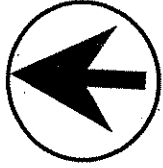


Date : 6/10/02

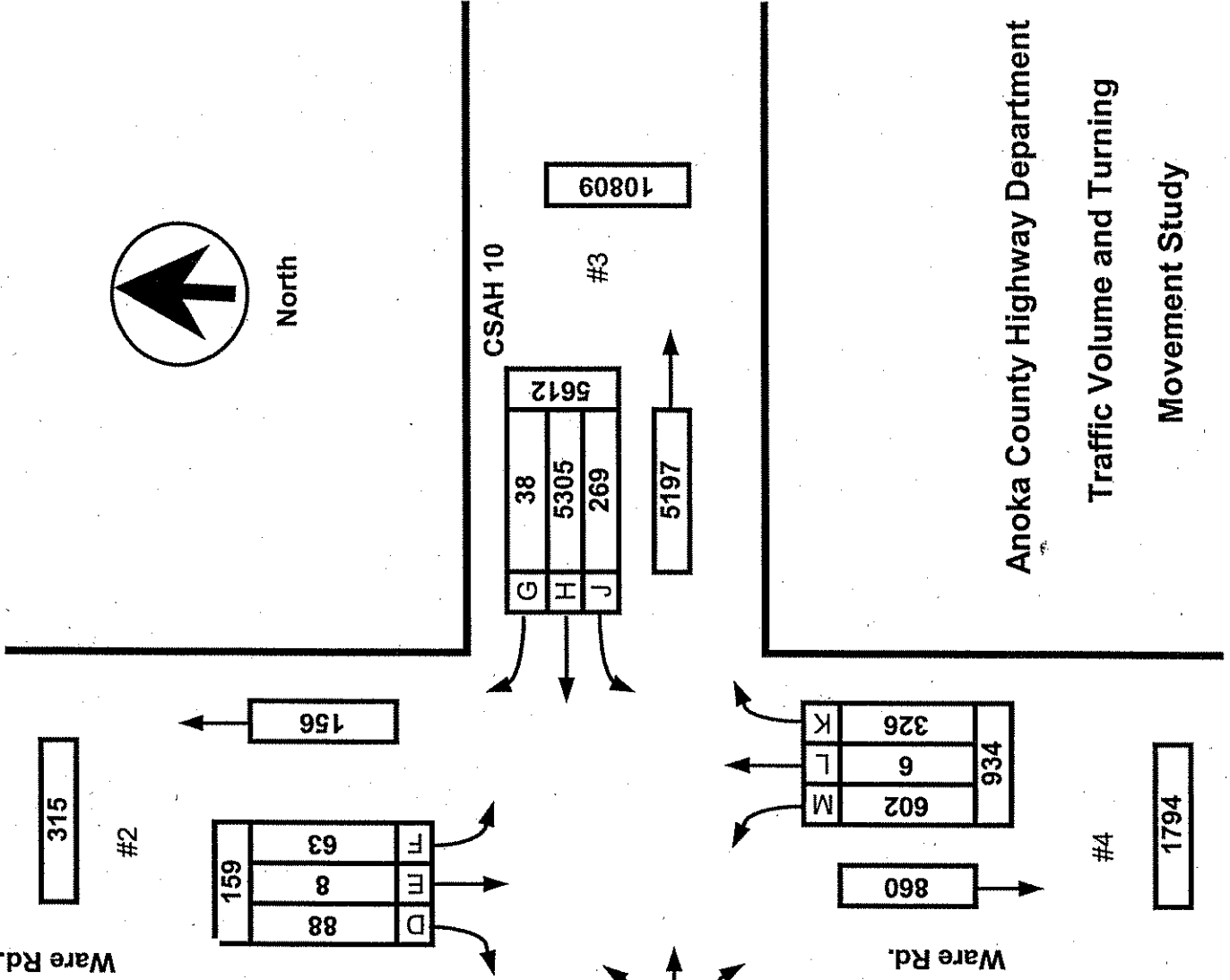
Count Number : TMC0206

Location : CSAH 10 (Birch St.)

@ Ware Rd.



North



#1

5503	C	112
	B	4808
	A	583
		5995

CSAH 10

#2

159	D	88
	F	8
	T	63
		156

#3

38	G	5612
5305	H	
269	J	
		5197

10809

	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	0	0	1	1

Ware Rd.

Anoka County Highway Department  
 Traffic Volume and Turning  
 Movement Study

1794

#4

860

602	M	934
6	L	
326	K	

Anoka County Highway Department  
Traffic Engineering

Weather: Cloudy, Humid  
Counter TDC-8  
Counted by: Melissa/Jessica

Traffic Volume and Turning Movement Stud

File Name : TMC 0206  
Site Code : 02060101  
Start Date : 06/10/2002  
Page No : 1

Groups Printed- 1 - 1 - Group 1

Start Time	Ware Rd. Southbound					CSAH 10 Westbound					Ware Rd. Northbound					CSAH 10 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	0	0	0	0	0	2	74	0	1	76	0	0	0	0	0	0	25	0	2	25	3	101	104
06:15	0	0	0	0	0	1	72	0	2	73	4	0	0	0	4	0	35	2	2	37	4	114	118
06:30	0	0	1	0	1	2	123	0	0	125	3	0	1	0	4	3	50	0	3	53	3	183	186
06:45	0	0	4	0	4	10	120	3	1	133	6	0	4	0	10	6	65	2	7	73	8	220	228
Total	0	0	5	0	5	15	389	3	4	407	13	0	5	0	18	9	175	4	14	188	18	618	636
07:00	0	0	0	0	0	6	128	3	8	137	13	0	7	2	20	2	80	2	9	84	19	241	260
07:15	0	0	1	1	1	19	176	2	10	197	8	0	2	2	10	4	85	1	9	90	22	298	320
07:30	2	0	0	0	2	19	135	1	4	155	10	0	4	0	14	1	91	6	4	98	8	269	277
07:45	0	0	1	0	1	12	188	1	12	201	17	0	6	2	23	1	73	10	4	84	18	309	327
Total	2	0	2	1	4	56	627	7	34	690	48	0	19	6	67	8	329	19	26	356	67	1117	1184
08:00	0	0	0	0	0	3	151	1	9	155	15	0	5	0	20	2	72	8	5	82	14	257	271
08:15	1	0	1	0	2	2	130	0	0	132	14	0	4	0	18	3	70	9	4	82	4	234	238
08:30	1	0	2	0	3	5	125	1	0	131	15	0	5	0	20	3	68	8	2	79	2	233	235
08:45	2	0	3	2	5	3	105	0	6	108	16	0	3	1	19	2	60	6	0	68	9	200	209
Total	4	0	6	2	10	13	511	2	15	526	60	0	17	1	77	10	270	31	11	311	29	924	953
09:00	2	0	1	1	3	3	61	0	4	64	7	0	0	0	7	4	49	10	5	63	10	137	147
09:15	1	0	0	0	1	0	59	0	2	59	8	0	4	0	12	1	61	4	2	66	4	138	142
09:30	3	0	3	0	6	1	74	0	5	75	10	2	2	0	14	3	55	8	2	66	7	161	168
09:45	1	0	1	1	2	1	64	1	7	66	12	0	0	0	12	6	49	8	4	63	12	143	155
Total	7	0	5	2	12	5	258	1	18	264	37	2	6	0	45	14	214	30	13	258	33	579	612
10:00	1	0	8	0	9	2	56	0	3	58	3	0	2	0	5	0	48	5	4	53	7	125	132
10:15	2	1	0	0	3	4	67	3	3	74	8	0	2	0	10	1	45	7	2	53	5	140	145
10:30	1	0	0	0	1	2	44	1	4	47	8	0	6	0	14	3	43	3	3	49	7	111	118
10:45	0	0	1	0	1	3	51	0	7	54	14	0	3	0	17	5	41	11	1	57	8	129	137
Total	4	1	9	0	14	11	218	4	17	233	33	0	13	0	46	9	177	26	10	212	27	505	532
11:00	1	0	1	1	2	2	58	1	4	61	7	0	1	0	8	1	63	8	3	72	8	143	151
11:15	4	0	2	1	6	1	72	1	5	74	14	1	2	0	17	1	74	6	2	81	8	178	186
11:30	0	0	1	1	1	3	72	1	11	76	5	0	0	0	5	0	58	9	0	67	12	149	161
11:45	1	0	1	0	2	2	64	0	3	66	5	1	0	0	6	2	56	9	2	67	5	141	146
Total	6	0	5	3	11	8	266	3	23	277	31	2	3	0	36	4	251	32	7	287	33	611	644
12:00	1	0	0	0	1	0	64	1	4	65	5	0	1	2	6	5	65	9	1	79	7	151	158
12:15	2	0	3	0	5	2	66	0	2	68	3	0	5	0	8	4	56	5	2	65	4	146	150
12:30	1	0	0	1	1	2	65	1	2	68	9	0	0	0	9	0	63	8	1	71	4	149	153
12:45	1	0	2	1	3	1	65	0	3	66	15	0	1	0	16	0	64	3	1	67	5	152	157
Total	5	0	5	2	10	5	260	2	11	267	32	0	7	2	39	9	248	25	5	282	20	598	618
13:00	1	0	0	0	1	3	47	1	4	51	4	0	2	0	6	2	59	13	1	74	5	132	137
13:15	0	0	2	0	2	0	46	0	5	46	10	0	3	0	13	0	63	8	3	71	8	132	140
13:30	2	1	0	1	3	2	47	2	4	51	13	0	3	0	16	2	45	3	0	50	5	120	125
13:45	3	1	2	0	6	7	53	1	2	61	5	2	3	1	10	4	49	10	2	63	5	140	145
Total	6	2	4	1	12	12	193	4	15	209	32	2	11	1	45	8	216	34	6	258	23	524	547
14:00	1	0	1	0	2	1	60	1	2	62	5	0	7	0	12	0	48	1	3	49	5	125	130
14:15	1	0	1	1	2	3	45	0	1	48	10	0	10	0	20	2	52	1	2	55	4	125	129
14:30	1	0	1	0	2	2	60	0	6	62	8	0	4	2	12	1	77	0	7	78	15	154	169
14:45	0	0	2	0	2	2	46	0	0	48	7	0	1	0	8	2	64	8	3	74	3	132	135
Total	3	0	5	1	8	8	211	1	9	220	30	0	22	2	52	5	241	10	15	256	27	536	563
15:00	1	0	1	2	2	2	72	2	3	76	5	0	4	0	9	1	78	7	4	86	9	173	182
15:15	2	0	3	1	5	2	76	0	4	78	6	0	4	2	10	3	87	3	1	93	8	186	194
15:30	0	0	1	0	1	3	88	1	8	92	4	0	4	0	8	1	81	14	3	96	11	197	208
15:45	0	0	2	0	2	1	67	1	3	69	7	0	4	0	11	2	92	15	3	109	6	191	197
Total	3	0	7	3	10	8	303	4	18	315	22	0	16	2	38	7	338	39	11	384	34	747	781
16:00	0	0	1	0	1	2	64	0	4	66	13	0	10	0	23	2	85	12	0	99	4	189	193
16:15	3	0	2	0	5	1	102	2	6	105	9	0	10	0	19	2	113	15	4	130	10	259	269
16:30	5	0	5	2	10	7	96	1	4	104	12	0	15	0	27	0	119	8	3	127	9	268	277
16:45	1	0	0	0	1	5	105	0	3	110	13	0	20	1	33	2	117	13	2	132	6	276	282
Total	9	0	8	2	17	15	367	3	17	385	47	0	55	1	102	6	434	48	9	488	29	992	1021
17:00	0	0	5	0	5	3	97	0	0	100	15	0	29	0	44	3	118	11	1	132	1	281	282
17:15	1	0	0	0	1	8	128	0	2	136	12	0	11	0	23	1	140	20	0	161	2	321	323
17:30	1	0	4	0	5	2	159	0	2	161	10	0	12	0	22	0	184	16	1	200	3	368	391
17:45	2	0	0	0	2	5	155	0	2	160	22	0	17	0	39	3	143	15	1	161	3	362	365
Total	4	0	9	0	13	18	539	0	6	557	59	0	69	0	128	7	585	62	3	654	9	1352	1361

Anoka County Highway Department  
Traffic Engineering

Weather: Cloudy, Humid  
Counter TDC-8  
Counted by: Melissa/Jessica

Traffic Volume and Turning Movement Stud

File Name : TMC 0206  
Site Code : 02060101  
Start Date : 06/10/2002  
Page No : 2

Groups Printed- 1 - 1 - Group 1

Start Time	Ware Rd. Southbound					CSAH 10 Westbound					Ware Rd. Northbound					CSAH 10 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	1	0	3	0	4	21	95	1	0	117	25	0	20	0	45	2	115	29	0	146	0	312	312
18:15	3	0	2	0	5	18	169	1	3	188	26	0	12	0	38	4	97	25	3	126	6	357	363
18:30	1	0	0	0	1	7	103	0	2	110	5	0	6	0	11	1	79	13	0	93	2	215	217
18:45	0	1	1	0	2	1	90	0	1	91	15	0	0	0	15	0	101	7	0	108	1	216	217
Total	5	1	6	0	12	47	457	2	6	506	71	0	38	0	109	7	392	74	3	473	9	1100	1109
19:00	1	0	6	1	7	5	77	0	0	82	8	0	7	0	15	0	89	14	1	103	2	207	209
19:15	0	0	0	0	0	3	93	0	0	96	13	0	4	0	17	1	106	9	0	116	0	229	229
19:30	0	0	0	0	0	2	83	0	0	85	7	0	5	0	12	1	72	12	0	85	0	182	182
19:45	1	1	0	0	2	2	58	0	1	60	11	0	4	1	15	2	78	14	0	94	2	171	173
Total	2	1	6	1	9	12	311	0	1	323	39	0	20	1	59	4	345	49	1	398	4	789	793
20:00	0	0	0	0	0	10	76	0	1	86	10	0	3	0	13	0	79	13	3	92	4	191	195
20:15	1	0	2	0	3	5	65	1	1	71	7	0	9	0	16	0	81	14	2	95	3	185	188
20:30	1	1	1	0	3	8	43	0	0	51	1	0	1	0	2	1	74	12	0	87	0	143	143
20:45	0	0	2	0	2	1	50	0	0	51	7	0	0	0	7	1	87	14	0	102	0	162	162
Total	2	1	5	0	8	24	234	1	2	259	25	0	13	0	38	2	321	53	5	376	7	681	688
21:00	0	2	0	0	2	3	44	1	0	48	10	0	5	0	15	2	62	14	0	78	0	143	143
21:15	1	0	1	0	2	5	63	0	1	68	7	0	0	0	7	1	70	10	0	81	1	158	159
21:30	0	0	0	0	0	1	27	0	0	28	1	0	3	0	4	0	75	11	0	86	0	118	118
21:45	0	0	0	0	0	3	27	0	0	30	5	0	4	0	9	0	65	12	0	77	0	116	116
Total	1	2	1	0	4	12	161	1	1	174	23	0	12	0	35	3	272	47	0	322	1	535	536
Grand Total	63	8	88	18	159	269	530	38	197	5612	602	6	326	16	934	112	480	583	139	5503	370	1220	1257
Apprch %	39.6	5.0	55.3			4.8	94.5	0.7			64.5	0.6	34.9			2.0	87.4	10.6					
Total %	0.5	0.1	0.7		1.3	2.2	43.5	0.3		46.0	4.9	0.0	2.7		7.7	0.9	39.4	4.8		45.1	2.9	97.1	

Major Street Approaches:

Eastbound:

CSAH 10

Data File: C:\Program Files\PC-Warrants\TMC 0206.war  
 Count Type: IMC. Channel: 0. Count Date: 6/10/ 2  
 Number of Lanes: 2  
 Approach Speed: 50  
 Total Approach Traffic: 5503

Westbound:

CSAH 10

Data File: C:\Program Files\PC-Warrants\TMC 0206.war  
 Count Type: IMC. Channel: 0. Count Date: 6/10/ 2  
 Number of Lanes: 1  
 Approach Speed: 50  
 Total Approach Traffic: 5612

Minor Street Approaches:

Northbound:

Ware Rd.

Data File: C:\Program Files\PC-Warrants\TMC 0206.war  
 Count Type: IMC. Channel: 0. Count Date: 6/10/ 2  
 Number of Lanes: 1  
 Approach Speed: 30  
 Total Approach Traffic: 934

Southbound:

Ware Rd.

Data File: C:\Program Files\PC-Warrants\TMC 0206.war  
 Count Type: IMC. Channel: 0. Count Date: 6/10/ 2  
 Number of Lanes: 1  
 Approach Speed: 30  
 Total Approach Traffic: 159

Analysis of 8-Hour Volume Warrants (Criteria refers to high volume side street for that hour):

Hour	Main (Total)	Side			Warrant 1		Warrant 2		Warrant 8	
		Vol.	Dir.	Rank	Meets?	Criteria	Meets?	Criteria	Meets?	Criteria
0	0	0	S	17		105		52		84
1	0	0	S	18		105		52		84
2	0	0	S	19		105		52		84
3	0	0	S	20		105		52		84
4	0	0	S	21		105		52		84
5	0	0	S	22		105		52		84
6	595	18	N	16	MAIN	105		52	MAIN	84
7	1046	67	N	5	MAIN	105	--BOTH--	52	MAIN	84
8	837	77	N	4	MAIN	105	--BOTH--	52	MAIN	84
9	522	45	N	9	MAIN	105		52	MAIN	84
10	445	46	N	8	MAIN	105		52		84
11	564	36	N	14	MAIN	105		52	MAIN	84
12	549	39	N	11	MAIN	105		52	MAIN	84
13	467	45	N	10	MAIN	105		52		84
14	476	52	N	7	MAIN	105	SIDE	52		84
15	699	38	N	12	MAIN	105	MAIN	52	MAIN	84
16	873	102	N	3	MAIN	105	--BOTH--	52	--BOTH--	84
17	1211	128	N	1	--BOTH--	105	--BOTH--	52	--BOTH--	84
18	979	109	N	2	--BOTH--	105	--BOTH--	52	--BOTH--	84
19	721	59	N	6	MAIN	105	--BOTH--	52	MAIN	84
20	635	38	N	13	MAIN	105	MAIN	52	MAIN	84
21	496	35	N	15	MAIN	105		52		84
22	0	0	S	23		105		52		84
23	0	0	S	24		105		52		84

## Warrant Summary:

Rural values apply.

## Warrant 1 - Minimum Vehicular Volumes

NOT SATISFIED. Required values reached for 2 hours. Criteria--Main St.: 420; Side St.: See Volume Summary.

## Warrant 2 - Interruption of Continuous Traffic

NOT SATISFIED. Required values reached for 6 hours. Criteria--Main St.: 630; Side St.: See Volume Summary.

## Warrant 3 - Minimum Pedestrian Volumes

NOT SATISFIED. Ped volumes too low. Criteria--190 Peds in peak hour, 100 peds in 4th high hour.

## Warrant 4 - School Crossing

NOT APPLICABLE. Gap data has not been defined.

## Warrant 5 - Progressive Movement

NOT SATISFIED. Adjacent signals closer than 1000 feet and/or not part of coordinated system.

## Warrant 6 - Accident Experience

NOT SATISFIED. 0 correctable accidents is fewer than required 5.

Correctable Accidents: 0; Right Angle Accidents: 0; Left Turn Accidents: 0; Other Accidents: 0.

## Warrant 7 - Systems Warrant

NOT SATISFIED. At least one street has no major approaches. Peak hour total entering volume: 1352.

- Approaches which are part of the principal through traffic roadway network.
- Approaches which include rural or suburban highways outside, entering or traversing a city.
- Approaches which appear as a major route in an official transportation plan.

## Warrant 8 - Combination of Warrants

NOT SATISFIED. Required values reached for 3 hours. Criteria--Main: 504; Side: See Volume Summary.

## Warrant 9 - Four Hour Volumes

SATISFIED for 5 hours.

## Warrant 10 - Peak Hour Delay

NOT APPLICABLE. Volume requirements satisfied, but side street peak hour delay not defined.

Criteria--Main St.: 800 (4 approaches), 650 (3 approaches); Side St.: 100.

## Warrant 11 - Peak Hour Volume

SATISFIED for 1 hours.

Minor St. High Vol. Approach (UPH)

600

500

400

300

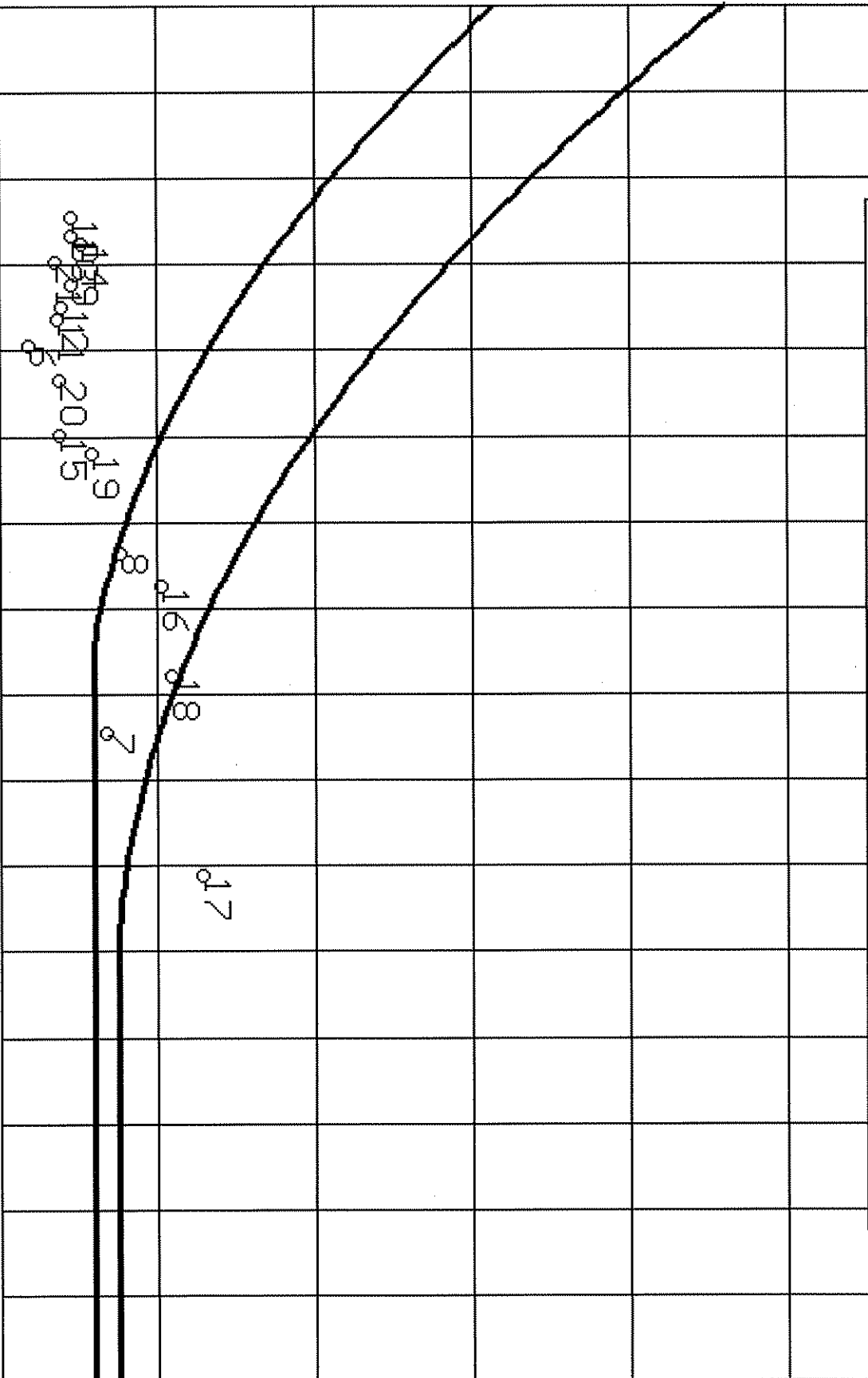
200

100

0

Warrant 9, Four-Hour Volumes  
Warrant 11, Peak-Hour Volumes

Major St. Total of Both Approaches (UPH)



**Multiway Stop Warrant Analysis**  
**TMC 0206 CSAH 10(Birch St.) @ Ware Rd.**  
**Speed Limit of Major Roadway..... 50**

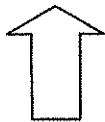
**Minimum Traffic Volumes Multiway Stop Warrant Criteria:**

- a) The total vehicular volume entering the intersection from all approaches must average at least 500 vehicles per hour (vph) for any 8 hours of an average day, AND:
- b) The combined vehicular and pedestrian volume from the minor street or highway must average at least 200 vph for the same 8 hours, with an average delay to minor street vehicular traffic of at least 30 seconds per vehicle during the maximum hour, BUT:
- c) When the 85-percentile approach speed of the major street traffic exceeds 40 miles per hour, the minimum volume warrant is 70% of the above requirements.

Hour	Total Vehicular Traffic Entering the Intersection	Vehicular Traffic Entering on First Minor Roadway	Vehicular Traffic Entering on Second Minor Roadway	Sum of Minor Approaches	Is Stop Warrant Met?
6 AM - 7 AM	618	5	18	23	NO
7 AM - 8 AM	1117	4	67	71	NO
8 AM - 9 AM	924	10	77	87	NO
9 AM - 10 AM	579	12	45	57	NO
10 AM - 11 AM	505	14	46	60	NO
11 AM - 12 PM	611	11	36	47	NO
12 PM - 13 PM	598	10	39	49	NO
1 PM - 2 PM	524	12	45	57	NO
2 PM - 3 PM	536	8	52	60	NO
3 PM - 4 PM	747	10	38	48	NO
4 PM - 5 PM	992	17	102	119	NO
5 PM - 6 PM	1352	13	128	141	YES
6 PM - 7 PM	1100	12	109	121	NO
7 PM - 8 PM	789	9	59	68	NO
8 PM - 9 PM	681	8	38	46	NO
9 PM - 10 PM	535	4	35	39	NO

**TOTAL HOURS MET: 1**

**MULTIWAY STOP WARRANT IS NOT MET**



**NORTH**

**COUNT LOCATION:**

CSAH 10 (BIRCH ST.) @

**DATE:**

6/10/02

WARE RD.

APP. #1 = CSAH 10

APP. #2 = Ware Rd.

APP. #3 = CSAH 10

APP. #4 = Ware Rd.

APP.  
#2

APP.  
#1

APP.  
#3

APP.  
#4

HEAVY VEHICLE- ANY VEHICLE HAVING MORE THAN FOUR TIRES TOUCHING THE PAVEMENT

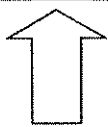
A. TRUCKS- A HEAVY VEHICLE INVOLVED PRIMARILY IN THE TRANSPORT OF GOODS OR IN THE DELIVERY OF A SERVICE.

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			2		2	4		
2:15-2:30	1		1		2	4		
2:30-2:45						14		1
2:45-3:00						1		
<b>HOURLY TOTAL</b>					<b>4</b>	<b>HOURLY TOTAL</b>		<b>24</b>
3:00-3:15						8		
3:15-3:30			1	3	4	9		
3:30-3:45						12		
3:45-4:00						4		
<b>HOURLY TOTAL</b>					<b>4</b>	<b>HOURLY TOTAL</b>		<b>33</b>
4:00-4:15			1		1	4		
4:15-4:30	1		2		3	8		1
4:30-4:45				2	2	8		
4:45-5:00						3		
<b>HOURLY TOTAL</b>					<b>6</b>	<b>HOURLY TOTAL</b>		<b>24</b>
5:00-5:15						1		
5:15-5:30		2			2	2		
5:30-5:45						3		
5:45-6:00						4		
<b>HOURLY TOTAL</b>					<b>2</b>	<b>HOURLY TOTAL</b>		<b>10</b>
6:00-6:15								
6:15-6:30						6		
6:30-6:45			1		1	2		
6:45-7:00		1			1	1		
<b>HOURLY TOTAL</b>					<b>2</b>	<b>HOURLY TOTAL</b>		<b>9</b>
7:00-7:15			4		4	2		
7:15-7:30			1		1			
7:30-7:45		2			2			
7:45-8:00			2		2	2		
<b>HOURLY TOTAL</b>					<b>9</b>	<b>HOURLY TOTAL</b>		<b>4</b>
8:00-8:15						4		
8:15-8:30			2		2	3		
8:30-8:45				3	3			
8:45-9:00								
<b>HOURLY TOTAL</b>					<b>5</b>	<b>HOURLY TOTAL</b>		<b>7</b>
9:00-9:15								
9:15-9:30						1		
9:30-9:45	2		1		3			
9:45-10:00								
<b>HOURLY TOTAL</b>					<b>3</b>	<b>HOURLY TOTAL</b>		<b>1</b>





NORTH

COUNT LOCATION:

CSAH 10 (BIRCH ST.) @

DATE:

6/10/02

WARE RD.

APP. #1 = CSAH 10

APP. #2 = Ware Rd.

APP. #3 = CSAH 10

APP. #4 = Ware Rd.

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
6:00-6:15AM			3		3	3		
6:15-6:30	1				1	4		
6:30-6:45			1	1	2	2		1
6:45-7:00						6		1
<b>HOURLY TOTAL</b>					<b>6</b>	<b>HOURLY TOTAL</b>		<b>17</b>
7:00-7:15				1	1	16		2
7:15-7:30						11		9
7:30-7:45			1	1	2	4		4
7:45-8:00						11		7
<b>HOURLY TOTAL</b>					<b>3</b>	<b>HOURLY TOTAL</b>		<b>64</b>
8:00-8:15						15		2
8:15-8:30						4		
8:30-8:45						2		
8:45-9:00						8		1
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>32</b>
9:00-9:15						8		1
9:15-9:30						4		
9:30-9:45				1	1	4		2
9:45-10:00						11		
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>30</b>
10:00-10:15	1				1	7		
10:15-10:30			2		2	5		
10:30-10:45			1		1	5		
10:45-11:00						8		
<b>HOURLY TOTAL</b>					<b>4</b>	<b>HOURLY TOTAL</b>		<b>25</b>
11:00-11:15			1		1	7		
11:15-11:30						8		
11:30-11:45		5			5	9		3
11:45-12:00						3		2
<b>HOURLY TOTAL</b>					<b>6</b>	<b>HOURLY TOTAL</b>		<b>32</b>
12:00-12:15			3		3	7		
12:15-12:30	1		4		5	4		
12:30-12:45						4		
12:45-1:00						5		
<b>HOURLY TOTAL</b>					<b>8</b>	<b>HOURLY TOTAL</b>		<b>20</b>
1:00-1:15						4	1	
1:15-1:30			1		1	8		
1:30-1:45			3		3	4		
1:45-2:00			2		2	5		
<b>HOURLY TOTAL</b>					<b>6</b>	<b>HOURLY TOTAL</b>		<b>22</b>