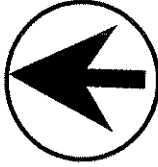


Date : 6/24/02

Count Number : TMC0210

Location : CSAH 7 @

TYLER ST. / BOB EHLEN DR.



North

CSAH 7

CSAH 7

22282

#2

11207	605	TL
10399		TH
203		TR

11075

BOB EHLEN DR.

G	723	1123
H	0	
J	400	

#3

2084

961

248

#1

668

420	C	283
	B	0
	A	137

TYLER ST.

K	356	10470
L	10069	
M	45	

10936

#4

21406

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

Anoka County Highway Department  
 Traffic Volume and Turning  
 Movement Study

Anoka County Highway Department  
Traffic Engineering

Weather: Cloudy, Rainy

Traffic Volume and Turning Movement Stud

File Name : TMC 0210

Counter TDC-8

Site Code : 02100101

Counted by: Melissa/Jessica

Start Date : 06/24/2002

Page No : 1

Groups Printed- Unshifted

Start Time	CSAH 7 Southbound					Bob Ehlen Dr. Westbound					CSAH 7 Northbound					Tyler St. Eastbound					Exclu Total	Inclu. Total	Int. Total
	Left	Thru	Rig ht	Hea vy	App. Total	Left	Thru	Rig ht	Hea vy	App. Total	Left	Thru	Rig ht	Hea vy	App. Total	Left	Thru	Rig ht	Hea vy	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	1.0	1.0	1.0			
06:00	11	173	0	0	184	1	0	2	0	3	0	51	4	1	55	5	0	0	0	5	1	247	248
06:15	28	201	1	3	230	0	0	0	0	0	0	66	2	78	3	0	0	0	3	5	311	316	
06:30	77	209	1	6	287	11	0	7	0	18	0	88	15	103	2	0	0	0	2	16	410	426	
06:45	63	228	3	3	294	5	0	3	0	8	2	95	16	113	3	0	0	0	3	14	418	432	
Total	179	811	5	12	995	17	0	12	0	29	2	300	47	349	13	0	0	0	13	36	1386	1422	
07:00	21	162	0	5	183	14	0	43	0	57	0	71	11	7	82	4	0	0	0	4	12	326	338
07:15	22	193	1	8	216	6	0	8	0	14	0	79	10	4	89	1	0	0	1	1	13	320	333
07:30	25	200	1	4	226	1	0	4	0	5	0	111	10	9	121	5	0	0	0	5	13	357	370
07:45	54	256	6	11	316	2	0	5	0	7	0	121	17	3	138	4	0	2	1	6	15	467	482
Total	122	811	8	28	941	23	0	60	0	83	0	382	48	23	430	14	0	2	2	16	53	1470	1523
08:00	21	196	4	11	221	2	0	5	0	7	0	121	15	2	136	2	0	2	0	4	13	368	381
08:15	14	211	2	5	227	3	0	2	0	5	0	109	4	7	113	6	0	4	0	10	12	355	367
08:30	7	178	4	6	189	2	0	2	2	4	0	124	4	10	128	3	0	1	1	4	19	325	344
08:45	9	241	1	4	251	2	0	6	0	8	2	132	7	10	141	5	0	3	2	8	16	408	424
Total	51	826	11	26	888	9	0	15	2	24	2	486	30	29	518	16	0	10	3	26	60	1456	1516
09:00	4	144	17	15	165	3	0	4	1	7	1	117	4	5	122	2	0	1	0	3	21	297	318
09:15	4	155	0	1	159	3	0	1	0	4	0	136	3	4	139	1	0	2	0	3	5	305	310
09:30	6	158	8	1	172	5	0	2	0	7	1	153	2	2	156	5	0	3	0	8	3	343	346
09:45	10	146	9	2	165	3	0	6	0	9	1	129	5	8	135	6	0	5	0	11	10	320	330
Total	24	603	34	19	661	14	0	13	1	27	3	535	14	19	552	14	0	11	0	25	39	1265	1304
10:00	8	159	10	5	177	3	0	3	0	6	1	165	8	7	174	5	0	4	0	9	12	366	378
10:15	0	188	4	4	192	2	0	4	1	6	1	151	3	9	155	10	0	4	0	14	14	367	381
10:30	7	162	6	10	175	6	0	2	1	8	1	184	2	7	187	2	0	6	2	8	20	378	398
10:45	3	157	1	3	161	6	0	3	0	9	1	167	3	14	171	3	0	6	0	9	17	350	367
Total	18	666	21	22	705	17	0	12	2	29	4	667	16	37	687	20	0	20	2	40	63	1461	1524
11:00	0	203	1	7	204	2	0	11	0	13	0	189	5	6	194	3	0	4	0	7	13	418	431
11:15	3	189	3	9	195	7	0	10	1	17	2	182	4	10	188	4	0	2	0	6	20	406	426
11:30	6	178	1	5	185	10	0	15	0	25	2	197	6	15	205	4	0	2	0	6	20	421	441
11:45	11	166	4	2	181	8	0	14	0	22	0	181	8	16	189	5	0	1	0	6	18	398	416
Total	20	736	9	23	765	27	0	50	1	77	4	749	23	47	776	16	0	9	0	25	71	1643	1714
12:00	7	187	5	3	199	9	0	16	0	25	0	223	2	12	225	4	0	3	0	7	15	456	471
12:15	18	172	7	4	197	2	0	7	0	9	1	185	6	2	192	3	0	1	0	4	6	402	408
12:30	11	209	6	10	226	7	0	7	1	14	0	156	13	5	169	5	0	5	0	10	16	419	435
12:45	9	226	5	13	240	7	0	12	0	19	0	180	9	6	189	7	0	1	0	8	19	456	475
Total	45	794	23	30	862	25	0	42	1	67	1	744	30	25	775	19	0	10	0	29	56	1733	1789
13:00	6	174	2	9	182	9	0	13	1	22	0	194	13	6	207	6	0	3	0	9	16	420	436
13:15	6	180	3	6	189	7	0	14	0	21	0	177	6	5	183	5	0	1	0	6	11	399	410
13:30	5	185	1	5	191	8	0	11	0	19	1	183	11	7	195	7	0	2	0	9	12	414	426
13:45	5	206	2	3	213	7	0	17	0	24	0	188	7	9	195	8	0	3	0	11	12	443	455
Total	22	745	8	23	775	31	0	55	1	86	1	742	37	27	780	26	0	9	0	35	51	1676	1727
14:00	8	195	3	3	206	8	0	12	0	20	1	193	1	8	195	4	0	1	0	5	11	426	437
14:15	9	230	7	3	246	7	0	7	0	14	2	168	5	4	175	4	0	2	0	6	7	441	448
14:30	16	170	7	11	193	1	0	10	0	11	1	172	11	7	184	9	0	7	0	16	18	404	422
14:45	18	218	3	6	239	2	0	9	0	11	0	187	13	5	200	2	0	8	0	10	11	460	471
Total	51	813	20	23	884	18	0	38	0	56	4	720	30	24	754	19	0	18	0	37	47	1731	1778
15:00	3	167	1	3	171	26	0	80	0	106	1	245	3	5	249	3	0	4	0	7	8	533	541
15:15	2	181	2	2	185	25	0	56	0	81	4	249	4	7	257	4	0	6	0	10	9	533	542
15:30	4	169	1	4	174	12	0	19	0	31	1	218	6	3	225	8	0	4	1	12	8	442	450
15:45	4	198	5	3	207	7	0	19	0	26	0	249	3	3	252	3	0	3	0	6	6	491	497
Total	13	715	9	12	737	70	0	174	0	244	6	961	16	18	983	18	0	17	1	35	31	1999	2030
16:00	0	156	6	2	162	6	0	21	0	27	1	250	3	9	254	8	0	2	0	10	11	453	464
16:15	3	157	2	2	162	8	0	20	0	28	1	212	2	2	215	7	0	3	0	10	4	415	419
16:30	2	144	6	3	152	8	0	37	0	45	1	275	1	6	277	22	0	6	0	28	9	502	511
16:45	6	164	1	10	171	20	0	30	0	50	1	246	3	7	250	9	0	3	0	12	17	483	500
Total	11	621	15	17	647	42	0	108	0	150	4	983	9	24	996	46	0	14	0	60	41	1853	1894
17:00	2	132	4	5	138	10	0	27	1	37	4	249	7	5	260	10	0	4	0	14	11	449	460
17:15	3	162	1	5	166	11	0	18	0	29	0	249	2	3	251	4	0	3	0	7	8	453	461
17:30	2	177	3	6	182	14	0	16	0	30	0	188	3	4	191	11	0	1	0	12	10	415	425
17:45	2	197	5	5	204	3	0	16	0	19	6	215	1	3	222</								

Anoka County Highway Department  
Traffic Engineering

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

Traffic Volume and Turning Movement Stud

File Name : TMC 0210  
Site Code : 02100101  
Start Date : 06/24/2002  
Page No : 2

Groups Printed- Unshifted

Start Time	CSAH 7 Southbound					Bob Ehlen Dr. Westbound					CSAH 7 Northbound					Tyler St. 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	2	131	3	2	136	6	0	11	0	17	0	200	3	4	203	7	0	0	0	7	6	363	369
18:15	3	119	3	2	125	6	0	4	0	10	0	157	5	1	162	5	0	2	0	7	3	304	307
18:30	10	118	5	3	133	2	0	4	0	6	0	123	2	2	125	4	0	0	0	4	5	268	273
18:45	1	105	1	1	107	4	0	5	0	9	2	135	5	2	142	3	0	2	0	5	3	263	266
Total	16	473	12	8	501	18	0	24	0	42	2	615	15	9	632	19	0	4	0	23	17	1198	1215
19:00	2	127	3	0	132	3	0	2	0	5	0	152	3	2	155	2	0	0	0	2	2	294	296
19:15	4	98	4	0	106	3	0	7	0	10	1	117	4	6	122	1	0	1	0	2	6	240	246
19:30	4	111	0	3	115	5	0	1	0	6	0	119	1	3	120	0	0	0	0	0	6	241	247
19:45	3	71	2	0	76	4	0	2	0	6	0	98	1	1	99	1	0	0	0	1	1	182	183
Total	13	407	9	3	429	15	0	12	0	27	1	486	9	12	496	4	0	1	0	5	15	957	972
20:00	2	75	1	0	78	1	0	5	0	6	0	104	3	2	107	2	0	1	0	3	2	194	196
20:15	1	95	3	4	99	2	0	2	0	4	0	115	2	1	117	0	0	0	0	0	5	220	225
20:30	2	78	0	1	80	4	0	5	0	9	0	84	2	1	86	2	0	0	0	2	2	177	179
20:45	1	90	0	0	91	11	0	1	0	12	0	112	3	2	115	0	0	0	0	0	2	218	220
Total	6	338	4	5	348	18	0	13	0	31	0	415	10	6	425	4	0	1	0	5	11	809	820
21:00	1	95	0	0	96	6	0	4	0	10	0	97	3	1	100	1	0	0	0	1	1	207	208
21:15	2	100	1	0	103	5	0	6	0	11	0	101	0	2	101	1	0	1	0	2	2	217	219
21:30	2	90	0	1	92	3	0	3	0	6	1	99	4	0	104	0	0	0	0	0	1	202	203
21:45	0	87	1	0	88	4	0	5	0	9	0	86	2	1	88	1	0	1	0	2	1	187	188
Total	5	372	2	1	379	18	0	18	0	36	1	383	9	4	393	3	0	2	0	5	5	813	818
Grand Total	605	10399	203	273	11207	400	0	723	9	1123	45	10069	356	343	10470	283	0	137	8	420	633	23220	23853
Approch %	5.4	92.8	1.8			35.6	0.0	64.4			0.4	96.2	3.4			67.4	0.0	32.6					
Total %	2.6	44.8	0.9		48.3	1.7	0.0	3.1		4.8	0.2	43.4	1.5		45.1	1.2	0.0	0.6		1.8	2.7	97.3	

**Multiway Stop Warrant Analysis**  
**TMC 0210 CSAH 7 @ TYLER ST. / BOB EHLEN DR.**  
**Speed Limit of Major Roadway..... 35**

**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	1386	29	13	42	NO
7 AM - 8 AM	1470	83	16	99	NO
8 AM - 9 AM	1456	24	26	50	NO
9 AM - 10 AM	1265	27	25	52	NO
10 AM - 11 AM	1461	29	40	69	NO
11 AM - 12 PM	1643	77	25	102	NO
12 PM - 13 PM	1733	67	29	96	NO
1 PM - 2 PM	1676	86	35	121	NO
2 PM - 3 PM	1731	56	37	93	NO
3 PM - 4 PM	1999	244	35	279	YES
4 PM - 5 PM	1853	150	60	210	YES
5 PM - 6 PM	1770	115	41	156	NO
6 PM - 7 PM	1198	42	23	65	NO
7 PM - 8 PM	957	27	5	32	NO
8 PM - 9 PM	809	31	5	36	NO
9 PM - 10 PM	813	36	5	41	NO

**TOTAL HOURS MET: 2**

**MULTIWAY STOP WARRANT IS NOT MET**

for Street Approaches:

Northbound:

CSAH 7

Data File: C:\Program Files\PC-Warrants\TMC 0210.war  
 Count Type: IMC. Channel: 0. Count Date: 6/24/ 2  
 Number of Lanes: 2  
 Approach Speed: 35  
 Total Approach Traffic: 10470

Southbound:

CSAH 7

Data File: C:\Program Files\PC-Warrants\TMC 0210.war  
 Count Type: IMC. Channel: 0. Count Date: 6/24/ 2  
 Number of Lanes: 2  
 Approach Speed: 35  
 Total Approach Traffic: 11207

Minor Street Approaches:

Eastbound:

Tyler St.

Data File: C:\Program Files\PC-Warrants\TMC 0210.war  
 Count Type: IMC. Channel: 0. Count Date: 6/24/ 2  
 Number of Lanes: 1  
 Approach Speed: 30  
 Total Approach Traffic: 420

Westbound:

Bob Ehlen Dr.

Data File: C:\Program Files\PC-Warrants\TMC 0210.war  
 Count Type: IMC. Channel: 0. Count Date: 6/24/ 2  
 Number of Lanes: 2  
 Approach Speed: 30  
 Total Approach Traffic: 1123

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

Hour	Main	Side	Warrant 1	Warrant 2	Warrant 8
Begin	(Total)	Vol. Dir. Rank	Meets? Criteria	Meets? Criteria	Meets? Criteria
0	0	0 W 17	200	100	160
1	0	0 W 18	200	100	160
2	0	0 W 19	200	100	160
3	0	0 W 20	200	100	160
4	0	0 W 21	200	100	160
5	0	0 W 22	200	100	160
6	1344	29 W 13	MAIN 200	MAIN 100	MAIN 160
7	1371	83 W 5	MAIN 200	MAIN 100	MAIN 160
8	1406	26 E 16	MAIN 150	MAIN 75	MAIN 120
9	1213	27 W 14	MAIN 200	MAIN 100	MAIN 160
10	1392	40 E 10	MAIN 150	MAIN 75	MAIN 120
11	1541	77 W 6	MAIN 200	MAIN 100	MAIN 160
12	1637	67 W 7	MAIN 200	MAIN 100	MAIN 160
13	1555	86 W 4	MAIN 200	MAIN 100	MAIN 160
14	1638	56 W 8	MAIN 200	MAIN 100	MAIN 160
15	1720	244 W 1	--BOTH-- 200	--BOTH-- 100	--BOTH-- 160
16	1643	150 W 2	MAIN 200	--BOTH-- 100	MAIN 160
17	1614	115 W 3	MAIN 200	--BOTH-- 100	MAIN 160
18	1133	42 W 9	MAIN 200	MAIN 100	MAIN 160
19	925	27 W 15	MAIN 200	MAIN 100	MAIN 160
20	773	31 W 12	MAIN 200	100	MAIN 160
21	772	36 W 11	MAIN 200	100	MAIN 160
22	0	0 W 23	200	100	160
23	0	0 W 24	200	100	160

## Warrant Summary:

Urban values apply.

## Warrant 1 - Minimum Vehicular Volumes

NOT SATISFIED. Required values reached for 1 hours. Criteria--Main St.: 600; Side St.: See Volume Summary.

## Warrant 2 - Interruption of Continuous Traffic

NOT SATISFIED. Required values reached for 3 hours. Criteria--Main St.: 900; 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: 1999.

- 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 1 hours. Criteria--Main: 720; Side: See Volume Summary.

## Warrant 9 - Four Hour Volumes

NOT SATISFIED. Required values reached for 3 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.: 150.

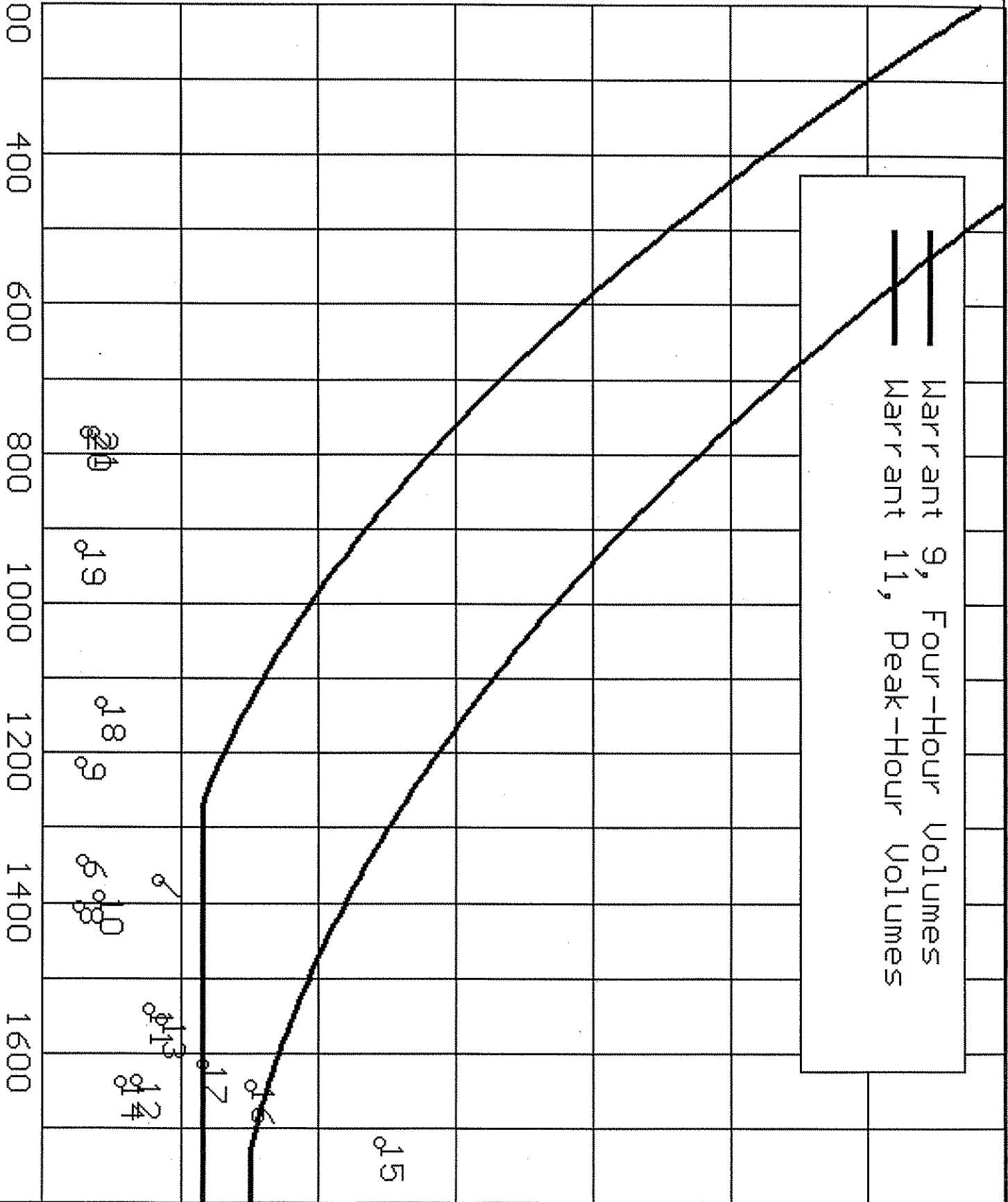
## Warrant 11 - Peak Hour Volume

SATISFIED for 1 hours.

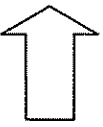
Minor St. High Vol. Approach (UPH)

0 100 200 300 400 500 600

Major St. Total of Both Approaches (UPH)



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



COUNT LOCATION:

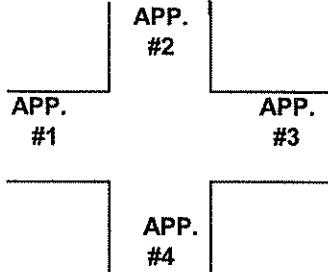
CSAH 7 @

DATE:

6/24/02

Tyler St. / Bob Ehlen Dr.

APP. #1 = Tyler St.
APP. #2 = CSAH 7
APP. #3 = Bob Ehlen Dr.
APP. #4 = CSAH 7

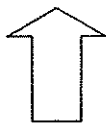


HEAVY VEHICLE- ANY VEHICLE HAVING MORE THAN FOUR TIRES TOUCHING THE PAVEMENT

- 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		2	3	1		
6:15-6:30						2		2
6:30-6:45				3	3	7		9
6:45-7:00	1			1	2	6		6
<b>HOURLY TOTAL</b>					<b>8</b>	<b>HOURLY TOTAL</b>		<b>33</b>
7:00-7:15		1	1	1	3	5		6
7:15-7:30		2	1		3	7		4
7:30-7:45				1	1	12		1
7:45-8:00		1			1	13		3
<b>HOURLY TOTAL</b>					<b>8</b>	<b>HOURLY TOTAL</b>		<b>51</b>
8:00-8:15						10		3
8:15-8:30				1	1	10		2
8:30-8:45				1	1	15		4
8:45-9:00				1	1	13		2
<b>HOURLY TOTAL</b>					<b>3</b>	<b>HOURLY TOTAL</b>		<b>59</b>
9:00-9:15						6		15
9:15-9:30						5		
9:30-9:45						2		1
9:45-10:00				1	1	8		2
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>39</b>
10:00-10:15				1	1	11		1
10:15-10:30				1	1	9		5
10:30-10:45						19		
10:45-11:00						11		7
<b>HOURLY TOTAL</b>					<b>2</b>	<b>HOURLY TOTAL</b>		<b>63</b>
11:00-11:15						8		3
11:15-11:30				1	1	13		6
11:30-11:45		3		1	4	14		6
11:45-12:00	1	6	1	1	9	14		2
<b>HOURLY TOTAL</b>					<b>14</b>	<b>HOURLY TOTAL</b>		<b>66</b>
12:00-12:15		1		1	2	12		3
12:15-12:30				1	1	4		2
12:30-12:45		2		1	3	8		9
12:45-1:00		1	2		3	12		7
<b>HOURLY TOTAL</b>					<b>9</b>	<b>HOURLY TOTAL</b>		<b>57</b>
1:00-1:15				5	5	9		7
1:15-1:30						11		
1:30-1:45						12		
1:45-2:00						12		
<b>HOURLY TOTAL</b>					<b>5</b>	<b>HOURLY TOTAL</b>		<b>51</b>





**NORTH**

**COUNT LOCATION:**

CSAH 7 @

**DATE:**

6/24/02

Tyler St. / Bob Ehlen Dr.

APP. #1 = Tyler St.

APP. #2 = CSAH 7

APP. #3 = Bob Ehlen Dr.

APP. #4 = CSAH 7

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						9		2
2:15-2:30		2		3	5	6		1
2:30-2:45				7	7	13		1
2:45-3:00		2			2	10		
<b>HOURLY TOTAL</b>					<b>14</b>	<b>HOURLY TOTAL</b>		<b>42</b>
3:00-3:15		2		1	3	8		1
3:15-3:30						8		2
3:30-3:45		1			1	8		
3:45-4:00				2	2	6		
<b>HOURLY TOTAL</b>					<b>6</b>	<b>HOURLY TOTAL</b>		<b>33</b>
4:00-4:15				1	1	9		2
4:15-4:30		1	6	1	8	3		1
4:30-4:45		1	1	3	5	8		1
4:45-5:00		2		1	3	13		2
<b>HOURLY TOTAL</b>					<b>17</b>	<b>HOURLY TOTAL</b>		<b>39</b>
5:00-5:15						7	1	1
5:15-5:30				1	1	7		1
5:30-5:45				3	3	9	1	1
5:45-6:00		1		3	4	6		
<b>HOURLY TOTAL</b>					<b>8</b>	<b>HOURLY TOTAL</b>		<b>34</b>
6:00-6:15				2	2	7		
6:15-6:30						2		1
6:30-6:45						4		
6:45-7:00						3		
<b>HOURLY TOTAL</b>					<b>2</b>	<b>HOURLY TOTAL</b>		<b>17</b>
7:00-7:15				1	1	2		
7:15-7:30			1		1	5		1
7:30-7:45				1	1	5		
7:45-8:00				1	1	1		
<b>HOURLY TOTAL</b>					<b>4</b>	<b>HOURLY TOTAL</b>		<b>14</b>
8:00-8:15						1		1
8:15-8:30						5		
8:30-8:45						1		
8:45-9:00						2		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>10</b>
9:00-9:15						1		
9:15-9:30						2		
9:30-9:45						1		
9:45-10:00						1		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>5</b>