

Date : 06/02/09

Count Number : TMC0913

Location : CSAH 14 (Main St.)

@ Foley Blvd.

Collection Period : 6:00AM - 10:00PM

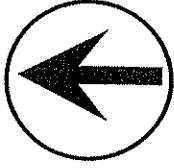
2835

#2

Foley Blvd.

978	D	215
	E	566
	F	197

1857



North

CSAH 14

328	G
6541	H
1163	J

17229

#3

9197

8467	
681	C
8193	B
870	A
9744	

#1

18211

CSAH 14

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

807	K
848	L
1711	M
3366	

2599

Foley Blvd.

#4

5965

Anoka County Highway Department

Traffic Volume and Turning

Movement Study

Date : 06/02/09

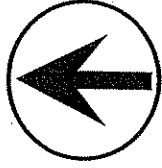
Count Number : TMC0913

Location : CSAH 14 (Main St.)

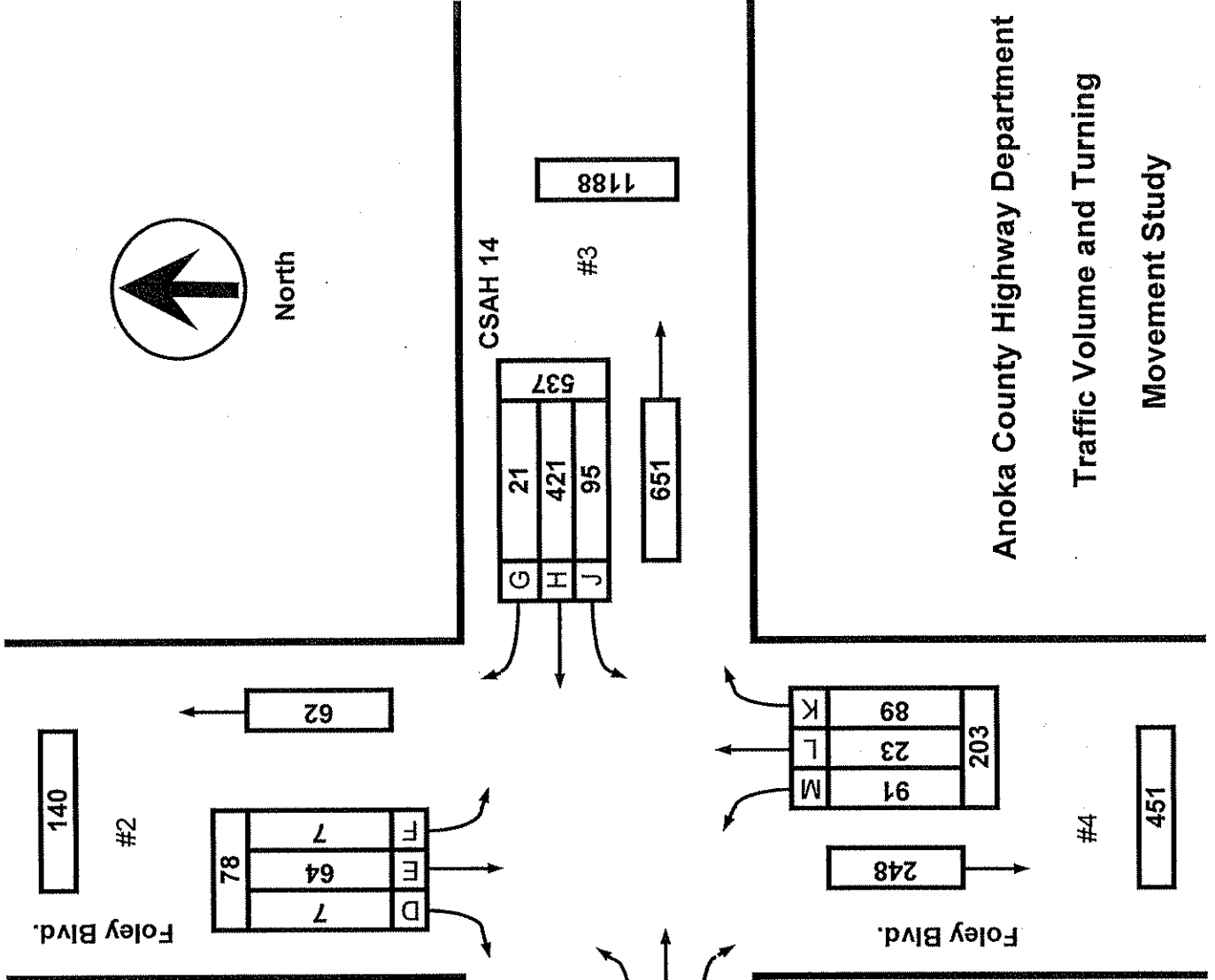
@ Foley Blvd.

Collection Period : AM PEAK

Hour : 6:45 - 7:45AM



North



Anoka County Highway Department  
 Traffic Volume and Turning  
 Movement Study

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

Date : 06/02/09

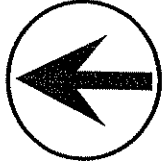
Count Number : TMC0913

Location : CSAH 14 (Main St.)

@ Foley Blvd.

Collection Period : PM PEAK

Hour : 4:30 - 5:30PM



North

423

#2

Foley Blvd.

97		
30	D	
43	F	
24	T	

326

CSAH 14

#3

45	G
656	H
116	J
817	

1246

2063

947

#1

2275

CSAH 14

1328		
101	C	
1157	B	
70	A	

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

Foley Blvd.

261	M
180	L
65	K
506	

229

#4

735

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 : TMC0913  
Site Code : 09130202  
Start Date : 6/2/2009  
Page No : 2

Weather: Sunny and Warm  
Counter: DB-400  
Counted by: Jake/Laura

Groups Printed- Unshifted - Bank 1

Start Time	Foley Blvd. Southbound					CSAH 14 Westbound					Foley Blvd. Northbound					CSAH 14 Eastbound					Excl. Total	Incl. 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	1	7	4	0	12	12	99	7	0	118	23	9	14	0	46	8	100	11	0	119	0	295	295
19:15	1	4	0	0	5	17	77	6	0	100	27	11	13	0	51	5	81	5	0	91	0	247	247
19:30	9	6	0	0	15	14	99	4	1	117	17	8	12	0	37	1	26	2	0	29	1	198	199
19:45	1	3	1	0	5	24	92	4	0	120	10	9	12	0	31	4	72	3	0	79	0	235	235
<b>Total</b>	<b>12</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>37</b>	<b>67</b>	<b>367</b>	<b>21</b>	<b>1</b>	<b>455</b>	<b>77</b>	<b>37</b>	<b>51</b>	<b>0</b>	<b>165</b>	<b>18</b>	<b>279</b>	<b>21</b>	<b>0</b>	<b>318</b>	<b>1</b>	<b>975</b>	<b>976</b>
20:00	1	1	0	0	2	21	92	1	3	114	6	7	6	0	19	3	107	5	2	115	5	250	255
20:15	7	3	0	0	10	22	120	1	2	143	23	10	10	0	43	4	104	19	0	127	2	323	325
20:30	3	8	2	0	13	14	89	1	1	104	25	10	9	0	44	1	41	6	0	48	1	209	210
20:45	6	0	4	0	10	21	64	1	0	86	19	14	11	1	44	2	48	11	0	61	1	201	202
<b>Total</b>	<b>17</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>35</b>	<b>78</b>	<b>365</b>	<b>4</b>	<b>6</b>	<b>447</b>	<b>73</b>	<b>41</b>	<b>36</b>	<b>1</b>	<b>150</b>	<b>10</b>	<b>300</b>	<b>41</b>	<b>2</b>	<b>351</b>	<b>9</b>	<b>983</b>	<b>992</b>
21:00	7	4	0	0	11	6	67	6	0	79	13	4	10	0	27	0	52	10	0	62	0	179	179
21:15	0	0	0	0	0	13	49	1	1	63	16	14	3	0	33	0	32	3	0	35	1	131	132
21:30	0	1	1	0	2	14	62	3	2	79	7	4	3	0	14	0	58	6	0	64	2	159	161
21:45	0	3	3	0	6	7	39	0	0	46	5	7	4	0	16	3	27	7	0	37	0	105	105
<b>Total</b>	<b>7</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>40</b>	<b>217</b>	<b>10</b>	<b>3</b>	<b>267</b>	<b>41</b>	<b>29</b>	<b>20</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>169</b>	<b>26</b>	<b>0</b>	<b>198</b>	<b>3</b>	<b>574</b>	<b>577</b>
<b>Grand Total</b>	<b>197</b>	<b>566</b>	<b>215</b>	<b>31</b>	<b>978</b>	<b>1163</b>	<b>6541</b>	<b>328</b>	<b>293</b>	<b>8032</b>	<b>1711</b>	<b>848</b>	<b>807</b>	<b>72</b>	<b>3366</b>	<b>681</b>	<b>8193</b>	<b>870</b>	<b>268</b>	<b>9744</b>	<b>664</b>	<b>22120</b>	<b>22784</b>
Apprch %	20.1	57.9	22			14.5	81.4	4.1			50.8	25.2	24			7	84.1	8.9					
Total %	0.9	2.6	1		4.4	5.3	29.6	1.5		36.3	7.7	3.8	3.6		15.2	3.1	37	3.9		44.1	2.9	97.1	
Unshifted	197	566	215		1009	1163	6541	328		8325	1711	848	807		3438	681	8193	870		10012	0	0	22784
% Unshifted	100	100	100	100	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

Start Time	Foley Blvd. Southbound					CSAH 14 Westbound					Foley Blvd. Northbound					CSAH 14 Eastbound					Int. Total
	Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		
Peak Hour Analysis From 06:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45																					
06:45	6	15	0	21	21	90	8	119	16	7	17	40	3	109	23	135	315				
07:00	0	27	4	31	19	95	4	118	24	6	23	53	4	157	47	208	410				
07:15	1	10	0	11	31	104	7	142	24	6	29	59	10	143	13	166	378				
07:30	0	12	3	15	24	132	2	158	27	4	20	51	1	146	6	153	377				
<b>Total Volume</b>	<b>7</b>	<b>64</b>	<b>7</b>	<b>78</b>	<b>95</b>	<b>421</b>	<b>21</b>	<b>537</b>	<b>91</b>	<b>23</b>	<b>89</b>	<b>203</b>	<b>18</b>	<b>555</b>	<b>89</b>	<b>662</b>	<b>1480</b>				
<b>% App. Total</b>	<b>9</b>	<b>82.1</b>	<b>9</b>		<b>17.7</b>	<b>78.4</b>	<b>3.9</b>		<b>44.8</b>	<b>11.3</b>	<b>43.8</b>		<b>2.7</b>	<b>83.8</b>	<b>13.4</b>						
PHF	.292	.593	.438	.629	.766	.797	.656	.850	.843	.821	.767	.860	.450	.884	.473	.796	.902				

Start Time	Foley Blvd. Southbound					CSAH 14 Westbound					Foley Blvd. Northbound					CSAH 14 Eastbound					Int. Total
	Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		Left	Thru	Right	App. Total		
Peak Hour Analysis From 12:00 to 21:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	15	10	9	34	31	167	13	211	65	33	12	110	13	294	14	321	676				
16:45	3	14	5	22	30	178	6	214	70	44	17	131	23	300	20	343	710				
17:00	2	7	9	18	31	149	9	189	53	45	14	112	29	314	14	357	676				
17:15	4	12	7	23	24	162	17	203	73	58	22	153	36	249	22	307	686				
<b>Total Volume</b>	<b>24</b>	<b>43</b>	<b>30</b>	<b>97</b>	<b>116</b>	<b>656</b>	<b>45</b>	<b>817</b>	<b>261</b>	<b>180</b>	<b>65</b>	<b>506</b>	<b>101</b>	<b>1157</b>	<b>70</b>	<b>1328</b>	<b>2748</b>				
<b>% App. Total</b>	<b>24.7</b>	<b>44.3</b>	<b>30.9</b>		<b>14.2</b>	<b>80.3</b>	<b>5.5</b>		<b>51.6</b>	<b>35.6</b>	<b>12.8</b>		<b>7.6</b>	<b>87.1</b>	<b>5.3</b>						
PHF	.400	.768	.833	.713	.935	.921	.662	.954	.894	.776	.739	.827	.701	.921	.795	.930	.968				

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

Study Name : TMC0913  
Study Date : 06/05/09  
Page No. : 1

**Signal Warrants - Summary**

**Major Street Approaches**

**Eastbound: CSAH 14**  
Number of Lanes: 2  
Approach Speed: 55  
Total Approach Volume: 9,744

**Westbound: CSAH 14**  
Number of Lanes: 2  
Approach Speed: 55  
Total Approach Volume: 8,032

**Minor Street Approaches**

**Northbound: Foley Blvd.**  
Number of Lanes: 2  
  
Total Approach Volume: 3,366

**Southbound: Foley Blvd.**  
Number of Lanes: 2  
  
Total Approach Volume: 978

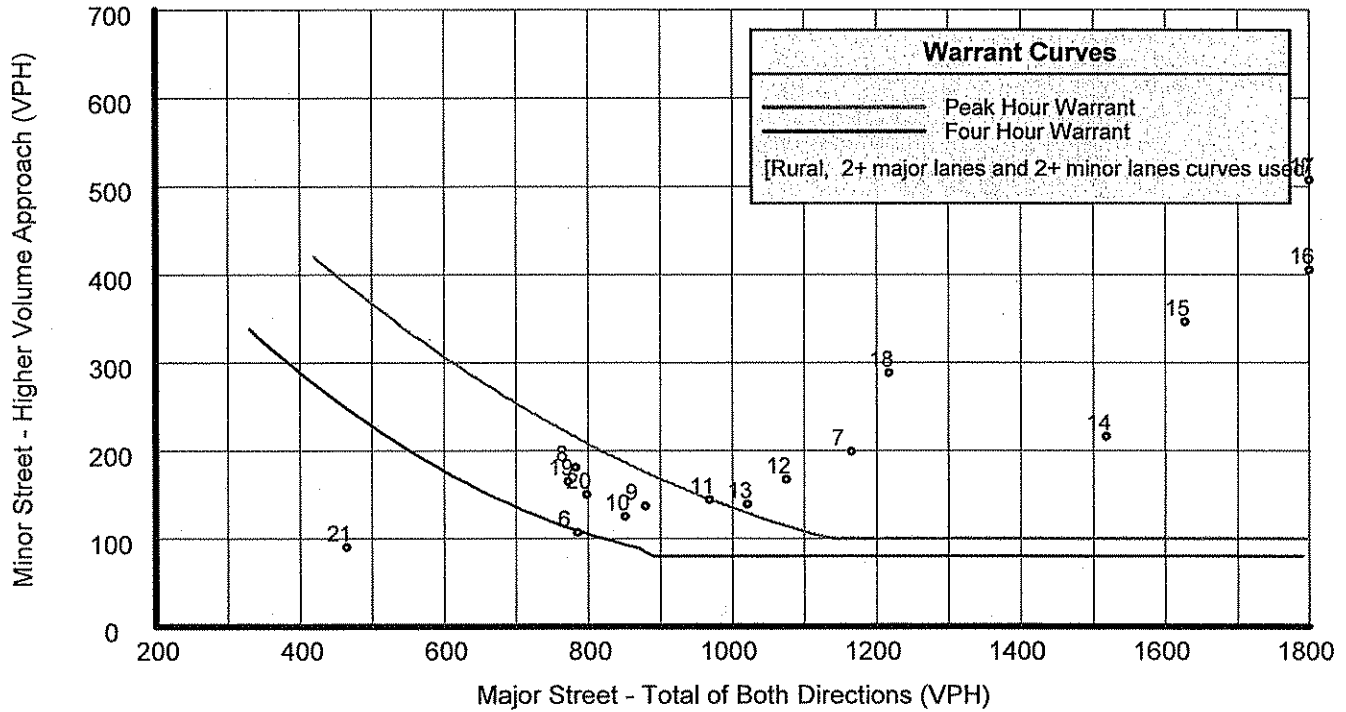
**Warrant Summary (Rural values apply.)**

<b>Warrant 1 - Eight Hour Vehicular Volumes</b> .....	<b>Satisfied</b>
<b>Warrant 1A - Minimum Vehicular Volume</b> .....	<b>Satisfied</b>
Required volumes reached for 11 hours, 8 are needed	
<b>Warrant 1B - Interruption of Continuous Traffic</b> .....	<b>Satisfied</b>
Required volumes reached for 15 hours, 8 are needed	
<b>Warrant 1 A&amp;B - Combination of Warrants</b> .....	<b>Satisfied</b>
Required volumes reached for 14 hours, 8 are needed	
<b>Warrant 2 - Four Hour Volumes</b> .....	<b>Satisfied</b>
Number of hours (14) volumes exceed minimum >= minimum required (4).	
<b>Warrant 3 - Peak Hour</b> .....	<b>Satisfied</b>
<b>Warrant 3A - Peak Hour Delay</b> .....	<b>Satisfied</b>
Number of hours (41) volumes exceed minimum >= required (1). Delay data not evaluated.	
<b>Warrant 3B - Peak Hour Volumes</b> .....	<b>Satisfied</b>
Volumes exceed minimums for at least one hour.	
<b>Warrant 4 - Pedestrian Volumes</b> .....	<b>Not Evaluated</b>
<b>Warrant 5 - School Crossing</b> .....	<b>Not Evaluated</b>
<b>Warrant 6 - Coordinated Signal System</b> .....	<b>Not Evaluated</b>
<b>Warrant 7 - Crash Experience</b> .....	<b>Not Evaluated</b>
<b>Warrant 8 - Roadway Network</b> .....	<b>Not Evaluated</b>

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

Study Name : TMC0913  
Study Date : 06/05/09  
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	140-No	---	630-No	70-No	---	504-No	112-No	---
01:00	0	0	NB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
02:00	0	0	NB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
03:00	0	0	NB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
04:00	0	0	NB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
05:00	0	0	NB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
06:00	786	107	NB	420-Yes	140-No	Major	630-Yes	70-Yes	Both	504-Yes	112-No	Major
07:00	1,165	199	NB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
08:00	783	181	NB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
09:00	879	137	NB	420-Yes	140-No	Major	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
10:00	851	125	NB	420-Yes	140-No	Major	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
11:00	968	144	NB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
12:00	1,075	167	NB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
13:00	1,021	139	NB	420-Yes	140-No	Major	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
14:00	1,518	216	NB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
15:00	1,627	346	NB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
16:00	2,012	405	NB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
17:00	1,838	507	NB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
18:00	1,217	288	NB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
19:00	773	165	NB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
20:00	798	150	NB	420-Yes	140-Yes	Both	630-Yes	70-Yes	Both	504-Yes	112-Yes	Both
21:00	465	90	NB	420-Yes	140-No	Major	630-No	70-Yes	Minor	504-No	112-No	---
22:00	0	0	NB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---
23:00	0	0	NB	420-No	140-No	---	630-No	70-No	---	504-No	112-No	---

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

Study Name : TMC0913  
Study Date : 06/05/09  
Page No. : 1

**Multi-Way Stop Warrant Report**

**Major Street Approaches**

**Eastbound: CSAH 14**  
Total Approach Volume: 9,744  
Approach Speed: 55

**Westbound: CSAH 14**  
Total Approach Volume: 8,032  
Approach Speed: 55

**Minor Street Approaches**

**Northbound: Foley Blvd.**  
Total Approach Volume: 3,366

**Southbound: Foley Blvd.**  
Total Approach Volume: 978

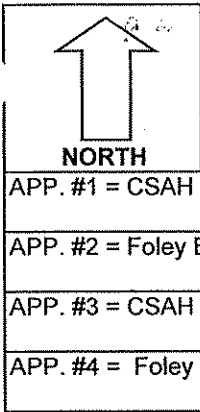
**Warrant Summary**

- 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** ..... Satisfied  
Delay data not evaluated  
Required volumes reached for 15 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

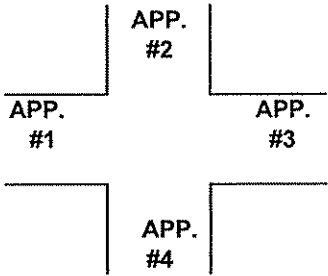
**Analysis of 8 Hour Volume Warrants:**

Time	Major Total	Minor Total	Crit C			Crit D		
			Major	Minor Crit	Meets?	Major Crit	Minor Crit	Meets?
06:00 - 07:00	786	179	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
07:00 - 08:00	1,165	256	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
08:00 - 09:00	783	246	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
09:00 - 10:00	879	188	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
10:00 - 11:00	851	153	210-Yes	140-Yes	Both	240-Yes	160-No	Major
11:00 - 12:00	968	168	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
12:00 - 13:00	1,075	208	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
13:00 - 14:00	1,021	194	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
14:00 - 15:00	1,518	342	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
15:00 - 16:00	1,627	428	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
16:00 - 17:00	2,012	480	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
17:00 - 18:00	1,838	599	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
18:00 - 19:00	1,217	407	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
19:00 - 20:00	773	202	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
20:00 - 21:00	798	185	210-Yes	140-Yes	Both	240-Yes	160-Yes	Both
05:30 - 06:30	313	67	210-Yes	140-No	Major	240-Yes	160-No	Major
05:45 - 06:45	532	118	210-Yes	140-No	Major	240-Yes	160-No	Major
21:00 - 22:00	465	109	210-Yes	140-No	Major	240-Yes	160-No	Major
21:15 - 22:15	324	71	210-Yes	140-No	Major	240-Yes	160-No	Major
21:30 - 22:30	226	38	210-Yes	140-No	Major	240-No	160-No	No
00:00 - 01:00	0	0	210-No	140-No	No	240-No	160-No	No
00:15 - 01:15	0	0	210-No	140-No	No	240-No	160-No	No
00:30 - 01:30	0	0	210-No	140-No	No	240-No	160-No	No
00:45 - 01:45	0	0	210-No	140-No	No	240-No	160-No	No



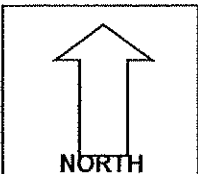


COUNT LOCATION: CSAH 14 (Main St.) DATE: 6/4/2009  
@ Foley Blvd.



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			2		2	2			1
6:15-6:30		1			1	5		2	2
6:30-6:45						10			9
6:45-7:00		1	1		2	3			10
<b>HOURLY TOTAL</b>					<b>5</b>	<b>HOURLY TOTAL</b>		<b>41</b>	
7:00-7:15	1	2			3	5		8	5
7:15-7:30	2	1			3	3		14	6
7:30-7:45	1				1	7		12	7
7:45-8:00						5		3	8
<b>HOURLY TOTAL</b>					<b>7</b>	<b>HOURLY TOTAL</b>		<b>57</b>	
8:00-8:15						5		7	9
8:15-8:30						9		1	10
8:30-8:45						5		2	11
8:45-9:00						7		6	12
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>42</b>	
9:00-9:15			2		2	9		12	13
9:15-9:30	1		1		2	15		15	14
9:30-9:45	1	1			2	10		3	15
9:45-10:00						16		3	16
<b>HOURLY TOTAL</b>					<b>6</b>	<b>HOURLY TOTAL</b>		<b>83</b>	
10:00-10:15						5		1	17
10:15-10:30		1	2	2	5	11			18
10:30-10:45						13		4	19
10:45-11:00						9		2	20
<b>HOURLY TOTAL</b>					<b>5</b>	<b>HOURLY TOTAL</b>		<b>45</b>	
11:00-11:15	1				1	8		1	21
11:15-11:30	1		1		2	11		3	22
11:30-11:45						9			23
11:45-12:00						9		1	24
<b>HOURLY TOTAL</b>					<b>3</b>	<b>HOURLY TOTAL</b>		<b>42</b>	
12:00-12:15			1		1	8			25
12:15-12:30						8		8	26
12:30-12:45						4		1	27
12:45-1:00						12		4	28
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>45</b>	
1:00-1:15						16		4	29
1:15-1:30		1			1	7		2	30
1:30-1:45						14		1	31
1:45-2:00						9		5	32
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>58</b>	
<b>TOTAL</b>					<b>28</b>	<b>TOTAL</b>		<b>413</b>	



COUNT LOCATION:

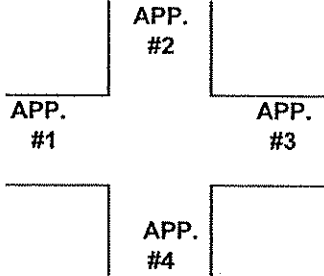
CSAH 14 (Main St.)

DATE:

6/2/2008/09

@ Foley Blvd.

APP. #1 = CSAH 14
APP. #2 = Foley Blvd.
APP. #3 = CSAH 14
APP. #4 = Foley Blvd.



- 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		2	6	1	19
2:15-2:30	1	1			2	7	1	13
2:30-2:45	4	5			9	7	1	10
2:45-3:00	1	1	2		4	14		9
<b>HOURLY TOTAL</b>					<b>17</b>	<b>HOURLY TOTAL</b>		<b>88</b>
3:00-3:15						7		4
3:15-3:30						6	1	7
3:30-3:45						8		8
3:45-4:00	2	2	4		8	8		5
<b>HOURLY TOTAL</b>					<b>8</b>	<b>HOURLY TOTAL</b>		<b>54</b>
4:00-4:15			1		1	9	1	6
4:15-4:30	5	2	2		9	12		9
4:30-4:45	1				1	6		5
4:45-5:00			2		2	6		2
<b>HOURLY TOTAL</b>					<b>13</b>	<b>HOURLY TOTAL</b>		<b>56</b>
5:00-5:15						5		1
5:15-5:30	2	2			4	1		3
5:30-5:45						3		1
5:45-6:00						4		
<b>HOURLY TOTAL</b>					<b>4</b>	<b>HOURLY TOTAL</b>		<b>18</b>
6:00-6:15	2	1	5		8	4		
6:15-6:30						1		
6:30-6:45			2		2	2		
6:45-7:00	2	2	1		5	1		
<b>HOURLY TOTAL</b>					<b>15</b>	<b>HOURLY TOTAL</b>		<b>8</b>
7:00-7:15	1				1			
7:15-7:30			7		7			
7:30-7:45	1		1		2	1		
7:45-8:00								
<b>HOURLY TOTAL</b>					<b>10</b>	<b>HOURLY TOTAL</b>		<b>1</b>
8:00-8:15	2				2	2		1
8:15-8:30						4		
8:30-8:45			1		1	1		
8:45-9:00			1		1	1		
<b>HOURLY TOTAL</b>					<b>4</b>	<b>HOURLY TOTAL</b>		<b>9</b>
9:00-9:15								
9:15-9:30						1		
9:30-9:45						2		
9:45-10:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>3</b>
					<b>TOTAL</b>		<b>TOTAL</b>	<b>650</b>
					<b>99</b>			

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