

Date : 6/20/07

Count Number : TMC0715

Location : CSAH 14 (Main St.)
@ CSAH 53 (Sunset Blvd.)

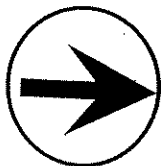
CSAH 53

0

#2

0
0
0
0
0
0

0



North

CSAH 14

0
2887
240
3127

#3

3105

6232

CSAH 14

6981

#1

3498

3483
0
2719
764
A
B
C

LANES OF APPROACH

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

CSAH 53

1004

#4

611
0
386
M
L
K
997

2001

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 : 0715_TMC

Site Code : 07150101

Start Date : 06/20/200

Page No : 1

Weather: Sunny and warm
 Counter: DB-400
 Counted by: Anthony/Isaac

Groups Printed- Unshifted - Bank 1

Start Time	CSAH 53 Southbound					CSAH 14 Westbound					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			
06:00	0	0	0	0	0	0	35	0	0	35	5	0	2	0	7	0	34	18	3	52	3	94	97
06:15	0	0	0	0	0	6	52	0	4	58	4	0	4	1	8	1	68	24	5	93	10	159	169
06:30	0	0	0	0	0	3	47	1	2	51	5	0	5	0	10	1	71	29	6	101	8	162	170
06:45	0	0	0	0	0	2	62	0	4	64	9	0	2	0	11	0	100	24	9	124	13	199	212
Total	0	0	0	0	0	11	196	1	10	208	23	0	13	1	36	2	273	95	23	370	34	614	648
07:00	0	0	0	0	0	3	61	0	14	64	9	0	2	1	11	0	74	18	10	92	25	167	192
07:15	0	0	0	0	0	2	63	0	14	65	3	0	1	0	4	0	88	26	7	114	21	183	204
07:30	0	0	0	0	0	3	69	0	15	72	14	0	1	1	15	0	81	26	14	107	30	194	224
07:45	0	0	0	0	0	2	56	0	18	58	14	0	0	1	14	0	63	15	9	78	28	150	178
Total	0	0	0	0	0	10	249	0	61	259	40	0	4	3	44	0	306	85	40	391	104	694	798
08:00	0	0	0	0	0	2	54	0	12	56	8	0	5	2	13	0	69	9	5	78	19	147	166
08:15	0	0	0	0	0	3	43	0	7	46	8	0	2	0	10	0	52	11	5	63	12	119	131
08:30	0	0	0	0	0	2	37	0	7	39	4	0	2	1	6	0	64	17	8	81	16	126	142
08:45	0	0	0	0	0	2	35	0	6	37	13	0	5	2	18	1	46	14	5	61	13	116	129
Total	0	0	0	0	0	9	169	0	32	178	33	0	14	5	47	1	231	51	23	283	60	508	568
09:00	0	0	0	0	0	3	29	0	4	32	7	0	8	0	15	0	44	3	9	47	13	94	107
09:15	0	0	0	0	0	4	37	0	3	41	9	0	2	1	11	0	36	9	5	45	9	97	106
09:30	0	0	0	0	0	4	50	0	15	54	13	0	3	0	16	0	41	8	3	49	18	119	137
09:45	0	0	0	0	0	2	36	0	5	38	6	0	2	2	8	0	43	9	11	52	18	98	116
Total	0	0	0	0	0	13	152	0	27	165	35	0	15	3	50	0	164	29	28	193	58	408	466
10:00	0	0	0	0	0	4	27	0	6	31	8	0	3	0	11	0	40	3	6	43	12	85	97
10:15	0	0	0	0	0	5	38	0	2	43	5	0	1	2	6	0	35	10	7	45	11	94	105
10:30	0	0	0	0	0	2	36	0	6	38	15	0	1	2	16	0	34	6	5	40	13	94	107
10:45	0	0	0	0	0	2	31	0	3	33	8	0	5	2	13	0	43	8	12	51	17	97	114
Total	0	0	0	0	0	13	132	0	17	145	36	0	10	6	46	0	152	27	30	179	53	370	423
11:00	0	0	0	0	0	5	36	0	6	41	10	0	2	0	12	0	42	8	5	50	11	103	114
11:15	0	0	0	0	0	5	39	0	5	44	5	0	2	1	7	0	39	1	1	40	7	91	98
11:30	0	0	0	0	0	2	33	0	5	35	13	0	7	0	20	0	41	8	4	49	9	104	113
11:45	0	0	0	0	0	3	41	0	4	44	20	1	2	1	23	0	32	9	3	41	8	108	116
Total	0	0	0	0	0	15	149	0	20	164	48	1	13	2	62	0	154	26	13	180	35	406	441
12:00	0	0	0	0	0	5	52	0	5	57	10	0	4	1	14	0	37	5	5	42	11	113	124
12:15	0	0	0	0	0	5	42	0	5	47	10	0	2	4	12	0	44	16	5	60	14	119	133
12:30	0	0	0	0	0	6	35	0	3	41	16	0	3	6	19	0	46	10	4	56	13	116	129
12:45	0	0	0	0	0	5	34	0	4	39	9	1	3	2	13	0	40	12	1	52	7	104	111
Total	0	0	0	0	0	21	163	0	17	184	45	1	12	13	58	0	167	43	15	210	45	452	497
13:00	0	0	0	0	0	3	68	0	4	71	16	0	5	1	21	0	36	12	5	48	10	140	150
13:15	0	0	0	0	0	8	45	0	6	53	7	0	5	1	12	0	41	10	3	51	10	116	126
13:30	0	0	0	0	0	4	51	0	3	55	16	0	6	0	22	0	49	13	8	62	11	139	150
13:45	0	0	0	0	0	3	47	0	2	50	9	0	4	0	13	0	38	6	2	44	4	107	111
Total	0	0	0	0	0	18	211	0	15	229	48	0	20	2	68	0	164	41	18	205	35	502	537
14:00	0	0	0	0	0	4	43	0	1	47	14	0	3	0	17	0	25	1	1	26	2	90	92
14:15	0	0	0	0	0	1	46	0	3	47	8	0	9	0	17	0	39	14	1	53	4	117	121
14:30	0	0	0	0	0	5	43	0	1	48	10	0	9	0	19	0	36	16	0	52	1	119	120
14:45	0	0	0	0	0	5	44	2	0	51	8	0	7	0	15	0	40	16	0	56	0	122	122
Total	0	0	0	0	0	15	176	2	5	193	40	0	28	0	68	0	140	47	2	187	7	448	455
15:00	0	0	0	0	0	4	56	0	5	60	9	0	11	0	20	0	37	22	0	59	5	139	144
15:15	0	0	0	0	0	3	69	0	2	72	8	0	9	0	17	0	35	13	0	48	2	137	139
15:30	0	0	0	0	0	3	79	0	1	82	12	0	16	0	28	0	40	14	0	54	1	164	165
15:45	0	0	0	0	0	2	75	0	1	77	13	0	11	0	24	0	43	13	1	56	2	157	159
Total	0	0	0	0	0	12	279	0	9	291	42	0	47	0	89	0	155	62	1	217	10	597	607
16:00	0	0	0	0	0	8	86	0	1	94	17	0	6	0	23	0	66	14	0	80	1	197	198
16:15	0	0	0	0	0	5	50	0	2	55	12	0	12	0	24	0	45	13	0	58	2	137	139
16:30	0	0	0	0	0	6	72	0	0	78	11	0	12	0	23	0	46	9	6	55	6	156	162
16:45	0	0	0	0	0	4	73	0	2	77	15	0	11	0	26	0	47	14	0	61	2	164	166
Total	0	0	0	0	0	23	281	0	5	304	55	0	41	0	96	0	204	50	6	254	11	654	665
17:00	0	0	0	0	0	5	77	0	0	82	16	0	11	0	27	0	36	15	0	51	0	160	160
17:15	0	0	0	0	0	4	89	0	1	93	11	0	18	0	29	0	47	19	0	66	1	188	189
17:30	0	0	0	0	0	4	76	0	1	80	14	0	18	0	32	0	41	17	0	58	1	170	171
17:45	0	0	0	0	0	6	57	0	0	63	20	0	13	0	33	0	49	19	1	68	1	164	165
Total	0	0	0	0	0	19	299	0	2	318	61	0	60	0	121	0	173	70	1	243	3	682	685
18:00	1	0	0	0	1	7	47	0	2	54	8	0	6	0	14								

Anoka County Highway Department

Traffic Engineering Section

Traffic Volume and Turning Movement Study

File Name : 0715_TMC

Site Code : 07150101

Start Date : 06/20/200

Page No : 2

Weather: Sunny and warm
 nter: DB-400
 Counted by: Anthony/Isaac

Groups Printed- Unshifted - Bank 1

Start Time	CSAH 53 Southbound					CSAH 14 Westbound					Northbound					CSAH 14 Eastbound					Excl. 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				
19:00	0	0	0	0	0	4	32	0	0	36	6	0	4	0	10	0	27	8	0	35	0	0	81	81
19:15	0	0	0	0	0	6	31	0	0	37	4	0	5	0	9	0	23	9	0	32	0	0	78	78
19:30	0	0	0	0	0	4	33	0	1	37	7	0	6	0	13	0	17	6	2	23	3	0	73	76
19:45	0	0	0	0	0	6	27	0	0	33	5	0	15	1	20	0	24	7	0	31	1	0	84	85
Total	0	0	0	0	0	20	123	0	1	143	22	0	30	1	52	0	91	30	2	121	4	0	316	320
20:00	0	0	0	0	0	4	27	0	0	31	10	0	2	0	12	0	23	7	0	30	0	0	73	73
20:15	0	0	0	0	0	3	24	0	0	27	7	0	7	0	14	0	25	6	0	31	0	0	72	72
20:30	0	0	0	0	0	1	34	0	0	35	7	0	6	0	13	0	18	8	0	26	0	0	74	74
20:45	0	0	0	0	0	4	18	0	0	22	4	0	5	0	9	0	16	7	0	23	0	0	54	54
Total	0	0	0	0	0	12	103	0	0	115	28	0	20	0	48	0	82	28	0	110	0	0	273	273
21:00	0	0	0	0	0	3	17	0	0	20	5	0	9	0	14	0	20	8	0	28	0	0	62	62
21:15	0	0	0	0	0	2	15	0	0	17	5	0	4	0	9	0	19	7	0	26	0	0	52	52
21:30	0	0	0	0	0	4	13	0	0	17	4	0	6	0	10	0	14	4	0	18	0	0	45	45
21:45	0	0	0	0	0	3	12	0	0	15	8	0	5	0	13	0	15	4	0	19	0	0	47	47
Total	0	0	0	0	0	12	57	0	0	69	22	0	24	0	46	0	68	23	0	91	0	0	206	206
Grand Total	1	0	0	0	1	240	2887	3	223	3130	611	2	386	36	999	3	2719	764	202	3486	461	0	7616	8077
Apprch %	100	0	0			7.7	92.2	0.1			61.2	0.2	38.6			0.1	78	21.9						
Total %	0	0	0		0	3.2	37.9	0		41.1	8	0	5.1		13.1	0	35.7	10		45.8	5.7	0	94.3	
Unshifted	1	0	0		1	240	2887	3		3353	611	2	386		1035	3	2719	764		3688	0	0	8077	
% Unshifted	100	0	0		100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	0	0	100	
Bank 1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
% Bank 1	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	

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

Study Name :
Study Date : 06/22/07
Page No. : 1

Signal Warrants - Summary

Major Street Approaches

Eastbound: CSAH 14
Number of Lanes: 2
Approach Speed: 55
Total Approach Volume: 3,486

Westbound: CSAH 14
Number of Lanes: 2
Approach Speed: 55
Total Approach Volume: 3,130

Minor Street Approaches

Northbound:
Number of Lanes: 1

Total Approach Volume: 999

Southbound: CSAH 53
Number of Lanes: 1

Total Approach Volume: 1

Warrant Summary (Rural values apply.)

- Warrant 1 - Eight Hour Vehicular Volumes** Not Satisfied
 - Warrant 1A - Minimum Vehicular Volume** Not Satisfied
Required volumes reached for 1 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 3 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 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

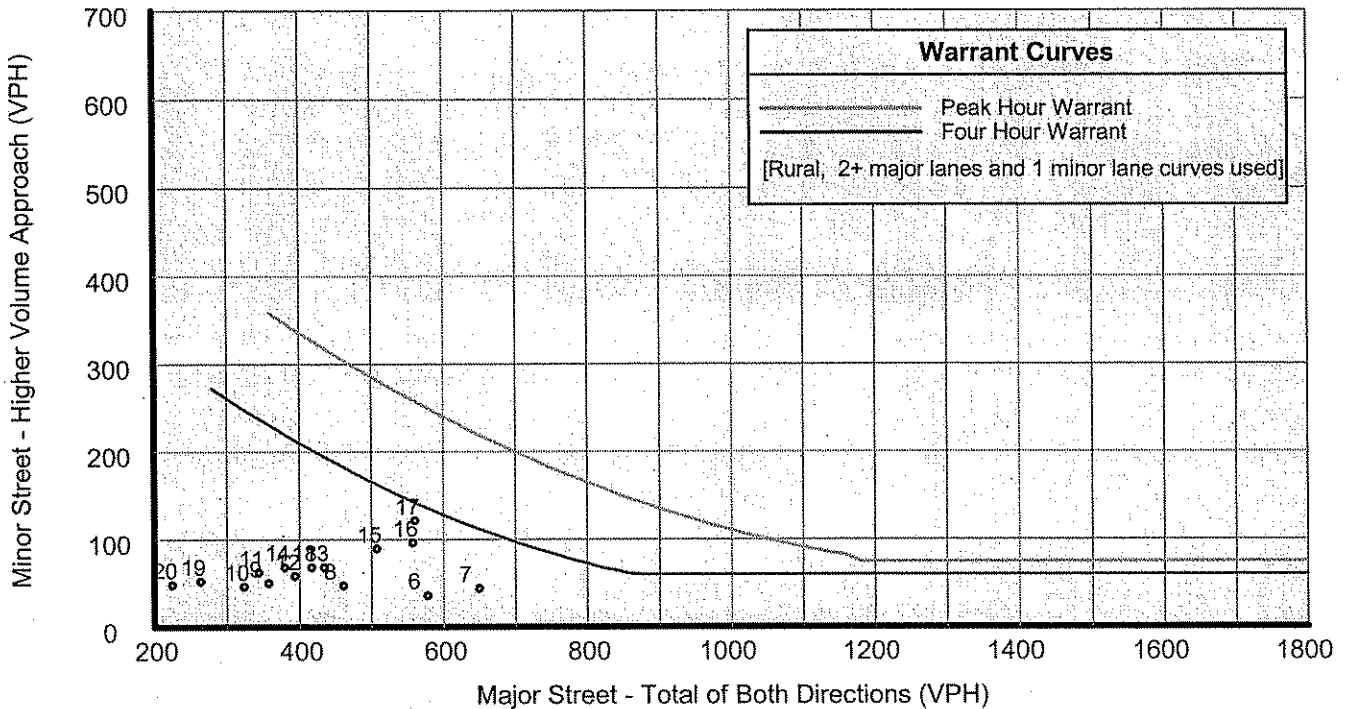
- Warrant 7 - Crash Experience** Not Evaluated

- Warrant 8 - Roadway Network** Not Evaluated

ANOKA COUNTY HIGHWAY PC-WARRANTS TRAFFIC SIGNAL WARRANT ANALYSIS

Study Name :
Study Date : 06/22/07
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	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
01:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
02:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
03:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
04:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
05:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
06:00	578	36	NB	420-Yes	105-No	Major	630-No	53-No	---	504-Yes	84-No	Major
07:00	650	44	NB	420-Yes	105-No	Major	630-Yes	53-No	Major	504-Yes	84-No	Major
08:00	461	47	NB	420-Yes	105-No	Major	630-No	53-No	---	504-No	84-No	---
09:00	358	50	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
10:00	324	46	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
11:00	344	62	NB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-No	---
12:00	394	58	NB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-No	---
13:00	434	68	NB	420-Yes	105-No	Major	630-No	53-Yes	Minor	504-No	84-No	---
14:00	380	68	NB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-No	---
15:00	508	89	NB	420-Yes	105-No	Major	630-No	53-Yes	Minor	504-Yes	84-Yes	Both
16:00	558	96	NB	420-Yes	105-No	Major	630-No	53-Yes	Minor	504-Yes	84-Yes	Both
17:00	561	121	NB	420-Yes	105-Yes	Both	630-No	53-Yes	Minor	504-Yes	84-Yes	Both
18:00	417	68	NB	420-No	105-No	---	630-No	53-Yes	Minor	504-No	84-No	---
19:00	264	52	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
20:00	225	48	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
21:00	160	46	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
22:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---
23:00	0	0	NB	420-No	105-No	---	630-No	53-No	---	504-No	84-No	---

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

Study Name :
Study Date : 06/22/07
Page No. : 1

Multi-Way Stop Warrant Report

Major Street Approaches

Eastbound: CSAH 14
Total Approach Volume: 3,486
Approach Speed: 55

Westbound: CSAH 14
Total Approach Volume: 3,130
Approach Speed: 55

Minor Street Approaches

Northbound: CSAH 53
Total Approach Volume: 999

Southbound: CSAH 53
Total Approach Volume: 1

Warrant Summary

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

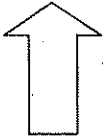
Criteria B - Crash Experience Not Evaluated

Criteria C - Minimum Volumes and Delays Not Satisfied
Delay data not evaluated
Required volumes reached for 0 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 0 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	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	578	36	210-Yes	140-No	Major	240-Yes	160-No	Major
07:00 - 08:00	650	44	210-Yes	140-No	Major	240-Yes	160-No	Major
08:00 - 09:00	461	47	210-Yes	140-No	Major	240-Yes	160-No	Major
09:00 - 10:00	358	50	210-Yes	140-No	Major	240-Yes	160-No	Major
10:00 - 11:00	324	46	210-Yes	140-No	Major	240-Yes	160-No	Major
11:00 - 12:00	344	62	210-Yes	140-No	Major	240-Yes	160-No	Major
12:00 - 13:00	394	58	210-Yes	140-No	Major	240-Yes	160-No	Major
13:00 - 14:00	434	68	210-Yes	140-No	Major	240-Yes	160-No	Major
14:00 - 15:00	380	68	210-Yes	140-No	Major	240-Yes	160-No	Major
15:00 - 16:00	508	89	210-Yes	140-No	Major	240-Yes	160-No	Major
16:00 - 17:00	558	96	210-Yes	140-No	Major	240-Yes	160-No	Major
17:00 - 18:00	561	121	210-Yes	140-No	Major	240-Yes	160-No	Major
18:00 - 19:00	417	69	210-Yes	140-No	Major	240-Yes	160-No	Major
19:00 - 20:00	264	52	210-Yes	140-No	Major	240-Yes	160-No	Major
20:00 - 21:00	225	48	210-Yes	140-No	Major	240-No	160-No	No
21:00 - 22:00	160	46	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

COUNT LOCATION:

CSAH 14 (Main St.)

DATE:

06/18/2006

53 (Sunset Blvd.)

APP. #1 =
CSAH 14
APP. #2 =
APP. #3 =
CSAH 14
APP. #4 =
CSAH 53

APP. #2

APP. #1

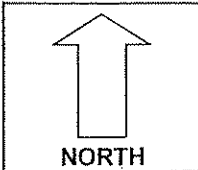
APP. #3

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						1		
2:15-2:30						4		
2:30-2:45								
2:45-3:00						1		
HOURLY TOTAL						HOURLY TOTAL		6
3:00-3:15						5		
3:15-3:30						2		
3:30-3:45						1		
3:45-4:00						2		
HOURLY TOTAL						HOURLY TOTAL		10
4:00-4:15						1		
4:15-4:30						2		
4:30-4:45						6		
4:45-5:00						2		
HOURLY TOTAL						HOURLY TOTAL		11
5:00-5:15								
5:15-5:30						1		
5:30-5:45						1		
5:45-6:00						1		
HOURLY TOTAL						HOURLY TOTAL		3
6:00-6:15						2		
6:15-6:30								
6:30-6:45								
6:45-7:00								
HOURLY TOTAL						HOURLY TOTAL		2
7:00-7:15								
7:15-7:30								
7:30-7:45						2		
7:45-8:00						1		
HOURLY TOTAL						HOURLY TOTAL		3
8:00-8:15								
8:15-8:30								
8:30-8:45								
8:45-9:00								
HOURLY TOTAL						HOURLY TOTAL		
9:00-9:15								
9:15-9:30								
9:30-9:45								
9:45-10:00								
HOURLY TOTAL						HOURLY TOTAL		
					TOTAL		TOTAL	405

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COUNT LOCATION:

CSAH 14 (Main St.)

DATE:

06/20/2007

53 (Sunset Blvd.)

APP. #1 = CSAH 14
APP. #2 =
APP. #3 = CSAH 14
APP. #4 = CSAH 53

APP.
#2

- 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.

APP.
#1

APP.
#3

APP.
#4

TIME	PEDESTRIANS					HEAVY VEHICLES		
	APP. #1	APP. #2	APP. #3	APP. #4	15 MIN TOT	TRUCKS	RV	BUS
6:00-6:15AM						4		
6:15-6:30						8		
6:30-6:45						5		
6:45-7:00						4		
HOURLY TOTAL						HOURLY TOTAL		21
7:00-7:15						20		
7:15-7:30						20		1
7:30-7:45						27		
7:45-8:00						27	1	
HOURLY TOTAL						HOURLY TOTAL		96
8:00-8:15						28		
8:15-8:30								
8:30-8:45						15		1
8:45-9:00						13		
HOURLY TOTAL						HOURLY TOTAL		57
9:00-9:15						12	1	
9:15-9:30						9		
9:30-9:45						18		
9:45-10:00						18		
HOURLY TOTAL						HOURLY TOTAL		58
10:00-10:15						10		1
10:15-10:30						10		
10:30-10:45						11		
10:45-11:00						17		
HOURLY TOTAL						HOURLY TOTAL		49
11:00-11:15						8	1	1
11:15-11:30						9		
11:30-11:45						6		
11:45-12:00						7		
HOURLY TOTAL						HOURLY TOTAL		32
12:00-12:15						11		
12:15-12:30						15	1	
12:30-12:45						8		4
12:45-1:00						9		
HOURLY TOTAL						HOURLY TOTAL		48
1:00-1:15						10		
1:15-1:30						5		
1:30-1:45						11		
1:45-2:00						4		
HOURLY TOTAL						HOURLY TOTAL		30
					TOTAL		TOTAL	370

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