0	0	2	3	21	3	0	27	30	0	4	1	34	6	130	136
Total	3	133	161	9	297	3	7	3	1	13	4	125	7	7	136	87	0	19	2	106	19	552	571
12:00	0	42	52	0	94	1	1	1	0	3	8	29	0	1	37	39	0	3	0	42	1	176	177
12:15	0	49	44	1	93	1	1	0	0	2	2	43	1	1	46	25	0	8	0	33	2	174	176
12:30	1	35	48	0	84	0	2	0	0	2	2	40	3	1	45	41	3	4	0	48	1	179	180
12:45	0	38	49	1	87	0	1	0	0	1	3	46	1	1	50	45	0	10	1	55	3	193	196
Total	1	164	193	2	358	2	5	1	0	8	15	158	5	4	178	150	3	25	1	178	7	722	729
13:00	0	36	41	2	77	1	0	0	0	1	2	37	0	1	39	21	1	2	0	24	3	141	144
13:15	1	49	39	4	89	0	0	1	0	1	1	28	2	0	31	16	1	3	2	20	6	141	147
13:30	0	26	36	1	62	0	1	0	0	1	0	52	0	1	52	18	0	4	1	22	3	137	140
13:45	1	43	33	1	77	0	0	1	0	1	0	50	0	1	50	14	0	1	1	15	3	143	146
Total	2	154	149	8	305	1	1	2	0	4	3	167	2	3	172	69	2	10	4	81	15	562	577
14:00	2	30	48	2	80	1	0	0	0	1	2	42	4	0	48	25	1	4	0	30	2	159	161
14:15	4	29	38	4	71	1	2	0	0	3	2	44	2	3	48	27	1	5	0	33	7	155	162
14:30	3	37	47	3	87	1	0	1	0	2	4	52	1	1	57	31	1	7	3	39	7	185	192
14:45	3	35	42	1	80	0	1	1	1	2	3	66	2	1	71	22	1	6	2	29	5	182	187
Total	12	131	175	10	318	3	3	2	1	8	11	204	9	5	224	105	4	22	5	131	21	681	702
15:00	3	30	42	3	75	0	0	1	0	1	2	48	2	0	52	27	0	8	1	35	4	163	167
15:15	1	38	47	0	86	4	0	0	0	4	4	71	1	0	76	35	3	4	1	42	1	208	209
15:30	2	36	36	1	74	2	1	2	0	5	6	86	5	0	97	60	1	5	2	66	3	242	245
15:45	0	60	56	5	116	1	2	1	1	4	2	90	2	0	94	51	1	6	1	58	7	272	279
Total	6	164	181	9	351	7	3	4	1	14	14	295	10	0	319	173	5	23	5	201	15	885	900
16:00	0	28	57	0	85	1	2	0	0	3	1	94	2	0	97	58	1	6	0	65	0	250	250
16:15	1	50	39	1	90	1	1	0	0	2	9	111	4	3	124	52	1	9	0	62	4	278	282
16:30	0	45	41	1	86	3	0	0	1	3	9	103	0	0	112	57	2	17	1	76	3	277	280
16:45	1	35	46	1	82	0	1	1	0	2	3	112	4	1	119	45	0	6	0	51	2	254	256
Total	2	158	183	3	343	5	4	1	1	10	22	420	10	4	452	212	4	38	1	254	9	1059	1068
17:00	1	50	69	0	120	0	0	1	0	1	4	131	5	1	140	68	2	10	0	80	1	341	342
17:15	1	52	51	1	104	1	0	0	0	1	5	116	2	1	123	58	2	8	0	68	2	296	298
17:30	0	58	58	1	116	0	0	1	0	1	5	122	4	0	131	62	2	6	1	70	2	318	320
17:45	1	52	57	1	110	3	1	0	0	4	2	129	6	1	137	57	2	10	0	69	2	320	322
Total	3	212	235	3	450	4	1	2	0	7	16	498	17	3	531	245	8	34	1	287	7	1275	1282
18:00	5	57	52	0	114	0	0	0	0	0	6	103	6	1	115	39	0	3	0	42	1	271	272
18:15	2	40	49	1	91	3	1	1	0	5	3	122	7	0	132	40	1	7	0	48	1	276	277
18:30	3	59	51	1	113	0	4	1	1	5	4	100	4	1	108	53	0	11	0	64	3	290	293
18:45	1	66	58	3	125	1	3	0	0	4	1	73	1	2	75	45	1	11	1	57	6	261	267
Total	11	222	210	5	443	4	8	2	1	14	14	398	18	4	430	177	2	32	1	211	11	1098	1109

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

File Name : TMC0621
 Site Code : 06210201
 Start Date : 08/02/2006
 Page No : 2

Weather: sunny and warm
 Counter: DB-400
 Counted by: Jordan/Tom

Groups Printed- Unshifted

Start Time	CR 18 Southbound					139th Westbound					CR 18 Northbound					Crosstown 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			
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				
19:00	1	67	48	1	116	2	1	0	0	3	2	67	4	1	73	57	2	5	1	64	3	256	259
19:15	0	38	32	0	70	1	4	0	0	5	5	86	3	0	94	49	0	11	0	60	0	229	229
19:30	0	45	45	1	90	0	1	1	0	2	7	78	7	1	92	41	3	5	0	49	2	233	235
19:45	0	23	33	1	56	1	0	0	0	1	0	58	1	0	59	41	0	8	0	49	1	165	166
Total	1	173	158	3	332	4	6	1	0	11	14	289	15	2	318	188	5	29	1	222	6	883	889
20:00	0	31	35	1	66	0	1	0	0	1	2	70	2	1	74	37	0	8	0	45	2	186	188
20:15	3	44	46	1	93	1	0	0	0	1	4	61	3	0	68	40	1	6	0	47	1	209	210
20:30	5	55	49	4	109	0	3	0	1	3	3	54	1	1	58	43	1	7	1	51	7	221	228
20:45	0	31	42	1	73	0	0	0	0	0	1	58	1	0	60	36	0	5	1	41	2	174	176
Total	8	161	172	7	341	1	4	0	1	5	10	243	7	2	260	156	2	26	2	184	12	790	802
21:00	0	22	37	0	59	0	0	1	0	1	7	74	3	0	84	44	0	5	2	49	2	193	195
21:15	1	28	25	1	54	0	1	1	0	2	6	63	1	0	70	31	1	2	0	34	1	160	161
21:30	3	29	22	0	54	0	2	2	0	4	3	60	2	0	65	31	5	3	1	39	1	162	163
21:45	0	14	20	1	34	1	1	1	0	3	3	47	2	0	52	30	1	2	0	33	1	122	123
Total	4	93	104	2	201	1	4	5	0	10	19	244	8	0	271	136	7	12	3	155	5	637	642
Grand Total	69	289	271	96	5671	57	61	38	11	156	161	342	121	54	3703	209	45	440	44	2576	205	12106	12311
Apprch %	1.2	51.0	47.8			36.5	39.1	24.4			4.3	92.4	3.3			81.2	1.7	17.1					
Total %	0.6	23.9	22.4		46.8	0.5	0.5	0.3		1.3	1.3	28.3	1.0		30.6	17.3	0.4	3.6		21.3	1.7	98.3	

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

Study Name : **TMC0621**
Study Date : **08/04/06**
Page No. : **1**

Signal Warrants - Summary

Major Street Approaches

Northbound: CR 18
Number of Lanes: **2**
Approach Speed: **40**
Total Approach Volume: **3,703**

Southbound: CR 18
Number of Lanes: **2**
Approach Speed: **40**
Total Approach Volume: **5,671**

Minor Street Approaches

Eastbound: Crosstown Dr.
Number of Lanes: **2**

Total Approach Volume: **2,576**

Westbound: 139th
Number of Lanes: **1**

Total Approach Volume: **156**

Warrant Summary (Urban values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes** **Not Satisfied**
 - Warrant 1A - Minimum Vehicular Volume** **Not Satisfied**
Required volumes reached for 6 hours, 8 are needed
 - Warrant 1B - Interruption of Continuous Traffic** **Not Satisfied**
Required volumes reached for 1 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** **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**

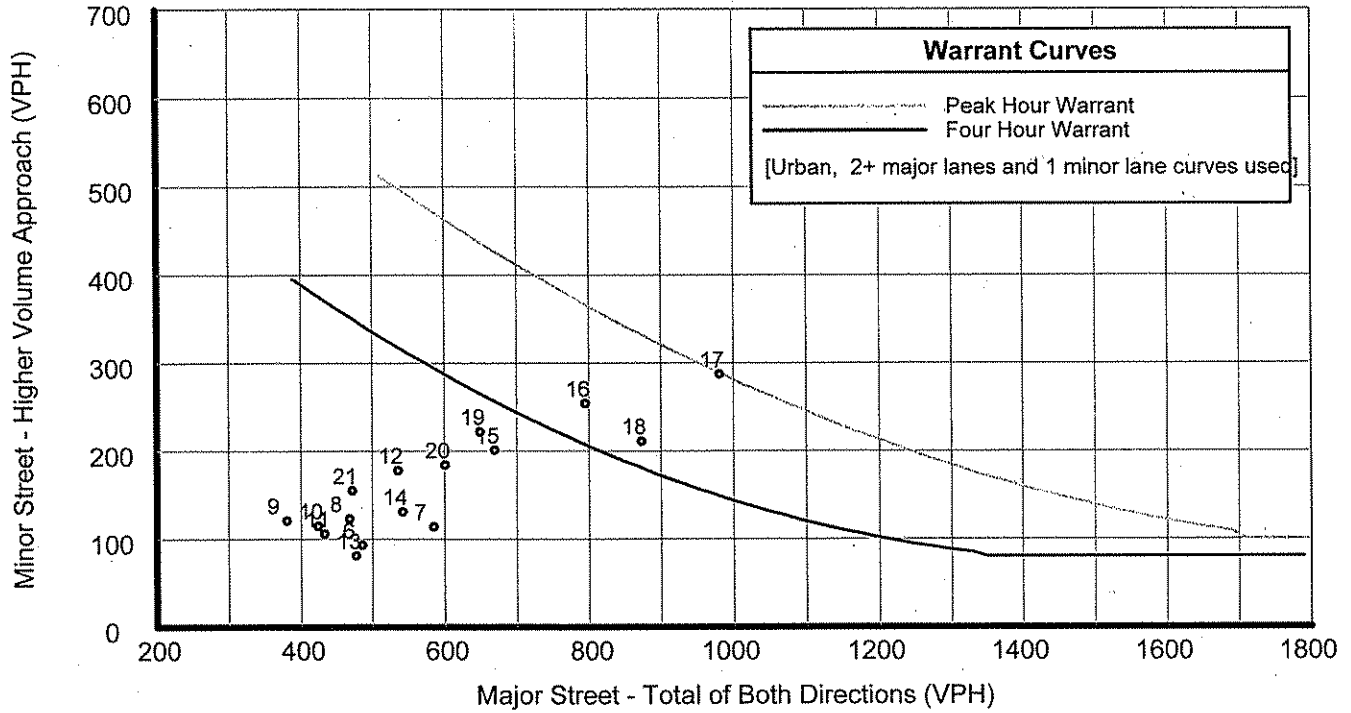
- Warrant 7 - Crash Experience** **Not Evaluated**

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

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

Study Name : TMC0621
Study Date : 08/04/06
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	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
01:00	0	0	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
02:00	0	0	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
03:00	0	0	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
04:00	0	0	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
05:00	0	0	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
06:00	486	93	EB	600-No	150-No	---	900-No	75-Yes	Minor	720-No	120-No	---
07:00	585	114	EB	600-No	150-No	---	900-No	75-Yes	Minor	720-No	120-No	---
08:00	468	123	EB	600-No	150-No	---	900-No	75-Yes	Minor	720-No	120-Yes	Minor
09:00	381	121	EB	600-No	150-No	---	900-No	75-Yes	Minor	720-No	120-Yes	Minor
10:00	424	115	EB	600-No	150-No	---	900-No	75-Yes	Minor	720-No	120-No	---
11:00	433	106	EB	600-No	150-No	---	900-No	75-Yes	Minor	720-No	120-No	---
12:00	536	178	EB	600-No	150-Yes	Minor	900-No	75-Yes	Minor	720-No	120-Yes	Minor
13:00	477	81	EB	600-No	150-No	---	900-No	75-Yes	Minor	720-No	120-No	---
14:00	542	131	EB	600-No	150-No	---	900-No	75-Yes	Minor	720-No	120-Yes	Minor
15:00	670	201	EB	600-Yes	150-Yes	Both	900-No	75-Yes	Minor	720-No	120-Yes	Minor
16:00	795	254	EB	600-Yes	150-Yes	Both	900-No	75-Yes	Minor	720-Yes	120-Yes	Both
17:00	981	287	EB	600-Yes	150-Yes	Both	900-Yes	75-Yes	Both	720-Yes	120-Yes	Both
18:00	873	211	EB	600-Yes	150-Yes	Both	900-No	75-Yes	Minor	720-Yes	120-Yes	Both
19:00	650	222	EB	600-Yes	150-Yes	Both	900-No	75-Yes	Minor	720-No	120-Yes	Minor
20:00	601	184	EB	600-Yes	150-Yes	Both	900-No	75-Yes	Minor	720-No	120-Yes	Minor
21:00	472	155	EB	600-No	150-Yes	Minor	900-No	75-Yes	Minor	720-No	120-Yes	Minor
22:00	0	0	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---
23:00	0	0	EB	600-No	200-No	---	900-No	100-No	---	720-No	160-No	---

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

Study Name : TMC0621
Study Date : 08/04/06
Page No. : 1

Multi-Way Stop Warrant Report

Major Street Approaches

Northbound: CR 18
Total Approach Volume: 3,703
Approach Speed: 40

Southbound: CR 18
Total Approach Volume: 5,671
Approach Speed: 40

Minor Street Approaches

Eastbound: Crosstown Dr.
Total Approach Volume: 2,576

Westbound: 139th
Total Approach Volume: 156

Warrant Summary

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

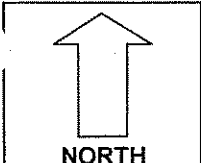
Criteria B - Crash Experience Not Evaluated

Criteria C - Minimum Volumes and Delays Not Satisfied
Delay data not evaluated
Required volumes reached for 5 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 2 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?
00:00 - 01:00	0	0	300-No	200-No	No	240-No	160-No	No
01:00 - 02:00	0	0	300-No	200-No	No	240-No	160-No	No
02:00 - 03:00	0	0	300-No	200-No	No	240-No	160-No	No
03:00 - 04:00	0	0	300-No	200-No	No	240-No	160-No	No
04:00 - 05:00	0	0	300-No	200-No	No	240-No	160-No	No
05:00 - 06:00	0	0	300-No	200-No	No	240-No	160-No	No
06:00 - 07:00	486	106	300-Yes	200-No	Major	240-Yes	160-No	Major
07:00 - 08:00	585	123	300-Yes	200-No	Major	240-Yes	160-No	Major
08:00 - 09:00	468	137	300-Yes	200-No	Major	240-Yes	160-No	Major
09:00 - 10:00	381	132	300-Yes	200-No	Major	240-Yes	160-No	Major
10:00 - 11:00	424	120	300-Yes	200-No	Major	240-Yes	160-No	Major
11:00 - 12:00	433	119	300-Yes	200-No	Major	240-Yes	160-No	Major
12:00 - 13:00	536	186	300-Yes	200-No	Major	240-Yes	160-Yes	Both
13:00 - 14:00	477	85	300-Yes	200-No	Major	240-Yes	160-No	Major
14:00 - 15:00	542	139	300-Yes	200-No	Major	240-Yes	160-No	Major
15:00 - 16:00	670	215	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
16:00 - 17:00	795	264	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
17:00 - 18:00	981	294	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
18:00 - 19:00	873	225	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
19:00 - 20:00	650	233	300-Yes	200-Yes	Both	240-Yes	160-Yes	Both
20:00 - 21:00	601	189	300-Yes	200-No	Major	240-Yes	160-Yes	Both
21:00 - 22:00	472	165	300-Yes	200-No	Major	240-Yes	160-Yes	Both
22:00 - 23:00	0	0	300-No	200-No	No	240-No	160-No	No
23:00 - 00:00	0	0	300-No	200-No	No	240-No	160-No	No



COUNT LOCATION:

CR 18 (Crosstown Blvd.)

DATE:

08/02/2006

@ Crosstown Dr.

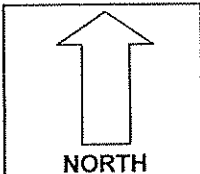
APP.#1= Crosstown Dr.
APP.#2= CR 18
APP.#3= 139th
APP.#4= CR 18

APP.#1	APP.#2	APP.#3	APP.#4
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- 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						4		1
6:15-6:30								
6:30-6:45						6		
6:45-7:00						3		
HOURLY TOTAL						HOURLY TOTAL		14
7:00-7:15						3		
7:15-7:30				2	2	2		
7:30-7:45						3		
7:45-8:00						6		
HOURLY TOTAL					2	HOURLY TOTAL		14
8:00-8:15						4		
8:15-8:30						5		1
8:30-8:45						1		
8:45-9:00						4		
HOURLY TOTAL						HOURLY TOTAL		15
9:00-9:15						4		
9:15-9:30			1		1	6		
9:30-9:45						4		
9:45-10:00						4		
HOURLY TOTAL					1	HOURLY TOTAL		18
10:00-10:15						3		
10:15-10:30						3		
10:30-10:45						5		
10:45-11:00						2		
HOURLY TOTAL						HOURLY TOTAL		13
11:00-11:15						2		
11:15-11:30						7		
11:30-11:45						3		
11:45-12:00						5		1
HOURLY TOTAL						HOURLY TOTAL		18
12:00-12:15						1		
12:15-12:30						1		
12:30-12:45						1		
12:45-1:00						2		
HOURLY TOTAL						HOURLY TOTAL		5
1:00-1:15						3		
1:15-1:30						6		
1:30-1:45						3		
1:45-2:00						2	1	
HOURLY TOTAL						HOURLY TOTAL		15
					TOTAL		TOTAL	112
					3			

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COUNT LOCATION: _____

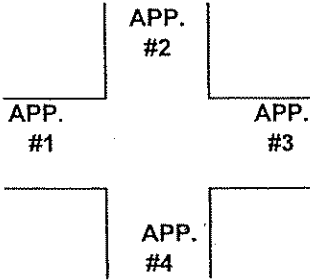
CR 18 (Crosstown Blvd.)

DATE: _____

08/03/2006

@ Crosstown Dr.

APP.#1= Crosstown Dr.
APP.#2= CR 18
APP.#3= 139th
APP.#4= CR 18



- HEAVY VEHICLE- ANY VEHICLE HAVING MORE THAN FOUR TIRES TOUCHING THE PAVEMENT
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 - 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						1		
2:15-2:30						6		1
2:30-2:45						6		1
2:45-3:00						5		
HOURLY TOTAL						HOURLY TOTAL		20
3:00-3:15						4		
3:15-3:30						1		
3:30-3:45						2		1
3:45-4:00						7		
HOURLY TOTAL						HOURLY TOTAL		15
4:00-4:15								
4:15-4:30						4		
4:30-4:45				3	3	3		
4:45-5:00						2		
HOURLY TOTAL					3	HOURLY TOTAL		9
5:00-5:15						1		
5:15-5:30						1		
5:30-5:45						2		
5:45-6:00						2		
HOURLY TOTAL						HOURLY TOTAL		6
6:00-6:15						1		
6:15-6:30						1		
6:30-6:45						3		
6:45-7:00						6		
HOURLY TOTAL						HOURLY TOTAL		11
7:00-7:15						2		
7:15-7:30								
7:30-7:45						2		
7:45-8:00						1		
HOURLY TOTAL						HOURLY TOTAL		5
8:00-8:15						2		
8:15-8:30						1		
8:30-8:45						7		
8:45-9:00						2		
HOURLY TOTAL						HOURLY TOTAL		12
9:00-9:15						2		
9:15-9:30						1		
9:30-9:45						1		
9:45-10:00						1		
HOURLY TOTAL						HOURLY TOTAL		7
TOTAL					3	TOTAL		197

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