

Date : 8/12/02

Count Number : TMC0222

Location : CSAH 52 @

149th Ln NE



North

CSAH 52

1899

#2

1009

890			
	D	E	F
58		791	41

149th Ln NE

816

#3

48				441
	G	H	J	
		116	277	

375

CSAH 52

1169

#4

2373

225			
	K	L	M
899			
80			
1204			

526

#1

254			
	C	B	A
62		109	101
272			

149th Ln NE

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

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 0222

Counter TDC-8

Site Code : 02220102

Counted by: Melissa/Jessica

Start Date : 08/12/2002

Page No : 1

Groups Printed- 1 - Unshifted

Start Time	CSAH 52 Southbound					149th LN NE Westbound					CSAH 52 Northbound					149th LN NE Eastbound					Exclu. Total	Inclu. Total	Int. Total
	Left	Thru	Rght	Heavy	App. Total	Left	Thru	Rght	Heavy	App. Total	Left	Thru	Rght	Heavy	App. Total	Left	Thru	Rght	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	1	14	0	0	15	4	0	1	0	5	0	1	0	0	1	1	0	5	1	6	1	27	28
06:15	1	29	0	1	30	6	0	0	0	6	0	2	1	0	3	1	0	4	0	5	1	44	45
06:30	2	37	1	0	40	7	2	0	0	9	0	0	2	0	2	0	2	5	2	7	2	58	60
06:45	0	42	0	2	42	8	1	0	1	9	0	1	2	0	3	0	3	2	1	5	4	59	63
Total	4	122	1	3	127	25	3	1	1	29	0	4	5	0	9	2	5	16	4	23	8	188	196
07:00	0	26	2	0	28	9	1	0	0	10	1	1	2	0	4	0	1	0	0	1	0	43	43
07:15	0	42	2	0	44	7	2	2	1	11	1	5	4	1	10	0	1	3	0	4	2	69	71
07:30	0	38	0	0	38	12	2	0	0	14	0	5	4	0	9	1	1	5	0	7	0	68	68
07:45	1	38	0	2	39	5	3	0	0	8	0	3	1	1	4	0	1	1	0	2	3	53	56
Total	1	144	4	2	149	33	8	2	1	43	2	14	11	2	27	1	4	9	0	14	5	233	238
08:00	0	16	1	1	17	3	1	0	0	4	0	1	0	0	1	0	2	3	0	5	1	27	28
08:15	0	18	0	1	18	8	5	0	1	13	2	6	0	0	8	0	2	3	2	5	4	44	48
08:30	0	9	1	1	10	3	1	1	1	5	2	4	1	0	7	1	1	2	1	4	3	26	29
08:45	0	13	0	0	13	9	1	0	0	10	1	2	2	0	5	0	1	0	0	1	0	29	29
Total	0	56	2	3	58	23	8	1	2	32	5	13	3	0	21	1	6	8	3	15	8	126	134
09:00	0	10	0	0	10	4	0	0	0	4	1	7	1	1	9	1	2	3	1	6	2	29	31
09:15	0	13	1	1	14	2	5	0	1	7	1	17	1	2	19	0	4	2	0	6	4	46	50
09:30	1	9	0	3	10	6	1	0	0	7	0	7	6	1	13	0	2	0	1	2	5	32	37
09:45	0	6	0	0	6	2	1	0	0	3	0	6	1	0	7	1	2	0	1	3	1	19	20
Total	1	38	1	4	40	14	7	0	1	21	2	37	9	4	48	2	10	5	3	17	12	126	138
10:00	1	12	1	2	14	4	1	0	1	5	2	5	1	2	8	2	1	0	1	3	6	30	36
10:15	2	11	0	0	13	3	0	0	1	3	0	12	6	3	18	0	1	0	0	1	4	35	39
10:30	1	10	0	1	11	3	1	1	1	5	0	12	3	0	15	3	2	1	0	6	2	37	39
10:45	0	10	0	0	10	4	1	1	0	6	1	9	1	1	11	1	1	1	0	3	1	30	31
Total	4	43	1	3	48	14	3	2	3	19	3	38	11	6	52	6	5	2	1	13	13	132	145
11:00	1	10	1	1	12	5	0	1	0	6	1	10	0	0	11	0	1	1	0	2	1	31	32
11:15	0	8	1	2	9	3	1	0	0	4	0	11	0	0	11	0	1	0	1	1	3	25	28
11:30	1	7	1	0	9	6	1	1	0	8	2	6	1	1	9	1	2	1	0	4	1	30	31
11:45	0	11	0	1	11	3	0	0	1	3	2	8	1	0	11	0	0	2	0	2	2	27	29
Total	2	36	3	4	41	17	2	2	1	21	5	35	2	1	42	1	4	4	1	9	7	113	120
12:00	0	12	0	0	12	3	2	2	0	7	2	12	2	0	16	1	2	0	1	3	1	38	39
12:15	2	14	1	1	17	5	2	2	1	9	1	11	3	0	15	1	2	3	0	6	2	47	49
12:30	1	7	1	0	9	4	4	1	1	9	1	8	5	0	14	1	1	0	0	2	1	34	35
12:45	0	10	0	1	10	4	0	0	0	4	0	13	2	1	15	0	1	1	1	2	3	31	34
Total	3	43	2	2	48	16	8	5	2	29	4	44	12	1	60	3	6	4	2	13	7	150	157
13:00	1	9	0	0	10	2	1	1	1	4	1	15	6	0	22	2	0	1	0	3	1	39	40
13:15	0	12	1	0	13	5	1	1	0	7	0	7	3	1	10	0	1	0	1	1	2	31	33
13:30	1	8	1	1	10	3	4	1	1	8	1	9	1	0	11	1	0	0	0	1	2	30	32
13:45	0	10	0	0	10	5	0	1	1	6	0	6	1	0	7	0	1	1	0	2	1	25	26
Total	2	39	2	1	43	15	6	4	3	25	2	37	11	1	50	3	2	2	1	7	6	125	131
14:00	0	9	0	2	9	2	2	0	0	4	2	8	2	0	12	0	2	3	0	5	2	30	32
14:15	0	11	0	2	11	3	2	0	0	5	2	5	4	1	11	0	3	2	1	5	4	32	36
14:30	1	10	1	1	12	6	0	0	1	6	1	6	4	1	11	1	0	3	0	4	3	33	36
14:45	0	7	0	1	7	2	0	2	0	4	2	8	1	2	11	0	2	1	0	3	3	25	28
Total	1	37	1	6	39	13	4	2	1	19	7	27	11	4	45	1	7	9	1	17	12	120	132
15:00	0	6	1	0	7	0	1	1	0	2	1	13	9	1	23	2	2	1	1	5	2	37	39
15:15	1	5	1	0	7	8	1	0	0	9	2	25	5	3	32	0	2	1	0	3	3	51	54
15:30	1	6	1	2	8	3	4	0	0	7	1	25	5	6	31	2	0	1	0	3	8	49	57
15:45	3	5	0	0	8	2	3	1	0	6	0	13	11	1	24	0	2	0	0	2	1	40	41
Total	5	22	3	2	30	13	9	2	0	24	4	76	30	11	110	4	6	3	1	13	14	177	191
16:00	2	11	2	2	15	1	4	0	0	5	1	18	5	0	24	2	2	1	0	5	2	49	51
16:15	0	10	2	0	12	3	2	2	0	7	0	28	7	0	35	3	3	3	3	9	3	63	66
16:30	0	15	3	1	18	5	1	2	1	8	2	35	9	0	46	2	3	3	0	8	2	80	82
16:45	0	2	0	0	2	6	2	2	0	10	5	34	8	1	47	5	1	4	1	10	2	69	71
Total	2	38	7	3	47	15	9	6	1	30	8	115	29	1	152	12	9	11	4	32	9	261	270
17:00	1	12	2	2	15	8	1	2	0	11	3	41	7	0	51	2	4	3	2	9	4	86	90
17:15	0	14	1	0	15	6	0	0	0	6	2	34	8	1	44	2	1	1	0	4	1	69	70
17:30	0	6	0	2	6	7	0	1	0	8	1	33	13	1	47	3	3	0	0	6	3	67	70
17:45	0	13	1	1	14	10	3	1	0	14	3	31	8	1	42	3	0	1	1	4	3	74	77
Total	1	45	4	5	50	31	4	4	0	39	9	139	36	3	184	10	8	5	3	23	11	296	307

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 0222  
Site Code : 02220102  
Start Date : 08/12/2002  
Page No : 2

Groups Printed- 1 - Unshifted

Start Time	CSAH 52 Southbound					149th LN NE Westbound					CSAH 52 Northbound					149th LN NE 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				
18:00	2	10	2	1	14	7	1	0	0	8	1	27	10	0	38	1	2	2	0	5	1	65	66
18:15	2	8	1	0	11	2	0	3	0	5	5	22	6	0	33	2	3	0	0	5	0	54	54
18:30	0	16	2	1	18	3	3	1	0	7	2	11	5	0	18	3	6	1	0	10	1	53	54
18:45	2	9	2	0	13	5	6	1	0	12	2	28	1	1	31	1	3	1	0	5	1	61	62
Total	6	43	7	2	56	17	10	5	0	32	10	88	22	1	120	7	14	4	0	25	3	233	236
19:00	1	10	3	1	14	6	5	1	0	12	3	28	2	0	33	1	4	2	0	7	1	66	67
19:15	0	11	1	0	12	2	4	2	0	8	2	25	4	0	31	1	5	1	0	7	0	58	58
19:30	1	8	2	0	11	3	3	3	0	9	1	23	2	0	26	2	3	1	0	6	0	52	52
19:45	0	7	2	2	9	0	1	4	0	5	1	19	4	0	24	0	1	2	0	3	2	41	43
Total	2	36	8	3	46	11	13	10	0	34	7	95	12	0	114	4	13	6	0	23	3	217	220
20:00	0	8	2	1	10	3	5	1	0	9	4	24	3	0	31	3	0	2	0	5	1	55	56
20:15	0	6	3	0	9	2	4	1	0	7	2	19	2	0	23	0	2	3	0	5	0	44	44
20:30	2	6	1	1	9	1	3	0	0	4	3	20	4	0	27	0	2	2	0	4	1	44	45
20:45	0	5	2	0	7	2	2	0	0	4	0	18	4	0	22	1	0	2	0	3	0	36	36
Total	2	25	8	2	35	8	14	2	0	24	9	81	13	0	103	4	4	9	0	17	2	179	181
21:00	1	7	2	0	10	4	1	0	0	5	1	15	2	0	18	0	2	1	0	3	0	36	36
21:15	2	7	0	0	9	3	2	0	0	5	0	16	2	0	18	0	1	0	0	1	0	33	33
21:30	0	6	2	0	8	2	3	0	0	5	1	15	2	0	18	0	3	1	0	4	0	35	35
21:45	2	4	0	0	6	3	2	0	0	5	1	10	2	0	13	1	0	2	0	3	0	27	27
Total	5	24	4	0	33	12	8	0	0	20	3	56	8	0	67	1	6	4	0	11	0	131	131
Grand Total	41	791	58	45	890	277	116	48	16	441	80	899	225	35	1204	62	109	101	24	272	120	2807	2927
Apprch %	4.6	88.9	6.5			62.8	26.3	10.9			6.6	74.7	18.7			22.8	40.1	37.1					
Total %	1.5	28.2	2.1		31.7	9.9	4.1	1.7		15.7	2.9	32.0	8.0		42.9	2.2	3.9	3.6		9.7	4.1	95.9	

or Street Approaches:

Northbound:

CSAH 52

Data File: C:\Program Files\PC-Warrants\TMC0222.war  
 Count Type: IMC. Channel: 0. Count Date: 8/12/ 2  
 Number of Lanes: 1  
 Approach Speed: 55  
 Total Approach Traffic: 1204

Southbound:

CSAH 52

Data File: C:\Program Files\PC-Warrants\TMC0222.war  
 Count Type: IMC. Channel: 0. Count Date: 8/12/ 2  
 Number of Lanes: 1  
 Approach Speed: 55  
 Total Approach Traffic: 890

Minor Street Approaches:

Eastbound:

149th LN NE

Data File: C:\Program Files\PC-Warrants\TMC0222.war  
 Count Type: IMC. Channel: 0. Count Date: 8/12/ 2  
 Number of Lanes: 1  
 Approach Speed: 30  
 Total Approach Traffic: 272

Westbound:

149th LN NE

Data File: C:\Program Files\PC-Warrants\TMC0222.war  
 Count Type: IMC. Channel: 0. Count Date: 8/12/ 2  
 Number of Lanes: 1  
 Approach Speed: 30  
 Total Approach Traffic: 441

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

Hour	Main	Side			Warrant 1		Warrant 2		Warrant 3	
Begin	(Total)	Vol.	Dir.	Rank	Meets?	Criteria	Meets?	Criteria	Meets?	Criteria
0	0	0	W	17		105		52		84
1	0	0	W	18		105		52		84
2	0	0	W	19		105		52		84
3	0	0	W	20		105		52		84
4	0	0	W	21		105		52		84
5	0	0	W	22		105		52		84
6	136	29	W	7		105		52		84
7	176	43	W	1		105		52		84
8	79	32	W	4		105		52		84
9	88	21	W	12		105		52		84
10	100	19	W	15		105		52		84
11	83	21	W	13		105		52		84
12	108	29	W	8		105		52		84
13	93	25	W	9		105		52		84
14	84	19	W	16		105		52		84
15	140	24	W	10		105		52		84
16	199	32	E	5		105		52		84
17	234	39	W	2		105		52		84
18	176	32	W	6		105		52		84
19	160	34	W	3		105		52		84
20	138	24	W	11		105		52		84
21	100	20	W	14		105		52		84
22	0	0	W	23		105		52		84
23	0	0	W	24		105		52		84

Warrant Summary:

Rural values apply.

Warrant 1 - Minimum Vehicular Volumes

NOT SATISFIED. Required values reached for 0 hours. Criteria--Main St.: 350; Side St.: See Volume Summary.

Warrant 2 - Interruption of Continuous Traffic

NOT SATISFIED. Required values reached for 0 hours. Criteria--Main St.: 525; 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. Peak hour total entering volume 296 does not meet criteria of 1000

- 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 0 hours. Criteria--Main: 420; Side: See Volume Summary.

Warrant 9 - Four Hour Volumes

NOT SATISFIED. Required values reached for 0 hours.

Warrant 10 - Peak Hour Delay

NOT SATISFIED. Peak hour (1700 hours) volume not adequate.

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

Warrant 11 - Peak Hour Volume

NOT SATISFIED.

Minor St. High Vol. Approach (UPH)

0 100 200 300 400 500 600

200 400 600 800 1000 1200 1400 1600

Major St. Total of Both Approaches (UPH)

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

17

**Multiway Stop Warrant Analysis**  
**TMC 0222 CSAH 52 @ 149th Ln NE**  
**Speed Limit of Major Roadway..... 50**

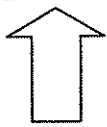
**Minimum Traffic Volumes Multiway Stop Warrant Criteria:**

- 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	188	29	23	52	NO
7 AM - 8 AM	233	43	14	57	NO
8 AM - 9 AM	126	32	15	47	NO
9 AM - 10 AM	126	21	17	38	NO
10 AM - 11 AM	132	19	13	32	NO
11 AM - 12 PM	113	21	9	30	NO
12 PM - 13 PM	150	29	13	42	NO
1 PM - 2 PM	125	25	7	32	NO
2 PM - 3 PM	120	19	17	36	NO
3 PM - 4 PM	177	24	13	37	NO
4 PM - 5 PM	261	30	32	62	NO
5 PM - 6 PM	296	39	23	62	NO
6 PM - 7 PM	233	32	25	57	NO
7 PM - 8 PM	217	34	23	57	NO
8 PM - 9 PM	179	24	17	41	NO
9 PM - 10 PM	131	20	11	31	NO

**TOTAL HOURS MET: 0**

**MULTIWAY STOP WARRANT IS NOT MET**



NORTH

COUNT LOCATION:

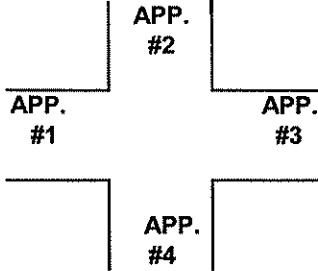
CSAH 52 (Radisson Rd) @

DATE:

8/12/02

149th Ln NE

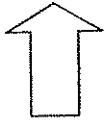
APP. #1 = 149th Ln NE
APP. #2 = CSAH 52
APP. #3 = 149th Ln NE
APP. #4 = CSAH 52



- 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		
6:15-6:30						1		
6:30-6:45			1		1	2		
6:45-7:00						4		
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>8</b>
7:00-7:15								
7:15-7:30						2		
7:30-7:45								
7:45-8:00						2		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>4</b>
8:00-8:15						1		
8:15-8:30						3		1
8:30-8:45						3		
8:45-9:00	2				2			
<b>HOURLY TOTAL</b>					<b>2</b>	<b>HOURLY TOTAL</b>		<b>8</b>
9:00-9:15			2		2	2		
9:15-9:30						4		
9:30-9:45						5		
9:45-10:00						1		
<b>HOURLY TOTAL</b>					<b>2</b>	<b>HOURLY TOTAL</b>		<b>12</b>
10:00-10:15						5		
10:15-10:30						4		
10:30-10:45						2		
10:45-11:00						1		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>12</b>
11:00-11:15						1		
11:15-11:30						3		
11:30-11:45						1		
11:45-12:00						2		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>7</b>
12:00-12:15						1		
12:15-12:30						2		
12:30-12:45						1		
12:45-1:00						3		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>7</b>
1:00-1:15						1		
1:15-1:30						2		
1:30-1:45						2		
1:45-2:00						1		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>6</b>





NORTH

COUNT LOCATION:

CSAH 52 (Radisson Rd) @

DATE:

8/12/02

149th Ln NE

APP. #1 = 149th Ln NE

APP. #2 = CSAH 52

APP. #3 = 149th Ln NE

APP. #4 = CSAH 52

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		
2:15-2:30						4		
2:30-2:45						3		
2:45-3:00		1			1	3		
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>12</b>
3:00-3:15			2		2	4		
3:15-3:30						5		
3:30-3:45				1	1	8		
3:45-4:00	1			2	3	1		
<b>HOURLY TOTAL</b>					<b>6</b>	<b>HOURLY TOTAL</b>		<b>18</b>
4:00-4:15						2		
4:15-4:30	2				2	3		
4:30-4:45						2		
4:45-5:00						1		
<b>HOURLY TOTAL</b>					<b>2</b>	<b>HOURLY TOTAL</b>		<b>8</b>
5:00-5:15						4		
5:15-5:30			1		1	1		
5:30-5:45						3		
5:45-6:00						1	1	
<b>HOURLY TOTAL</b>					<b>1</b>	<b>HOURLY TOTAL</b>		<b>10</b>
6:00-6:15						1		
6:15-6:30								
6:30-6:45						1		
6:45-7:00						1		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>3</b>
7:00-7:15						1		
7:15-7:30								
7:30-7:45								
7:45-8:00						2		
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>3</b>
8:00-8:15						1		
8:15-8:30								
8:30-8:45						1		
8:45-9:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		<b>2</b>
9:00-9:15								
9:15-9:30								
9:30-9:45								
9:45-10:00								
<b>HOURLY TOTAL</b>						<b>HOURLY TOTAL</b>		