Bobby Jindal, Governor

Sherri H. Lebas, P.E., Secretary

REFERRED TO

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5-14-2015

MEMORANDUM

To: Ms. Anna Hanks, P.E.

From: Ryan Hoyt, P.E., PTOE
Traffic Engineering Management Administrator

Subject: Roundabout Study and Approval as defined in EDSM VI 1.1.5 for State Project No. H.011295 (LA 73 Govt. St. East Blvd. – Lobdell Ave).

Section 77 has reviewed and approved the provided report from Stantec for a roundabout at LA 73 Govt. St. East Blvd. and Lobdell Ave. The roundabout should be designed as a single lane roundabout rather than a two lane roundabout, since it will still operate at an acceptable capacity for design year and will have fewer conflict points. See Figure 3 in the attached report for the recommended concept. Please keep in mind access on the Southwest Quadrant may need adjusting and/or eastbound right-turn may need to be forced to a yield to allow gaps for driveway access.

Attach: 1 Report
CC: LaDarien Beene

RECOMMENDED FOR APPROVAL — DATE 5-14-15

RECOMMENDED FOR APPROVAL — DATE 5/26/2015

RECOMMENDED FOR APPROVAL — DATE

APPROVED — DATE 5-28-15

Government Street at Lobdell Avenue Roundabout Study S.P. No. H.011295

Prepared for:
Louisiana Department of Transportation and Development

Prepared by:
Stantec Consulting Services Inc.

January 16, 2015

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Sign-off Sheet

This document entitled Government Street at Lobdell Avenue Roundabout Study S.P. No. H.011295 was prepared by Stantec Consulting Services Inc. ("Stantec") for the account of Louisiana Department of Transportation and Development (the "Client"). Any reliance on this document by any third party is strictly prohibited. The material in it reflects Stantec's professional judgment in light of the scope, schedule and other limitations stated in the document and in the contract between Stantec and the Client. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. In preparing the document, Stantec did not verify information supplied to it by others. Any use which a third party makes of this document is the responsibility of such third party. Such third party agrees that Stantec shall not be responsible for costs or damages of any kind, if any, suffered by it or any other third party as a result of decisions made or actions taken based on this document.

Prepared by _____
(signature)

Joseph Lefante

Reviewed by _____
(signature)

Laurence Lambert

Stantec

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Executive Summary

This report summarizes the findings of a roundabout study performed for the intersection of Government Street and Lobdell Avenue in Baton Rouge, Louisiana. The goal of the report is to satisfy the analysis requirements set forth in the EDSM No. VI.1.1.5 (Roundabout Study and Approval) dated 08/08/2011. The roundabout is being proposed to simplify operations and to tie into the planned road diet on Government Street from Lobdell Avenue to the I-110 interchange.

Two potential roundabout layouts have been developed. The options include a single lane roundabout with bypass lanes and a multilane roundabout. The single lane roundabout incorporates simpler decisions and fewer conflict points within the roundabout. The multilane roundabout matches the four-lane cross-section along Lobdell Avenue, eliminating lane drops.

The safety analysis shows that over the 3-year period, the correctable crashes (head on, left turn angle, left turn opposite direction, left turn same direction) when a roundabout is implemented is 7.7%. The safety benefits of a roundabout are not only limited to these correctable crashes. A roundabout has fewer conflict points (8). The fewer conflict points reduce the driving task and crash hazard for drivers. The traffic calming effect of a roundabout generally reduces the severity of all crash types. Rear end collisions may also reduce over time since vehicles do not stop except when there is a conflict with a vehicle in the circulating lane. The most dangerous T-bone crashes are also eliminated or reduced to low angle crashes. Pedestrian collisions and the severity are also reduced. Roundabouts do not require the installation of any signal equipment and therefore do not lose any functionally during power outage.

The intersection capacity analyses results indicate both of the proposed roundabouts outperform the existing signalized intersection both now and in the future. The roundabouts perform at LOS A along each approach, with volume to capacity ratios of 0.625 or better.

Both configurations of the proposed roundabout will enhance the safety and operations of the intersection. The roundabout provides significant improvements over the existing condition.

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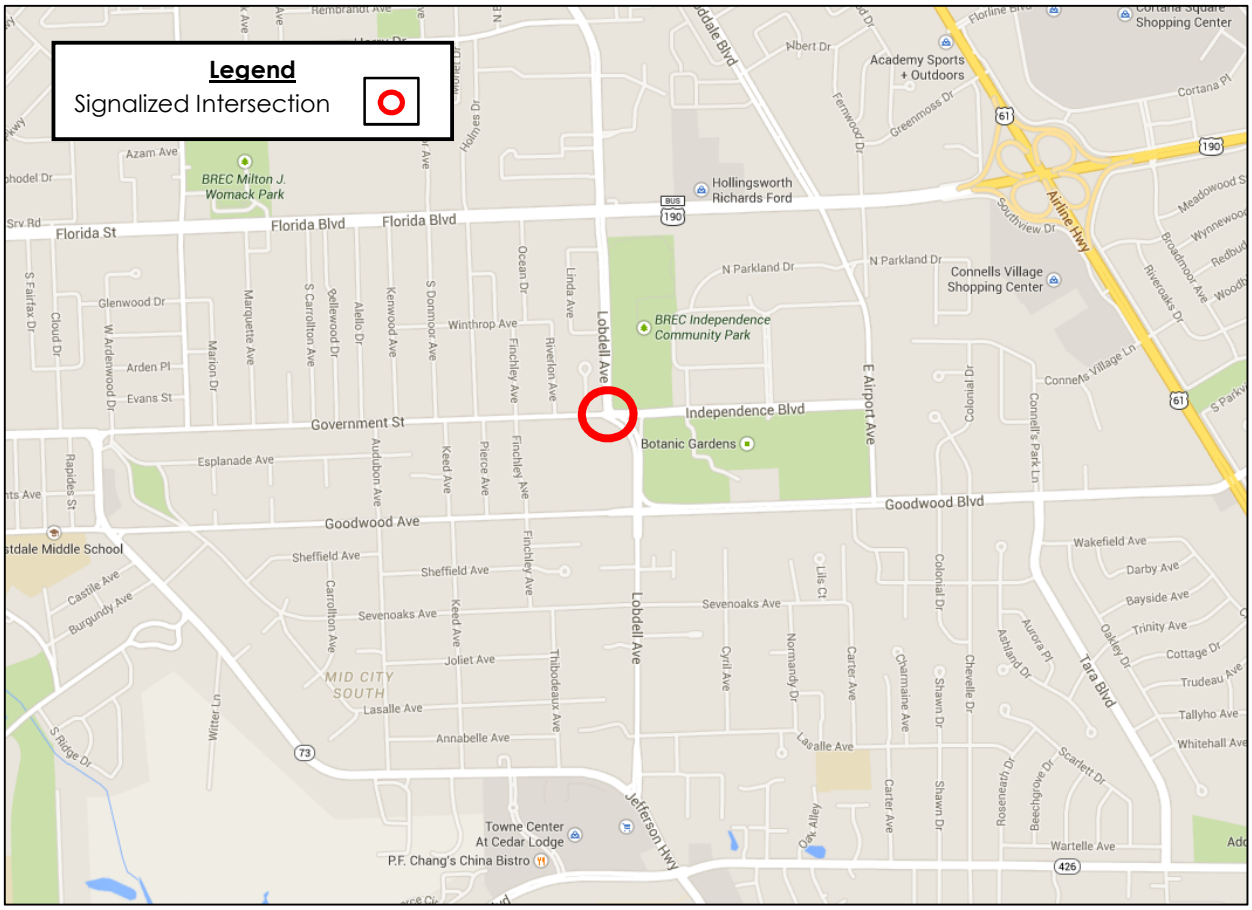
1.0 INTRODUCTION

This report summarizes the findings of a roundabout study performed for the intersection of Government Street and Lobdell Avenue in Baton Rouge, Louisiana. The goal of the report is to satisfy the analysis requirements set forth in the EDSM No. VI.1.1.5 (Roundabout Study and Approval) dated 08/08/2011. The roundabout is being proposed to simplify operations and to tie into the planned road diet on Government Street from Lobdell Avenue to the I-110 interchange. A vicinity map is shown below in **Figure 1**.

Figure 1: Vicinity Map



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2.0 EXISTING CONDITIONS

The total ADT for the intersection of Government Street and Lobdell Avenue is 27,000. Government Street is an urban, four-lane undivided arterial that runs in an east-west direction. It connects downtown Baton Rouge to Mid-City and Independence Park. The average daily traffic (ADT) on this roadway ranges between 14,000 – 25,500 vehicles and the posted speed limit is 40mph. The adjoining developments include residential homes, single tenant offices, the Recreation and Park Commission for the Parish of East Baton Rouge (BREC) facilities and the Louisiana State Police Headquarters.

The FuturEBR report specifically identified Government Street, among other corridors, as a location to implement a Complete Street. The limited right of way available on this corridor implies that a Complete Streets concept can only be implemented with road diet.

Lobdell Avenue is a four-lane divided arterial that runs in a north-south direction. It starts at Jefferson Highway near Old Hammond Highway and extends past Florida Boulevard to Greenwell Springs Road.

2.1 SPEED STUDY

A speed study was performed on November 20, 2014 according to EDSM No. VI.1.1.5. One hundred speeds were recorded on each approach during a non-peak period. The complete data set is included in **Appendix B**. A summary of the speed data is presented in **Table 1** below.

Table 1: 85th Percentile Speed Data

	85th Percentile Speed
Lobdell Boulevard NB	38 mph
Lobdell Boulevard SB	46 mph
Government Street EB	48 mph
Government Street WB	42 mph

Based on the recorded speed data, speeds on three of the four approaches exceed the 85th percentile speed.

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2.2 TRAFFIC COUNTS

Stantec Consulting Services Inc. hired Southern Traffic Services to collect traffic data along Government Street. The Government Street at Lobdell Avenue intersection was treated as a 7-day, 24-hour count. Southern Traffic Services is aware of all of The Louisiana Department of Transportation and Development's (LADOTD's) best practices with regard to traffic data collection. No counts were taken on holidays. The data collection dates were from September 20, 2014 to October 8, 2014.

After a review of the 24-hour traffic counts and with the concurrence of LADOTD, the following time periods were selected for turning movement data collection:

- AM Peak
  - Peak Hour: 7:30 AM – 8:30 AM
  - Counting Period: 6:45 AM – 9:45 AM
- Noon Peak
  - Peak Hour: 12:15 PM – 1:15 PM
  - Counting Period: 11:30 AM – 1:30 PM
- PM Peak
  - Peak Hour: 4:30 PM – 5:30 PM
  - Counting Period: 3:00 PM – 6:00 PM
- Weekend Peak
  - Peak Hour: 11:45 AM – 12:45 PM
  - Counting Period: 11:30 AM – 1:30 PM

Southern Traffic Services, Inc. performed turning movement counts in October 2014. The counts were performed on Tuesdays, Wednesdays, Thursdays, and Saturdays only between the hours of 6:45 AM - 9:45 AM, 11:30 AM – 1:30 PM, and 3:00 PM – 6:00 PM on weekdays and 11:30 AM – 1:30 PM on weekends. No counts were taken on holidays.

The traffic volumes for all four peak periods are presented in **Figure 2**. The raw data for the 24-hour counts and the peak hour counts are included in **Appendix C**.

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3.0 PROPOSED CONDITIONS

The proposed roundabout is estimated to open in 2016. LADOTD requires a twenty year design life for all roundabouts; therefore, the year 2014 traffic counts have been grown to the years 2016 and 2036 by using a growth factor of 0.60% per annum, as provided by the Capital Region Planning Commission (CRPC). The project peak hour traffic volumes are presented in **Figure 2**.

Two potential roundabout layouts have been developed. The options include a single lane roundabout with bypass lanes and a multilane roundabout. The single lane roundabout incorporates simpler decisions and fewer conflict points within the roundabout. The multilane roundabout matches the four-lane cross-section along Lobdell Avenue, eliminating lane drops. Conceptual layouts of the potential roundabouts are shown in **Figure 3 and Figure 4**.

There are two commercial driveways on the south side of the proposed roundabout that will be affected by either layout. The westernmost driveway is currently signalized and is the only access point for a facility owned by AT&T. The driveway is shown to be reconnected to the roundabout and it meets the requirement of being 50 feet beyond the yield point, but it will become a right in – right out driveway. The traffic signal for this driveway is removed in both roundabout layouts. Just east of the AT&T driveway there is a commercial driveway to a large parking area that has another access point to Lobdell Avenue south of the Government Street intersection. With the single lane roundabout layout this driveway near Government could be connected to the bypass lane as a right in-right out driveway. Vehicles exiting this parking area from either driveway will have to turn right onto Lobdell Avenue and make a u-turn to travel back to Government Street. On the multi-lane roundabout layout, the driveway from this parking lot to Government Street has been eliminated since the driveway would connect within 50 feet of the yield point at the roundabout and there is another access point. As with the single lane roundabout layout, vehicles exiting this parking lot will head south on Lobdell Avenue and have to make a u-turn to travel back to Government Street. No other access issues have been identified.

Both roundabout options include required right of way in the northeast quadrant of the intersection. There is a vacant fire station at that location and the property is owned by the City of Baton Rouge. The City has agreed to dedicate the required right of way for the intersection improvements once the project has been cleared environmentally. The property adjacent to the fire station in the northeast quadrant is also owned by the City and is being used by BREC. According to the City the parking area east of the intersection is rarely used and has most recently been used to store materials for a construction project. **Figure 5 and Figure 6** show the existing utilities at the intersection. The utility locations shown are approximate and the topographic survey is still in progress. Some utility relocations will likely be needed due to this major reconfiguration of the intersection. There are some overhead electric and lighting conflicts and there may be instances where new drainage structures may conflict with existing underground utilities. Wherever possible, the roundabout design will be adjusted to avoid conflicts with existing utilities.

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The roundabout geometry has been designed in accordance with the DOTD Roundabout Design EDSM VI.1.1.5, The proposed single lane roundabout has an inscribed diameter of 150', a 20' circulating lane width, 13' truck apron width, and 18' minimum entry width. The multi-lane roundabout has the minimum 175' inscribed diameter, 17' circulating lane widths, and a 20' truck apron. The proposed horizontal alignment of the approach/exit legs for both options are designed with the "preferred" offset left alignment, and the WB-67 design vehicle has been used for turning movements as specified in the EDSM. All design vehicle movements within the roundabout have been verified using AutoTURN. An AutoTurn run has also been provided for a City Bus circling the roundabout. Splitter islands at each roundabout are at least 75' long. The preferred 3 inch sloping face curbs are proposed near the approaches to and within the roundabout. Provisions for bicycle traffic will be incorporated in the design of the selected roundabout layout. Bicycle lanes provided along Government Street will end at least 100 feet prior to the yield point at the roundabout. Bicycles will merge into the travel lane of the single lane roundabout, and a multi-use path will be provided outside of the multi-lane roundabout footprint. Conceptual drawings of the potential roundabouts with AutoTURN movements are shown in **Figure 7 through Figure 14**.

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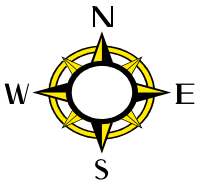

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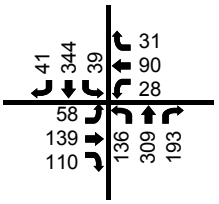
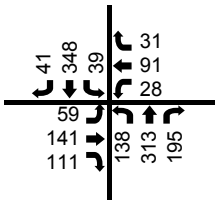
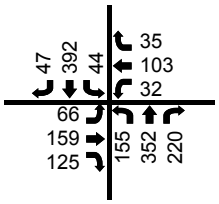
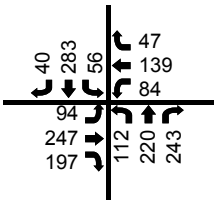
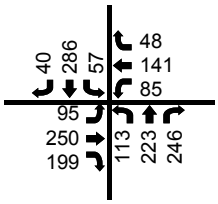
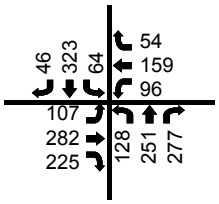
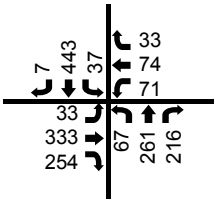
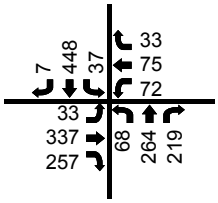
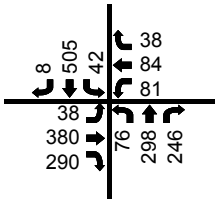
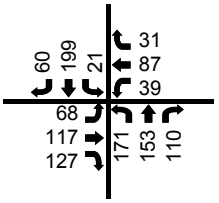
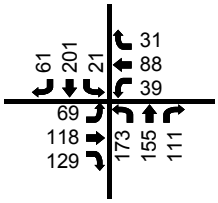
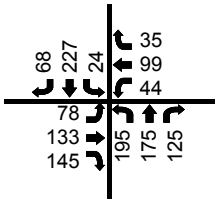
AM			
NOON			
PM			
WEEKEND			

Government St

Lobdell Ave

Lobdell Ave

Lobdell Ave

Figure 2

Peak Hour Traffic Volumes

Government St at Lobdell Blvd

Growth Rate = 0.60%

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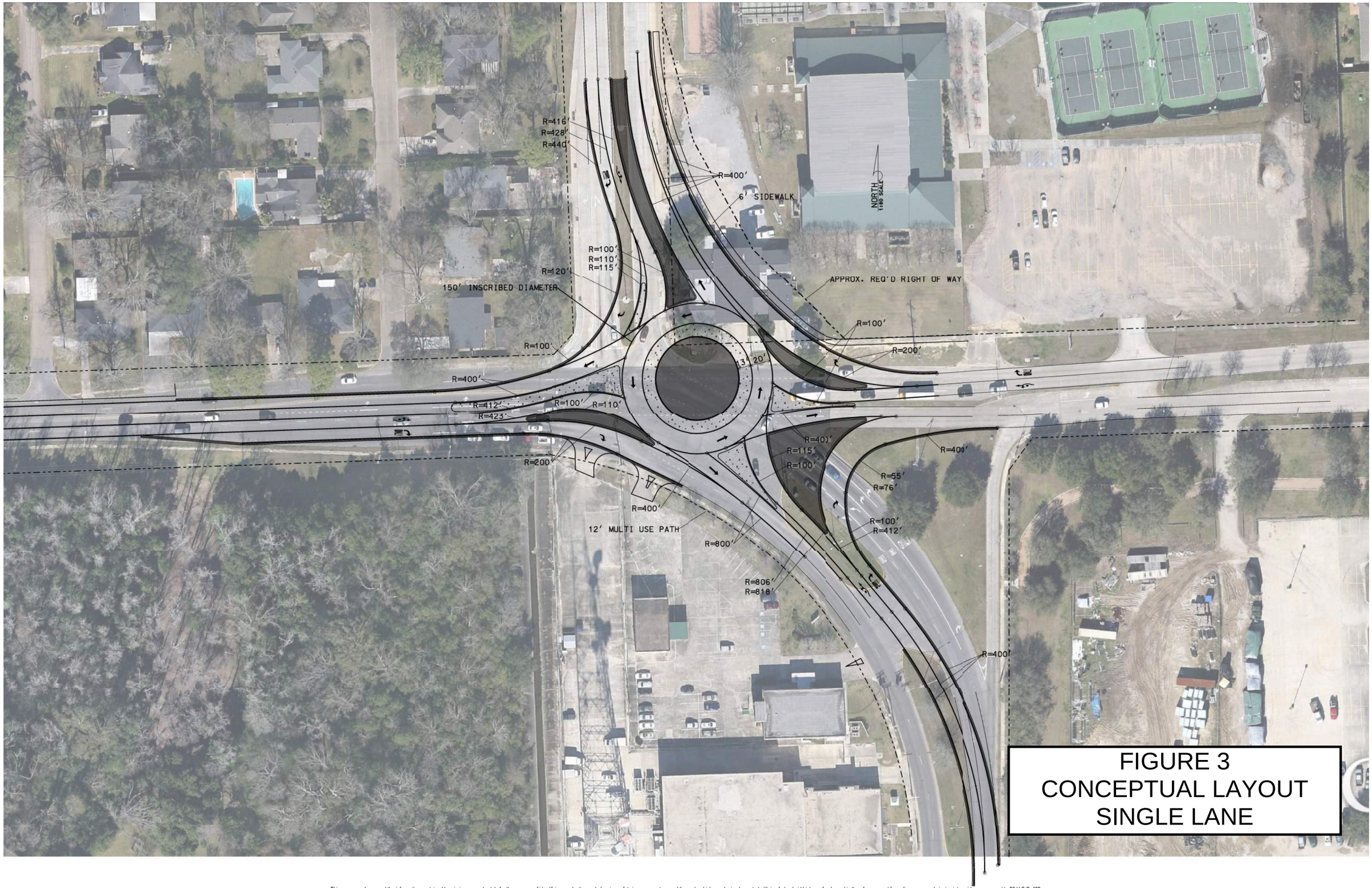

FIGURE 3
CONCEPTUAL LAYOUT
SINGLE LANE

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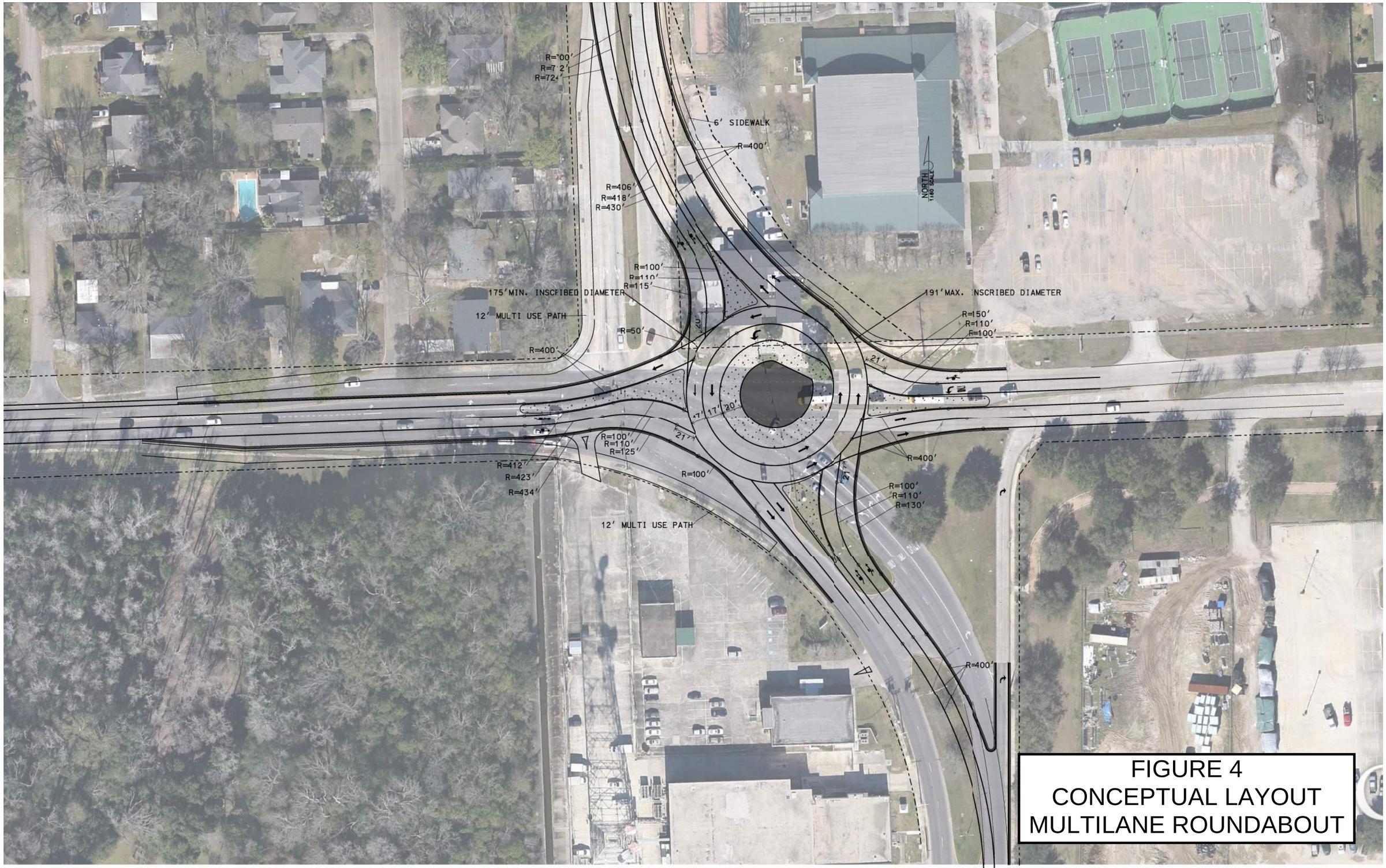

FIGURE 4
CONCEPTUAL LAYOUT
MULTILANE ROUNDABOUT

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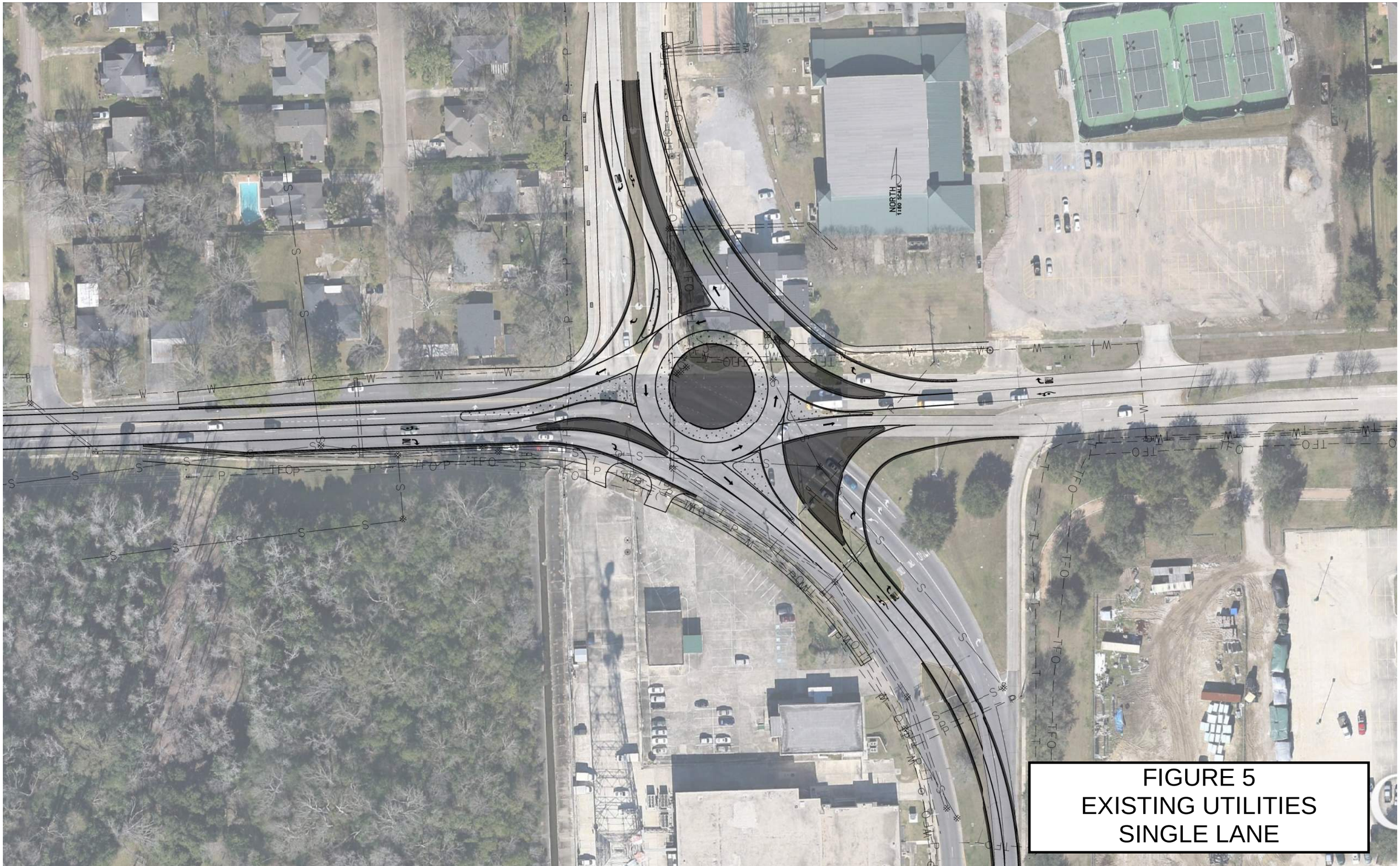

FIGURE 5
EXISTING UTILITIES
SINGLE LANE

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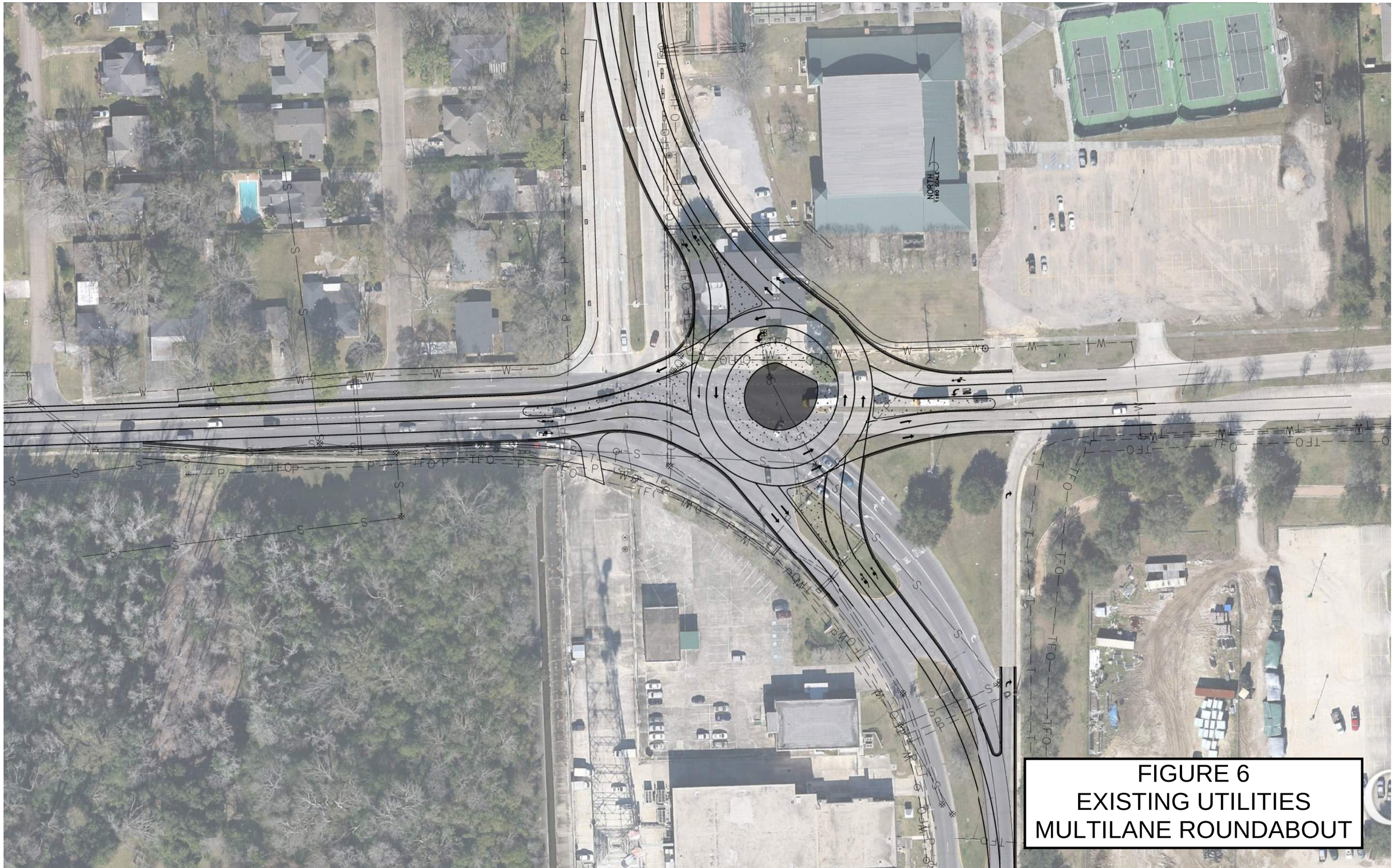

FIGURE 6
EXISTING UTILITIES
MULTILANE ROUNDABOUT

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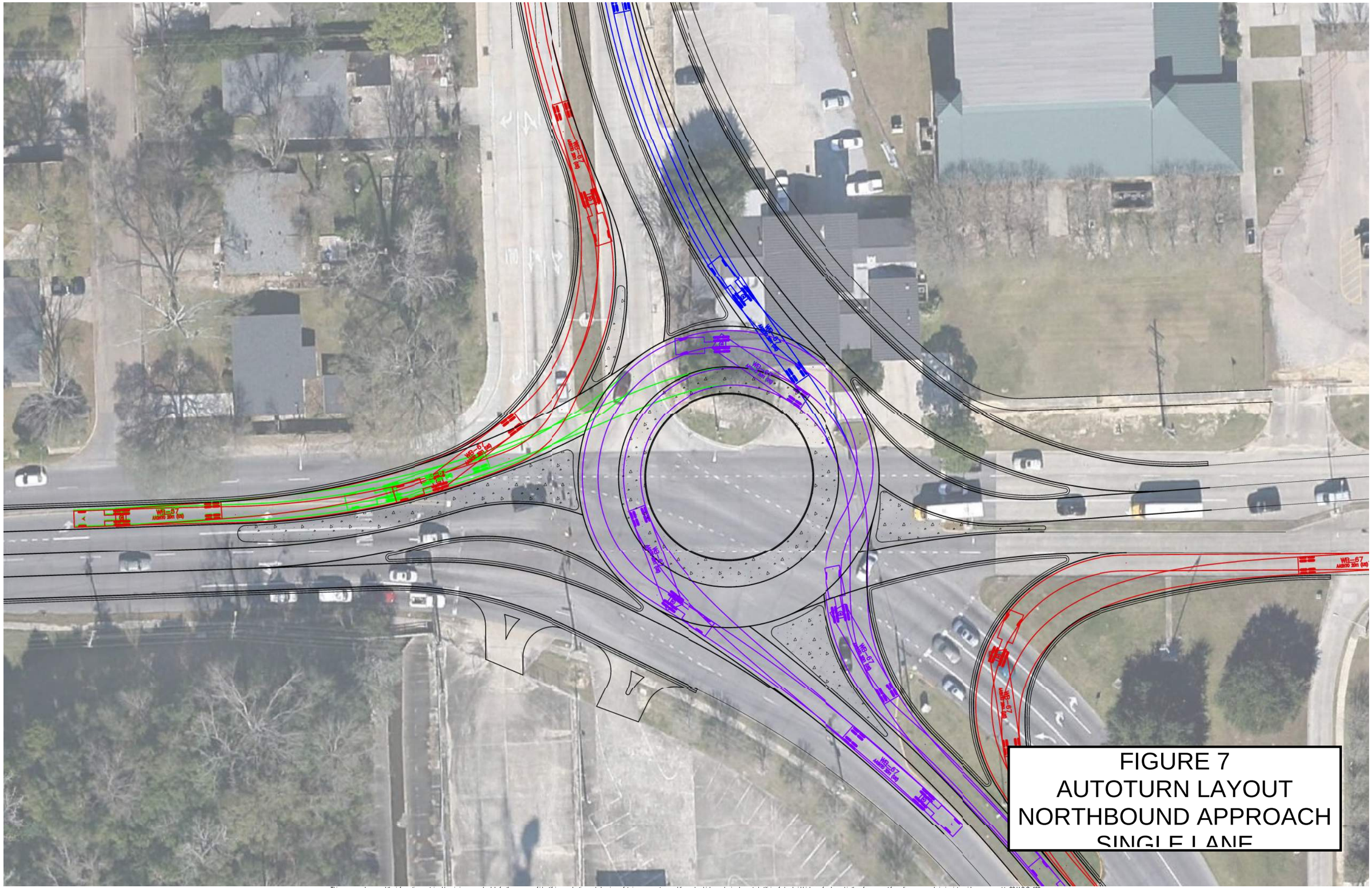

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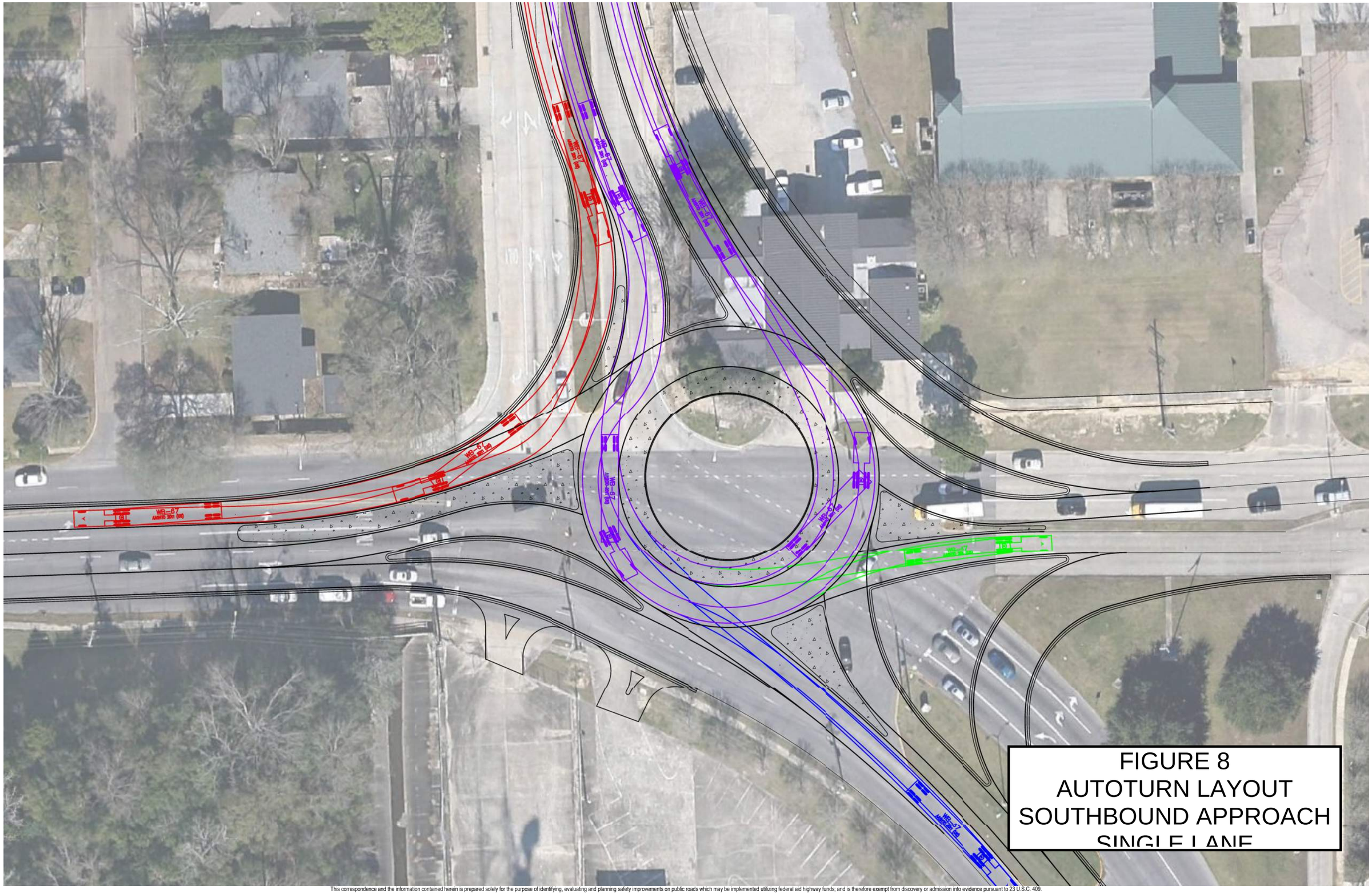

FIGURE 8
AUTOTURN LAYOUT
SOUTHBOUND APPROACH
SINGLE LANE

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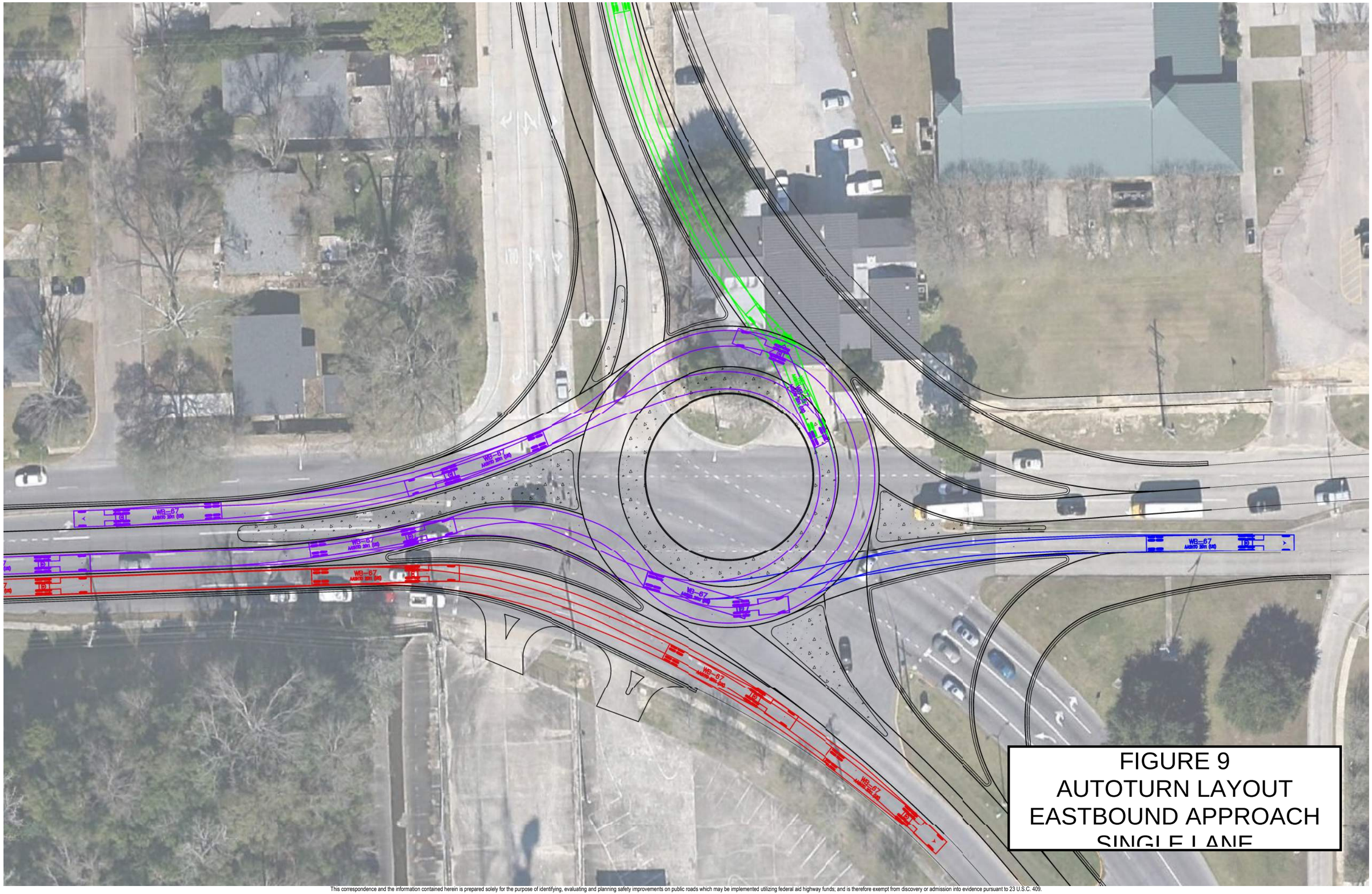

FIGURE 9
AUTOTURN LAYOUT
EASTBOUND APPROACH
SINGLE LANE

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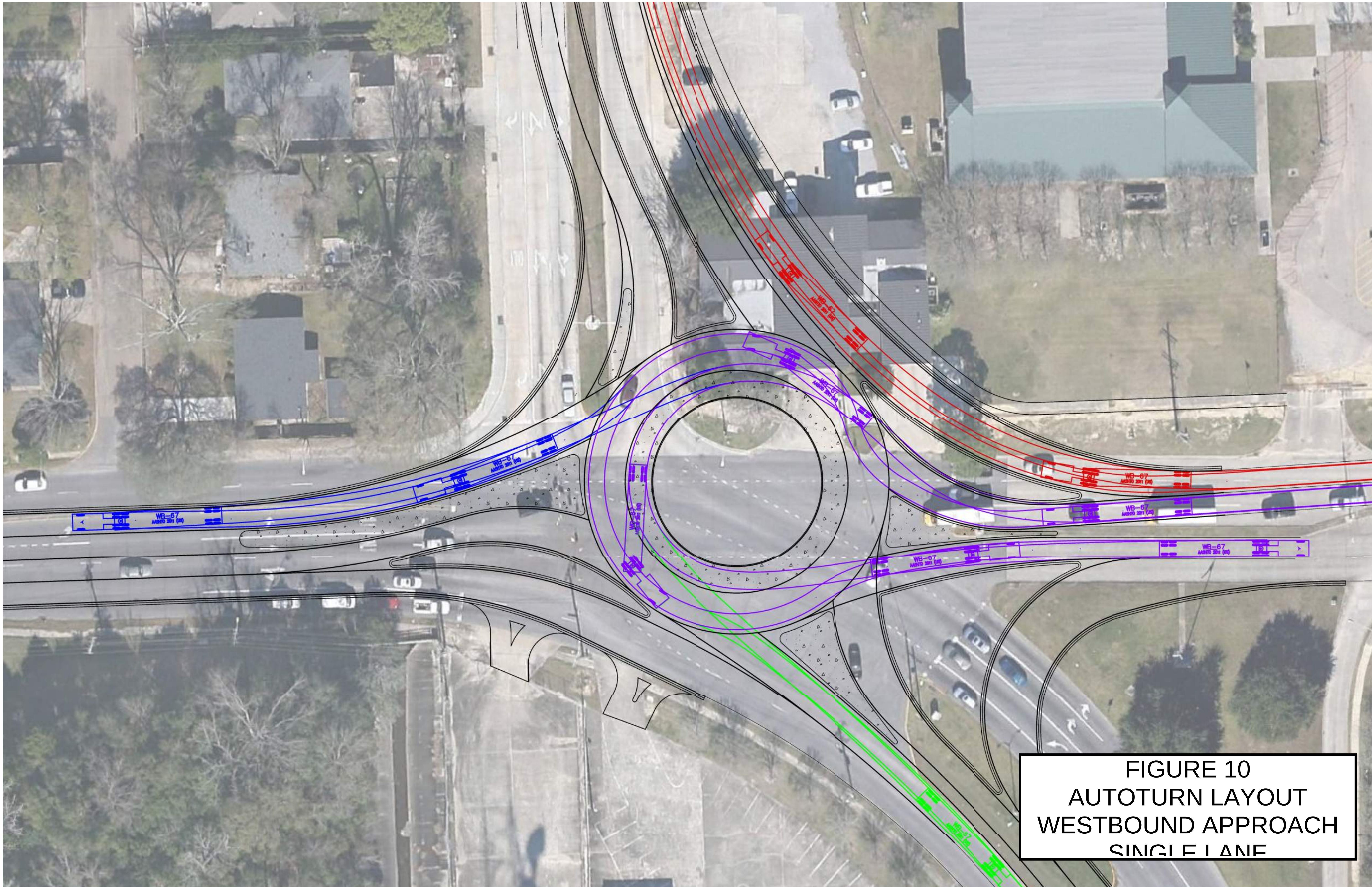

FIGURE 10
AUTOTURN LAYOUT
WESTBOUND APPROACH
SINGLE LANE

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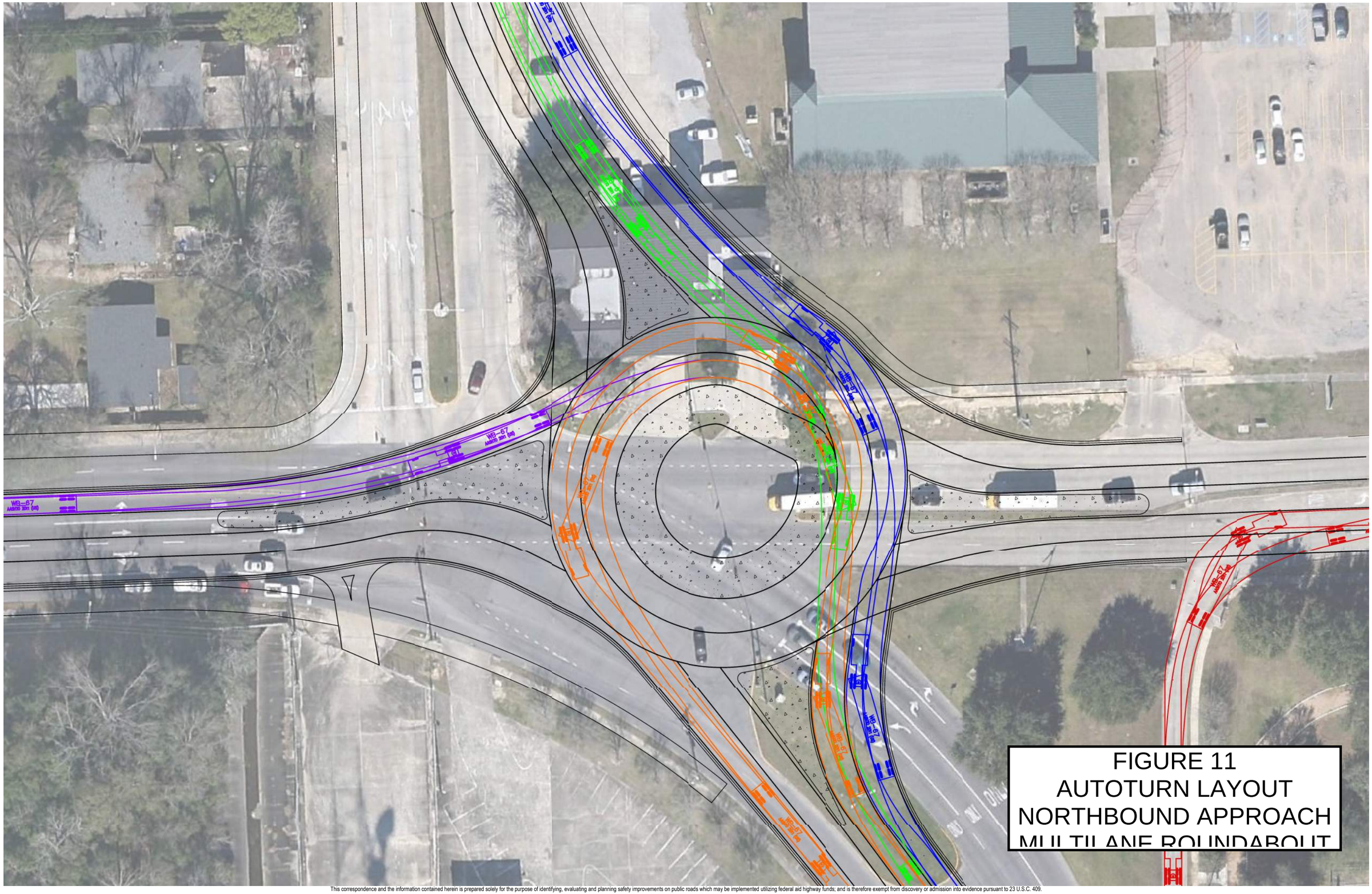

FIGURE 11
AUTOTURN LAYOUT
NORTHBOUND APPROACH
MULTILANE ROUNDABOUT

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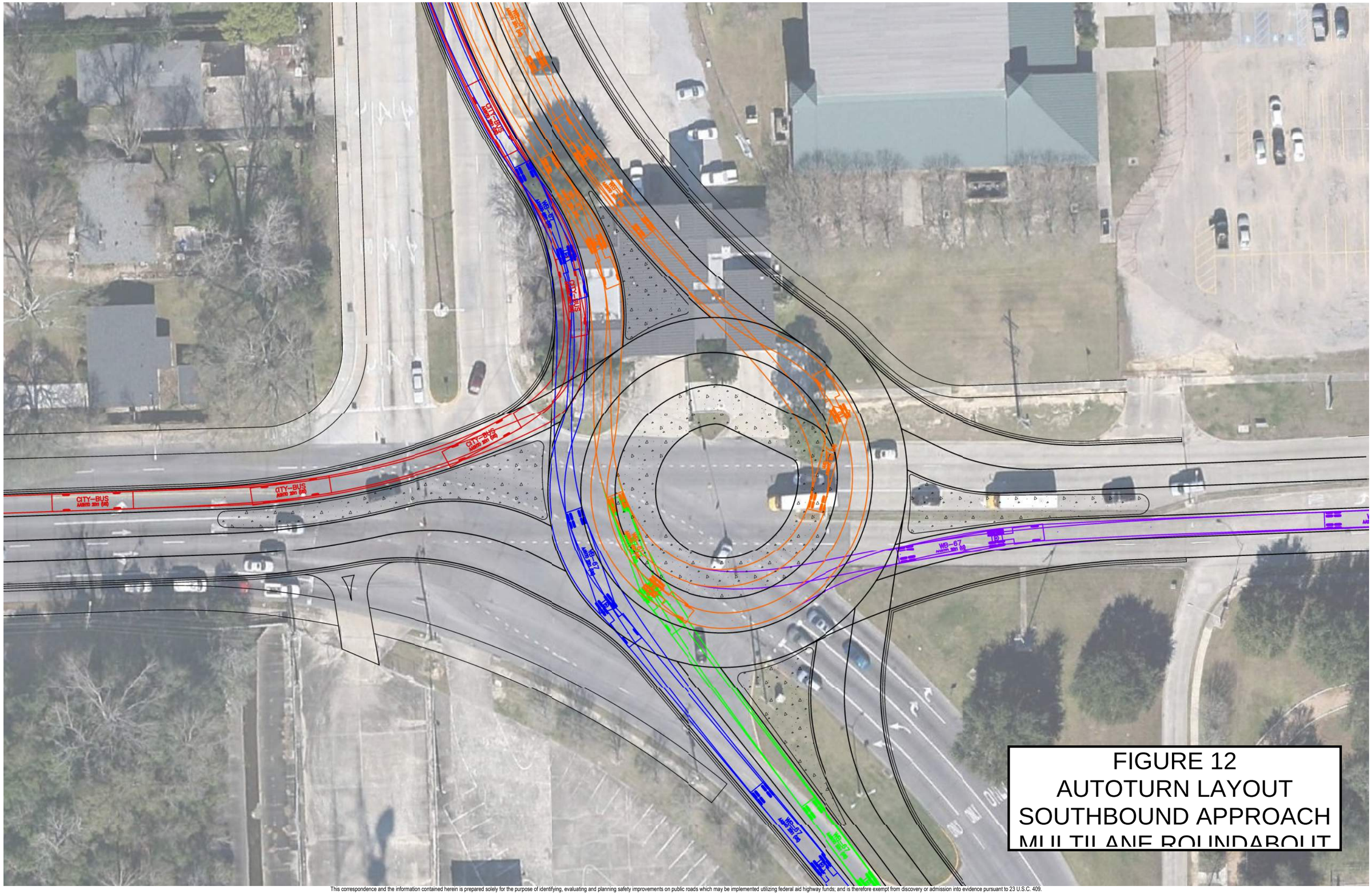

FIGURE 12
AUTOTURN LAYOUT
SOUTHBOUND APPROACH
MULTILANE ROUNDABOUT

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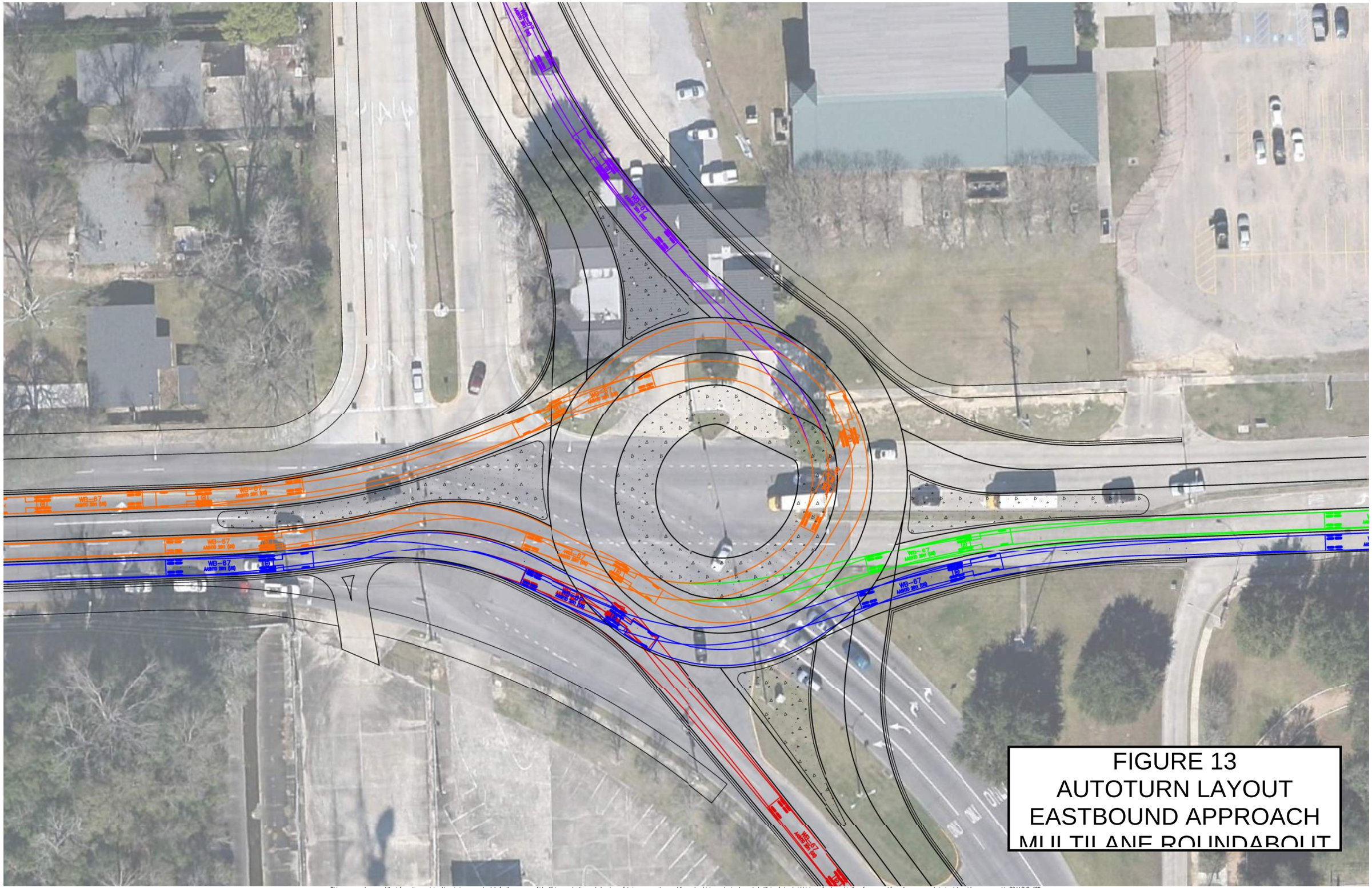

FIGURE 13
AUTOTURN LAYOUT
EASTBOUND APPROACH
MULTILANE ROUNDABOUT

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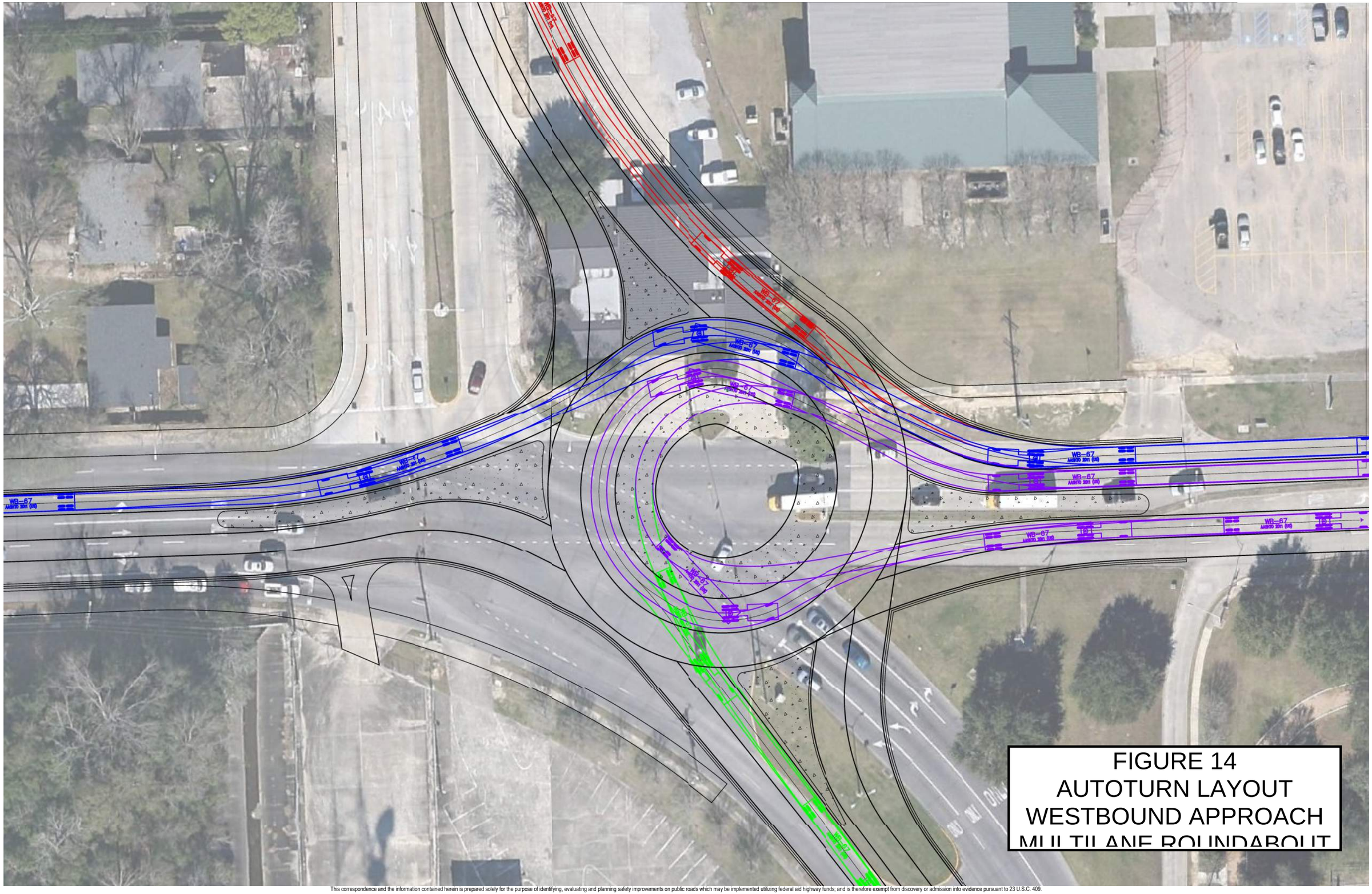

FIGURE 14
AUTOTURN LAYOUT
WESTBOUND APPROACH
MULTILANE ROUNDABOUT

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4.0 SAFETY ANALYSIS

The Engineering Directives and Standards for Roundabout Study and Approval (EDSM No: VI.1.1.5) set forth by Louisiana Department of Transportation and Development (LADOTD) requires a safety analysis to be performed for a roundabout study. This analysis is based on 3-year crash data and analyzed for correctable crashes such as head on, right angle and left turn. The crash data used in this analysis was obtained from the LADOTD database. Only intersection related crashes at this location are considered in the analysis. A total of 31 crashes were obtained from the database for 2011-2013. The individual reports for each of the crashes that occurred were reviewed and 26 crashes were retained for the analysis. The crashes excluded from the analysis were not intersection related since they were more than 150 feet away from the intersection. A total of 17 crash reports could not be retrieved; however, those crashes were not excluded from the analysis. **Appendix A** summarizes the individual crashes and some attributes. **Table 2** shows the manner of collisions that have occurred. Based on the EDSM No. VI.1.1.5 a total of 2 out of the 26 crashes (7.7%) are correctable by implementing a roundabout at this location.

Table 2: Average Percentages by Manner of Collision

Manner of Collision	# of Crashes	Proportion	Statewide Average
Left Turn-Angle	1	3.85%	3.94%
Left Turn- Same Direction	1	3.85%	2.83%
Non Collision	1	3.85%	2.85%
Other	2	7.69%	10.99%
Rear End	10	38.46%	29.87%
Right Turn-Angle	1	3.85%	1.96%
Side Swipe Same Direction	10	38.46%	11.12%

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5.0 OPERATIONAL ANALYSIS

The proposed roundabout at Government Street and Lobdell Avenue has been analyzed using SIDRA INTERSECTION 6, according to the LADOTD Roundabout EDSM. To determine the impact of each scenario, the intersections were analyzed to reveal any improvement to the Level of Service (LOS) for individual movements or effects on the overall intersection operation. The LOS was determined by calculating the delay at each approach using the model. Based on the seconds of delay, a LOS was determined for each intersection in the AM and PM peak hours. LOS's are rated from A (free flow of traffic) to F (total breakdown of traffic flow). LOS criteria for signalized intersections and roundabouts (based on the Highway Capacity Manual 2000) are presented in **Table 3**.

Table 3: Level of Service Criteria for Signalized Intersections and Roundabouts

Level of Service	Delay Range (seconds)
A	< 10
B	≥ 10 and < 20
C	≥ 20 and < 35
D	≥ 35 and < 55
E	≥ 55 and < 80
F	≥ 80

Additionally, the intersection was analyzed as a signalized intersection and as an unsignalized intersection to satisfy the requirements of the EDSM. The LOS criteria for signalized intersections are the same as those for roundabouts as shown in **Table 3**. The LOS criteria for unsignalized intersections are shown in **Table 4** below.

Table 4: Level of Service Criteria for Unsignalized Intersections

Level of Service	Delay Range (seconds)
A	< 10
B	≥ 10 and < 15
C	≥ 15 and < 25
D	≥ 25 and < 35
E	≥ 35 and < 50
F	≥ 50

The results of the SIDRA analyses are presented in **Table 5** on the following page. The detailed analyses results are included in **Appendix D**.

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Table 5: Peak Hour Level of Service Results

	AM																							
	2016												2036											
	Signalized			Unsignalized			Roundabout Single Lane			Roundabout Multi-Lane			Signalized			Unsignalized			Roundabout Single Lane			Roundabout Multi-Lane		
Lobdell Ave at Government St	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**
Northbound (Lobdell Ave)	0.463	28.0	C	0.910	45.2	E	0.448	1.3	A	0.350	1.4	A	0.487	29.3	C	1.025	67.4	F	0.521	1.6	A	0.403	1.6	A
Southbound (Lobdell Ave)	0.497	33.7	C	0.720	25.6	D	0.385	1.8	A	0.233	1.3	A	0.533	35.8	D	0.811	35.0	E	0.448	2.1	A	0.269	1.5	A
Eastbound (Government St)	0.396	30.9	C	0.627	32.0	D	0.235	1.7	A	0.190	1.8	A	0.403	32.6	C	0.705	40.3	E	0.281	2.0	A	0.223	2.1	A
Westbound (Independence Blvd)	0.133	24.6	C	0.358	13.7	B	0.154	2.5	A	0.159	2.6	A	0.151	27.0	C	0.404	15.5	C	0.190	3.0	A	0.188	3.0	A
Overall	**0.497**	**29.8**	**C**	**0.910**	**33.9**	**D**	**0.448**	**1.6**	**A**	**0.350**	**1.6**	**A**	**0.533**	**31.6**	**C**	**1.025**	**47.8**	**E**	**0.521**	**1.9**	**A**	**0.403**	**1.8**	**A**

	NOON																							
Lobdell Ave at Government St	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**
Northbound (Lobdell Ave)	0.374	27.4	C	1.017	73.4	F	0.394	1.7	A	0.359	2.2	A	0.403	29.8	C	1.144	105.7	F	0.475	2.2	A	0.423	2.7	A
Southbound (Lobdell Ave)	0.459	37.9	D	0.726	29.3	D	0.371	2.3	A	0.222	1.6	A	0.492	41.2	D	0.819	39.9	E	0.439	2.7	A	0.260	1.9	A
Eastbound (Government St)	0.406	28.5	C	0.920	65.0	F	0.409	2.0	A	0.336	2.2	A	0.448	30.7	C	1.041	93.4	F	0.493	2.8	A	0.396	2.6	A
Westbound (Independence Blvd)	0.308	24.9	C	0.438	14.4	B	0.270	2.3	A	0.237	2.4	A	0.348	27.1	C	0.493	16.9	C	0.327	2.8	A	0.280	2.7	A
Overall	**0.459**	**29.6**	**C**	**1.017**	**52.3**	**F**	**0.409**	**2.0**	**A**	**0.359**	**2.1**	**A**	**0.492**	**32.1**	**C**	**1.144**	**74.2**	**F**	**0.493**	**2.6**	**A**	**0.423**	**2.5**	**A**

	PM																							
Lobdell Ave at Government St	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**
Northbound (Lobdell Ave)	0.425	32.4	C	0.977	65.2	F	0.399	1.8	A	0.345	2.2	A	0.454	35.0	D	1.101	96.7	F	0.485	2.4	A	0.408	2.7	A
Southbound (Lobdell Ave)	0.565	46.4	D	0.922	57.4	F	0.468	1.7	A	0.260	1.1	A	0.597	49.8	D	1.040	86.3	F	0.541	2.1	A	0.299	1.3	A
Eastbound (Government St)	0.480	30.3	C	1.251	124.3	F	0.501	3.2	A	0.419	3.1	A	0.504	32.7	C	1.409	171.9	F	0.625	5.4	A	0.498	4.1	A
Westbound (Independence Blvd)	0.283	28.7	C	0.306	8.8	A	0.167	1.7	A	0.130	1.7	A	0.358	32.9	C	0.344	9.9	A	0.199	2.0	A	0.152	2.0	A
Overall	**0.565**	**35.0**	**D**	**1.251**	**77.7**	**F**	**0.501**	**2.2**	**A**	**0.419**	**2.2**	**A**	**0.597**	**38.0**	**D**	**1.409**	**111.0**	**F**	**0.625**	**3.3**	**A**	**0.498**	**2.7**	**A**

	WEEKEND																							
Lobdell Ave at Government St	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**	**v/c**	**Delay**	**LOS**
Northbound (Lobdell Ave)	0.410	28.2	C	0.628	17.7	C	0.315	1.0	A	0.231	1.1	A	0.392	29.2	C	0.708	22.5	C	0.365	1.2	A	0.267	1.3	A
Southbound (Lobdell Ave)	0.388	26.6	C	0.492	14.5	B	0.228	1.7	A	0.158	1.4	A	0.393	28.0	C	0.556	17.5	C	0.268	2.0	A	0.184	1.6	A
Eastbound (Government St)	0.381	22.6	C	0.670	27.9	D	0.188	0.9	A	0.173	1.2	A	0.415	24.2	C	0.753	35.3	E	0.220	1.1	A	0.200	1.4	A
Westbound (Independence Blvd)	0.133	17.3	B	0.320	11.3	B	0.144	1.8	A	0.142	2.0	A	0.154	19.6	B	0.361	12.7	B	0.171	2.2	A	0.166	2.3	A
Overall	**0.410**	**24.9**	**C**	**0.670**	**18.8**	**C**	**0.315**	**1.3**	**A**	**0.231**	**1.3**	**A**	**0.415**	**26.3**	**C**	**0.753**	**23.4**	**C**	**0.365**	**1.5**	**A**	**0.267**	**1.5**	**A**

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Table 6 below shows the 95% queue results for the two roundabout alternatives. The longest queue length in any direction is 107.4 feet. The queues are relatively short and will not block access to any nearby driveways.

Table 6: 95% Queue Results

	Single Lane Roundabout				Multilane Roundabout			
	AM	NOON	PM	WEEKEND	AM	NOON	PM	WEEKEND
Northbound (Lobdell Ave)	85.7	71.9	75.0	52.5	47.0	47.5	46.3	28.1
Southbound (Lobdell Ave)	66.3	64.4	89.7	34.4	27.5	25.7	31.2	17.4
Eastbound (Government St)	37.9	74.1	107.4	28.3	20.7	41.1	54.8	19.3
Westbound (Government St)	24.5	45.1	26.3	21.4	17.7	29.2	14.8	15.3

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6.0 CONCLUSION

6.1 SAFETY

The safety analysis shows that over the 3-year period, the correctable crashes (head on, left turn angle, left turn opposite direction, left turn same direction) when a roundabout is implemented is 7.7%. The safety benefits of a roundabout are not only limited to these correctable crashes. A roundabout has fewer conflict points (8). The fewer conflict points reduce the driving task and crash hazard for drivers.

The traffic calming effect of a roundabout generally reduces the severity of all crash types. Based on the speed data collected, exceeding the posted speed limit is an issue at this intersection. A roundabout would have a measurable impact on the 85th percentile speed.

Rear end collisions may also be reduced over time since vehicles do not stop except when there is a conflict with a vehicle in the circulating lane. The most dangerous T-bone crashes are also eliminated or reduced to low angle crashes. Pedestrian collisions and the severity are also reduced. Roundabouts do not require the installation of any signal equipment and therefore do not lose any functionally during power outage.

6.2 OPERATIONS

The intersection capacity analyses results in **Table 5** indicate both of the proposed roundabouts outperform the existing signalized intersection both now and in the future. The roundabouts perform at LOS A along each approach, with volume to capacity ratios of 0.625 or better.

6.3 RECOMMENDATION

Both configurations of the proposed roundabout will enhance the safety and operations of the intersection. The roundabout provides significant improvements over the existing condition.

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Appendix A: SAFETY ANALYSIS (GOVERNMENT STREET AT LOBDELL AVE)

Stantec

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GOVERNMENT STREET AT LOBDELL AVENUE
ROUNDABOUT STUDY
S.P. NO. H.011295

Appendix A : Safety Analysis (Government Street at Lobdell Ave)
January 16, 2015

Primary Road	Distance	Inter Road	tot acc	pdo acc	fat acc	inj acc	num fat	num inj	crash date	most harm evt	manner coll	surf cond	crash num	move prior	Alco hol	Severity	Rdwy Dep	pri road name	pri dist	inter road2	pri contrib fac cd	movement reason1	num veh	crash time
LOBDELL AVE	120 ft N of	GOVERNMENT ST	1	1	0	0	0	0	7/3/12	MV in Trans	S Swipe(sd)	dry	201207061701008004-	BZ	No	E-None	No	LOBDELL	100	GOVERNMENT	A	P	2	19:22
LOBDELL AVE	90 ft W of	GOVERNMENT ST	1	1	0	0	0	0	5/2/12	MV in Trans	Rear End	wet	201205031701005269-	BA	No	E-None	No	LOBDELL	0	GOVERNMENT	A	L	2	20:06
LOBDELL AVE	30 ft W of	GOVERNMENT ST	1	1	0	0	0	0	6/20/12	MV in Trans	S Swipe(sd)	dry	201206211701007400-	HB	No	E-None	No	LOBDELL	0	INDEPENDENCE	A	P	2	8:35
LOBDELL AVE	20 ft N of	GOVERNMENT ST	1	1	0	0	0	0	3/22/11	MV in Trans	Rear End	dry	201104061701004094-	BA	No	E-None	No	LOBDELL	20	GOVERNMENT	A	K	2	12:21
LOBDELL AVE	10 ft S of	GOVERNMENT ST	1	0	0	1	0	2	6/20/12	MV in Trans	Left Turn-e	dry	201206201701007357-	IB	No	D-Complaint	No	LOBDELL	0	GOVERNMENT	A	P	2	7:38
LOBDELL AVE	110 ft S of	GOVERNMENT ST	1	1	0	0	0	0	7/15/12	MV in Trans	Rear End	dry	201207151701008352-	YA	No	E-None	No	LOBDELL	0	GOVERNMENT	A	Y	2	15:39
LOBDELL AVE	20 ft S of	GOVERNMENT	1	1	0	0	0	0	10/23/13	MV in Trans	Rear End	dry	201310231701002824-	QMM	No	E-None	No	LOBDELL	20	GOVERNMENT	E	M	3	8:34
LOBDELL AVE	at	GOVERNMENT	1	1	0	0	0	0	1/11/13	MV in Trans	Rear End	wet	201301141701000525-	AA	No	E-None	No	LOBDELL	0	GOVERNMENT	A	L	2	18:03
LOBDELL AVE	30 ft S of	GOVERNMENT	1	1	0	0	0	0	11/1/13	MV in Trans	S Swipe(sd)	dry	201311031701003380-	BH	No	E-None	No	LOBDELL	30	GOVERNMENT	A	L	2	19:16
LOBDELL AVE	0.11 mi S of	GOVERNMENT ST	1	1	0	0	0	0	6/14/11	MV in Trans	Rear End	dry	201106161701007031-	BQ	No	E-None	No	LOBDELL	500	INDEPENDENCE	A	L	2	14:20
LOBDELL AVE	450 ft E of	GOVERNMENT ST	1	0	0	1	0	1	10/5/11	MV in Trans	Rear End	dry	201110051701001490-	BB	No	D-Complaint	No	LOBDELL	50	GOODWOOD	A	L	2	15:27
LOBDELL AVE	140 ft E of	GOVERNMENT ST	1	1	0	0	0	0	7/21/11	MV in Trans	Rear End	wet	201107221701008423-	BA	No	E-None	No	LOBDELL	20	GOVERNMENT	A	L	2	15:05
LOBDELL AVE	at	GOVERNMENT	1	1	0	0	0	0	9/19/13	Util Pole	Non Coll	dry	201309191701001211-	I	No	E-None	Yes	LOBDELL	0	GOVERNMENT	A	Y	1	2:49
LOBDELL AVE	140 ft N of	GOVERNMENT ST	1	1	0	0	0	0	5/25/11	MV in Trans	S Swipe(sd)	dry	201105251701006126-	HB	No	E-None	No	LOBDELL	125	GOVERNMENT	A	L	2	14:32
LOBDELL AVE	190 ft N of	GOVERNMENT ST	1	1	0	0	0	0	6/19/12	MV in Trans	S Swipe(sd)	dry	201206191701007319-	ZB	No	E-None	No	LOBDELL	0	INDEPENDENCE	A	L	2	10:04
LOBDELL AVE	80 ft N of	GOVERNMENT	1	1	0	0	0	0	9/4/13	MV in Trans	Rear End	dry	201309041701000530-	BJ	No	E-None	No	LOBDELL	80	GOVERNMENT	A	L	2	12:10
GOVERNMENT	at	LOBDELL	1	1	0	0	0	0	6/8/13	MV in Trans	Left Turn-g	dry	201306091701007001-	BI	No	E-None	No	GOVERNMENT	0	LOBDELL	B	L	2	13:51
GOVERNMENT	at	LOBDELL	1	1	0	0	0	0	9/28/11	MV in Trans	Other	dry	201110051701001489-	JB	No	E-None	No	GOVERNMENT	0	LOBDELL	A	K	2	8:02
GOVERNMENT	at	LOBDELL	1	1	0	0	0	0	7/15/12	MV in Trans	S Swipe(sd)	dry	201207151701008357-	HB	No	E-None	No	GOVERNMENT	0	LOBDELL	A	L	2	16:49
GOVERNMENT	at	LOBDELL	1	1	0	0	0	0	4/29/13	MV in Trans	Other	dry	201304291701005157-	JI	No	E-None	No	GOVERNMENT	0	LOBDELL	A	P	2	19:49
GOVERNMENT	20 ft W of	LOBDELL	1	0	0	1	0	1	2/23/12	MV in Trans	Rear End	dry	201202241701002144-	BA	No	D-Complaint	No	GOVERNMENT	20	LOBDELL	A	L	2	16:52
GOVERNMENT	20 ft W of	LOBDELL	1	1	0	0	0	0	5/30/12	MV in Trans	S Swipe(sd)	dry	201205301701006496-	HB	No	E-None	No	GOVERNMENT	20	LOBDELL	A	L	2	14:03
GOVERNMENT	50 ft W of	LOBDELL	1	1	0	0	0	0	2/28/12	MV in Trans	S Swipe(sd)	dry	201202281701002325-	HB	No	E-None	No	GOVERNMENT	50	LOBDELL	B	N	2	12:24
GOVERNMENT	1 mi N of	LOBDELL	1	0	0	1	0	2	12/21/13	MV in Trans	S Swipe(sd)	dry	201312221701005457-	HB	No	D-Complaint	No	GOVERNMENT	1	LOBDELL	A	L	2	10:36
GOVERNMENT ST	100 ft W of	LOBDELL AVE	1	0	0	1	0	1	10/30/11	MV in Trans	S Swipe(sd)	dry	201110301701002646-	HA	No	D-Complaint	No	GOVERNMENT	20	LOBDELL	A	L	2	1:13
GOVERNMENT ST	10 ft W of	LOBDELL AVE	1	1	0	0	0	0	6/1/11	MV in Trans	Right Turn-h	dry	201106031701006465-	JB	No	E-None	No	GOVERNMENT	0	LOBDELL	A	L	2	20:37

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Appendix B: SPEED STUDY DATA

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MetroCount Traffic Executive
Class

GOVERNMENT ST EB APPROACH TO LOBDELL AVE

Datasets:

Site: **[HG13785D] MetroCount Factory Test Setup**
Direction: 1 - North bound, A hit first., **Lane:** 0
Survey Duration: 13:33 Monday, September 15, 2014 => 13:36 Sunday, October 05, 2014
File: G:\DATA\2014\PRIVATE\14079\9-28-14 Notes & Data\HG13785D05OCT2014.EC0 (Plus)
Identifier: HG13785D MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time: **19:00 Thursday, September 25, 2014 => 19:00 Thursday, October 02, 2014**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North, South (bound)
Separation: All - (Headway)
Name: Southern Traffic Services, Inc.
Scheme: Vehicle classification (Scheme F2)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals
3 [Mean] Average speed
4 [Vpp] Percentile speed

Thursday, September 25, 2014

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
1900	44	1	36	6	0	1	0	0	0	0	0	0	0	0	38.0	45.6
1915	31	1	25	5	0	0	0	0	0	0	0	0	0	0	37.9	43.2
1930	25	0	20	5	0	0	0	0	0	0	0	0	0	0	38.5	42.3
1945	25	0	19	6	0	0	0	0	0	0	0	0	0	0	39.2	41.4
2000	34	1	30	2	0	1	0	0	0	0	0	0	0	0	37.9	41.4
2015	13	0	11	2	0	0	0	0	0	0	0	0	0	0	39.2	47.4
2030	16	0	14	2	0	0	0	0	0	0	0	0	0	0	42.8	48.5
2045	19	1	17	0	0	1	0	0	0	0	0	0	0	0	38.3	41.2
2100	14	1	12	1	0	0	0	0	0	0	0	0	0	0	35.6	40.9
2115	18	0	16	1	0	1	0	0	0	0	0	0	0	0	36.5	39.8
2130	15	0	14	1	0	0	0	0	0	0	0	0	0	0	37.4	42.5
2145	14	0	12	2	0	0	0	0	0	0	0	0	0	0	40.3	43.6
2200	11	0	10	0	0	1	0	0	0	0	0	0	0	0	38.6	44.7
2215	12	0	11	1	0	0	0	0	0	0	0	0	0	0	40.7	42.1
2230	9	0	7	2	0	0	0	0	0	0	0	0	0	0	39.9	-
2245	8	0	7	1	0	0	0	0	0	0	0	0	0	0	41.8	-
2300	8	0	8	0	0	0	0	0	0	0	0	0	0	0	38.7	-
2315	8	0	6	2	0	0	0	0	0	0	0	0	0	0	45.2	-
2330	7	0	7	0	0	0	0	0	0	0	0	0	0	0	44.7	-
2345	3	0	2	0	0	1	0	0	0	0	0	0	0	0	40.0	-
07-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**
06-22	**268**	**5**	**226**	**33**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.4**	**44.1**
06-00	**334**	**5**	**284**	**39**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.9**	**44.7**
00-00	**334**	**5**	**284**	**39**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**38.9**	**44.7**

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*** Friday, September 26, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	2	0	1	1	0	0	0	0	0	0	0	0	0	0	35.8	-
0015	1	0	1	0	0	0	0	0	0	0	0	0	0	0	35.6	-
0030	7	0	7	0	0	0	0	0	0	0	0	0	0	0	38.7	-
0045	3	0	3	0	0	0	0	0	0	0	0	0	0	0	47.5	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	53.0	-
0115	1	0	1	0	0	0	0	0	0	0	0	0	0	0	39.0	-
0130	1	0	0	1	0	0	0	0	0	0	0	0	0	0	43.8	-
0145	4	1	3	0	0	0	0	0	0	0	0	0	0	0	42.3	-
0200	3	0	1	2	0	0	0	0	0	0	0	0	0	0	42.2	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	2	0	2	0	0	0	0	0	0	0	0	0	0	0	53.8	-
0245	4	0	4	0	0	0	0	0	0	0	0	0	0	0	39.4	-
0300	5	0	4	1	0	0	0	0	0	0	0	0	0	0	41.4	-
0315	2	0	1	0	0	1	0	0	0	0	0	0	0	0	52.9	-
0330	4	0	2	2	0	0	0	0	0	0	0	0	0	0	41.5	-
0345	3	0	1	2	0	0	0	0	0	0	0	0	0	0	45.9	-
0400	4	0	3	1	0	0	0	0	0	0	0	0	0	0	42.0	-
0415	4	0	2	2	0	0	0	0	0	0	0	0	0	0	46.7	-
0430	5	0	5	0	0	0	0	0	0	0	0	0	0	0	41.4	-
0445	8	0	6	2	0	0	0	0	0	0	0	0	0	0	42.4	-
0500	7	0	5	2	0	0	0	0	0	0	0	0	0	0	42.4	-
0515	6	0	3	3	0	0	0	0	0	0	0	0	0	0	48.0	-
0530	9	0	5	4	0	0	0	0	0	0	0	0	0	0	42.4	-
0545	10	0	10	0	0	0	0	0	0	0	0	0	0	0	43.3	-
0600	21	0	15	6	0	0	0	0	0	0	0	0	0	0	42.8	45.4
0615	28	0	23	3	0	2	0	0	0	0	0	0	0	0	41.4	48.3
0630	43	0	29	12	1	0	0	0	1	0	0	0	0	0	40.2	45.6
0645	59	0	46	10	2	0	0	0	1	0	0	0	0	0	40.5	46.5
0700	86	0	71	15	0	0	0	0	0	0	0	0	0	0	39.1	43.8
0715	72	0	63	8	0	1	0	0	0	0	0	0	0	0	40.3	45.6
0730	92	0	67	20	2	3	0	0	0	0	0	0	0	0	39.9	46.5
0745	108	0	81	22	1	4	0	0	0	0	0	0	0	0	40.0	44.1
0800	72	0	58	12	0	2	0	0	0	0	0	0	0	0	40.9	44.5
0815	97	1	85	11	0	0	0	0	0	0	0	0	0	0	38.5	43.2
0830	108	0	84	20	0	2	2	0	0	0	0	0	0	0	38.1	43.4
0845	86	0	71	13	1	1	0	0	0	0	0	0	0	0	40.0	43.8
0900	85	0	61	19	1	3	0	1	0	0	0	0	0	0	40.1	46.1
0915	81	0	68	10	0	2	0	0	1	0	0	0	0	0	41.3	45.6
0930	87	0	61	25	0	0	0	0	1	0	0	0	0	0	40.7	45.6
0945	105	0	84	18	1	2	0	0	0	0	0	0	0	0	40.6	45.4
1000	94	0	67	24	0	2	1	0	0	0	0	0	0	0	39.5	45.4
1015	114	0	86	25	0	3	0	0	0	0	0	0	0	0	39.6	44.1
1030	108	0	84	23	0	0	0	0	1	0	0	0	0	0	41.2	46.1
1045	109	0	86	17	1	5	0	0	0	0	0	0	0	0	39.9	44.3
1100	43	0	36	6	0	1	0	0	0	0	0	0	0	0	40.6	45.0
1115	49	0	40	9	0	0	0	0	0	0	0	0	0	0	40.3	45.2
1130	58	0	45	12	0	1	0	0	0	0	0	0	0	0	38.5	45.0
1145	44	0	34	7	0	2	0	0	1	0	0	0	0	0	41.4	47.0
1200	45	0	36	8	0	0	1	0	0	0	0	0	0	0	38.8	44.5
1215	45	0	34	9	0	1	0	0	1	0	0	0	0	0	37.7	42.9
1230	89	2	73	12	0	2	0	0	0	0	0	0	0	0	37.8	41.6
1245	168	0	128	37	0	3	0	0	0	0	0	0	0	0	39.8	44.7
1300	145	2	116	22	0	5	0	0	0	0	0	0	0	0	38.5	43.2
1315	128	0	98	28	0	2	0	0	0	0	0	0	0	0	39.5	43.2
1330	117	0	95	18	1	2	1	0	0	0	0	0	0	0	39.3	45.0
1345	116	0	83	26	3	4	0	0	0	0	0	0	0	0	40.0	45.6
1400	137	0	114	18	0	3	0	0	2	0	0	0	0	0	39.4	43.6
1415	116	0	95	18	1	2	0	0	0	0	0	0	0	0	38.6	44.1
1430	115	0	98	15	1	1	0	0	0	0	0	0	0	0	39.5	44.7
1445	116	0	95	19	0	2	0	0	0	0	0	0	0	0	40.4	45.6
1500	133	0	111	16	1	5	0	0	0	0	0	0	0	0	37.6	44.5
1515	145	0	115	24	1	2	2	0	1	0	0	0	0	0	38.0	42.7
1530	138	1	113	20	1	3	0	0	0	0	0	0	0	0	39.4	45.0
1545	124	0	101	21	0	2	0	0	0	0	0	0	0	0	38.4	43.4
1600	148	1	120	23	1	2	0	0	1	0	0	0	0	0	38.7	43.4
1615	137	0	107	25	2	3	0	0	0	0	0	0	0	0	39.2	43.2
1630	153	1	125	23	1	2	0	0	1	0	0	0	0	0	39.8	43.4
1645	153	0	129	18	2	2	2	0	0	0	0	0	0	0	37.8	43.2
1700	166	0	138	26	0	2	0	0	0	0	0	0	0	0	38.0	43.2
1715	165	0	133	30	0	2	0	0	0	0	0	0	0	0	39.2	45.0
1730	114	0	99	14	0	1	0	0	0	0	0	0	0	0	40.3	45.0
1745	91	0	73	17	0	1	0	0	0	0	0	0	0	0	41.8	46.5
1800	97	0	81	14	0	2	0	0	0	0	0	0	0	0	39.2	43.2
1815	69	1	52	15	0	1	0	0	0	0	0	0	0	0	39.4	46.8

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1830	79	0	67	10	0	2	0	0	0	0	0	0	0	0	39.5	44.5
1845	68	0	56	10	0	2	0	0	0	0	0	0	0	0	40.5	44.5
1900	54	0	42	10	0	2	0	0	0	0	0	0	0	0	38.6	43.2
1915	52	0	41	8	0	3	0	0	0	0	0	0	0	0	38.3	43.4
1930	64	0	52	11	0	1	0	0	0	0	0	0	0	0	40.0	45.0
1945	75	0	62	12	0	1	0	0	0	0	0	0	0	0	39.2	45.4
2000	55	1	45	8	0	1	0	0	0	0	0	0	0	0	40.4	45.4
2015	48	0	41	7	0	0	0	0	0	0	0	0	0	0	39.7	45.6
2030	44	0	37	5	0	2	0	0	0	0	0	0	0	0	40.5	46.5
2045	50	0	41	8	0	1	0	0	0	0	0	0	0	0	39.3	45.0
2100	42	0	39	3	0	0	0	0	0	0	0	0	0	0	39.7	45.2
2115	51	0	40	11	0	0	0	0	0	0	0	0	0	0	37.7	42.5
2130	30	0	23	7	0	0	0	0	0	0	0	0	0	0	36.6	38.9
2145	32	0	27	3	0	2	0	0	0	0	0	0	0	0	39.1	43.4
2200	43	0	34	7	1	0	1	0	0	0	0	0	0	0	38.5	46.3
2215	28	0	25	2	0	1	0	0	0	0	0	0	0	0	38.7	44.3
2230	32	0	26	6	0	0	0	0	0	0	0	0	0	0	40.6	46.3
2245	26	0	21	5	0	0	0	0	0	0	0	0	0	0	40.6	45.0
2300	29	1	20	8	0	0	0	0	0	0	0	0	0	0	38.2	43.2
2315	16	0	11	4	0	1	0	0	0	0	0	0	0	0	43.3	47.2
2330	16	0	14	2	0	0	0	0	0	0	0	0	0	0	39.3	42.7
2345	18	0	16	2	0	0	0	0	0	0	0	0	0	0	39.2	46.1
07-19	**5015**	**9**	**4017**	**852**	**22**	**95**	**9**	**1**	**10**	**0**	**0**	**0**	**0**	**0**	**39.4**	**44.5**
06-22	**5763**	**10**	**4620**	**976**	**25**	**110**	**9**	**1**	**12**	**0**	**0**	**0**	**0**	**0**	**39.4**	**44.7**
06-00	**5971**	**11**	**4787**	**1012**	**26**	**112**	**10**	**1**	**12**	**0**	**0**	**0**	**0**	**0**	**39.4**	**44.7**
00-00	**6067**	**12**	**4858**	**1035**	**26**	**113**	**10**	**1**	**12**	**0**	**0**	**0**	**0**	**0**	**39.5**	**44.7**

*** Saturday, September 27, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	22	0	17	4	1	0	0	0	0	0	0	0	0	0	40.4	45.4
0015	18	0	13	5	0	0	0	0	0	0	0	0	0	0	38.6	42.3
0030	18	3	13	2	0	0	0	0	0	0	0	0	0	0	43.4	47.6
0045	15	0	13	1	0	1	0	0	0	0	0	0	0	0	37.1	40.5
0100	13	0	12	1	0	0	0	0	0	0	0	0	0	0	41.1	43.8
0115	13	0	11	2	0	0	0	0	0	0	0	0	0	0	43.3	51.2
0130	10	0	8	2	0	0	0	0	0	0	0	0	0	0	40.3	-
0145	7	0	6	1	0	0	0	0	0	0	0	0	0	0	44.9	-
0200	13	0	12	1	0	0	0	0	0	0	0	0	0	0	43.8	49.0
0215	5	0	5	0	0	0	0	0	0	0	0	0	0	0	37.6	-
0230	8	0	6	2	0	0	0	0	0	0	0	0	0	0	44.5	-
0245	11	0	11	0	0	0	0	0	0	0	0	0	0	0	38.0	45.2
0300	6	0	5	1	0	0	0	0	0	0	0	0	0	0	44.9	-
0315	10	0	9	1	0	0	0	0	0	0	0	0	0	0	43.5	-
0330	5	0	5	0	0	0	0	0	0	0	0	0	0	0	43.5	-
0345	4	0	3	0	0	1	0	0	0	0	0	0	0	0	43.7	-
0400	6	0	3	3	0	0	0	0	0	0	0	0	0	0	40.8	-
0415	3	0	3	0	0	0	0	0	0	0	0	0	0	0	42.9	-
0430	5	0	4	1	0	0	0	0	0	0	0	0	0	0	36.6	-
0445	1	0	0	0	0	0	1	0	0	0	0	0	0	0	37.7	-
0500	5	0	5	0	0	0	0	0	0	0	0	0	0	0	44.4	-
0515	6	0	4	2	0	0	0	0	0	0	0	0	0	0	46.2	-
0530	5	0	5	0	0	0	0	0	0	0	0	0	0	0	42.9	-
0545	10	0	10	0	0	0	0	0	0	0	0	0	0	0	41.9	-
0600	10	0	7	3	0	0	0	0	0	0	0	0	0	0	39.0	-
0615	13	0	9	3	0	1	0	0	0	0	0	0	0	0	45.4	54.4
0630	10	0	8	1	0	0	0	0	1	0	0	0	0	0	40.7	-
0645	19	0	17	2	0	0	0	0	0	0	0	0	0	0	39.7	43.8
0700	27	0	21	5	0	1	0	0	0	0	0	0	0	0	40.2	47.0
0715	30	1	21	8	0	0	0	0	0	0	0	0	0	0	41.8	45.2
0730	26	0	19	6	0	1	0	0	0	0	0	0	0	0	38.5	44.5
0745	29	0	15	12	0	1	0	0	1	0	0	0	0	0	39.8	45.4
0800	31	0	24	5	0	2	0	0	0	0	0	0	0	0	38.9	44.5
0815	36	0	29	7	0	0	0	0	0	0	0	0	0	0	41.3	46.8
0830	65	0	53	11	0	1	0	0	0	0	0	0	0	0	41.6	47.2
0845	58	0	43	14	1	0	0	0	0	0	0	0	0	0	39.8	44.5
0900	75	0	58	15	0	2	0	0	0	0	0	0	0	0	41.6	48.8
0915	67	1	58	7	0	0	0	0	1	0	0	0	0	0	41.3	48.1
0930	61	2	49	10	0	0	0	0	0	0	0	0	0	0	40.8	48.1
0945	71	0	56	13	0	2	0	0	0	0	0	0	0	0	39.6	43.8
1000	76	0	59	15	0	2	0	0	0	0	0	0	0	0	40.1	44.7
1015	62	0	48	14	0	0	0	0	0	0	0	0	0	0	41.0	46.1
1030	89	2	72	13	0	1	1	0	0	0	0	0	0	0	40.6	45.2
1045	89	1	73	10	0	2	1	0	2	0	0	0	0	0	41.4	47.2
1100	65	0	54	10	0	1	0	0	0	0	0	0	0	0	40.9	45.4
1115	61	0	53	7	0	1	0	0	0	0	0	0	0	0	40.4	45.2
1130	82	0	62	18	0	1	0	0	0	0	0	0	0	1	41.1	45.2
1145	67	0	54	12	0	1	0	0	0	0	0	0	0	0	41.0	46.1

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1200	70	0	61	8	0	1	0	0	0	0	0	0	0	0	40.4	45.9
1215	90	0	79	9	0	2	0	0	0	0	0	0	0	0	40.3	45.2
1230	85	0	69	14	1	1	0	0	0	0	0	0	0	0	41.1	46.1
1245	92	0	73	18	0	1	0	0	0	0	0	0	0	0	39.9	44.3
1300	75	0	62	11	0	2	0	0	0	0	0	0	0	0	41.3	46.5
1315	85	0	80	5	0	0	0	0	0	0	0	0	0	0	38.5	44.1
1330	72	0	62	10	0	0	0	0	0	0	0	0	0	0	39.2	43.6
1345	88	0	75	13	0	0	0	0	0	0	0	0	0	0	38.8	43.6
1400	75	0	64	9	0	2	0	0	0	0	0	0	0	0	41.4	46.5
1415	86	0	79	7	0	0	0	0	0	0	0	0	0	0	39.9	45.4
1430	69	0	51	17	0	1	0	0	0	0	0	0	0	0	41.7	47.4
1445	78	0	70	8	0	0	0	0	0	0	0	0	0	0	40.4	45.2
1500	83	0	68	14	0	1	0	0	0	0	0	0	0	0	41.2	47.6
1515	62	0	55	6	0	1	0	0	0	0	0	0	0	0	41.7	46.1
1530	56	0	47	6	0	3	0	0	0	0	0	0	0	0	42.8	47.0
1545	56	0	49	6	0	1	0	0	0	0	0	0	0	0	42.2	46.8
1600	78	1	65	11	0	1	0	0	0	0	0	0	0	0	41.3	45.2
1615	68	1	55	11	0	1	0	0	0	0	0	0	0	0	40.3	46.8
1630	54	0	46	8	0	0	0	0	0	0	0	0	0	0	41.6	47.0
1645	114	0	100	13	0	0	0	0	1	0	0	0	0	0	38.2	43.6
1700	109	0	100	8	0	1	0	0	0	0	0	0	0	0	38.2	43.4
1715	56	0	48	7	0	1	0	0	0	0	0	0	0	0	41.7	46.1
1730	63	0	54	9	0	0	0	0	0	0	0	0	0	0	41.3	45.2
1745	65	0	50	15	0	0	0	0	0	0	0	0	0	0	39.4	43.8
1800	70	0	57	12	0	1	0	0	0	0	0	0	0	0	40.3	46.5
1815	53	0	42	11	0	0	0	0	0	0	0	0	0	0	39.7	44.7
1830	67	0	55	10	0	2	0	0	0	0	0	0	0	0	41.2	45.9
1845	81	0	62	17	1	1	0	0	0	0	0	0	0	0	39.1	46.8
1900	61	0	48	11	0	2	0	0	0	0	0	0	0	0	37.0	42.3
1915	50	0	44	6	0	0	0	0	0	0	0	0	0	0	39.7	44.7
1930	50	0	41	9	0	0	0	0	0	0	0	0	0	0	39.8	45.4
1945	37	0	29	8	0	0	0	0	0	0	0	0	0	0	40.0	44.5
2000	49	0	45	3	0	1	0	0	0	0	0	0	0	0	40.9	47.6
2015	44	0	39	5	0	0	0	0	0	0	0	0	0	0	39.2	44.3
2030	35	0	23	10	0	2	0	0	0	0	0	0	0	0	36.5	43.2
2045	39	0	32	6	0	1	0	0	0	0	0	0	0	0	37.6	43.8
2100	41	0	33	7	0	1	0	0	0	0	0	0	0	0	38.2	43.4
2115	42	0	33	9	0	0	0	0	0	0	0	0	0	0	38.5	43.4
2130	41	0	33	7	1	0	0	0	0	0	0	0	0	0	40.4	46.8
2145	32	0	26	4	0	2	0	0	0	0	0	0	0	0	41.5	47.6
2200	46	0	39	6	0	1	0	0	0	0	0	0	0	0	40.2	43.6
2215	40	1	31	8	0	0	0	0	0	0	0	0	0	0	39.9	45.6
2230	43	0	33	9	0	1	0	0	0	0	0	0	0	0	37.0	42.1
2245	47	0	37	10	0	0	0	0	0	0	0	0	0	0	41.4	46.3
2300	33	1	28	4	0	0	0	0	0	0	0	0	0	0	42.2	50.1
2315	40	0	30	9	0	1	0	0	0	0	0	0	0	0	42.5	49.2
2330	15	0	12	3	0	0	0	0	0	0	0	0	0	0	45.0	53.0
2345	15	0	10	5	0	0	0	0	0	0	0	0	0	0	39.7	45.4
07-19	**3267**	**9**	**2699**	**505**	**3**	**43**	**2**	**0**	**5**	**0**	**0**	**0**	**0**	**1**	**40.4**	**45.9**
06-22	**3840**	**9**	**3166**	**599**	**4**	**53**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**1**	**40.3**	**45.9**
06-00	**4119**	**11**	**3386**	**653**	**4**	**56**	**2**	**0**	**6**	**0**	**0**	**0**	**0**	**1**	**40.3**	**45.9**
00-00	**4338**	**14**	**3569**	**682**	**5**	**58**	**3**	**0**	**6**	**0**	**0**	**0**	**0**	**1**	**40.4**	**46.1**

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*** Sunday, September 28, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	14	0	11	2	0	1	0	0	0	0	0	0	0	0	38.6	45.4
0015	16	0	12	4	0	0	0	0	0	0	0	0	0	0	42.3	46.5
0030	12	0	10	2	0	0	0	0	0	0	0	0	0	0	39.2	42.9
0045	14	0	11	3	0	0	0	0	0	0	0	0	0	0	36.4	40.5
0100	16	0	15	1	0	0	0	0	0	0	0	0	0	0	38.4	44.3
0115	9	0	9	0	0	0	0	0	0	0	0	0	0	0	42.8	-
0130	14	0	13	1	0	0	0	0	0	0	0	0	0	0	37.9	44.3
0145	9	0	7	2	0	0	0	0	0	0	0	0	0	0	37.7	-
0200	10	0	10	0	0	0	0	0	0	0	0	0	0	0	42.6	-
0215	8	0	6	2	0	0	0	0	0	0	0	0	0	0	41.2	-
0230	12	0	11	1	0	0	0	0	0	0	0	0	0	0	44.1	51.2
0245	4	1	3	0	0	0	0	0	0	0	0	0	0	0	32.3	-
0300	6	0	5	1	0	0	0	0	0	0	0	0	0	0	42.1	-
0315	8	0	8	0	0	0	0	0	0	0	0	0	0	0	40.6	-
0330	12	0	11	1	0	0	0	0	0	0	0	0	0	0	44.6	47.4
0345	5	0	5	0	0	0	0	0	0	0	0	0	0	0	36.1	-
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0	49.7	-
0415	9	0	8	1	0	0	0	0	0	0	0	0	0	0	43.1	-
0430	4	0	3	1	0	0	0	0	0	0	0	0	0	0	39.7	-
0445	1	0	0	1	0	0	0	0	0	0	0	0	0	0	31.2	-
0500	4	0	1	2	0	1	0	0	0	0	0	0	0	0	47.9	-
0515	4	0	3	1	0	0	0	0	0	0	0	0	0	0	47.3	-
0530	9	0	7	2	0	0	0	0	0	0	0	0	0	0	42.9	-
0545	11	0	10	1	0	0	0	0	0	0	0	0	0	0	38.2	44.7
0600	4	0	4	0	0	0	0	0	0	0	0	0	0	0	37.4	-
0615	11	0	8	3	0	0	0	0	0	0	0	0	0	0	41.9	45.0
0630	13	0	8	5	0	0	0	0	0	0	0	0	0	0	38.6	45.4
0645	11	0	10	1	0	0	0	0	0	0	0	0	0	0	41.3	46.3
0700	9	0	8	1	0	0	0	0	0	0	0	0	0	0	44.5	-
0715	9	0	5	4	0	0	0	0	0	0	0	0	0	0	43.7	-
0730	20	1	16	2	0	1	0	0	0	0	0	0	0	0	36.5	43.2
0745	54	0	48	5	0	1	0	0	0	0	0	0	0	0	39.9	44.5
0800	17	0	11	4	0	2	0	0	0	0	0	0	0	0	41.3	47.0
0815	23	0	21	2	0	0	0	0	0	0	0	0	0	0	41.1	45.9
0830	33	0	29	4	0	0	0	0	0	0	0	0	0	0	40.7	45.6
0845	24	0	17	6	0	1	0	0	0	0	0	0	0	0	42.9	48.3
0900	30	0	24	2	0	4	0	0	0	0	0	0	0	0	41.2	47.0
0915	35	0	32	3	0	0	0	0	0	0	0	0	0	0	41.0	45.2
0930	47	0	40	7	0	0	0	0	0	0	0	0	0	0	39.5	43.8
0945	84	0	68	16	0	0	0	0	0	0	0	0	0	0	39.5	45.6
1000	49	0	42	6	0	1	0	0	0	0	0	0	0	0	40.6	46.3
1015	56	0	43	13	0	0	0	0	0	0	0	0	0	0	39.2	44.5
1030	44	0	38	6	0	0	0	0	0	0	0	0	0	0	40.6	46.3
1045	59	1	45	13	0	0	0	0	0	0	0	0	0	0	39.5	49.0
1100	61	0	53	7	0	0	0	0	1	0	0	0	0	0	42.0	47.2
1115	84	0	69	13	0	2	0	0	0	0	0	0	0	0	41.2	45.6
1130	110	0	98	12	0	0	0	0	0	0	0	0	0	0	39.0	44.5
1145	52	1	47	4	0	0	0	0	0	0	0	0	0	0	40.8	45.0
1200	64	0	57	6	0	1	0	0	0	0	0	0	0	0	39.7	44.5
1215	61	0	45	14	0	2	0	0	0	0	0	0	0	0	39.5	44.3
1230	79	0	60	18	0	1	0	0	0	0	0	0	0	0	39.2	44.5
1245	74	0	69	4	0	1	0	0	0	0	0	0	0	0	39.2	44.7
1300	71	0	51	19	0	1	0	0	0	0	0	0	0	0	39.4	45.0
1315	105	1	82	22	0	0	0	0	0	0	0	0	0	0	39.1	44.5
1330	99	1	82	16	0	0	0	0	0	0	0	0	0	0	40.1	48.1
1345	117	0	92	24	0	1	0	0	0	0	0	0	0	0	39.6	45.4
1400	87	0	66	17	0	4	0	0	0	0	0	0	0	0	38.9	45.0
1415	72	0	55	17	0	0	0	0	0	0	0	0	0	0	41.2	45.9
1430	70	0	61	8	0	1	0	0	0	0	0	0	0	0	38.4	44.3
1445	67	0	55	12	0	0	0	0	0	0	0	0	0	0	40.0	45.9
1500	64	0	54	9	0	1	0	0	0	0	0	0	0	0	39.6	44.3
1515	56	0	50	5	0	1	0	0	0	0	0	0	0	0	42.0	47.0
1530	62	0	54	7	0	1	0	0	0	0	0	0	0	0	41.0	47.0
1545	43	0	32	11	0	0	0	0	0	0	0	0	0	0	39.2	44.1
1600	63	0	55	6	0	2	0	0	0	0	0	0	0	0	41.7	46.1
1615	64	0	53	10	0	1	0	0	0	0	0	0	0	0	40.6	46.1
1630	61	0	48	11	0	1	1	0	0	0	0	0	0	0	41.2	47.2
1645	60	0	54	5	0	1	0	0	0	0	0	0	0	0	40.3	45.0
1700	76	0	59	16	0	1	0	0	0	0	0	0	0	0	41.5	47.0
1715	44	0	37	7	0	0	0	0	0	0	0	0	0	0	41.5	46.8
1730	64	0	60	4	0	0	0	0	0	0	0	0	0	0	41.2	45.4
1745	46	0	41	5	0	0	0	0	0	0	0	0	0	0	40.4	47.4
1800	54	0	46	6	0	2	0	0	0	0	0	0	0	0	41.3	45.6
1815	57	0	47	9	0	0	0	0	1	0	0	0	0	0	38.6	44.1

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1830	51	0	46	5	0	0	0	0	0	0	0	0	0	0	41.0	45.2
1845	75	0	65	9	0	1	0	0	0	0	0	0	0	0	40.2	43.6
1900	105	0	90	13	0	1	1	0	0	0	0	0	0	0	38.4	43.8
1915	53	0	44	8	0	1	0	0	0	0	0	0	0	0	42.1	47.6
1930	28	0	24	4	0	0	0	0	0	0	0	0	0	0	37.2	42.9
1945	27	0	21	6	0	0	0	0	0	0	0	0	0	0	40.7	45.6
2000	35	0	31	3	0	1	0	0	0	0	0	0	0	0	39.9	46.3
2015	21	0	17	4	0	0	0	0	0	0	0	0	0	0	40.7	45.9
2030	35	0	28	6	0	1	0	0	0	0	0	0	0	0	41.4	46.8
2045	34	0	27	7	0	0	0	0	0	0	0	0	0	0	39.1	45.0
2100	25	1	19	5	0	0	0	0	0	0	0	0	0	0	41.5	44.7
2115	18	0	15	2	0	1	0	0	0	0	0	0	0	0	38.7	41.4
2130	18	0	15	1	0	2	0	0	0	0	0	0	0	0	42.5	49.0
2145	14	0	10	4	0	0	0	0	0	0	0	0	0	0	40.1	42.5
2200	19	0	17	2	0	0	0	0	0	0	0	0	0	0	38.4	42.5
2215	17	0	15	2	0	0	0	0	0	0	0	0	0	0	37.7	42.9
2230	14	0	11	3	0	0	0	0	0	0	0	0	0	0	39.2	42.3
2245	11	0	11	0	0	0	0	0	0	0	0	0	0	0	41.2	47.9
2300	20	0	16	3	0	1	0	0	0	0	0	0	0	0	42.2	52.1
2315	14	0	12	2	0	0	0	0	0	0	0	0	0	0	38.4	46.5
2330	9	0	9	0	0	0	0	0	0	0	0	0	0	0	39.6	-
2345	4	0	3	1	0	0	0	0	0	0	0	0	0	0	40.4	-
07-19	**2806**	**5**	**2330**	**432**	**0**	**36**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**40.2**	**45.6**
06-22	**3258**	**6**	**2701**	**504**	**0**	**43**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**40.1**	**45.6**
06-00	**3366**	**6**	**2795**	**517**	**0**	**44**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**40.1**	**45.6**
00-00	**3582**	**7**	**2979**	**546**	**0**	**46**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**40.2**	**45.6**

*** Monday, September 29, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	6	0	6	0	0	0	0	0	0	0	0	0	0	0	43.1	-
0015	4	0	2	2	0	0	0	0	0	0	0	0	0	0	41.1	-
0030	11	0	11	0	0	0	0	0	0	0	0	0	0	0	40.9	49.2
0045	1	0	1	0	0	0	0	0	0	0	0	0	0	0	40.7	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	37.6	-
0115	2	0	1	1	0	0	0	0	0	0	0	0	0	0	45.0	-
0130	2	0	1	1	0	0	0	0	0	0	0	0	0	0	44.3	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	42.4	-
0215	2	0	2	0	0	0	0	0	0	0	0	0	0	0	40.4	-
0230	3	0	3	0	0	0	0	0	0	0	0	0	0	0	37.6	-
0245	2	0	2	0	0	0	0	0	0	0	0	0	0	0	45.5	-
0300	3	0	2	1	0	0	0	0	0	0	0	0	0	0	45.7	-
0315	3	0	3	0	0	0	0	0	0	0	0	0	0	0	41.9	-
0330	2	0	1	1	0	0	0	0	0	0	0	0	0	0	57.1	-
0345	2	0	1	1	0	0	0	0	0	0	0	0	0	0	56.7	-
0400	2	0	1	1	0	0	0	0	0	0	0	0	0	0	43.3	-
0415	4	0	4	0	0	0	0	0	0	0	0	0	0	0	45.0	-
0430	3	0	2	1	0	0	0	0	0	0	0	0	0	0	39.7	-
0445	10	0	10	0	0	0	0	0	0	0	0	0	0	0	44.1	-
0500	7	0	4	2	0	0	0	0	1	0	0	0	0	0	41.3	-
0515	10	0	6	3	0	1	0	0	0	0	0	0	0	0	42.4	-
0530	14	0	8	6	0	0	0	0	0	0	0	0	0	0	41.8	46.5
0545	14	1	9	3	0	1	0	0	0	0	0	0	0	0	38.4	46.1
0600	20	0	14	4	0	2	0	0	0	0	0	0	0	0	38.2	43.6
0615	31	0	24	6	0	1	0	0	0	0	0	0	0	0	45.8	47.0
0630	37	0	23	11	1	1	0	0	0	0	0	0	0	1	40.9	46.3
0645	57	0	45	10	1	1	0	0	0	0	0	0	0	0	40.5	47.0
0700	73	0	53	17	1	2	0	0	0	0	0	0	0	0	41.0	46.3
0715	68	0	55	11	0	1	0	1	0	0	0	0	0	0	39.8	46.1
0730	94	0	75	15	1	3	0	0	0	0	0	0	0	0	39.7	45.6
0745	94	0	76	14	1	3	0	0	0	0	0	0	0	0	39.1	44.1
0800	82	0	64	15	0	3	0	0	0	0	0	0	0	0	39.8	44.1
0815	98	0	85	9	1	2	0	0	1	0	0	0	0	0	38.3	44.5
0830	87	0	65	21	0	1	0	0	0	0	0	0	0	0	39.8	45.4
0845	93	0	71	17	0	3	0	1	1	0	0	0	0	0	39.9	45.2
0900	75	0	62	10	0	3	0	0	0	0	0	0	0	0	40.9	44.5
0915	79	0	52	23	1	3	0	0	0	0	0	0	0	0	39.6	44.3
0930	90	0	73	15	0	2	0	0	0	0	0	0	0	0	39.4	44.3
0945	81	1	64	13	0	3	0	0	0	0	0	0	0	0	39.9	46.1
1000	106	0	83	17	0	5	1	0	0	0	0	0	0	0	38.0	43.2
1015	87	0	67	16	1	2	0	0	1	0	0	0	0	0	39.5	44.1
1030	97	1	65	26	0	3	0	0	2	0	0	0	0	0	39.9	44.7
1045	100	0	78	19	0	2	1	0	0	0	0	0	0	0	39.6	45.0
1100	98	1	68	19	0	8	0	0	2	0	0	0	0	0	38.4	42.9
1115	103	0	76	20	2	2	1	0	2	0	0	0	0	0	39.1	44.5
1130	82	0	67	9	0	5	0	0	1	0	0	0	0	0	39.1	45.0
1145	123	0	101	22	0	0	0	0	0	0	0	0	0	0	38.8	44.3

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1200	129	1	97	27	0	4	0	0	0	0	0	0	0	0	39.4	44.7
1215	112	0	81	24	1	5	0	0	1	0	0	0	0	0	41.3	45.9
1230	141	0	104	31	0	5	0	0	1	0	0	0	0	0	39.3	44.3
1245	135	0	107	25	0	3	0	0	0	0	0	0	0	0	40.6	46.1
1300	109	0	91	13	0	5	0	0	0	0	0	0	0	0	39.1	43.4
1315	134	0	109	22	0	3	0	0	0	0	0	0	0	0	39.5	45.2
1330	117	0	87	22	1	3	0	0	4	0	0	0	0	0	38.9	43.2
1345	113	0	95	14	0	2	1	0	1	0	0	0	0	0	40.5	46.3
1400	103	0	81	17	0	4	0	1	0	0	0	0	0	0	38.6	45.0
1415	112	0	83	28	0	0	0	0	1	0	0	0	0	0	40.3	45.6
1430	103	0	87	14	0	2	0	0	0	0	0	0	0	0	38.5	42.9
1445	122	1	93	26	0	2	0	0	0	0	0	0	0	0	38.9	43.2
1500	109	0	82	23	1	3	0	0	0	0	0	0	0	0	40.1	44.7
1515	134	0	103	27	1	3	0	0	0	0	0	0	0	0	39.0	44.1
1530	124	1	97	23	2	1	0	0	0	0	0	0	0	0	39.3	44.1
1545	128	0	95	31	0	2	0	0	0	0	0	0	0	0	40.6	46.5
1600	123	0	97	22	1	2	0	0	0	1	0	0	0	0	39.6	45.9
1615	145	0	121	22	0	2	0	0	0	0	0	0	0	0	39.4	44.7
1630	172	0	142	30	0	0	0	0	0	0	0	0	0	0	39.4	44.3
1645	194	1	162	27	0	4	0	0	0	0	0	0	0	0	38.5	44.5
1700	171	0	138	29	0	2	0	0	2	0	0	0	0	0	38.3	42.9
1715	144	0	127	17	0	0	0	0	0	0	0	0	0	0	38.6	43.8
1730	149	0	123	23	1	2	0	0	0	0	0	0	0	0	40.1	45.0
1745	148	0	120	24	0	3	1	0	0	0	0	0	0	0	41.2	45.6
1800	113	0	85	25	0	3	0	0	0	0	0	0	0	0	41.6	45.6
1815	89	1	67	18	0	2	0	0	1	0	0	0	0	0	40.5	45.2
1830	102	0	85	16	0	1	0	0	0	0	0	0	0	0	39.0	44.3
1845	76	0	58	15	0	3	0	0	0	0	0	0	0	0	40.9	46.5
1900	67	0	54	11	1	0	1	0	0	0	0	0	0	0	40.0	45.2
1915	56	0	45	10	0	1	0	0	0	0	0	0	0	0	39.0	42.7
1930	57	0	41	13	1	2	0	0	0	0	0	0	0	0	39.4	43.6
1945	66	0	57	9	0	0	0	0	0	0	0	0	0	0	39.1	45.2
2000	58	0	45	11	0	2	0	0	0	0	0	0	0	0	38.0	44.5
2015	40	0	32	8	0	0	0	0	0	0	0	0	0	0	40.0	45.2
2030	46	0	38	8	0	0	0	0	0	0	0	0	0	0	39.4	45.2
2045	27	0	21	6	0	0	0	0	0	0	0	0	0	0	38.9	44.7
2100	25	0	20	4	0	1	0	0	0	0	0	0	0	0	40.0	45.2
2115	31	0	25	6	0	0	0	0	0	0	0	0	0	0	40.9	46.1
2130	22	0	15	6	0	1	0	0	0	0	0	0	0	0	36.3	43.4
2145	27	0	26	1	0	0	0	0	0	0	0	0	0	0	40.0	43.6
2200	21	0	18	2	0	1	0	0	0	0	0	0	0	0	39.3	42.7
2215	17	0	15	2	0	0	0	0	0	0	0	0	0	0	41.6	47.0
2230	14	0	12	2	0	0	0	0	0	0	0	0	0	0	41.7	45.0
2245	21	0	17	4	0	0	0	0	0	0	0	0	0	0	40.4	43.2
2300	10	0	9	1	0	0	0	0	0	0	0	0	0	0	41.9	-
2315	6	0	5	1	0	0	0	0	0	0	0	0	0	0	40.4	-
2330	18	0	16	2	0	0	0	0	0	0	0	0	0	0	42.1	49.4
2345	11	0	11	0	0	0	0	0	0	0	0	0	0	0	43.0	45.0
07-19	**5361**	**8**	**4217**	**963**	**16**	**127**	**5**	**3**	**21**	**1**	**0**	**0**	**0**	**0**	**39.5**	**45.0**
06-22	**6028**	**8**	**4742**	**1087**	**20**	**139**	**6**	**3**	**21**	**1**	**0**	**0**	**0**	**1**	**39.6**	**45.0**
06-00	**6146**	**8**	**4845**	**1101**	**20**	**140**	**6**	**3**	**21**	**1**	**0**	**0**	**0**	**1**	**39.6**	**45.0**
00-00	**6259**	**9**	**4931**	**1124**	**20**	**142**	**6**	**3**	**22**	**1**	**0**	**0**	**0**	**1**	**39.6**	**45.0**

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*** Tuesday, September 30, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	8	0	7	0	1	0	0	0	0	0	0	0	0	0	42.2	-
0015	6	0	5	0	0	1	0	0	0	0	0	0	0	0	48.4	-
0030	8	0	7	1	0	0	0	0	0	0	0	0	0	0	41.2	-
0045	5	0	4	1	0	0	0	0	0	0	0	0	0	0	44.3	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	30.4	-
0115	6	0	5	1	0	0	0	0	0	0	0	0	0	0	41.4	-
0130	1	0	0	1	0	0	0	0	0	0	0	0	0	0	39.7	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	44.0	-
0215	3	0	3	0	0	0	0	0	0	0	0	0	0	0	43.7	-
0230	2	0	1	1	0	0	0	0	0	0	0	0	0	0	42.3	-
0245	2	0	2	0	0	0	0	0	0	0	0	0	0	0	45.9	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	49.0	-
0315	2	0	1	1	0	0	0	0	0	0	0	0	0	0	49.2	-
0330	1	0	1	0	0	0	0	0	0	0	0	0	0	0	48.8	-
0345	2	0	1	1	0	0	0	0	0	0	0	0	0	0	40.3	-
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0	39.9	-
0415	2	0	2	0	0	0	0	0	0	0	0	0	0	0	45.7	-
0430	5	0	4	0	0	0	1	0	0	0	0	0	0	0	43.9	-
0445	4	0	4	0	0	0	0	0	0	0	0	0	0	0	42.3	-
0500	6	0	5	1	0	0	0	0	0	0	0	0	0	0	41.4	-
0515	6	1	3	2	0	0	0	0	0	0	0	0	0	0	37.8	-
0530	10	0	8	2	0	0	0	0	0	0	0	0	0	0	41.1	-
0545	12	0	9	3	0	0	0	0	0	0	0	0	0	0	44.3	47.6
0600	20	0	12	6	0	2	0	0	0	0	0	0	0	0	41.9	48.3
0615	22	0	17	4	0	1	0	0	0	0	0	0	0	0	42.4	47.2
0630	45	1	33	9	2	0	0	0	0	0	0	0	0	0	39.3	42.5
0645	59	0	46	10	0	2	0	0	0	1	0	0	0	0	40.4	48.1
0700	69	0	50	16	0	3	0	0	0	0	0	0	0	0	41.4	46.3
0715	92	1	66	22	0	3	0	0	0	0	0	0	0	0	41.0	48.1
0730	85	1	61	17	3	3	0	0	0	0	0	0	0	0	39.6	44.7
0745	108	0	85	19	2	2	0	0	0	0	0	0	0	0	38.9	43.8
0800	75	0	60	13	0	1	0	0	1	0	0	0	0	0	39.4	44.1
0815	99	0	85	9	2	2	0	0	1	0	0	0	0	0	39.0	44.7
0830	78	0	59	13	0	5	1	0	0	0	0	0	0	0	40.1	44.7
0845	77	0	63	14	0	0	0	0	0	0	0	0	0	0	40.6	44.7
0900	82	0	63	15	2	2	0	0	0	0	0	0	0	0	40.3	46.1
0915	88	0	65	19	0	2	2	0	0	0	0	0	0	0	41.0	47.0
0930	76	0	56	14	0	6	0	0	0	0	0	0	0	0	39.8	46.1
0945	90	0	74	14	0	2	0	0	0	0	0	0	0	0	40.0	44.5
1000	82	0	70	9	1	2	0	0	0	0	0	0	0	0	39.1	44.5
1015	82	0	64	14	0	4	0	0	0	0	0	0	0	0	41.0	45.9
1030	78	0	62	14	0	2	0	0	0	0	0	0	0	0	39.1	42.7
1045	108	0	77	27	0	3	1	0	0	0	0	0	0	0	39.7	45.0
1100	90	1	70	18	0	1	0	0	0	0	0	0	0	0	40.8	45.6
1115	103	0	76	22	0	4	0	0	1	0	0	0	0	0	40.3	44.7
1130	94	1	75	17	0	0	1	0	0	0	0	0	0	0	41.5	46.5
1145	129	1	100	23	1	3	0	0	0	1	0	0	0	0	39.5	44.7
1200	120	0	91	21	0	7	0	0	1	0	0	0	0	0	39.7	44.1
1215	123	0	94	24	0	2	1	1	1	0	0	0	0	0	36.3	41.8
1230	139	0	112	25	1	1	0	0	0	0	0	0	0	0	39.9	45.0
1245	135	0	100	30	1	4	0	0	0	0	0	0	0	0	39.8	44.3
1300	117	0	90	21	1	4	0	0	1	0	0	0	0	0	40.5	45.0
1315	125	0	98	21	2	3	0	0	0	1	0	0	0	0	40.1	45.4
1330	111	2	74	30	2	2	1	0	0	0	0	0	0	0	40.4	44.5
1345	120	0	92	22	1	3	0	0	2	0	0	0	0	0	37.4	42.3
1400	94	0	72	18	0	2	0	0	1	1	0	0	0	0	38.9	45.9
1415	103	0	74	28	0	1	0	0	0	0	0	0	0	0	38.8	43.4
1430	83	0	71	12	0	0	0	0	0	0	0	0	0	0	40.8	45.6
1445	131	0	100	26	0	5	0	0	0	0	0	0	0	0	38.8	43.8
1500	131	0	101	23	3	4	0	0	0	0	0	0	0	0	38.7	43.4
1515	161	0	128	28	1	4	0	0	0	0	0	0	0	0	38.6	43.6
1530	127	0	110	13	1	2	1	0	0	0	0	0	0	0	39.6	45.0
1545	120	0	97	19	1	3	0	0	0	0	0	0	0	0	39.9	44.3
1600	156	0	127	28	0	1	0	0	0	0	0	0	0	0	38.6	44.5
1615	174	0	147	23	0	3	0	0	0	0	0	0	0	1	40.7	46.1
1630	195	0	170	22	0	3	0	0	0	0	0	0	0	0	39.1	45.6
1645	174	0	152	18	0	4	0	0	0	0	0	0	0	0	39.7	44.3
1700	173	0	142	29	0	2	0	0	0	0	0	0	0	0	36.9	41.4
1715	141	0	119	21	0	1	0	0	0	0	0	0	0	0	39.7	43.8
1730	153	0	126	25	0	1	0	0	0	0	0	0	0	1	39.3	46.3
1745	154	0	135	19	0	0	0	0	0	0	0	0	0	0	38.4	43.6
1800	92	0	75	14	0	3	0	0	0	0	0	0	0	0	40.2	45.6
1815	96	1	84	9	1	1	0	0	0	0	0	0	0	0	40.6	45.6

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1830	97	0	80	16	0	0	1	0	0	0	0	0	0	0	40.1	45.4
1845	88	0	72	15	0	1	0	0	0	0	0	0	0	0	38.9	43.4
1900	116	0	95	19	0	2	0	0	0	0	0	0	0	0	38.5	43.8
1915	72	1	54	15	0	1	0	0	1	0	0	0	0	0	38.1	43.6
1930	63	1	55	7	0	0	0	0	0	0	0	0	0	0	39.1	46.5
1945	50	0	42	8	0	0	0	0	0	0	0	0	0	0	40.3	46.1
2000	48	0	40	7	0	1	0	0	0	0	0	0	0	0	38.8	44.5
2015	62	0	50	12	0	0	0	0	0	0	0	0	0	0	41.2	46.1
2030	62	0	53	8	0	1	0	0	0	0	0	0	0	0	41.4	47.0
2045	53	0	41	11	0	1	0	0	0	0	0	0	0	0	39.6	45.2
2100	33	0	26	6	0	1	0	0	0	0	0	0	0	0	38.1	42.9
2115	21	0	16	3	0	2	0	0	0	0	0	0	0	0	39.3	43.6
2130	32	0	30	2	0	0	0	0	0	0	0	0	0	0	41.0	46.1
2145	34	0	26	8	0	0	0	0	0	0	0	0	0	0	41.9	45.9
2200	21	0	19	0	0	2	0	0	0	0	0	0	0	0	37.5	42.5
2215	17	0	12	5	0	0	0	0	0	0	0	0	0	0	40.1	41.4
2230	14	0	12	2	0	0	0	0	0	0	0	0	0	0	40.2	47.0
2245	16	0	14	2	0	0	0	0	0	0	0	0	0	0	43.7	50.3
2300	12	0	11	1	0	0	0	0	0	0	0	0	0	0	41.6	44.1
2315	11	0	10	1	0	0	0	0	0	0	0	0	0	0	40.6	48.1
2330	12	0	8	4	0	0	0	0	0	0	0	0	0	0	41.0	44.7
2345	10	0	7	3	0	0	0	0	0	0	0	0	0	0	40.7	-
07-19	**5418**	**8**	**4314**	**929**	**26**	**117**	**9**	**1**	**9**	**3**	**0**	**0**	**0**	**2**	**39.5**	**44.7**
06-22	**6210**	**11**	**4950**	**1064**	**28**	**131**	**9**	**1**	**10**	**4**	**0**	**0**	**0**	**2**	**39.6**	**45.0**
06-00	**6323**	**11**	**5043**	**1082**	**28**	**133**	**9**	**1**	**10**	**4**	**0**	**0**	**0**	**2**	**39.6**	**45.0**
00-00	**6427**	**12**	**5128**	**1097**	**29**	**134**	**10**	**1**	**10**	**4**	**0**	**0**	**0**	**2**	**39.6**	**45.0**

*** Wednesday, October 01, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	11	0	11	0	0	0	0	0	0	0	0	0	0	0	45.4	48.3
0015	8	0	6	2	0	0	0	0	0	0	0	0	0	0	42.6	-
0030	8	1	5	1	0	1	0	0	0	0	0	0	0	0	38.3	-
0045	5	0	4	1	0	0	0	0	0	0	0	0	0	0	44.0	-
0100	6	0	5	1	0	0	0	0	0	0	0	0	0	0	35.6	-
0115	4	0	4	0	0	0	0	0	0	0	0	0	0	0	49.5	-
0130	5	0	4	1	0	0	0	0	0	0	0	0	0	0	44.4	-
0145	1	0	1	0	0	0	0	0	0	0	0	0	0	0	52.1	-
0200	6	0	6	0	0	0	0	0	0	0	0	0	0	0	43.1	-
0215	2	0	2	0	0	0	0	0	0	0	0	0	0	0	45.7	-
0230	6	0	5	1	0	0	0	0	0	0	0	0	0	0	43.5	-
0245	2	0	2	0	0	0	0	0	0	0	0	0	0	0	49.2	-
0300	4	0	4	0	0	0	0	0	0	0	0	0	0	0	43.3	-
0315	2	0	2	0	0	0	0	0	0	0	0	0	0	0	37.8	-
0330	1	0	1	0	0	0	0	0	0	0	0	0	0	0	37.8	-
0345	2	0	1	1	0	0	0	0	0	0	0	0	0	0	44.4	-
0400	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.0	-
0415	6	0	5	1	0	0	0	0	0	0	0	0	0	0	48.8	-
0430	9	0	9	0	0	0	0	0	0	0	0	0	0	0	44.2	-
0445	6	0	6	0	0	0	0	0	0	0	0	0	0	0	44.0	-
0500	7	0	5	2	0	0	0	0	0	0	0	0	0	0	42.3	-
0515	12	0	9	1	0	1	1	0	0	0	0	0	0	0	40.2	45.0
0530	13	0	8	5	0	0	0	0	0	0	0	0	0	0	42.9	48.1
0545	13	0	8	3	0	2	0	0	0	0	0	0	0	0	41.8	47.0
0600	24	1	18	2	1	1	0	0	0	1	0	0	0	0	40.3	50.1
0615	17	0	14	3	0	0	0	0	0	0	0	0	0	0	40.3	45.2
0630	40	0	34	5	1	0	0	0	0	0	0	0	0	0	41.4	47.2
0645	54	0	42	11	1	0	0	0	0	0	0	0	0	0	40.9	47.2
0700	76	0	61	12	1	2	0	0	0	0	0	0	0	0	39.8	44.7
0715	93	0	77	13	1	0	0	0	2	0	0	0	0	0	39.7	44.1
0730	89	0	68	19	1	1	0	0	0	0	0	0	0	0	38.7	44.3
0745	90	0	74	11	1	3	0	1	0	0	0	0	0	0	39.2	44.5
0800	90	0	77	11	0	2	0	0	0	0	0	0	0	0	38.5	43.8
0815	95	0	72	20	1	2	0	0	0	0	0	0	0	0	39.6	44.7
0830	98	0	86	11	0	1	0	0	0	0	0	0	0	0	38.2	43.4
0845	76	0	57	16	1	2	0	0	0	0	0	0	0	0	39.2	42.9
0900	86	0	67	15	2	2	0	0	0	0	0	0	0	0	39.9	45.6
0915	92	0	66	23	0	3	0	0	0	0	0	0	0	0	38.8	44.1
0930	110	0	82	23	1	3	0	0	1	0	0	0	0	0	38.1	42.9
0945	86	0	71	12	0	2	0	0	1	0	0	0	0	0	39.8	43.6
1000	100	1	84	13	0	1	1	0	0	0	0	0	0	0	40.8	44.3
1015	86	0	70	16	0	0	0	0	0	0	0	0	0	0	38.7	43.6
1030	120	0	95	20	1	2	0	0	1	0	0	0	1	0	37.2	42.3
1045	108	0	78	25	0	4	1	0	0	0	0	0	0	0	36.8	41.4
1100	105	0	79	22	0	4	0	0	0	0	0	0	0	0	37.8	41.8
1115	120	0	89	28	0	1	0	0	2	0	0	0	0	0	38.5	42.5
1130	112	0	82	26	1	2	0	0	1	0	0	0	0	0	38.4	41.8
1145	99	0	73	19	0	5	1	0	1	0	0	0	0	0	37.6	43.2

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1200	107	0	80	24	0	2	0	0	1	0	0	0	0	0	40.2	45.2
1215	141	1	108	27	0	5	0	0	0	0	0	0	0	0	38.7	44.1
1230	183	0	140	40	0	3	0	0	0	0	0	0	0	0	37.5	42.9
1245	125	0	103	21	0	1	0	0	0	0	0	0	0	0	39.4	43.4
1300	124	0	98	20	3	2	0	0	1	0	0	0	0	0	38.1	42.9
1315	117	0	88	24	0	3	0	1	1	0	0	0	0	0	39.9	45.0
1330	149	0	125	19	1	2	1	0	1	0	0	0	0	0	39.8	45.0
1345	113	0	92	20	0	1	0	0	0	0	0	0	0	0	40.1	46.1
1400	113	0	84	23	0	5	0	1	0	0	0	0	0	0	38.5	42.7
1415	108	0	82	22	0	4	0	0	0	0	0	0	0	0	40.4	45.4
1430	118	0	91	23	1	2	0	0	1	0	0	0	0	0	39.2	43.6
1445	123	0	96	26	0	1	0	0	0	0	0	0	0	0	39.8	44.1
1500	113	0	87	21	1	2	2	0	0	0	0	0	0	0	39.4	44.5
1515	143	0	114	26	1	2	0	0	0	0	0	0	0	0	39.6	44.3
1530	134	0	115	15	1	3	0	0	0	0	0	0	0	0	39.6	44.1
1545	120	1	102	13	1	2	1	0	0	0	0	0	0	0	39.3	44.5
1600	144	0	110	29	0	5	0	0	0	0	0	0	0	0	40.0	45.2
1615	144	1	111	26	1	4	0	0	0	1	0	0	0	0	39.8	44.7
1630	162	0	134	24	0	3	1	0	0	0	0	0	0	0	38.5	43.8
1645	170	0	146	21	1	2	0	0	0	0	0	0	0	0	38.7	42.5
1700	152	0	119	28	0	3	2	0	0	0	0	0	0	0	39.2	43.8
1715	172	0	145	25	0	2	0	0	0	0	0	0	0	0	39.6	44.3
1730	158	0	128	27	0	3	0	0	0	0	0	0	0	0	38.0	42.7
1745	123	0	102	20	0	1	0	0	0	0	0	0	0	0	40.6	45.9
1800	130	0	105	24	0	1	0	0	0	0	0	0	0	0	39.6	44.5
1815	102	0	85	15	0	2	0	0	0	0	0	0	0	0	39.8	45.6
1830	108	0	90	14	0	4	0	0	0	0	0	0	0	0	40.5	45.2
1845	78	0	63	15	0	0	0	0	0	0	0	0	0	0	39.1	43.8
1900	80	0	67	12	0	1	0	0	0	0	0	0	0	0	39.3	44.1
1915	64	0	51	11	0	2	0	0	0	0	0	0	0	0	39.9	44.7
1930	82	0	65	15	0	1	0	0	1	0	0	0	0	0	39.8	45.4
1945	57	0	45	12	0	0	0	0	0	0	0	0	0	0	40.9	46.5
2000	56	0	43	12	0	1	0	0	0	0	0	0	0	0	37.8	44.3
2015	66	0	51	13	0	2	0	0	0	0	0	0	0	0	38.4	42.3
2030	56	0	44	12	0	0	0	0	0	0	0	0	0	0	38.3	43.2
2045	41	0	34	7	0	0	0	0	0	0	0	0	0	0	38.5	43.2
2100	24	0	17	5	0	1	0	0	1	0	0	0	0	0	37.8	44.3
2115	25	1	19	5	0	0	0	0	0	0	0	0	0	0	40.7	43.6
2130	29	0	26	3	0	0	0	0	0	0	0	0	0	0	40.1	45.2
2145	24	0	23	0	0	1	0	0	0	0	0	0	0	0	41.9	47.2
2200	24	0	19	4	0	1	0	0	0	0	0	0	0	0	41.7	45.9
2215	21	0	17	3	0	1	0	0	0	0	0	0	0	0	38.7	44.5
2230	21	1	15	5	0	0	0	0	0	0	0	0	0	0	41.9	48.3
2245	10	0	8	2	0	0	0	0	0	0	0	0	0	0	42.9	-
2300	15	0	12	3	0	0	0	0	0	0	0	0	0	0	38.7	41.6
2315	10	0	8	2	0	0	0	0	0	0	0	0	0	0	36.9	-
2330	12	0	12	0	0	0	0	0	0	0	0	0	0	0	43.2	44.7
2345	9	0	6	2	0	1	0	0	0	0	0	0	0	0	39.1	-
07-19	**5604**	**4**	**4451**	**986**	**22**	**112**	**10**	**3**	**14**	**1**	**0**	**0**	**1**	**0**	**39.1**	**44.1**
06-22	**6344**	**6**	**5044**	**1115**	**25**	**122**	**10**	**3**	**16**	**2**	**0**	**0**	**1**	**0**	**39.2**	**44.3**
06-00	**6466**	**7**	**5141**	**1136**	**25**	**125**	**10**	**3**	**16**	**2**	**0**	**0**	**1**	**0**	**39.2**	**44.3**
00-00	**6606**	**8**	**5255**	**1156**	**25**	**129**	**11**	**3**	**16**	**2**	**0**	**0**	**1**	**0**	**39.3**	**44.5**

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*** Thursday, October 02, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	7	0	6	1	0	0	0	0	0	0	0	0	0	0	41.4	-
0015	14	0	7	7	0	0	0	0	0	0	0	0	0	0	41.9	50.3
0030	11	0	9	2	0	0	0	0	0	0	0	0	0	0	45.1	46.8
0045	2	0	1	1	0	0	0	0	0	0	0	0	0	0	40.4	-
0100	5	0	4	0	0	1	0	0	0	0	0	0	0	0	39.5	-
0115	1	0	1	0	0	0	0	0	0	0	0	0	0	0	42.3	-
0130	3	0	3	0	0	0	0	0	0	0	0	0	0	0	47.9	-
0145	4	0	3	1	0	0	0	0	0	0	0	0	0	0	41.3	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	42.5	-
0215	2	0	2	0	0	0	0	0	0	0	0	0	0	0	43.1	-
0230	2	0	2	0	0	0	0	0	0	0	0	0	0	0	51.5	-
0245	7	0	4	3	0	0	0	0	0	0	0	0	0	0	38.8	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	4	0	4	0	0	0	0	0	0	0	0	0	0	0	42.2	-
0330	2	0	2	0	0	0	0	0	0	0	0	0	0	0	43.1	-
0345	4	0	2	2	0	0	0	0	0	0	0	0	0	0	49.2	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0	35.9	-
0415	3	0	3	0	0	0	0	0	0	0	0	0	0	0	42.2	-
0430	5	0	5	0	0	0	0	0	0	0	0	0	0	0	39.8	-
0445	2	0	2	0	0	0	0	0	0	0	0	0	0	0	46.5	-
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	0	44.7	-
0515	13	0	12	1	0	0	0	0	0	0	0	0	0	0	43.8	48.5
0530	9	0	7	2	0	0	0	0	0	0	0	0	0	0	43.4	-
0545	17	1	11	5	0	0	0	0	0	0	0	0	0	0	44.9	49.2
0600	19	0	12	4	0	3	0	0	0	0	0	0	0	0	42.6	47.6
0615	22	0	16	5	0	1	0	0	0	0	0	0	0	0	37.4	42.9
0630	49	0	37	11	1	0	0	0	0	0	0	0	0	0	40.5	46.8
0645	64	0	52	10	2	0	0	0	0	0	0	0	0	0	40.6	45.6
0700	84	0	67	14	1	2	0	0	0	0	0	0	0	0	40.0	45.0
0715	77	0	61	13	0	2	0	0	1	0	0	0	0	0	41.3	45.2
0730	84	0	66	15	2	1	0	0	0	0	0	0	0	0	39.2	42.7
0745	93	0	73	15	1	2	1	0	0	1	0	0	0	0	39.4	44.3
0800	86	0	66	18	0	2	0	0	0	0	0	0	0	0	39.5	44.1
0815	87	0	60	25	1	1	0	0	0	0	0	0	0	0	38.6	43.8
0830	83	0	64	18	0	1	0	0	0	0	0	0	0	0	40.1	45.0
0845	89	1	75	12	0	1	0	0	0	0	0	0	0	0	38.6	44.5
0900	83	0	64	15	1	3	0	0	0	0	0	0	0	0	38.1	42.1
0915	112	0	77	22	3	5	2	0	2	1	0	0	0	0	38.3	42.7
0930	104	0	77	24	0	3	0	0	0	0	0	0	0	0	39.1	44.1
0945	99	0	73	22	0	2	0	0	2	0	0	0	0	0	39.7	45.6
1000	85	0	67	16	1	1	0	0	0	0	0	0	0	0	38.7	44.3
1015	77	0	56	19	0	2	0	0	0	0	0	0	0	0	41.9	46.5
1030	102	0	80	18	0	4	0	0	0	0	0	0	0	0	40.6	46.8
1045	99	0	75	15	0	8	0	0	1	0	0	0	0	0	39.8	44.3
1100	118	0	94	19	1	4	0	0	0	0	0	0	0	0	39.8	44.5
1115	122	0	97	22	0	3	0	0	0	0	0	0	0	0	40.0	45.4
1130	122	0	84	34	2	2	0	0	0	0	0	0	0	0	37.2	42.9
1145	119	1	89	24	0	2	1	0	2	0	0	0	0	0	40.3	46.1
1200	130	0	101	26	0	3	0	0	0	0	0	0	0	0	39.5	46.3
1215	125	0	93	28	3	1	0	0	0	0	0	0	0	0	41.2	45.2
1230	157	0	123	28	1	4	0	0	1	0	0	0	0	0	38.3	42.3
1245	166	0	127	33	2	3	0	0	1	0	0	0	0	0	38.1	42.7
1300	131	0	102	22	2	4	0	0	1	0	0	0	0	0	37.4	42.5
1315	132	1	100	28	0	3	0	0	0	0	0	0	0	0	35.6	42.5
1330	132	1	92	30	1	5	3	0	0	0	0	0	0	0	37.6	43.8
1345	119	0	90	25	0	4	0	0	0	0	0	0	0	0	39.1	44.7
1400	131	0	105	18	2	4	1	0	0	1	0	0	0	0	37.4	41.8
1415	127	1	97	27	0	1	0	0	1	0	0	0	0	0	38.3	42.9
1430	100	0	76	21	0	2	0	0	1	0	0	0	0	0	38.6	43.2
1445	125	0	104	20	0	1	0	0	0	0	0	0	0	0	38.8	42.5
1500	118	0	101	14	2	1	0	0	0	0	0	0	0	0	40.4	46.1
1515	145	0	104	33	1	7	0	0	0	0	0	0	0	0	39.1	43.4
1530	124	0	110	12	0	2	0	0	0	0	0	0	0	0	38.9	45.2
1545	126	0	100	22	2	2	0	0	0	0	0	0	0	0	40.4	45.9
1600	159	0	125	29	1	4	0	0	0	0	0	0	0	0	40.6	45.0
1615	138	0	108	26	1	3	0	0	0	0	0	0	0	0	41.0	45.6
1630	163	1	146	13	0	2	0	0	1	0	0	0	0	0	41.0	45.0
1645	178	0	146	28	2	2	0	0	0	0	0	0	0	0	39.6	44.7
1700	158	1	133	22	0	2	0	0	0	0	0	0	0	0	40.0	44.7
1715	150	0	122	23	0	5	0	0	0	0	0	0	0	0	41.7	46.3
1730	165	0	147	17	0	1	0	0	0	0	0	0	0	0	40.3	44.7
1745	158	2	132	23	0	1	0	0	0	0	0	0	0	0	41.0	46.1
1800	110	0	90	17	0	3	0	0	0	0	0	0	0	0	41.9	47.4
1815	124	0	104	17	0	3	0	0	0	0	0	0	0	0	40.9	46.3

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1830	87	0	64	20	0	3	0	0	0	0	0	0	0	0	39.3	44.1
1845	90	0	74	15	0	0	0	0	1	0	0	0	0	0	41.0	46.8
07-19	**5693**	**9**	**4481**	**1017**	**33**	**127**	**8**	**0**	**15**	**3**	**0**	**0**	**0**	**0**	**39.5**	**45.0**
06-22	**5847**	**9**	**4598**	**1047**	**36**	**131**	**8**	**0**	**15**	**3**	**0**	**0**	**0**	**0**	**39.5**	**45.0**
06-00	**5847**	**9**	**4598**	**1047**	**36**	**131**	**8**	**0**	**15**	**3**	**0**	**0**	**0**	**0**	**39.5**	**45.0**
00-00	**5978**	**10**	**4702**	**1072**	**36**	**132**	**8**	**0**	**15**	**3**	**0**	**0**	**0**	**0**	**39.6**	**45.0**

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MetroCount Traffic Executive
Class Speed Matrix

GOVERNMENT ST EB APPROACH TO LOBDELL AVE

Datasets:

Site: **[HG13785D] MetroCount Factory Test Setup**
Direction: 1 - North bound, A hit first., **Lane:** 0
Survey Duration: 13:33 Monday, September 15, 2014 => 13:36 Sunday, October 05, 2014
File: G:\DATA\2014\PRIVATE\14079\9-28-14 Notes & Data\HG13785D05OCT2014.EC0 (Plus)
Identifier: HG13785D MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time: **19:00 Thursday, September 25, 2014 => 19:00 Thursday, October 02, 2014**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.

Speed (mph)	Class 1	2	3	4	5	6	7	8	9	10	11	12	13	Speed Totals	
0 - 5	1	.	.	.	.	.	.	.	.	.	.	.	.	1	0.0%
5 - 10	2	1	1	.	.	.	.	.	.	.	.	.	.	4	0.0%
10 - 15	11	35	15	.	1	3	.	1	.	.	.	.	.	66	0.2%
15 - 20	2	231	26	.	.	6	.	1	.	.	.	.	.	266	0.7%
20 - 25	.	122	30	3	15	4	3	1	.	.	.	.	.	178	0.4%
25 - 30	6	774	186	9	41	10	2	10	3	.	.	.	1	1042	2.6%
30 - 35	9	4502	981	32	163	11	2	20	3	.	.	1	1	5725	14.5%
35 - 40	18	10961	2394	54	253	8	.	31	4	.	.	.	1	13724	34.7%
40 - 45	16	10064	2045	37	186	6	.	11	.	.	.	.	1	12366	31.2%
45 - 50	2	3805	847	5	64	2	1	8	.	.	.	.	.	4734	12.0%
50 - 55	3	922	181	1	23	.	.	.	.	.	.	.	.	1130	2.9%
55 - 60	2	227	35	.	8	.	.	.	.	.	.	.	.	272	0.7%
60 - 65	1	39	8	.	1	.	.	.	.	.	.	.	.	49	0.1%
65 - 70	4	10	1	.	2	.	.	.	.	.	.	.	.	17	0.0%
70 - 75	.	3	1	.	3	.	.	.	.	.	.	.	.	7	0.0%
75 - 80	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
80 - 85	.	2	.	.	.	.	.	.	.	.	.	.	.	2	0.0%
85 - 90	.	4	.	.	.	.	.	.	.	.	.	.	.	4	0.0%
90 - 95	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
95 - 100	.	4	.	.	.	.	.	.	.	.	.	.	.	4	0.0%
Class Totals	77	31706	6751	141	760	50	8	83	10	0	0	1	4	39591	
	0.2%	80.1%	17.1%	0.4%	1.9%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%		

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MetroCount Traffic Executive
Class

LOBDELL AVE NB APPROACH TO GOVERNMENT ST

Datasets:

Site: **[2XF] 2XF**
Direction: 1 - North bound, A hit first., **Lane:** 0
Survey Duration: 21:46 Sunday, August 31, 2014 => 21:28 Wednesday, October 01, 2014
File: G:\DATA\2014\PRIVATE\14079\9-28-14 Notes & Data\2XF02OCT2014.EC0 (Plus)
Identifier: B493QPHF MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default
Data type: Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time: **10:00 Saturday, September 20, 2014 => 10:00 Saturday, September 27, 2014**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North, South (bound)
Separation: All - (Headway)
Name: Southern Traffic Services, Inc.
Scheme: Vehicle classification (Scheme F2)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals
3 [Mean] Average speed
4 [Vpp] Percentile speed

Saturday, September 20, 2014

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
1000	94	0	71	19	0	3	0	0	0	0	0	0	0	1	33.2	38.3
1015	76	0	55	16	1	3	0	0	1	0	0	0	0	0	35.2	38.9
1030	101	0	75	23	1	1	1	0	0	0	0	0	0	0	37.1	42.1
1045	128	0	95	28	0	5	0	0	0	0	0	0	0	0	34.4	39.4
1100	94	0	71	21	0	2	0	0	0	0	0	0	0	0	35.2	40.0
1115	92	0	68	23	0	1	0	0	0	0	0	0	0	0	35.6	41.2
1130	92	0	73	17	1	1	0	0	0	0	0	0	0	0	35.0	39.4
1145	104	0	87	16	0	1	0	0	0	0	0	0	0	0	34.6	40.0
1200	125	0	111	11	0	3	0	0	0	0	0	0	0	0	35.5	40.7
1215	100	0	69	28	0	3	0	0	0	0	0	0	0	0	35.4	41.2
1230	112	0	87	24	0	1	0	0	0	0	0	0	0	0	33.4	38.5
1245	78	0	56	21	0	1	0	0	0	0	0	0	0	0	36.0	40.9
1300	113	0	88	23	0	2	0	0	0	0	0	0	0	0	34.4	39.1
1315	93	0	74	19	0	0	0	0	0	0	0	0	0	0	35.1	38.3
1330	85	0	69	15	0	1	0	0	0	0	0	0	0	0	36.7	41.4
1345	84	0	60	24	0	0	0	0	0	0	0	0	0	0	36.1	39.8
1400	90	0	75	14	0	1	0	0	0	0	0	0	0	0	36.2	39.8
1415	99	0	82	16	0	1	0	0	0	0	0	0	0	0	35.5	40.5
1430	92	0	79	12	0	1	0	0	0	0	0	0	0	0	36.4	39.8
1445	104	0	82	19	0	3	0	0	0	0	0	0	0	0	34.8	38.7
1500	86	0	67	17	0	2	0	0	0	0	0	0	0	0	35.5	39.8
1515	72	0	58	14	0	0	0	0	0	0	0	0	0	0	36.2	40.5
1530	69	0	50	18	0	1	0	0	0	0	0	0	0	0	37.1	42.3
1545	92	0	76	14	0	2	0	0	0	0	0	0	0	0	36.8	40.9
1600	89	2	72	12	0	3	0	0	0	0	0	0	0	0	35.8	41.2
1615	69	0	51	15	0	3	0	0	0	0	0	0	0	0	36.8	40.9
1630	77	0	58	17	0	2	0	0	0	0	0	0	0	0	35.8	40.0
1645	95	0	82	11	0	2	0	0	0	0	0	0	0	0	35.4	39.8
1700	137	0	111	25	0	1	0	0	0	0	0	0	0	0	31.0	36.9
1715	103	1	78	22	0	1	0	0	1	0	0	0	0	0	33.8	39.1
1730	65	0	52	12	0	1	0	0	0	0	0	0	0	0	36.4	40.7
1745	77	0	63	13	0	1	0	0	0	0	0	0	0	0	37.3	41.4
1800	80	0	71	8	0	1	0	0	0	0	0	0	0	0	36.2	41.2
1815	47	0	40	6	0	1	0	0	0	0	0	0	0	0	38.1	42.7

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1830	54	0	46	7	0	1	0	0	0	0	0	0	0	0	37.0	42.1
1845	75	0	59	15	0	1	0	0	0	0	0	0	0	0	35.3	39.1
1900	70	0	58	11	0	1	0	0	0	0	0	0	0	0	33.8	37.1
1915	64	0	54	10	0	0	0	0	0	0	0	0	0	0	35.0	40.3
1930	50	0	38	11	0	1	0	0	0	0	0	0	0	0	36.4	41.2
1945	63	0	48	15	0	0	0	0	0	0	0	0	0	0	35.5	41.2
2000	43	0	33	8	0	2	0	0	0	0	0	0	0	0	36.6	41.6
2015	38	1	34	3	0	0	0	0	0	0	0	0	0	0	35.8	41.4
2030	46	0	40	6	0	0	0	0	0	0	0	0	0	0	36.9	39.6
2045	45	0	39	6	0	0	0	0	0	0	0	0	0	0	34.2	38.5
2100	36	0	28	7	0	1	0	0	0	0	0	0	0	0	36.0	40.3
2115	47	0	43	4	0	0	0	0	0	0	0	0	0	0	35.9	40.7
2130	44	0	34	9	0	1	0	0	0	0	0	0	0	0	34.9	38.5
2145	50	0	45	5	0	0	0	0	0	0	0	0	0	0	38.6	42.9
2200	64	0	51	13	0	0	0	0	0	0	0	0	0	0	36.0	41.4
2215	42	0	36	5	0	1	0	0	0	0	0	0	0	0	36.7	40.0
2230	69	0	57	11	0	1	0	0	0	0	0	0	0	0	36.1	40.9
2245	50	0	41	9	0	0	0	0	0	0	0	0	0	0	36.3	40.9
2300	41	0	31	9	0	1	0	0	0	0	0	0	0	0	36.5	40.9
2315	25	0	20	4	0	1	0	0	0	0	0	0	0	0	35.4	39.6
2330	20	0	17	3	0	0	0	0	0	0	0	0	0	0	39.3	41.8
2345	22	0	14	8	0	0	0	0	0	0	0	0	0	0	38.2	43.6
07-19	**3243**	**3**	**2561**	**615**	**3**	**57**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**35.4**	**40.3**
06-22	**3839**	**4**	**3055**	**710**	**3**	**63**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**35.4**	**40.3**
06-00	**4172**	**4**	**3322**	**772**	**3**	**67**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**35.5**	**40.5**
00-00	**4172**	**4**	**3322**	**772**	**3**	**67**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**35.5**	**40.5**

*** Sunday, September 21, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	17	0	11	6	0	0	0	0	0	0	0	0	0	0	38.0	43.6
0015	17	0	14	3	0	0	0	0	0	0	0	0	0	0	36.5	38.9
0030	8	0	5	3	0	0	0	0	0	0	0	0	0	0	37.1	-
0045	12	0	11	1	0	0	0	0	0	0	0	0	0	0	40.6	46.5
0100	15	0	13	1	0	1	0	0	0	0	0	0	0	0	36.6	38.9
0115	10	0	10	0	0	0	0	0	0	0	0	0	0	0	39.4	-
0130	9	0	9	0	0	0	0	0	0	0	0	0	0	0	40.1	-
0145	8	0	7	1	0	0	0	0	0	0	0	0	0	0	38.4	-
0200	11	0	9	2	0	0	0	0	0	0	0	0	0	0	39.1	41.6
0215	12	0	10	1	0	1	0	0	0	0	0	0	0	0	37.1	40.7
0230	6	0	6	0	0	0	0	0	0	0	0	0	0	0	37.9	-
0245	5	0	4	1	0	0	0	0	0	0	0	0	0	0	34.9	-
0300	8	0	5	3	0	0	0	0	0	0	0	0	0	0	37.7	-
0315	6	0	5	1	0	0	0	0	0	0	0	0	0	0	37.8	-
0330	2	0	2	0	0	0	0	0	0	0	0	0	0	0	27.3	-
0345	6	0	5	1	0	0	0	0	0	0	0	0	0	0	32.7	-
0400	6	0	5	1	0	0	0	0	0	0	0	0	0	0	44.8	-
0415	3	0	3	0	0	0	0	0	0	0	0	0	0	0	32.0	-
0430	3	0	3	0	0	0	0	0	0	0	0	0	0	0	34.9	-
0445	9	0	5	4	0	0	0	0	0	0	0	0	0	0	39.7	-
0500	4	0	3	1	0	0	0	0	0	0	0	0	0	0	43.5	-
0515	6	0	4	2	0	0	0	0	0	0	0	0	0	0	34.6	-
0530	9	0	9	0	0	0	0	0	0	0	0	0	0	0	39.1	-
0545	12	0	11	1	0	0	0	0	0	0	0	0	0	0	34.8	36.0
0600	16	0	9	7	0	0	0	0	0	0	0	0	0	0	38.2	44.1
0615	7	0	7	0	0	0	0	0	0	0	0	0	0	0	38.1	-
0630	11	0	8	2	0	1	0	0	0	0	0	0	0	0	36.5	37.6
0645	9	0	6	3	0	0	0	0	0	0	0	0	0	0	38.2	-
0700	8	0	7	1	0	0	0	0	0	0	0	0	0	0	37.3	-
0715	13	0	10	3	0	0	0	0	0	0	0	0	0	0	37.0	40.0
0730	11	0	10	1	0	0	0	0	0	0	0	0	0	0	36.5	40.5
0745	59	0	45	13	0	1	0	0	0	0	0	0	0	0	36.8	42.7
0800	22	0	16	5	0	1	0	0	0	0	0	0	0	0	37.1	43.4
0815	32	0	25	4	0	3	0	0	0	0	0	0	0	0	36.8	42.5
0830	22	0	15	6	0	1	0	0	0	0	0	0	0	0	37.6	40.7
0845	26	0	21	4	0	0	0	0	1	0	0	0	0	0	37.0	43.2
0900	34	0	24	7	0	3	0	0	0	0	0	0	0	0	37.2	41.8
0915	25	0	16	9	0	0	0	0	0	0	0	0	0	0	37.8	40.5
0930	71	0	57	12	0	1	0	0	1	0	0	0	0	0	36.3	42.3
0945	75	1	61	13	0	0	0	0	0	0	0	0	0	0	35.6	40.9
1000	73	0	55	16	0	1	0	0	1	0	0	0	0	0	35.9	39.6
1015	55	0	45	10	0	0	0	0	0	0	0	0	0	0	35.2	39.1
1030	46	1	35	9	0	1	0	0	0	0	0	0	0	0	38.8	43.2
1045	46	0	36	10	0	0	0	0	0	0	0	0	0	0	39.3	42.3
1100	53	0	40	11	0	2	0	0	0	0	0	0	0	0	38.2	41.8
1115	43	0	31	12	0	0	0	0	0	0	0	0	0	0	39.3	42.5
1130	149	1	115	31	0	2	0	0	0	0	0	0	0	0	33.7	38.7
1145	74	0	53	19	0	2	0	0	0	0	0	0	0	0	37.1	42.1

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1200	61	0	46	14	0	1	0	0	0	0	0	0	0	0	37.2	41.6
1215	84	0	70	12	1	1	0	0	0	0	0	0	0	0	37.2	40.7
1230	74	0	57	15	0	2	0	0	0	0	0	0	0	0	37.4	41.2
1245	77	0	67	9	0	1	0	0	0	0	0	0	0	0	36.6	41.4
1300	109	0	85	23	0	1	0	0	0	0	0	0	0	0	32.9	37.8
1315	90	1	73	15	0	1	0	0	0	0	0	0	0	0	36.2	40.5
1330	86	0	69	14	0	3	0	0	0	0	0	0	0	0	36.8	41.6
1345	80	0	67	13	0	0	0	0	0	0	0	0	0	0	36.4	40.5
1400	75	0	60	14	0	1	0	0	0	0	0	0	0	0	36.4	39.4
1415	56	1	42	12	0	1	0	0	0	0	0	0	0	0	36.2	40.7
1430	77	0	61	13	0	3	0	0	0	0	0	0	0	0	37.2	42.3
1445	75	0	57	17	0	1	0	0	0	0	0	0	0	0	36.9	40.5
1500	66	0	55	8	0	2	0	0	1	0	0	0	0	0	36.9	40.7
1515	82	0	71	10	0	1	0	0	0	0	0	0	0	0	36.9	40.7
1530	64	0	47	16	0	1	0	0	0	0	0	0	0	0	36.3	41.6
1545	70	0	51	18	0	1	0	0	0	0	0	0	0	0	37.7	42.9
1600	93	0	68	24	0	1	0	0	0	0	0	0	0	0	36.1	41.8
1615	68	0	56	12	0	0	0	0	0	0	0	0	0	0	37.4	41.2
1630	74	0	58	15	0	1	0	0	0	0	0	0	0	0	36.9	41.8
1645	70	0	56	12	0	2	0	0	0	0	0	0	0	0	36.6	43.4
1700	59	0	45	13	0	1	0	0	0	0	0	0	0	0	38.7	42.1
1715	67	0	53	13	0	1	0	0	0	0	0	0	0	0	34.9	39.6
1730	81	0	62	16	0	3	0	0	0	0	0	0	0	0	35.3	40.9
1745	121	2	98	19	0	2	0	0	0	0	0	0	0	0	34.0	39.6
1800	83	0	61	19	0	3	0	0	0	0	0	0	0	0	34.7	40.0
1815	60	0	49	11	0	0	0	0	0	0	0	0	0	0	37.0	41.2
1830	60	0	51	7	0	2	0	0	0	0	0	0	0	0	35.4	38.3
1845	66	0	52	14	0	0	0	0	0	0	0	0	0	0	34.7	40.0
1900	107	0	85	20	0	2	0	0	0	0	0	0	0	0	32.1	38.3
1915	55	0	43	12	0	0	0	0	0	0	0	0	0	0	35.8	40.3
1930	53	0	44	8	0	1	0	0	0	0	0	0	0	0	35.4	39.1
1945	62	1	46	15	0	0	0	0	0	0	0	0	0	0	36.0	39.8
2000	30	0	27	2	0	1	0	0	0	0	0	0	0	0	38.6	42.1
2015	39	0	26	13	0	0	0	0	0	0	0	0	0	0	35.8	39.1
2030	34	0	26	8	0	0	0	0	0	0	0	0	0	0	36.4	40.3
2045	30	0	25	4	0	1	0	0	0	0	0	0	0	0	34.1	39.6
2100	31	0	24	7	0	0	0	0	0	0	0	0	0	0	37.9	42.3
2115	25	0	21	3	0	1	0	0	0	0	0	0	0	0	37.2	39.4
2130	16	0	14	2	0	0	0	0	0	0	0	0	0	0	36.3	41.8
2145	25	0	19	6	0	0	0	0	0	0	0	0	0	0	36.4	38.7
2200	29	0	26	3	0	0	0	0	0	0	0	0	0	0	36.5	40.7
2215	22	0	21	1	0	0	0	0	0	0	0	0	0	0	37.9	41.8
2230	21	0	19	1	0	1	0	0	0	0	0	0	0	0	36.7	40.3
2245	14	0	12	2	0	0	0	0	0	0	0	0	0	0	38.0	39.8
2300	9	0	9	0	0	0	0	0	0	0	0	0	0	0	37.5	-
2315	8	0	7	1	0	0	0	0	0	0	0	0	0	0	37.8	-
2330	9	0	7	2	0	0	0	0	0	0	0	0	0	0	37.0	-
2345	6	0	5	1	0	0	0	0	0	0	0	0	0	0	37.4	-
07-19	**3065**	**7**	**2404**	**594**	**1**	**55**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**36.3**	**41.2**
06-22	**3615**	**8**	**2834**	**706**	**1**	**62**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**36.2**	**40.9**
06-00	**3733**	**8**	**2940**	**717**	**1**	**63**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**36.2**	**40.9**
00-00	**3937**	**8**	**3109**	**750**	**1**	**65**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**36.3**	**41.2**

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*** Monday, September 22, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	13	0	11	2	0	0	0	0	0	0	0	0	0	0	36.8	38.0
0015	5	0	4	1	0	0	0	0	0	0	0	0	0	0	37.9	-
0030	5	0	4	1	0	0	0	0	0	0	0	0	0	0	38.3	-
0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	34.5	-
0115	2	0	1	1	0	0	0	0	0	0	0	0	0	0	35.9	-
0130	2	0	2	0	0	0	0	0	0	0	0	0	0	0	41.0	-
0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0200	5	0	5	0	0	0	0	0	0	0	0	0	0	0	39.6	-
0215	2	0	2	0	0	0	0	0	0	0	0	0	0	0	32.9	-
0230	1	0	0	1	0	0	0	0	0	0	0	0	0	0	40.8	-
0245	4	0	4	0	0	0	0	0	0	0	0	0	0	0	35.9	-
0300	2	0	1	1	0	0	0	0	0	0	0	0	0	0	44.6	-
0315	4	0	3	1	0	0	0	0	0	0	0	0	0	0	42.5	-
0330	1	0	1	0	0	0	0	0	0	0	0	0	0	0	45.8	-
0345	7	0	4	2	1	0	0	0	0	0	0	0	0	0	43.2	-
0400	6	0	5	1	0	0	0	0	0	0	0	0	0	0	37.7	-
0415	5	0	1	3	0	1	0	0	0	0	0	0	0	0	37.5	-
0430	10	0	6	4	0	0	0	0	0	0	0	0	0	0	40.3	-
0445	15	0	9	4	0	2	0	0	0	0	0	0	0	0	35.3	38.5
0500	15	0	11	3	1	0	0	0	0	0	0	0	0	0	38.3	42.1
0515	17	0	13	3	0	1	0	0	0	0	0	0	0	0	35.9	38.3
0530	24	0	20	3	0	1	0	0	0	0	0	0	0	0	39.2	43.8
0545	26	0	19	5	1	1	0	0	0	0	0	0	0	0	37.8	41.4
0600	41	0	33	6	1	1	0	0	0	0	0	0	0	0	36.8	42.7
0615	52	0	42	8	0	2	0	0	0	0	0	0	0	0	34.7	38.9
0630	74	0	55	11	6	2	0	0	0	0	0	0	0	0	36.2	40.9
0645	76	0	58	11	2	4	0	0	0	1	0	0	0	0	36.1	40.5
0700	86	0	61	19	2	4	0	0	0	0	0	0	0	0	38.7	42.9
0715	95	0	75	17	0	3	0	0	0	0	0	0	0	0	37.1	41.4
0730	152	0	109	39	2	2	0	0	0	0	0	0	0	0	32.1	38.5
0745	154	0	122	29	1	1	1	0	0	0	0	0	0	0	31.7	36.9
0800	125	0	101	18	1	3	0	0	2	0	0	0	0	0	32.7	38.0
0815	105	0	85	18	0	2	0	0	0	0	0	0	0	0	32.9	37.8
0830	136	0	101	31	1	3	0	0	0	0	0	0	0	0	34.5	38.7
0845	95	0	61	30	1	3	0	0	0	0	0	0	0	0	34.3	39.6
0900	120	0	96	21	0	2	0	1	0	0	0	0	0	0	34.2	38.0
0915	89	0	65	18	1	5	0	0	0	0	0	0	0	0	34.8	40.0
0930	101	0	68	28	0	5	0	0	0	0	0	0	0	0	33.8	40.3
0945	125	0	91	29	1	3	0	0	1	0	0	0	0	0	35.6	39.6
1000	115	0	89	20	1	3	0	0	2	0	0	0	0	0	35.0	38.9
1015	106	0	80	21	1	4	0	0	0	0	0	0	0	0	33.8	38.7
1030	112	0	90	16	1	4	1	0	0	0	0	0	0	0	33.4	38.0
1045	136	2	98	32	0	4	0	0	0	0	0	0	0	0	35.1	39.8
1100	134	0	105	21	0	7	0	0	1	0	0	0	0	0	34.2	38.0
1115	131	0	97	29	0	4	0	0	0	0	0	0	0	1	34.0	38.3
1130	152	0	104	42	0	5	0	0	1	0	0	0	0	0	33.7	38.9
1145	155	0	114	36	0	5	0	0	0	0	0	0	0	0	34.0	38.7
1200	141	0	104	32	0	4	0	0	1	0	0	0	0	0	33.5	38.0
1215	130	0	92	34	0	4	0	0	0	0	0	0	0	0	34.8	38.5
1230	150	0	114	30	0	6	0	0	0	0	0	0	0	0	32.2	38.3
1245	145	1	110	32	1	1	0	0	0	0	0	0	0	0	31.7	38.7
1300	122	0	94	21	0	6	0	0	1	0	0	0	0	0	34.2	40.5
1315	140	0	103	33	2	2	0	0	0	0	0	0	0	0	33.4	38.3
1330	149	0	122	23	0	4	0	0	0	0	0	0	0	0	32.9	38.7
1345	155	1	119	32	2	1	0	0	0	0	0	0	0	0	30.1	36.5
1400	148	1	120	26	0	0	1	0	0	0	0	0	0	0	34.0	39.6
1415	143	1	110	26	0	5	0	0	1	0	0	0	0	0	33.2	38.7
1430	109	0	86	18	0	5	0	0	0	0	0	0	0	0	34.4	38.7
1445	161	0	125	28	1	4	1	0	1	1	0	0	0	0	32.9	38.3
1500	156	0	118	32	5	1	0	0	0	0	0	0	0	0	32.9	38.0
1515	172	1	129	36	2	3	0	0	1	0	0	0	0	0	31.2	37.1
1530	144	0	116	23	1	4	0	0	0	0	0	0	0	0	31.5	38.3
1545	157	1	128	24	0	4	0	0	0	0	0	0	0	0	28.4	38.5
1600	195	0	152	38	0	4	0	0	1	0	0	0	0	0	31.1	38.0
1615	186	0	143	41	0	2	0	0	0	0	0	0	0	0	32.3	38.9
1630	233	1	186	42	2	2	0	0	0	0	0	0	0	0	27.5	36.0
1645	202	3	154	42	0	2	0	0	1	0	0	0	0	0	30.0	36.7
1700	189	2	150	31	0	6	0	0	0	0	0	0	0	0	31.7	38.5
1715	183	0	142	35	0	5	1	0	0	0	0	0	0	0	31.5	38.0
1730	169	0	131	36	0	2	0	0	0	0	0	0	0	0	34.5	39.1
1745	148	0	125	20	0	3	0	0	0	0	0	0	0	0	34.3	38.7
1800	131	0	104	27	0	0	0	0	0	0	0	0	0	0	36.1	40.5
1815	107	0	84	22	0	1	0	0	0	0	0	0	0	0	34.2	39.1

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1830	80	0	65	15	0	0	0	0	0	0	0	0	0	0	35.5	40.0
1845	84	2	58	22	0	2	0	0	0	0	0	0	0	0	34.8	38.9
1900	94	0	70	22	0	2	0	0	0	0	0	0	0	0	35.5	40.0
1915	63	0	53	10	0	0	0	0	0	0	0	0	0	0	34.6	40.3
1930	87	0	72	14	0	1	0	0	0	0	0	0	0	0	35.3	39.8
1945	70	2	55	12	0	1	0	0	0	0	0	0	0	0	37.3	42.1
2000	63	0	56	7	0	0	0	0	0	0	0	0	0	0	36.5	41.6
2015	59	0	47	10	0	1	1	0	0	0	0	0	0	0	34.6	39.4
2030	32	0	25	6	0	1	0	0	0	0	0	0	0	0	36.7	40.0
2045	43	0	37	5	0	1	0	0	0	0	0	0	0	0	36.7	41.4
2100	45	0	33	11	0	1	0	0	0	0	0	0	0	0	34.5	40.0
2115	45	0	39	6	0	0	0	0	0	0	0	0	0	0	35.5	39.1
2130	25	0	23	1	0	1	0	0	0	0	0	0	0	0	37.9	41.4
2145	30	1	20	8	0	1	0	0	0	0	0	0	0	0	38.8	42.7
2200	30	0	24	5	0	1	0	0	0	0	0	0	0	0	36.6	40.3
2215	25	1	19	5	0	0	0	0	0	0	0	0	0	0	37.0	40.3
2230	11	0	11	0	0	0	0	0	0	0	0	0	0	0	38.1	39.8
2245	20	0	15	4	0	1	0	0	0	0	0	0	0	0	39.2	44.1
2300	8	0	8	0	0	0	0	0	0	0	0	0	0	0	36.0	-
2315	8	0	7	1	0	0	0	0	0	0	0	0	0	0	34.9	-
2330	3	0	3	0	0	0	0	0	0	0	0	0	0	0	35.6	-
2345	9	0	7	2	0	0	0	0	0	0	0	0	0	0	34.7	-
07-19	**6653**	**16**	**5096**	**1335**	**29**	**155**	**5**	**1**	**14**	**1**	**0**	**0**	**0**	**1**	**33.0**	**38.7**
06-22	**7552**	**19**	**5814**	**1483**	**38**	**174**	**6**	**1**	**14**	**2**	**0**	**0**	**0**	**1**	**33.3**	**39.1**
06-00	**7666**	**20**	**5908**	**1500**	**38**	**176**	**6**	**1**	**14**	**2**	**0**	**0**	**0**	**1**	**33.4**	**39.1**
00-00	**7841**	**20**	**6038**	**1536**	**41**	**182**	**6**	**1**	**14**	**2**	**0**	**0**	**0**	**1**	**33.5**	**39.4**

*** Tuesday, September 23, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	15	0	12	3	0	0	0	0	0	0	0	0	0	0	37.8	40.3
0015	7	0	4	3	0	0	0	0	0	0	0	0	0	0	36.3	-
0030	5	0	5	0	0	0	0	0	0	0	0	0	0	0	36.2	-
0045	4	0	4	0	0	0	0	0	0	0	0	0	0	0	25.5	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	31.2	-
0115	4	0	2	2	0	0	0	0	0	0	0	0	0	0	29.6	-
0130	3	0	3	0	0	0	0	0	0	0	0	0	0	0	37.6	-
0145	2	0	2	0	0	0	0	0	0	0	0	0	0	0	38.7	-
0200	2	0	1	1	0	0	0	0	0	0	0	0	0	0	37.0	-
0215	1	0	1	0	0	0	0	0	0	0	0	0	0	0	37.9	-
0230	2	0	1	0	0	1	0	0	0	0	0	0	0	0	37.4	-
0245	5	0	2	0	1	0	2	0	0	0	0	0	0	0	35.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	5	0	3	2	0	0	0	0	0	0	0	0	0	0	39.4	-
0330	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.2	-
0345	2	0	1	0	1	0	0	0	0	0	0	0	0	0	44.5	-
0400	5	0	4	1	0	0	0	0	0	0	0	0	0	0	41.1	-
0415	3	0	1	2	0	0	0	0	0	0	0	0	0	0	36.8	-
0430	16	0	12	1	0	2	1	0	0	0	0	0	0	0	39.3	42.9
0445	10	0	8	2	0	0	0	0	0	0	0	0	0	0	38.0	-
0500	14	0	10	4	0	0	0	0	0	0	0	0	0	0	40.0	42.7
0515	18	0	15	2	0	1	0	0	0	0	0	0	0	0	39.3	40.9
0530	23	0	17	6	0	0	0	0	0	0	0	0	0	0	37.8	40.7
0545	25	0	19	5	0	1	0	0	0	0	0	0	0	0	36.5	39.8
0600	37	0	25	11	1	0	0	0	0	0	0	0	0	0	37.8	42.5
0615	43	0	29	12	1	1	0	0	0	0	0	0	0	0	38.3	42.9
0630	62	0	41	15	4	2	0	0	0	0	0	0	0	0	36.3	41.4
0645	75	1	53	18	1	1	0	0	1	0	0	0	0	0	35.3	39.8
0700	87	0	59	19	2	6	0	0	0	1	0	0	0	0	36.9	41.4
0715	96	0	74	22	0	0	0	0	0	0	0	0	0	0	37.7	41.6
0730	146	0	116	25	4	1	0	0	0	0	0	0	0	0	32.2	38.9
0745	150	0	113	33	1	1	1	0	1	0	0	0	0	0	33.3	38.9
0800	132	1	107	16	2	6	0	0	0	0	0	0	0	0	35.0	42.1
0815	105	0	80	21	0	3	0	0	0	0	0	0	0	1	34.9	39.8
0830	123	1	86	32	0	3	0	1	0	0	0	0	0	0	33.5	39.6
0845	133	0	100	26	1	5	0	0	1	0	0	0	0	0	33.4	38.3
0900	129	0	97	24	1	5	0	0	2	0	0	0	0	0	33.1	38.5
0915	112	1	76	29	1	4	0	0	1	0	0	0	0	0	33.8	38.5
0930	97	0	69	25	0	3	0	0	0	0	0	0	0	0	34.1	38.7
0945	120	0	85	32	1	2	0	0	0	0	0	0	0	0	37.2	41.6
1000	105	0	69	29	1	5	1	0	0	0	0	0	0	0	35.5	40.5
1015	102	0	75	22	1	4	0	0	0	0	0	0	0	0	34.8	40.3
1030	105	1	80	17	1	3	0	0	3	0	0	0	0	0	35.3	39.8
1045	107	0	78	27	1	1	0	0	0	0	0	0	0	0	34.5	39.4
1100	151	1	114	33	1	2	0	0	0	0	0	0	0	0	31.5	37.8
1115	150	0	116	31	0	2	1	0	0	0	0	0	0	0	31.9	37.8
1130	147	0	109	31	0	5	0	0	2	0	0	0	0	0	33.9	38.0
1145	154	0	111	40	0	2	0	0	1	0	0	0	0	0	32.8	38.9

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1200	180	0	136	41	0	1	0	0	2	0	0	0	0	0	31.9	38.9
1215	132	0	105	25	0	2	0	0	0	0	0	0	0	0	34.0	38.0
1230	176	3	131	36	1	4	0	0	1	0	0	0	0	0	32.5	37.8
1245	167	1	135	29	1	1	0	0	0	0	0	0	0	0	28.4	34.7
1300	163	0	125	35	0	3	0	0	0	0	0	0	0	0	31.7	36.5
1315	163	0	128	28	1	5	0	0	0	1	0	0	0	0	30.3	35.8
1330	112	0	87	19	1	4	0	0	0	1	0	0	0	0	34.4	40.5
1345	134	2	94	29	3	5	0	0	0	0	0	0	0	1	34.2	38.9
1400	133	0	101	29	0	3	0	0	0	0	0	0	0	0	35.4	39.8
1415	125	0	86	35	0	3	0	0	1	0	0	0	0	0	36.4	41.2
1430	125	1	100	23	0	1	0	0	0	0	0	0	0	0	35.0	39.6
1445	137	0	108	26	1	2	0	0	0	0	0	0	0	0	35.8	40.5
1500	150	0	117	22	3	6	1	0	1	0	0	0	0	0	32.2	38.7
1515	186	1	155	27	1	1	0	0	1	0	0	0	0	0	30.0	36.5
1530	145	0	106	35	0	2	1	0	1	0	0	0	0	0	33.0	38.7
1545	174	0	137	34	0	2	0	0	1	0	0	0	0	0	33.5	38.5
1600	188	3	151	34	0	0	0	0	0	0	0	0	0	0	29.2	37.8
1615	191	0	151	39	0	1	0	0	0	0	0	0	0	0	30.1	36.7
1630	250	1	208	36	0	3	0	1	0	0	1	0	0	0	25.6	32.9
1645	198	0	161	34	0	3	0	0	0	0	0	0	0	0	32.8	38.3
1700	216	1	179	30	0	4	0	1	1	0	0	0	0	0	25.2	34.9
1715	218	0	181	31	1	4	0	0	1	0	0	0	0	0	21.3	28.9
1730	180	0	145	32	1	1	0	1	0	0	0	0	0	0	31.0	38.5
1745	140	0	107	29	0	4	0	0	0	0	0	0	0	0	34.2	39.6
1800	147	2	110	35	0	0	0	0	0	0	0	0	0	0	34.3	39.8
1815	121	1	98	20	0	2	0	0	0	0	0	0	0	0	32.5	38.3
1830	128	0	103	23	0	2	0	0	0	0	0	0	0	0	33.6	38.0
1845	90	0	72	17	0	1	0	0	0	0	0	0	0	0	34.9	39.6
1900	98	0	78	17	0	2	1	0	0	0	0	0	0	0	34.1	38.7
1915	77	0	60	16	0	1	0	0	0	0	0	0	0	0	35.7	39.6
1930	101	0	74	26	0	1	0	0	0	0	0	0	0	0	35.3	39.6
1945	84	0	53	26	0	5	0	0	0	0	0	0	0	0	35.3	40.7
2000	70	0	54	14	0	2	0	0	0	0	0	0	0	0	35.0	39.8
2015	60	0	49	11	0	0	0	0	0	0	0	0	0	0	36.2	39.8
2030	46	0	41	4	0	1	0	0	0	0	0	0	0	0	36.3	41.6
2045	43	0	33	10	0	0	0	0	0	0	0	0	0	0	36.9	40.5
2100	40	0	29	9	0	2	0	0	0	0	0	0	0	0	37.0	41.4
2115	32	0	28	4	0	0	0	0	0	0	0	0	0	0	36.4	40.7
2130	39	1	32	4	0	2	0	0	0	0	0	0	0	0	37.0	41.6
2145	31	0	28	3	0	0	0	0	0	0	0	0	0	0	34.9	38.7
2200	34	0	26	7	0	1	0	0	0	0	0	0	0	0	34.6	38.7
2215	34	0	27	6	0	1	0	0	0	0	0	0	0	0	35.9	40.7
2230	23	0	20	3	0	0	0	0	0	0	0	0	0	0	34.3	38.0
2245	18	0	15	3	0	0	0	0	0	0	0	0	0	0	36.4	41.6
2300	15	0	12	3	0	0	0	0	0	0	0	0	0	0	40.0	48.3
2315	3	0	2	1	0	0	0	0	0	0	0	0	0	0	44.4	-
2330	5	0	2	3	0	0	0	0	0	0	0	0	0	0	38.5	-
2345	9	0	7	2	0	0	0	0	0	0	0	0	0	0	38.4	-
07-19	**6920**	**21**	**5331**	**1367**	**32**	**133**	**5**	**4**	**21**	**3**	**1**	**0**	**0**	**2**	**32.3**	**38.7**
06-22	**7858**	**23**	**6038**	**1567**	**39**	**153**	**6**	**4**	**22**	**3**	**1**	**0**	**0**	**2**	**32.7**	**38.9**
06-00	**7999**	**23**	**6149**	**1595**	**39**	**155**	**6**	**4**	**22**	**3**	**1**	**0**	**0**	**2**	**32.7**	**38.9**
00-00	**8174**	**23**	**6280**	**1629**	**41**	**160**	**9**	**4**	**22**	**3**	**1**	**0**	**0**	**2**	**32.8**	**39.1**

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*** Wednesday, September 24, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	7	0	5	2	0	0	0	0	0	0	0	0	0	0	41.8	-
0015	2	0	2	0	0	0	0	0	0	0	0	0	0	0	36.5	-
0030	5	0	4	1	0	0	0	0	0	0	0	0	0	0	43.9	-
0045	7	0	4	3	0	0	0	0	0	0	0	0	0	0	36.3	-
0100	3	0	2	1	0	0	0	0	0	0	0	0	0	0	38.6	-
0115	1	0	1	0	0	0	0	0	0	0	0	0	0	0	38.9	-
0130	3	0	3	0	0	0	0	0	0	0	0	0	0	0	37.1	-
0145	10	0	9	1	0	0	0	0	0	0	0	0	0	0	36.8	-
0200	7	0	7	0	0	0	0	0	0	0	0	0	0	0	28.3	-
0215	4	0	3	1	0	0	0	0	0	0	0	0	0	0	38.7	-
0230	2	0	1	0	1	0	0	0	0	0	0	0	0	0	35.9	-
0245	2	0	2	0	0	0	0	0	0	0	0	0	0	0	24.5	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	34.2	-
0315	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.3	-
0330	10	0	9	1	0	0	0	0	0	0	0	0	0	0	36.1	-
0345	3	0	2	1	0	0	0	0	0	0	0	0	0	0	40.1	-
0400	4	0	4	0	0	0	0	0	0	0	0	0	0	0	39.9	-
0415	8	0	7	1	0	0	0	0	0	0	0	0	0	0	40.5	-
0430	7	0	5	1	0	1	0	0	0	0	0	0	0	0	37.0	-
0445	16	0	12	3	0	1	0	0	0	0	0	0	0	0	35.7	40.5
0500	18	0	15	2	1	0	0	0	0	0	0	0	0	0	38.0	40.3
0515	11	0	7	3	0	1	0	0	0	0	0	0	0	0	35.2	40.0
0530	14	0	12	2	0	0	0	0	0	0	0	0	0	0	37.8	40.7
0545	32	0	23	8	1	0	0	0	0	0	0	0	0	0	36.4	39.8
0600	39	0	26	10	1	1	0	0	1	0	0	0	0	0	37.9	44.1
0615	41	0	29	8	1	3	0	0	0	0	0	0	0	0	36.9	40.7
0630	63	0	47	13	2	1	0	0	0	0	0	0	0	0	34.6	38.9
0645	78	0	45	29	3	1	0	0	0	0	0	0	0	0	35.3	39.6
0700	89	0	62	20	1	4	0	0	0	0	1	1	0	0	36.5	42.3
0715	115	0	87	21	0	7	0	0	0	0	0	0	0	0	36.2	40.9
0730	142	0	109	31	1	1	0	0	0	0	0	0	0	0	32.3	38.9
0745	150	0	109	31	1	8	0	0	1	0	0	0	0	0	31.2	39.6
0800	127	0	89	28	1	7	1	0	1	0	0	0	0	0	32.6	38.7
0815	109	0	83	18	2	5	0	0	1	0	0	0	0	0	33.8	39.4
0830	114	0	86	25	0	3	0	0	0	0	0	0	0	0	34.5	39.1
0845	107	0	87	17	0	2	0	0	1	0	0	0	0	0	35.2	40.0
0900	119	0	87	29	0	3	0	0	0	0	0	0	0	0	34.2	38.9
0915	109	1	83	20	0	3	1	0	1	0	0	0	0	0	35.4	40.0
0930	130	0	92	33	1	3	1	0	0	0	0	0	0	0	34.5	38.9
0945	91	0	68	20	0	2	0	0	1	0	0	0	0	0	33.6	39.1
1000	97	1	68	22	1	4	1	0	0	0	0	0	0	0	35.4	39.4
1015	91	0	65	23	1	2	0	0	0	0	0	0	0	0	36.0	40.7
1030	113	0	83	26	0	3	0	0	1	0	0	0	0	0	35.1	39.1
1045	110	1	69	32	0	8	0	0	0	0	0	0	0	0	33.3	38.9
1100	156	0	121	32	1	2	0	0	0	0	0	0	0	0	32.2	37.8
1115	140	0	109	25	0	6	0	0	0	0	0	0	0	0	34.9	39.8
1130	144	0	103	36	2	3	0	0	0	0	0	0	0	0	34.2	38.3
1145	157	0	121	35	1	0	0	0	0	0	0	0	0	0	34.3	38.7
1200	145	0	107	32	0	3	2	1	0	0	0	0	0	0	33.3	38.9
1215	155	0	117	33	0	4	0	0	1	0	0	0	0	0	33.1	37.8
1230	155	0	116	29	2	7	1	0	0	0	0	0	0	0	31.9	38.0
1245	147	1	117	26	0	3	0	0	0	0	0	0	0	0	30.8	37.4
1300	162	2	129	26	0	4	0	0	1	0	0	0	0	0	28.9	34.4
1315	129	0	97	28	0	1	0	0	3	0	0	0	0	0	35.3	39.6
1330	152	1	110	36	1	4	0	0	0	0	0	0	0	0	34.7	39.8
1345	114	0	83	28	1	2	0	0	0	0	0	0	0	0	34.6	39.6
1400	132	0	105	27	0	0	0	0	0	0	0	0	0	0	33.1	37.4
1415	149	0	115	29	0	3	0	0	2	0	0	0	0	0	33.3	38.7
1430	132	0	101	27	0	3	0	0	0	1	0	0	0	0	34.3	38.7
1445	123	1	88	30	0	3	1	0	0	0	0	0	0	0	34.7	40.0
1500	146	1	108	33	2	2	0	0	0	0	0	0	0	0	33.8	38.7
1515	172	1	127	40	2	2	0	0	0	0	0	0	0	0	29.1	37.1
1530	175	0	143	29	1	2	0	0	0	0	0	0	0	0	33.2	39.1
1545	160	2	106	51	0	0	1	0	0	0	0	0	0	0	32.3	38.9
1600	187	0	145	36	0	5	0	0	1	0	0	0	0	0	32.6	38.3
1615	177	0	132	42	1	1	0	1	0	0	0	0	0	0	31.1	37.8
1630	200	0	160	38	2	0	0	0	0	0	0	0	0	0	25.9	35.3
1645	199	0	156	35	1	6	1	0	0	0	0	0	0	0	27.9	35.8
1700	237	1	195	38	0	2	1	0	0	0	0	0	0	0	22.1	30.2
1715	193	2	146	43	0	2	0	0	0	0	0	0	0	0	25.4	34.0
1730	179	1	146	31	0	0	0	1	0	0	0	0	0	0	27.9	34.7
1745	132	0	108	24	0	0	0	0	0	0	0	0	0	0	34.3	39.1
1800	157	0	131	26	0	0	0	0	0	0	0	0	0	0	35.0	39.4
1815	115	1	83	26	0	4	0	1	0	0	0	0	0	0	32.4	38.5

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1830	102	0	79	20	0	3	0	0	0	0	0	0	0	0	34.9	38.5
1845	103	1	87	14	0	0	0	0	1	0	0	0	0	0	35.2	39.4
1900	96	0	74	22	0	0	0	0	0	0	0	0	0	0	33.1	37.4
1915	77	0	57	19	0	1	0	0	0	0	0	0	0	0	34.9	38.9
1930	79	0	64	15	0	0	0	0	0	0	0	0	0	0	36.3	39.8
1945	80	0	69	9	0	2	0	0	0	0	0	0	0	0	35.7	40.7
2000	68	0	48	19	0	1	0	0	0	0	0	0	0	0	35.1	39.6
2015	71	0	52	17	1	1	0	0	0	0	0	0	0	0	37.2	41.8
2030	57	0	47	9	0	1	0	0	0	0	0	0	0	0	35.1	38.7
2045	46	0	37	9	0	0	0	0	0	0	0	0	0	0	36.5	40.9
2100	46	0	36	9	0	1	0	0	0	0	0	0	0	0	34.4	39.6
2115	32	0	25	6	0	1	0	0	0	0	0	0	0	0	36.5	40.7
2130	42	0	36	5	0	1	0	0	0	0	0	0	0	0	36.9	39.4
2145	46	0	40	6	0	0	0	0	0	0	0	0	0	0	35.9	40.0
2200	24	0	20	3	0	1	0	0	0	0	0	0	0	0	36.9	40.3
2215	18	0	14	4	0	0	0	0	0	0	0	0	0	0	38.8	42.3
2230	16	0	12	4	0	0	0	0	0	0	0	0	0	0	37.1	42.3
2245	19	1	16	2	0	0	0	0	0	0	0	0	0	0	36.1	39.4
2300	19	0	14	5	0	0	0	0	0	0	0	0	0	0	36.3	40.0
2315	11	0	9	2	0	0	0	0	0	0	0	0	0	0	33.5	36.2
2330	6	0	6	0	0	0	0	0	0	0	0	0	0	0	34.6	-
2345	4	0	4	0	0	0	0	0	0	0	0	0	0	0	38.6	-
07-19	**6739**	**18**	**5118**	**1401**	**26**	**142**	**11**	**4**	**16**	**1**	**1**	**1**	**0**	**0**	**32.3**	**38.7**
06-22	**7700**	**18**	**5850**	**1606**	**34**	**157**	**11**	**4**	**17**	**1**	**1**	**1**	**0**	**0**	**32.7**	**38.9**
06-00	**7817**	**19**	**5945**	**1626**	**34**	**158**	**11**	**4**	**17**	**1**	**1**	**1**	**0**	**0**	**32.8**	**38.9**
00-00	**7997**	**19**	**6088**	**1657**	**37**	**161**	**11**	**4**	**17**	**1**	**1**	**1**	**0**	**0**	**32.8**	**38.9**

*** Thursday, September 25, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	16	0	14	2	0	0	0	0	0	0	0	0	0	0	37.6	42.1
0015	11	0	10	1	0	0	0	0	0	0	0	0	0	0	37.0	39.1
0030	8	0	7	1	0	0	0	0	0	0	0	0	0	0	36.0	-
0045	5	0	3	2	0	0	0	0	0	0	0	0	0	0	34.9	-
0100	6	0	4	0	0	1	0	0	1	0	0	0	0	0	22.4	-
0115	7	0	6	1	0	0	0	0	0	0	0	0	0	0	33.6	-
0130	6	0	5	1	0	0	0	0	0	0	0	0	0	0	38.1	-
0145	4	0	3	1	0	0	0	0	0	0	0	0	0	0	36.8	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	36.6	-
0215	5	0	4	1	0	0	0	0	0	0	0	0	0	0	40.9	-
0230	3	0	3	0	0	0	0	0	0	0	0	0	0	0	34.4	-
0245	4	0	3	1	0	0	0	0	0	0	0	0	0	0	38.2	-
0300	6	0	2	2	1	1	0	0	0	0	0	0	0	0	36.5	-
0315	2	0	2	0	0	0	0	0	0	0	0	0	0	0	38.0	-
0330	2	0	1	1	0	0	0	0	0	0	0	0	0	0	45.0	-
0345	6	0	3	3	0	0	0	0	0	0	0	0	0	0	38.9	-
0400	4	0	3	1	0	0	0	0	0	0	0	0	0	0	41.2	-
0415	5	0	1	3	0	1	0	0	0	0	0	0	0	0	41.1	-
0430	7	0	4	2	0	1	0	0	0	0	0	0	0	0	37.1	-
0445	12	0	10	1	1	0	0	0	0	0	0	0	0	0	37.9	41.4
0500	10	0	6	4	0	0	0	0	0	0	0	0	0	0	37.3	-
0515	15	0	11	4	0	0	0	0	0	0	0	0	0	0	39.6	42.3
0530	15	0	12	3	0	0	0	0	0	0	0	0	0	0	37.6	40.3
0545	30	0	23	7	0	0	0	0	0	0	0	0	0	0	37.4	42.9
0600	35	0	25	7	0	3	0	0	0	0	0	0	0	0	34.9	39.4
0615	36	0	25	8	2	1	0	0	0	0	0	0	0	0	34.1	38.9
0630	68	0	51	11	3	2	0	0	0	1	0	0	0	0	38.7	42.7
0645	69	1	46	14	3	3	0	0	1	1	0	0	0	0	35.8	40.9
0700	90	0	61	19	3	6	0	0	0	0	0	0	0	1	36.2	39.8
0715	103	1	66	31	0	5	0	0	0	0	0	0	0	0	34.7	42.1
0730	139	0	98	38	1	2	0	0	0	0	0	0	0	0	31.0	37.6
0745	151	1	105	38	1	5	0	0	0	1	0	0	0	0	32.0	38.9
0800	123	0	91	30	1	1	0	0	0	0	0	0	0	0	31.9	38.5
0815	116	0	78	30	4	4	0	0	0	0	0	0	0	0	33.8	38.3
0830	149	1	110	33	0	4	0	0	1	0	0	0	0	0	33.0	38.3
0845	104	0	82	18	0	1	0	0	3	0	0	0	0	0	35.5	40.0
0900	88	0	66	19	0	3	0	0	0	0	0	0	0	0	35.3	39.1
0915	101	1	71	26	1	2	0	0	0	0	0	0	0	0	36.3	41.2
0930	94	0	63	24	0	6	0	0	1	0	0	0	0	0	36.1	40.7
0945	113	0	78	31	1	3	0	0	0	0	0	0	0	0	35.6	39.8
1000	117	0	87	22	2	6	0	0	0	0	0	0	0	0	35.2	38.7
1015	105	0	76	25	1	3	0	0	0	0	0	0	0	0	35.9	39.8
1030	121	0	93	24	1	3	0	0	0	0	0	0	0	0	35.4	39.8
1045	108	0	80	22	0	5	0	0	1	0	0	0	0	0	34.6	38.9
1100	141	1	109	28	0	2	0	0	1	0	0	0	0	0	34.2	39.4
1115	152	1	108	39	0	4	0	0	0	0	0	0	0	0	34.4	38.5
1130	138	0	107	26	0	4	0	1	0	0	0	0	0	0	34.3	39.4
1145	154	0	112	40	0	1	1	0	0	0	0	0	0	0	32.8	38.0

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1200	198	1	151	43	1	1	0	0	1	0	0	0	0	0	29.0	34.9
1215	144	0	105	32	0	6	0	0	1	0	0	0	0	0	33.4	38.3
1230	151	1	113	33	0	4	0	0	0	0	0	0	0	0	34.1	38.5
1245	142	0	107	31	0	4	0	0	0	0	0	0	0	0	33.7	38.7
1300	152	1	116	26	0	7	1	0	1	0	0	0	0	0	32.7	37.4
1315	190	1	144	40	0	5	0	0	0	0	0	0	0	0	31.2	38.3
1330	115	0	82	32	0	1	0	0	0	0	0	0	0	0	34.7	40.5
1345	110	0	81	23	1	5	0	0	0	0	0	0	0	0	36.0	41.2
1400	137	0	102	30	2	3	0	0	0	0	0	0	0	0	34.8	39.4
1415	126	1	101	23	0	1	0	0	0	0	0	0	0	0	35.3	39.6
1430	125	0	97	24	0	4	0	0	0	0	0	0	0	0	35.1	40.3
1445	149	0	112	32	2	3	0	0	0	0	0	0	0	0	33.0	38.0
1500	136	0	104	25	2	4	1	0	0	0	0	0	0	0	34.5	38.7
1515	157	0	120	30	4	3	0	0	0	0	0	0	0	0	33.6	38.0
1530	169	0	138	28	2	1	0	0	0	0	0	0	0	0	31.7	36.5
1545	172	1	124	42	0	5	0	0	0	0	0	0	0	0	30.5	37.4
1600	203	1	149	45	0	6	0	1	1	0	0	0	0	0	30.6	37.6
1615	210	0	173	33	0	3	0	1	0	0	0	0	0	0	27.3	36.9
1630	208	1	173	31	1	2	0	0	0	0	0	0	0	0	31.0	37.4
1645	200	0	151	43	1	5	0	0	0	0	0	0	0	0	29.2	37.1
1700	193	0	164	28	0	1	0	0	0	0	0	0	0	0	25.5	34.7
1715	179	1	136	36	0	3	0	2	1	0	0	0	0	0	25.2	34.4
1730	173	0	148	21	0	4	0	0	0	0	0	0	0	0	32.5	38.0
1745	177	1	138	37	0	1	0	0	0	0	0	0	0	0	33.0	39.4
1800	138	0	108	28	0	2	0	0	0	0	0	0	0	0	35.0	40.5
1815	97	0	77	19	0	1	0	0	0	0	0	0	0	0	34.4	38.7
1830	106	0	80	26	0	0	0	0	0	0	0	0	0	0	36.0	41.4
1845	124	0	98	22	0	4	0	0	0	0	0	0	0	0	34.4	38.9
1900	106	1	81	20	0	4	0	0	0	0	0	0	0	0	35.8	41.4
1915	77	0	52	25	0	0	0	0	0	0	0	0	0	0	35.5	39.8
1930	67	0	52	14	1	0	0	0	0	0	0	0	0	0	35.6	39.8
1945	63	0	43	19	0	1	0	0	0	0	0	0	0	0	36.3	39.8
2000	71	1	59	11	0	0	0	0	0	0	0	0	0	0	34.2	39.8
2015	45	0	33	10	0	2	0	0	0	0	0	0	0	0	34.8	39.8
2030	32	0	28	4	0	0	0	0	0	0	0	0	0	0	37.5	42.5
2045	43	2	34	6	0	1	0	0	0	0	0	0	0	0	37.4	44.3
2100	48	0	38	10	0	0	0	0	0	0	0	0	0	0	37.1	42.5
2115	46	1	34	10	0	1	0	0	0	0	0	0	0	0	35.8	40.0
2130	43	0	35	8	0	0	0	0	0	0	0	0	0	0	36.9	40.3
2145	41	0	38	3	0	0	0	0	0	0	0	0	0	0	37.7	40.9
2200	32	1	23	7	0	1	0	0	0	0	0	0	0	0	37.1	41.6
2215	30	0	27	3	0	0	0	0	0	0	0	0	0	0	39.2	42.5
2230	75	0	66	9	0	0	0	0	0	0	0	0	0	0	33.4	38.9
2245	28	0	25	3	0	0	0	0	0	0	0	0	0	0	37.9	40.7
2300	21	0	16	4	0	1	0	0	0	0	0	0	0	0	37.7	42.1
2315	16	0	14	2	0	0	0	0	0	0	0	0	0	0	36.5	39.8
2330	15	0	13	2	0	0	0	0	0	0	0	0	0	0	38.6	43.8
2345	5	0	3	1	0	1	0	0	0	0	0	0	0	0	40.3	-
07-19	**6788**	**16**	**5133**	**1426**	**32**	**159**	**3**	**5**	**12**	**1**	**0**	**0**	**0**	**1**	**32.7**	**38.7**
06-22	**7678**	**22**	**5807**	**1606**	**41**	**177**	**3**	**5**	**13**	**3**	**0**	**0**	**0**	**1**	**33.1**	**39.1**
06-00	**7900**	**23**	**5994**	**1637**	**41**	**180**	**3**	**5**	**13**	**3**	**0**	**0**	**0**	**1**	**33.2**	**39.1**
00-00	**8091**	**23**	**6136**	**1679**	**43**	**184**	**3**	**5**	**14**	**3**	**0**	**0**	**0**	**1**	**33.3**	**39.1**

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*** Friday, September 26, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	15	0	13	1	0	1	0	0	0	0	0	0	0	0	35.6	40.0
0015	3	0	2	0	0	1	0	0	0	0	0	0	0	0	38.7	-
0030	10	0	9	1	0	0	0	0	0	0	0	0	0	0	38.4	-
0045	14	0	12	2	0	0	0	0	0	0	0	0	0	0	37.4	41.2
0100	3	0	1	2	0	0	0	0	0	0	0	0	0	0	34.5	-
0115	3	0	2	0	0	1	0	0	0	0	0	0	0	0	35.6	-
0130	2	0	2	0	0	0	0	0	0	0	0	0	0	0	37.0	-
0145	11	0	8	3	0	0	0	0	0	0	0	0	0	0	37.6	42.3
0200	2	0	0	2	0	0	0	0	0	0	0	0	0	0	40.7	-
0215	4	0	3	1	0	0	0	0	0	0	0	0	0	0	31.7	-
0230	6	0	6	0	0	0	0	0	0	0	0	0	0	0	44.8	-
0245	4	0	2	0	1	0	0	0	0	1	0	0	0	0	35.9	-
0300	3	0	3	0	0	0	0	0	0	0	0	0	0	0	39.2	-
0315	2	0	1	1	0	0	0	0	0	0	0	0	0	0	43.4	-
0330	6	0	5	1	0	0	0	0	0	0	0	0	0	0	38.4	-
0345	3	0	2	1	0	0	0	0	0	0	0	0	0	0	38.5	-
0400	6	0	6	0	0	0	0	0	0	0	0	0	0	0	38.2	-
0415	2	0	0	2	0	0	0	0	0	0	0	0	0	0	42.3	-
0430	9	0	9	0	0	0	0	0	0	0	0	0	0	0	40.0	-
0445	10	0	5	3	2	0	0	0	0	0	0	0	0	0	39.0	-
0500	7	0	6	1	0	0	0	0	0	0	0	0	0	0	37.6	-
0515	16	0	11	5	0	0	0	0	0	0	0	0	0	0	39.0	42.9
0530	19	0	14	4	1	0	0	0	0	0	0	0	0	0	39.1	44.5
0545	27	0	24	3	0	0	0	0	0	0	0	0	0	0	38.7	43.8
0600	36	0	25	10	1	0	0	0	0	0	0	0	0	0	37.9	45.2
0615	57	0	37	13	1	5	1	0	0	0	0	0	0	0	37.8	41.8
0630	66	0	44	15	4	3	0	0	0	0	0	0	0	0	36.4	41.8
0645	66	0	48	10	3	2	1	0	1	1	0	0	0	0	36.7	42.9
0700	94	0	69	21	3	1	0	0	0	0	0	0	0	0	37.3	41.8
0715	92	0	73	14	1	4	0	0	0	0	0	0	0	0	36.3	41.2
0730	128	0	98	27	0	3	0	0	0	0	0	0	0	0	33.0	39.8
0745	126	0	91	28	1	4	1	0	1	0	0	0	0	0	33.2	39.4
0800	101	0	64	26	2	8	1	0	0	0	0	0	0	0	35.7	40.3
0815	113	0	92	17	0	4	0	0	0	0	0	0	0	0	36.0	42.3
0830	128	0	98	22	0	7	0	0	1	0	0	0	0	0	33.4	36.9
0845	107	0	83	21	0	3	0	0	0	0	0	0	0	0	35.2	40.5
0900	121	0	93	26	0	2	0	0	0	0	0	0	0	0	34.3	38.9
0915	128	0	94	30	0	3	0	0	1	0	0	0	0	0	34.0	39.4
0930	136	0	104	29	0	2	0	0	1	0	0	0	0	0	34.7	39.6
0945	146	3	107	34	0	2	0	0	0	0	0	0	0	0	33.1	38.3
1000	130	0	92	29	3	5	0	0	1	0	0	0	0	0	34.9	39.4
1015	137	0	101	33	1	2	0	0	0	0	0	0	0	0	35.4	40.7
1030	118	0	80	33	0	5	0	0	0	0	0	0	0	0	34.4	38.5
1045	134	0	102	28	0	3	0	0	1	0	0	0	0	0	33.8	38.9
1100	160	0	120	36	0	3	0	0	1	0	0	0	0	0	32.4	38.7
1115	146	0	104	35	0	7	0	0	0	0	0	0	0	0	34.7	39.8
1130	160	0	121	36	0	3	0	0	0	0	0	0	0	0	33.7	38.3
1145	164	1	130	28	0	4	0	0	1	0	0	0	0	0	32.5	37.8
1200	178	1	126	47	0	4	0	0	0	0	0	0	0	0	32.9	38.3
1215	132	0	104	24	0	4	0	0	0	0	0	0	0	0	31.7	38.3
1230	144	0	118	23	0	3	0	0	0	0	0	0	0	0	33.2	37.1
1245	173	0	136	32	0	5	0	0	0	0	0	0	0	0	29.4	38.5
1300	164	0	136	25	0	2	1	0	0	0	0	0	0	0	30.8	36.7
1315	157	1	111	40	0	5	0	0	0	0	0	0	0	0	32.4	36.9
1330	131	0	89	35	1	6	0	0	0	0	0	0	0	0	35.9	40.5
1345	132	1	96	27	2	6	0	0	0	0	0	0	0	0	34.1	39.8
1400	131	0	92	33	0	4	0	0	2	0	0	0	0	0	34.3	38.9
1415	134	0	101	31	1	1	0	0	0	0	0	0	0	0	34.3	39.8
1430	129	0	106	19	0	4	0	0	0	0	0	0	0	0	30.5	36.2
1445	129	0	92	32	2	3	0	0	0	0	0	0	0	0	32.8	38.5
1500	150	0	120	24	3	3	0	0	0	0	0	0	0	0	31.7	37.8
1515	172	4	147	18	2	0	1	0	0	0	0	0	0	0	18.9	29.5
1530	175	2	131	36	2	3	1	0	0	0	0	0	0	0	27.2	37.6
1545	168	0	129	35	0	4	0	0	0	0	0	0	0	0	30.8	37.1
1600	216	1	174	34	0	6	0	0	1	0	0	0	0	0	28.9	36.5
1615	194	0	152	35	2	5	0	0	0	0	0	0	0	0	30.7	36.2
1630	229	1	190	33	1	2	1	0	1	0	0	0	0	0	26.2	34.0
1645	186	1	155	28	1	0	1	0	0	0	0	0	0	0	23.6	32.9
1700	210	1	170	35	1	3	0	0	0	0	0	0	0	0	22.8	32.9
1715	168	0	135	30	0	2	1	0	0	0	0	0	0	0	31.1	36.5
1730	135	0	108	27	0	0	0	0	0	0	0	0	0	0	35.1	40.5
1745	117	0	93	21	1	2	0	0	0	0	0	0	0	0	35.7	40.3
1800	138	1	98	36	1	2	0	0	0	0	0	0	0	0	32.3	36.7
1815	111	0	86	21	0	4	0	0	0	0	0	0	0	0	36.8	41.6

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1830	99	0	71	27	0	1	0	0	0	0	0	0	0	0	36.2	40.7
1845	78	0	58	18	0	2	0	0	0	0	0	0	0	0	36.1	40.3
1900	89	0	73	13	0	2	0	0	1	0	0	0	0	0	34.9	40.0
1915	76	0	57	16	0	3	0	0	0	0	0	0	0	0	33.3	39.4
1930	60	0	43	14	0	3	0	0	0	0	0	0	0	0	37.9	42.5
1945	68	0	56	12	0	0	0	0	0	0	0	0	0	0	36.6	40.3
2000	71	1	58	12	0	0	0	0	0	0	0	0	0	0	37.2	40.3
2015	54	0	47	7	0	0	0	0	0	0	0	0	0	0	36.6	42.3
2030	44	0	38	6	0	0	0	0	0	0	0	0	0	0	34.9	38.9
2045	56	0	44	11	1	0	0	0	0	0	0	0	0	0	34.5	39.4
2100	50	0	40	10	0	0	0	0	0	0	0	0	0	0	35.8	40.5
2115	32	1	25	6	0	0	0	0	0	0	0	0	0	0	37.5	41.6
2130	39	0	30	8	0	1	0	0	0	0	0	0	0	0	35.3	38.5
2145	36	0	29	7	0	0	0	0	0	0	0	0	0	0	39.2	42.9
2200	40	0	34	4	1	1	0	0	0	0	0	0	0	0	38.5	43.2
2215	35	0	32	3	0	0	0	0	0	0	0	0	0	0	35.7	40.0
2230	50	0	40	9	0	1	0	0	0	0	0	0	0	0	36.8	42.5
2245	44	0	38	5	0	1	0	0	0	0	0	0	0	0	36.4	40.3
2300	25	0	19	6	0	0	0	0	0	0	0	0	0	0	37.2	41.8
2315	21	0	18	3	0	0	0	0	0	0	0	0	0	0	37.1	40.5
2330	8	0	5	3	0	0	0	0	0	0	0	0	0	0	34.3	-
2345	9	0	9	0	0	0	0	0	0	0	0	0	0	0	38.2	-
07-19	**6848**	**18**	**5239**	**1379**	**31**	**161**	**8**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**32.0**	**38.7**
06-22	**7749**	**20**	**5934**	**1549**	**41**	**180**	**10**	**0**	**14**	**1**	**0**	**0**	**0**	**0**	**32.5**	**39.1**
06-00	**7981**	**20**	**6129**	**1582**	**42**	**183**	**10**	**0**	**14**	**1**	**0**	**0**	**0**	**0**	**32.6**	**39.1**
00-00	**8168**	**20**	**6275**	**1615**	**46**	**186**	**10**	**0**	**14**	**2**	**0**	**0**	**0**	**0**	**32.7**	**39.4**

*** Saturday, September 27, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	18	0	16	2	0	0	0	0	0	0	0	0	0	0	36.2	39.4
0015	22	0	17	5	0	0	0	0	0	0	0	0	0	0	35.4	39.1
0030	23	1	16	3	0	3	0	0	0	0	0	0	0	0	37.9	41.2
0045	18	0	16	1	0	1	0	0	0	0	0	0	0	0	37.2	37.6
0100	25	0	22	2	0	1	0	0	0	0	0	0	0	0	36.8	38.7
0115	8	0	7	1	0	0	0	0	0	0	0	0	0	0	32.6	-
0130	9	0	7	2	0	0	0	0	0	0	0	0	0	0	42.0	-
0145	7	0	5	1	1	0	0	0	0	0	0	0	0	0	33.7	-
0200	11	0	9	2	0	0	0	0	0	0	0	0	0	0	35.6	40.5
0215	14	0	12	2	0	0	0	0	0	0	0	0	0	0	37.8	44.3
0230	8	0	4	4	0	0	0	0	0	0	0	0	0	0	38.3	-
0245	9	0	9	0	0	0	0	0	0	0	0	0	0	0	34.7	-
0300	5	0	3	2	0	0	0	0	0	0	0	0	0	0	42.8	-
0315	5	0	2	3	0	0	0	0	0	0	0	0	0	0	40.3	-
0330	4	0	3	0	1	0	0	0	0	0	0	0	0	0	39.1	-
0345	5	0	4	1	0	0	0	0	0	0	0	0	0	0	37.0	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0	33.8	-
0415	1	0	1	0	0	0	0	0	0	0	0	0	0	0	34.3	-
0430	8	0	7	0	0	1	0	0	0	0	0	0	0	0	39.6	-
0445	8	0	7	1	0	0	0	0	0	0	0	0	0	0	42.0	-
0500	16	0	14	2	0	0	0	0	0	0	0	0	0	0	36.3	38.7
0515	10	0	5	5	0	0	0	0	0	0	0	0	0	0	38.7	-
0530	30	0	25	2	0	3	0	0	0	0	0	0	0	0	38.7	42.7
0545	15	0	12	2	0	1	0	0	0	0	0	0	0	0	40.4	43.8
0600	17	0	12	4	0	1	0	0	0	0	0	0	0	0	39.5	42.1
0615	25	0	19	5	1	0	0	0	0	0	0	0	0	0	36.6	41.4
0630	24	0	15	8	0	0	1	0	0	0	0	0	0	0	36.2	39.4
0645	22	0	16	3	0	2	1	0	0	0	0	0	0	0	37.4	40.5
0700	25	1	19	4	0	1	0	0	0	0	0	0	0	0	36.8	41.2
0715	30	1	18	9	0	2	0	0	0	0	0	0	0	0	38.1	42.9
0730	34	0	24	9	0	1	0	0	0	0	0	0	0	0	36.1	43.2
0745	52	1	30	17	0	1	0	0	3	0	0	0	0	0	37.1	42.1
0800	37	0	26	9	0	2	0	0	0	0	0	0	0	0	37.1	41.6
0815	35	0	27	5	0	2	0	0	1	0	0	0	0	0	36.8	40.0
0830	56	0	41	12	0	3	0	0	0	0	0	0	0	0	37.9	43.2
0845	74	0	57	15	0	2	0	0	0	0	0	0	0	0	36.9	42.3
0900	68	0	47	16	0	5	0	0	0	0	0	0	0	0	36.3	40.9
0915	84	0	66	16	0	2	0	0	0	0	0	0	0	0	36.8	40.9
0930	80	0	59	19	0	2	0	0	0	0	0	0	0	0	37.2	41.4
0945	102	0	82	17	1	1	0	0	1	0	0	0	0	0	35.1	39.6
07-19	**677**	**3**	**496**	**148**	**1**	**24**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**36.7**	**41.6**
06-22	**765**	**3**	**558**	**168**	**2**	**27**	**2**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**36.8**	**41.6**
06-00	**765**	**3**	**558**	**168**	**2**	**27**	**2**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**36.8**	**41.6**
00-00	**1047**	**4**	**784**	**211**	**4**	**37**	**2**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**37.0**	**41.6**

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MetroCount Traffic Executive
Class Speed Matrix

LOBDELL AVE NB APPROACH TO GOVERNMENT ST

Datasets:

Site: **[2XF] 2XF**
Direction: 1 - North bound, A hit first., **Lane:** 0
Survey Duration: 21:46 Sunday, August 31, 2014 => 21:28 Wednesday, October 01, 2014
File: G:\DATA\2014\PRIVATE\14079\9-28-14 Notes & Data\2XF02OCT2014.EC0 (Plus)
Identifier: B493QPHF MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default
Data type: Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time: **10:00 Saturday, September 20, 2014 => 10:00 Saturday, September 27, 2014**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.

Speed (mph)	Class 1	2	3	4	5	6	7	8	9	10	11	12	13	Speed Totals	
0 - 5	13	16	4	.	1	.	.	.	.	.	.	.	.	34	0.1%
5 - 10	10	143	22	6	5	2	.	.	.	.	.	.	.	188	0.4%
10 - 15	7	553	136	5	30	7	4	.	.	.	.	.	.	742	1.5%
15 - 20	9	1217	235	2	23	6	5	3	.	.	.	.	.	1500	3.0%
20 - 25	4	1856	453	10	65	6	3	2	2	.	.	.	.	2401	4.9%
25 - 30	12	4916	1295	52	197	10	1	23	5	2	.	.	4	6517	13.2%
30 - 35	29	11887	3121	68	342	10	1	42	3	.	.	.	1	15504	31.4%
35 - 40	14	12274	3186	64	275	1	.	19	1	.	1	.	.	15835	32.0%
40 - 45	16	4325	1114	9	85	.	.	3	.	.	.	.	.	5552	11.2%
45 - 50	5	749	227	.	13	.	.	.	.	.	.	.	.	994	2.0%
50 - 55	2	79	44	.	5	.	.	.	.	.	.	.	.	130	0.3%
55 - 60	.	3	6	.	.	.	.	.	.	.	.	.	.	9	0.0%
60 - 65	.	9	5	.	1	.	.	.	.	.	.	.	.	15	0.0%
65 - 70	.	.	1	.	.	.	.	.	.	.	.	.	.	1	0.0%
70 - 75	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
75 - 80	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
80 - 85	.	2	.	.	.	.	.	.	.	.	.	.	.	2	0.0%
85 - 90	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
90 - 95	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
95 - 100	.	3	.	.	.	.	.	.	.	.	.	.	.	3	0.0%
Class Totals	121	38032	9849	216	1042	42	14	92	11	2	1	0	5	49427	
	0.2%	76.9%	19.9%	0.4%	2.1%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%		

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MetroCount Traffic Executive
Class

LOBDELL BLVD SB APP TO GOVERNMENT ST

Datasets:

Site: **[C7005] C7005**
Direction: 1 - North bound, A hit first., **Lane:** 0
Survey Duration: 5:01 Wednesday, October 01, 2014 => 17:42 Tuesday, October 14, 2014
File: G:\DATA\2014\PRIVATE\14079\LA 14072 14079\C700514OCT2014.EC0 (Plus)
Identifier: U515VX4N MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time: **7:00 Wednesday, October 01, 2014 => 7:00 Wednesday, October 08, 2014**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North, South (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (Scheme F2)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals
3 [Mean] Average speed
4 [Vpp] Percentile speed

Wednesday, October 01, 2014

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0700	63	0	50	9	2	2	0	0	0	0	0	0	0	0	45.4	51.0
0715	98	0	72	21	0	2	2	0	1	0	0	0	0	0	44.0	47.9
0730	130	0	99	27	1	3	0	0	0	0	0	0	0	0	43.0	47.9
0745	139	0	117	21	0	1	0	0	0	0	0	0	0	0	44.0	49.9
0800	123	0	84	31	3	3	0	0	1	1	0	0	0	0	43.6	48.8
0815	120	0	95	21	0	4	0	0	0	0	0	0	0	0	43.2	48.3
0830	100	0	75	21	0	3	1	0	0	0	0	0	0	0	41.7	46.8
0845	90	1	63	22	0	1	0	0	3	0	0	0	0	0	42.3	49.4
0900	87	0	61	24	0	1	0	0	1	0	0	0	0	0	42.8	48.3
0915	88	0	64	16	2	6	0	0	0	0	0	0	0	0	42.3	47.4
0930	102	0	73	24	0	4	1	0	0	0	0	0	0	0	42.2	47.4
0945	82	0	59	18	0	4	0	0	1	0	0	0	0	0	41.3	47.4
1000	93	0	64	25	0	4	0	0	0	0	0	0	0	0	39.8	45.9
1015	94	1	70	21	0	1	0	0	1	0	0	0	0	0	41.5	48.3
1030	91	0	67	22	0	2	0	0	0	0	0	0	0	0	41.6	48.1
1045	89	0	61	22	0	5	0	0	1	0	0	0	0	0	40.2	46.3
1100	134	0	102	27	0	5	0	0	0	0	0	0	0	0	39.6	45.4
1115	134	2	95	32	0	5	0	0	0	0	0	0	0	0	38.8	43.8
1130	142	0	105	35	0	2	0	0	0	0	0	0	0	0	40.2	45.2
1145	131	0	91	32	0	6	1	0	1	0	0	0	0	0	40.9	45.2
1200	128	0	93	31	1	3	0	0	0	0	0	0	0	0	41.0	47.0
1215	131	0	103	22	0	6	0	0	0	0	0	0	0	0	41.3	46.1
1230	135	0	96	37	1	0	0	0	1	0	0	0	0	0	42.3	47.0
1245	135	0	94	36	1	4	0	0	0	0	0	0	0	0	41.1	46.8
1300	126	0	90	34	0	1	0	0	1	0	0	0	0	0	41.2	46.1
1315	107	0	79	25	0	2	0	0	0	1	0	0	0	0	42.8	47.4
1330	79	0	56	18	0	4	0	0	1	0	0	0	0	0	44.4	48.1
1345	114	1	84	27	1	1	0	0	0	0	0	0	0	0	43.3	49.2
1400	109	0	86	18	1	4	0	0	0	0	0	0	0	0	42.6	48.3
1415	123	0	92	23	1	7	0	0	0	0	0	0	0	0	42.8	49.0
1430	113	0	86	24	1	2	0	0	0	0	0	0	0	0	42.9	47.9
1445	87	0	61	25	0	1	0	0	0	0	0	0	0	0	42.8	47.4
1500	122	1	90	26	2	2	1	0	0	0	0	0	0	0	41.8	47.4
1515	124	0	90	30	2	1	0	1	0	0	0	0	0	0	41.6	46.3

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1530	120	0	95	21	1	3	0	0	0	0	0	0	0	0	41.7	46.3
1545	101	0	77	21	1	2	0	0	0	0	0	0	0	0	43.6	48.1
1600	121	0	99	17	1	3	0	0	1	0	0	0	0	0	41.6	47.2
1615	133	0	91	39	1	2	0	0	0	0	0	0	0	0	42.0	46.8
1630	167	0	140	27	0	0	0	0	0	0	0	0	0	0	40.4	44.7
1645	135	0	101	31	0	3	0	0	0	0	0	0	0	0	43.3	47.9
1700	155	1	121	28	1	3	0	0	0	0	0	0	0	1	42.6	49.0
1715	154	0	128	25	0	1	0	0	0	0	0	0	0	0	42.2	47.4
1730	138	0	104	32	0	2	0	0	0	0	0	0	0	0	41.9	47.2
1745	103	0	84	16	0	2	0	0	1	0	0	0	0	0	42.3	47.4
1800	92	1	72	19	0	0	0	0	0	0	0	0	0	0	43.0	49.7
1815	87	0	71	14	1	1	0	0	0	0	0	0	0	0	43.1	47.6
1830	71	0	57	13	0	1	0	0	0	0	0	0	0	0	42.7	47.9
1845	61	0	45	15	0	1	0	0	0	0	0	0	0	0	42.1	48.8
1900	71	0	56	14	0	1	0	0	0	0	0	0	0	0	41.9	47.2
1915	64	0	52	10	0	1	0	0	0	1	0	0	0	0	43.1	49.2
1930	58	0	48	8	0	1	0	0	1	0	0	0	0	0	43.6	46.5
1945	33	0	26	6	0	1	0	0	0	0	0	0	0	0	45.3	49.9
2000	40	0	29	9	0	2	0	0	0	0	0	0	0	0	46.8	52.3
2015	40	0	31	9	0	0	0	0	0	0	0	0	0	0	44.3	49.2
2030	53	0	41	11	0	0	0	0	0	1	0	0	0	0	44.0	48.5
2045	27	0	21	6	0	0	0	0	0	0	0	0	0	0	42.3	47.6
2100	34	0	30	4	0	0	0	0	0	0	0	0	0	0	44.5	49.9
2115	24	0	19	5	0	0	0	0	0	0	0	0	0	0	45.8	51.9
2130	27	0	26	1	0	0	0	0	0	0	0	0	0	0	42.6	48.3
2145	22	0	19	3	0	0	0	0	0	0	0	0	0	0	44.5	55.9
2200	21	0	18	3	0	0	0	0	0	0	0	0	0	0	45.8	49.2
2215	18	0	14	4	0	0	0	0	0	0	0	0	0	0	44.6	49.2
2230	12	0	10	2	0	0	0	0	0	0	0	0	0	0	38.8	42.5
2245	13	0	11	2	0	0	0	0	0	0	0	0	0	0	44.9	47.2
2300	11	0	10	1	0	0	0	0	0	0	0	0	0	0	44.4	49.4
2315	5	0	4	1	0	0	0	0	0	0	0	0	0	0	39.5	-
2330	11	0	9	2	0	0	0	0	0	0	0	0	0	0	43.5	47.2
2345	6	0	6	0	0	0	0	0	0	0	0	0	0	0	45.7	-
07-19	**5401**	**8**	**4052**	**1165**	**25**	**126**	**6**	**1**	**15**	**2**	**0**	**0**	**0**	**1**	**42.0**	**47.4**
06-22	**5894**	**8**	**4450**	**1251**	**25**	**132**	**6**	**1**	**16**	**4**	**0**	**0**	**0**	**1**	**42.2**	**47.6**
06-00	**5991**	**8**	**4532**	**1266**	**25**	**132**	**6**	**1**	**16**	**4**	**0**	**0**	**0**	**1**	**42.2**	**47.6**
00-00	**5991**	**8**	**4532**	**1266**	**25**	**132**	**6**	**1**	**16**	**4**	**0**	**0**	**0**	**1**	**42.2**	**47.6**

*** Thursday, October 02, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	8	0	7	1	0	0	0	0	0	0	0	0	0	0	40.8	-
0015	12	0	10	2	0	0	0	0	0	0	0	0	0	0	52.3	57.0
0030	3	1	1	1	0	0	0	0	0	0	0	0	0	0	46.5	-
0045	2	0	1	1	0	0	0	0	0	0	0	0	0	0	44.5	-
0100	2	0	1	1	0	0	0	0	0	0	0	0	0	0	33.4	-
0115	1	0	1	0	0	0	0	0	0	0	0	0	0	0	58.7	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	2	0	2	0	0	0	0	0	0	0	0	0	0	0	52.7	-
0200	2	0	1	1	0	0	0	0	0	0	0	0	0	0	51.3	-
0215	5	0	2	3	0	0	0	0	0	0	0	0	0	0	46.8	-
0230	3	0	2	1	0	0	0	0	0	0	0	0	0	0	46.2	-
0245	1	0	1	0	0	0	0	0	0	0	0	0	0	0	44.8	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	54.0	-
0315	1	0	0	1	0	0	0	0	0	0	0	0	0	0	26.0	-
0330	4	0	3	0	0	1	0	0	0	0	0	0	0	0	43.1	-
0345	4	0	3	1	0	0	0	0	0	0	0	0	0	0	40.2	-
0400	4	0	3	0	1	0	0	0	0	0	0	0	0	0	43.8	-
0415	4	0	2	2	0	0	0	0	0	0	0	0	0	0	47.4	-
0430	9	0	8	1	0	0	0	0	0	0	0	0	0	0	47.1	-
0445	8	0	6	2	0	0	0	0	0	0	0	0	0	0	47.4	-
0500	8	0	6	2	0	0	0	0	0	0	0	0	0	0	43.3	-
0515	15	0	10	5	0	0	0	0	0	0	0	0	0	0	47.8	52.8
0530	24	0	20	3	0	0	1	0	0	0	0	0	0	0	46.2	49.4
0545	25	0	14	9	2	0	0	0	0	0	0	0	0	0	44.6	48.3
0600	28	0	18	6	1	3	0	0	0	0	0	0	0	0	44.6	49.2
0615	31	0	22	7	2	0	0	0	0	0	0	0	0	0	45.6	50.1
0630	47	0	31	8	5	2	0	0	1	0	0	0	0	0	47.3	53.9
0645	73	0	49	19	2	3	0	0	0	0	0	0	0	0	41.6	47.9
0700	68	0	51	12	1	3	1	0	0	0	0	0	0	0	45.0	50.1
0715	88	0	69	18	0	0	0	0	1	0	0	0	0	0	44.9	48.8
0730	146	0	113	29	1	3	0	0	0	0	0	0	0	0	42.6	48.3
0745	135	0	107	24	0	2	0	1	1	0	0	0	0	0	41.2	46.5
0800	89	0	62	22	3	2	0	0	0	0	0	0	0	0	43.6	49.2
0815	115	0	85	19	1	7	2	0	1	0	0	0	0	0	42.8	47.4
0830	78	1	53	22	0	1	0	0	0	1	0	0	0	0	42.6	48.3
0845	78	0	56	19	0	2	0	0	1	0	0	0	0	0	43.3	46.1

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0900	81	0	53	25	0	3	0	0	0	0	0	0	0	0	43.5	48.8
0915	63	0	50	8	0	3	0	0	2	0	0	0	0	0	43.2	48.1
0930	78	0	57	16	0	3	1	0	1	0	0	0	0	0	42.3	47.2
0945	72	0	54	15	0	3	0	0	0	0	0	0	0	0	43.8	48.1
1000	94	0	55	31	0	7	0	0	1	0	0	0	0	0	43.8	48.5
1015	81	1	59	15	0	6	0	0	0	0	0	0	0	0	42.3	47.4
1030	81	0	63	14	0	4	0	0	0	0	0	0	0	0	42.1	48.1
1045	83	0	59	20	0	1	0	1	2	0	0	0	0	0	41.2	46.3
1100	94	0	62	25	1	3	1	1	0	0	0	0	0	1	41.7	46.1
1115	125	0	93	30	0	1	1	0	0	0	0	0	0	0	43.2	47.6
1130	151	0	113	31	1	5	0	0	0	0	1	0	0	0	41.9	47.9
1145	130	1	100	22	0	7	0	0	0	0	0	0	0	0	42.2	47.6
1200	136	0	92	37	0	6	0	0	1	0	0	0	0	0	42.0	47.2
1215	131	0	97	30	1	2	0	0	1	0	0	0	0	0	41.8	47.0
1230	108	0	86	18	0	3	1	0	0	0	0	0	0	0	43.5	48.3
1245	107	0	70	36	0	1	0	0	0	0	0	0	0	0	42.2	47.2
1300	133	0	101	29	1	2	0	0	0	0	0	0	0	0	40.5	45.2
1315	99	0	67	29	0	3	0	0	0	0	0	0	0	0	38.1	45.0
1330	97	0	64	27	1	3	1	0	1	0	0	0	0	0	41.4	46.1
1345	108	1	78	26	1	2	0	0	0	0	0	0	0	0	41.0	46.1
1400	101	0	75	22	2	2	0	0	0	0	0	0	0	0	42.1	49.2
1415	90	0	67	21	0	2	0	0	0	0	0	0	0	0	42.9	48.5
1430	117	0	81	29	1	5	1	0	0	0	0	0	0	0	41.8	46.8
1445	123	0	87	31	0	5	0	0	0	0	0	0	0	0	43.2	48.3
1500	117	0	86	27	2	1	0	0	1	0	0	0	0	0	42.9	48.3
1515	124	0	92	25	2	5	0	0	0	0	0	0	0	0	41.4	47.2
1530	126	0	106	17	1	2	0	0	0	0	0	0	0	0	42.8	47.6
1545	128	1	93	31	0	3	0	0	0	0	0	0	0	0	42.4	47.9
1600	125	0	101	21	0	3	0	0	0	0	0	0	0	0	42.8	47.2
1615	126	0	99	24	1	2	0	0	0	0	0	0	0	0	41.4	48.5
1630	184	0	154	26	0	4	0	0	0	0	0	0	0	0	32.2	42.9
1645	108	0	78	29	0	1	0	0	0	0	0	0	0	0	41.8	47.4
1700	151	1	127	22	0	1	0	0	0	0	0	0	0	0	41.8	47.2
1715	132	0	106	26	0	0	0	0	0	0	0	0	0	0	43.0	47.9
1730	141	0	117	24	0	0	0	0	0	0	0	0	0	0	43.2	47.9
1745	107	0	85	20	0	2	0	0	0	0	0	0	0	0	40.8	46.8
1800	101	0	81	20	0	0	0	0	0	0	0	0	0	0	42.3	47.9
1815	90	1	70	18	0	1	0	0	0	0	0	0	0	0	41.7	47.2
1830	77	0	64	12	0	1	0	0	0	0	0	0	0	0	42.8	48.3
1845	65	0	54	11	0	0	0	0	0	0	0	0	0	0	43.3	49.0
1900	67	0	56	11	0	0	0	0	0	0	0	0	0	0	41.9	47.6
1915	67	0	56	10	0	1	0	0	0	0	0	0	0	0	40.0	47.4
1930	42	0	33	8	0	1	0	0	0	0	0	0	0	0	42.7	49.0
1945	58	0	47	9	0	2	0	0	0	0	0	0	0	0	44.1	48.3
2000	44	0	36	5	0	3	0	0	0	0	0	0	0	0	41.6	49.2
2015	34	0	27	7	0	0	0	0	0	0	0	0	0	0	43.1	48.3
2030	27	0	23	4	0	0	0	0	0	0	0	0	0	0	43.1	49.7
2045	30	0	27	2	0	1	0	0	0	0	0	0	0	0	44.3	51.7
2100	36	0	26	10	0	0	0	0	0	0	0	0	0	0	43.2	48.3
2115	20	0	17	3	0	0	0	0	0	0	0	0	0	0	43.3	47.6
2130	30	0	24	6	0	0	0	0	0	0	0	0	0	0	44.3	49.9
2145	28	0	25	3	0	0	0	0	0	0	0	0	0	0	43.1	50.8
2200	23	0	17	6	0	0	0	0	0	0	0	0	0	0	42.1	46.5
2215	26	0	20	6	0	0	0	0	0	0	0	0	0	0	44.2	48.5
2230	64	1	53	10	0	0	0	0	0	0	0	0	0	0	41.4	46.1
2245	21	0	16	5	0	0	0	0	0	0	0	0	0	0	42.9	47.2
2300	13	0	8	5	0	0	0	0	0	0	0	0	0	0	44.3	48.8
2315	9	0	6	1	0	0	1	0	0	1	0	0	0	0	47.5	-
2330	9	0	8	1	0	0	0	0	0	0	0	0	0	0	43.7	-
2345	4	0	3	1	0	0	0	0	0	0	0	0	0	0	47.1	-
07-19	**5182**	**7**	**3892**	**1105**	**21**	**128**	**9**	**3**	**14**	**1**	**1**	**0**	**0**	**1**	**42.0**	**47.6**
06-22	**5844**	**7**	**4409**	**1223**	**31**	**144**	**9**	**3**	**15**	**1**	**1**	**0**	**0**	**1**	**42.1**	**47.9**
06-00	**6013**	**8**	**4540**	**1258**	**31**	**144**	**10**	**3**	**15**	**2**	**1**	**0**	**0**	**1**	**42.1**	**47.9**
00-00	**6161**	**9**	**4645**	**1295**	**34**	**145**	**11**	**3**	**15**	**2**	**1**	**0**	**0**	**1**	**42.2**	**48.1**

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*** Friday, October 03, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	11	0	11	0	0	0	0	0	0	0	0	0	0	0	45.0	51.2
0015	7	0	7	0	0	0	0	0	0	0	0	0	0	0	46.1	-
0030	8	0	5	2	0	1	0	0	0	0	0	0	0	0	43.3	-
0045	3	0	3	0	0	0	0	0	0	0	0	0	0	0	42.0	-
0100	11	0	7	4	0	0	0	0	0	0	0	0	0	0	49.4	53.5
0115	4	0	4	0	0	0	0	0	0	0	0	0	0	0	44.5	-
0130	5	0	5	0	0	0	0	0	0	0	0	0	0	0	44.8	-
0145	1	0	1	0	0	0	0	0	0	0	0	0	0	0	45.0	-
0200	6	0	5	1	0	0	0	0	0	0	0	0	0	0	49.6	-
0215	4	0	4	0	0	0	0	0	0	0	0	0	0	0	49.2	-
0230	1	0	1	0	0	0	0	0	0	0	0	0	0	0	51.8	-
0245	1	0	1	0	0	0	0	0	0	0	0	0	0	0	46.7	-
0300	3	0	1	1	1	0	0	0	0	0	0	0	0	0	41.2	-
0315	2	0	2	0	0	0	0	0	0	0	0	0	0	0	48.0	-
0330	2	0	2	0	0	0	0	0	0	0	0	0	0	0	40.0	-
0345	2	0	1	1	0	0	0	0	0	0	0	0	0	0	43.6	-
0400	3	0	2	1	0	0	0	0	0	0	0	0	0	0	40.4	-
0415	7	0	5	2	0	0	0	0	0	0	0	0	0	0	50.5	-
0430	10	0	5	3	0	1	1	0	0	0	0	0	0	0	44.1	-
0445	8	0	5	1	1	1	0	0	0	0	0	0	0	0	37.5	-
0500	14	0	8	5	0	1	0	0	0	0	0	0	0	0	41.9	49.7
0515	10	0	7	3	0	0	0	0	0	0	0	0	0	0	43.1	-
0530	14	0	11	3	0	0	0	0	0	0	0	0	0	0	42.6	46.5
0545	23	0	16	6	0	0	0	0	1	0	0	0	0	0	43.4	47.9
0600	30	0	18	10	0	2	0	0	0	0	0	0	0	0	41.8	45.9
0615	31	0	21	9	0	1	0	0	0	0	0	0	0	0	40.6	45.4
0630	41	0	24	9	4	3	1	0	0	0	0	0	0	0	43.4	47.9
0645	58	0	41	15	2	0	0	0	0	0	0	0	0	0	43.8	47.0
0700	59	0	45	10	1	2	1	0	0	0	0	0	0	0	40.8	45.6
0715	85	0	66	14	0	5	0	0	0	0	0	0	0	0	42.0	46.8
0730	140	0	110	23	2	5	0	0	0	0	0	0	0	0	40.9	47.0
0745	150	0	113	31	2	3	0	0	1	0	0	0	0	0	41.1	47.4
0800	119	0	93	19	5	2	0	0	0	0	0	0	0	0	41.7	47.2
0815	117	0	89	24	0	3	0	0	1	0	0	0	0	0	42.6	47.9
0830	98	0	72	21	1	3	0	0	1	0	0	0	0	0	42.9	48.3
0845	82	0	56	20	1	4	0	0	1	0	0	0	0	0	40.2	47.0
0900	100	0	74	23	2	1	0	0	0	0	0	0	0	0	42.7	47.0
0915	99	0	60	34	1	4	0	0	0	0	0	0	0	0	42.1	47.9
0930	92	0	74	18	0	0	0	0	0	0	0	0	0	0	41.5	46.5
0945	107	0	81	23	0	3	0	0	0	0	0	0	0	0	42.3	48.8
1000	110	0	80	22	0	6	1	0	1	0	0	0	0	0	43.7	49.0
1015	129	0	92	31	1	5	0	0	0	0	0	0	0	0	42.5	48.1
1030	114	0	78	30	0	5	0	0	0	0	1	0	0	0	43.1	48.1
1045	130	1	100	24	0	4	1	0	0	0	0	0	0	0	43.4	49.0
1100	155	0	116	31	1	5	0	0	2	0	0	0	0	0	42.6	46.5
1115	154	0	117	30	0	6	0	0	1	0	0	0	0	0	42.2	47.0
1130	144	0	113	28	0	2	1	0	0	0	0	0	0	0	42.9	47.9
1145	155	0	118	34	0	3	0	0	0	0	0	0	0	0	42.7	47.9
1200	158	0	114	39	0	5	0	0	0	0	0	0	0	0	42.6	47.6
1215	148	0	118	28	0	2	0	0	0	0	0	0	0	0	41.6	46.8
1230	139	0	108	30	0	1	0	0	0	0	0	0	0	0	42.1	47.0
1245	151	0	119	29	0	3	0	0	0	0	0	0	0	0	42.9	47.9
1300	117	0	85	25	0	6	0	0	0	1	0	0	0	0	43.7	48.5
1315	109	0	84	20	0	5	0	0	0	0	0	0	0	0	42.6	47.2
1330	115	0	87	24	2	2	0	0	0	0	0	0	0	0	42.4	47.9
1345	127	0	85	40	1	1	0	0	0	0	0	0	0	0	43.0	47.6
1400	127	0	106	17	0	3	1	0	0	0	0	0	0	0	43.2	48.5
1415	142	1	101	35	0	4	0	0	1	0	0	0	0	0	42.4	47.2
1430	117	0	84	30	0	3	0	0	0	0	0	0	0	0	41.6	46.3
1445	134	0	94	37	0	3	0	0	0	0	0	0	0	0	43.3	48.3
1500	143	1	110	27	2	3	0	0	0	0	0	0	0	0	42.4	48.1
1515	127	0	98	26	0	3	0	0	0	0	0	0	0	0	43.0	48.8
1530	142	0	106	32	0	4	0	0	0	0	0	0	0	0	42.2	47.9
1545	138	0	109	25	1	2	0	0	1	0	0	0	0	0	43.8	49.0
1600	136	1	102	32	0	1	0	0	0	0	0	0	0	0	44.0	49.9
1615	149	0	116	30	0	3	0	0	0	0	0	0	0	0	44.1	48.8
1630	159	0	120	37	1	1	0	0	0	0	0	0	0	0	43.3	49.7
1645	128	0	111	16	0	0	1	0	0	0	0	0	0	0	44.0	51.0
1700	166	0	137	28	1	0	0	0	0	0	0	0	0	0	43.7	48.3
1715	118	0	94	21	1	2	0	0	0	0	0	0	0	0	42.4	48.3
1730	110	0	89	19	0	2	0	0	0	0	0	0	0	0	43.7	49.2
1745	100	0	77	23	0	0	0	0	0	0	0	0	0	0	43.9	48.5
1800	95	1	79	13	0	2	0	0	0	0	0	0	0	0	43.9	49.2
1815	88	0	65	18	0	5	0	0	0	0	0	0	0	0	43.9	48.8

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1830	53	0	42	10	0	1	0	0	0	0	0	0	0	0	43.3	47.6
1845	72	0	63	7	0	2	0	0	0	0	0	0	0	0	42.9	48.3
1900	67	0	57	8	0	2	0	0	0	0	0	0	0	0	42.1	47.6
1915	66	1	53	11	0	1	0	0	0	0	0	0	0	0	45.8	49.7
1930	45	1	34	9	0	1	0	0	0	0	0	0	0	0	45.0	51.2
1945	44	0	35	7	0	1	1	0	0	0	0	0	0	0	44.5	50.6
2000	53	0	44	7	0	1	0	1	0	0	0	0	0	0	45.2	52.8
2015	32	0	28	4	0	0	0	0	0	0	0	0	0	0	43.2	45.4
2030	32	0	28	3	0	0	1	0	0	0	0	0	0	0	46.6	50.3
2045	39	0	31	8	0	0	0	0	0	0	0	0	0	0	45.8	49.9
2100	41	0	36	5	0	0	0	0	0	0	0	0	0	0	43.3	48.1
2115	30	0	27	2	0	1	0	0	0	0	0	0	0	0	46.9	51.7
2130	37	0	29	7	0	1	0	0	0	0	0	0	0	0	43.6	48.3
2145	31	0	29	2	0	0	0	0	0	0	0	0	0	0	44.2	50.8
2200	22	0	20	2	0	0	0	0	0	0	0	0	0	0	46.1	52.6
2215	21	0	17	4	0	0	0	0	0	0	0	0	0	0	47.8	53.5
2230	57	0	45	12	0	0	0	0	0	0	0	0	0	0	42.9	48.8
2245	32	0	27	5	0	0	0	0	0	0	0	0	0	0	45.6	49.7
2300	19	0	16	3	0	0	0	0	0	0	0	0	0	0	44.5	49.9
2315	11	0	10	1	0	0	0	0	0	0	0	0	0	0	46.3	51.9
2330	18	0	13	5	0	0	0	0	0	0	0	0	0	0	44.5	50.8
2345	18	0	17	1	0	0	0	0	0	0	0	0	0	0	45.9	49.0
07-19	**5848**	**5**	**4451**	**1208**	**26**	**140**	**6**	**0**	**10**	**1**	**1**	**0**	**0**	**0**	**42.7**	**48.1**
06-22	**6524**	**7**	**4985**	**1324**	**32**	**154**	**9**	**1**	**10**	**1**	**1**	**0**	**0**	**0**	**42.9**	**48.3**
06-00	**6722**	**7**	**5150**	**1357**	**32**	**154**	**9**	**1**	**10**	**1**	**1**	**0**	**0**	**0**	**42.9**	**48.3**
00-00	**6882**	**7**	**5269**	**1390**	**34**	**158**	**10**	**1**	**11**	**1**	**1**	**0**	**0**	**0**	**43.0**	**48.5**

*** Saturday, October 04, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	4	0	2	2	0	0	0	0	0	0	0	0	0	0	54.1	-
0015	6	0	5	1	0	0	0	0	0	0	0	0	0	0	48.3	-
0030	11	0	7	3	0	1	0	0	0	0	0	0	0	0	44.4	47.0
0045	7	0	6	1	0	0	0	0	0	0	0	0	0	0	46.0	-
0100	13	0	9	3	0	1	0	0	0	0	0	0	0	0	42.9	46.8
0115	7	0	7	0	0	0	0	0	0	0	0	0	0	0	40.6	-
0130	9	0	8	1	0	0	0	0	0	0	0	0	0	0	48.6	-
0145	5	0	4	1	0	0	0	0	0	0	0	0	0	0	46.5	-
0200	10	0	8	1	0	0	1	0	0	0	0	0	0	0	50.9	-
0215	8	0	6	1	0	1	0	0	0	0	0	0	0	0	45.6	-
0230	6	0	3	3	0	0	0	0	0	0	0	0	0	0	46.5	-
0245	2	0	0	2	0	0	0	0	0	0	0	0	0	0	50.3	-
0300	1	0	0	1	0	0	0	0	0	0	0	0	0	0	48.0	-
0315	1	0	1	0	0	0	0	0	0	0	0	0	0	0	38.7	-
0330	5	0	4	0	1	0	0	0	0	0	0	0	0	0	46.2	-
0345	6	0	6	0	0	0	0	0	0	0	0	0	0	0	41.3	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0	54.5	-
0415	4	0	3	1	0	0	0	0	0	0	0	0	0	0	48.4	-
0430	7	0	6	1	0	0	0	0	0	0	0	0	0	0	47.7	-
0445	5	0	5	0	0	0	0	0	0	0	0	0	0	0	44.3	-
0500	6	0	4	2	0	0	0	0	0	0	0	0	0	0	44.6	-
0515	10	0	10	0	0	0	0	0	0	0	0	0	0	0	46.4	-
0530	9	0	7	2	0	0	0	0	0	0	0	0	0	0	49.0	-
0545	10	0	7	3	0	0	0	0	0	0	0	0	0	0	46.5	-
0600	17	0	13	3	0	1	0	0	0	0	0	0	0	0	44.6	48.5
0615	16	0	10	3	1	1	0	0	0	1	0	0	0	0	47.7	54.6
0630	14	0	11	3	0	0	0	0	0	0	0	0	0	0	42.8	48.1
0645	14	0	10	4	0	0	0	0	0	0	0	0	0	0	45.6	49.9
0700	15	0	11	3	0	1	0	0	0	0	0	0	0	0	44.9	49.7
0715	23	0	14	9	0	0	0	0	0	0	0	0	0	0	43.9	51.9
0730	29	0	23	5	0	1	0	0	0	0	0	0	0	0	44.2	49.7
0745	25	0	17	6	0	2	0	0	0	0	0	0	0	0	45.0	50.8
0800	34	0	27	2	1	1	0	0	3	0	0	0	0	0	46.4	51.2
0815	31	0	25	6	0	0	0	0	0	0	0	0	0	0	46.3	56.8
0830	38	0	24	10	1	3	0	0	0	0	0	0	0	0	45.6	53.9
0845	41	0	32	7	0	2	0	0	0	0	0	0	0	0	44.7	52.3
0900	58	0	45	11	0	2	0	0	0	0	0	0	0	0	43.5	47.4
0915	57	0	45	11	0	0	0	0	1	0	0	0	0	0	44.9	49.9
0930	60	0	48	11	0	1	0	0	0	0	0	0	0	0	44.8	49.7
0945	59	0	41	15	1	2	0	0	0	0	0	0	0	0	44.6	48.8
1000	57	0	39	15	0	2	0	0	1	0	0	0	0	0	43.7	47.6
1015	49	0	38	10	0	1	0	0	0	0	0	0	0	0	43.3	48.5
1030	76	0	55	19	0	1	1	0	0	0	0	0	0	0	43.2	48.3
1045	58	1	41	16	0	0	0	0	0	0	0	0	0	0	43.7	46.5
1100	76	0	62	13	0	1	0	0	0	0	0	0	0	0	43.2	49.9
1115	64	0	46	15	1	2	0	0	0	0	0	0	0	0	42.8	49.0
1130	73	0	54	16	1	2	0	0	0	0	0	0	0	0	45.5	51.4
1145	62	0	48	12	0	1	1	0	0	0	0	0	0	0	45.3	52.1

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1200	81	0	64	15	0	2	0	0	0	0	0	0	0	0	43.9	48.5
1215	69	0	49	17	0	3	0	0	0	0	0	0	0	0	44.6	49.0
1230	54	0	37	16	0	1	0	0	0	0	0	0	0	0	43.8	49.9
1245	67	0	61	6	0	0	0	0	0	0	0	0	0	0	43.2	47.9
1300	72	0	54	16	0	1	0	0	1	0	0	0	0	0	42.8	48.1
1315	50	0	36	13	0	1	0	0	0	0	0	0	0	0	44.2	48.8
1330	68	2	58	8	0	0	0	0	0	0	0	0	0	0	42.7	48.8
1345	77	0	53	21	0	3	0	0	0	0	0	0	0	0	44.9	51.4
1400	64	0	49	12	0	2	0	1	0	0	0	0	0	0	44.2	49.7
1415	54	0	40	12	0	1	1	0	0	0	0	0	0	0	43.1	48.8
1430	63	0	48	14	0	1	0	0	0	0	0	0	0	0	44.9	51.0
1445	54	3	39	9	0	2	0	0	0	1	0	0	0	0	44.9	50.3
1500	51	0	37	14	0	0	0	0	0	0	0	0	0	0	44.5	48.5
1515	58	0	40	17	0	1	0	0	0	0	0	0	0	0	42.9	48.3
1530	62	1	50	11	0	0	0	0	0	0	0	0	0	0	44.4	49.0
1545	59	0	46	13	0	0	0	0	0	0	0	0	0	0	44.1	48.3
1600	55	0	44	10	0	1	0	0	0	0	0	0	0	0	42.6	48.8
1615	50	0	41	8	0	1	0	0	0	0	0	0	0	0	43.1	48.3
1630	51	0	39	11	0	1	0	0	0	0	0	0	0	0	43.3	48.1
1645	64	0	55	9	0	0	0	0	0	0	0	0	0	0	44.2	49.9
1700	97	0	79	16	0	1	1	0	0	0	0	0	0	0	44.6	48.5
1715	50	0	36	13	0	1	0	0	0	0	0	0	0	0	44.2	50.1
1730	39	0	29	8	0	1	1	0	0	0	0	0	0	0	45.4	52.1
1745	42	0	37	4	0	0	0	0	1	0	0	0	0	0	43.4	50.1
1800	53	0	41	11	0	1	0	0	0	0	0	0	0	0	42.6	47.9
1815	42	0	35	7	0	0	0	0	0	0	0	0	0	0	44.5	49.7
1830	47	0	39	7	0	1	0	0	0	0	0	0	0	0	44.9	49.9
1845	40	0	25	14	0	1	0	0	0	0	0	0	0	0	45.1	49.4
1900	53	0	50	3	0	0	0	0	0	0	0	0	0	0	42.8	47.9
1915	31	0	28	3	0	0	0	0	0	0	0	0	0	0	45.5	52.3
1930	30	0	23	7	0	0	0	0	0	0	0	0	0	0	44.3	49.0
1945	31	0	26	3	0	2	0	0	0	0	0	0	0	0	44.3	49.4
2000	33	2	25	6	0	0	0	0	0	0	0	0	0	0	43.9	47.9
2015	27	0	25	1	0	1	0	0	0	0	0	0	0	0	44.2	51.4
2030	25	1	18	6	0	0	0	0	0	0	0	0	0	0	44.6	50.1
2045	24	0	20	3	0	0	0	0	1	0	0	0	0	0	41.9	48.3
2100	19	0	14	5	0	0	0	0	0	0	0	0	0	0	48.8	53.0
2115	33	0	28	5	0	0	0	0	0	0	0	0	0	0	41.4	45.6
2130	23	0	18	5	0	0	0	0	0	0	0	0	0	0	42.6	48.3
2145	31	1	21	8	0	1	0	0	0	0	0	0	0	0	47.0	53.5
2200	30	0	23	6	0	1	0	0	0	0	0	0	0	0	45.1	51.2
2215	31	0	25	6	0	0	0	0	0	0	0	0	0	0	44.2	48.8
2230	43	0	36	6	0	1	0	0	0	0	0	0	0	0	42.2	45.4
2245	28	0	24	4	0	0	0	0	0	0	0	0	0	0	45.1	48.8
2300	9	0	8	0	0	1	0	0	0	0	0	0	0	0	46.5	-
2315	13	0	13	0	0	0	0	0	0	0	0	0	0	0	44.8	48.8
2330	16	0	14	2	0	0	0	0	0	0	0	0	0	0	46.4	54.1
2345	14	0	11	3	0	0	0	0	0	0	0	0	0	0	46.4	51.2
07-19	**2618**	**7**	**1996**	**544**	**5**	**52**	**5**	**1**	**7**	**1**	**0**	**0**	**0**	**0**	**44.1**	**49.7**
06-22	**3039**	**11**	**2336**	**612**	**6**	**58**	**5**	**1**	**8**	**2**	**0**	**0**	**0**	**0**	**44.1**	**49.7**
06-00	**3223**	**11**	**2490**	**639**	**6**	**61**	**5**	**1**	**8**	**2**	**0**	**0**	**0**	**0**	**44.1**	**49.7**
00-00	**3378**	**11**	**2611**	**668**	**7**	**64**	**6**	**1**	**8**	**2**	**0**	**0**	**0**	**0**	**44.2**	**49.9**

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*** Sunday, October 05, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	13	0	11	2	0	0	0	0	0	0	0	0	0	0	43.6	47.0
0015	16	0	12	3	0	1	0	0	0	0	0	0	0	0	43.9	53.2
0030	5	0	4	1	0	0	0	0	0	0	0	0	0	0	44.8	-
0045	7	0	7	0	0	0	0	0	0	0	0	0	0	0	46.8	-
0100	6	0	6	0	0	0	0	0	0	0	0	0	0	0	45.3	-
0115	7	0	7	0	0	0	0	0	0	0	0	0	0	0	45.2	-
0130	5	0	5	0	0	0	0	0	0	0	0	0	0	0	47.5	-
0145	8	0	8	0	0	0	0	0	0	0	0	0	0	0	47.6	-
0200	8	0	3	5	0	0	0	0	0	0	0	0	0	0	45.8	-
0215	7	0	6	1	0	0	0	0	0	0	0	0	0	0	45.6	-
0230	6	0	3	3	0	0	0	0	0	0	0	0	0	0	49.7	-
0245	7	0	7	0	0	0	0	0	0	0	0	0	0	0	46.8	-
0300	9	0	8	1	0	0	0	0	0	0	0	0	0	0	48.1	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	5	0	5	0	0	0	0	0	0	0	0	0	0	0	48.6	-
0345	1	0	1	0	0	0	0	0	0	0	0	0	0	0	45.2	-
0400	5	0	3	1	0	1	0	0	0	0	0	0	0	0	44.4	-
0415	3	0	3	0	0	0	0	0	0	0	0	0	0	0	54.9	-
0430	6	0	5	0	0	1	0	0	0	0	0	0	0	0	50.6	-
0445	6	0	5	1	0	0	0	0	0	0	0	0	0	0	46.6	-
0500	6	0	6	0	0	0	0	0	0	0	0	0	0	0	53.1	-
0515	5	0	5	0	0	0	0	0	0	0	0	0	0	0	50.1	-
0530	13	0	10	3	0	0	0	0	0	0	0	0	0	0	48.6	50.3
0545	7	0	7	0	0	0	0	0	0	0	0	0	0	0	47.4	-
0600	15	0	14	1	0	0	0	0	0	0	0	0	0	0	47.2	51.9
0615	7	0	6	1	0	0	0	0	0	0	0	0	0	0	44.4	-
0630	18	0	16	2	0	0	0	0	0	0	0	0	0	0	44.7	49.7
0645	11	0	7	4	0	0	0	0	0	0	0	0	0	0	44.5	46.1
0700	10	0	8	2	0	0	0	0	0	0	0	0	0	0	46.4	-
0715	6	0	2	3	0	1	0	0	0	0	0	0	0	0	45.5	-
0730	14	0	12	2	0	0	0	0	0	0	0	0	0	0	42.8	48.8
0745	23	0	17	4	0	2	0	0	0	0	0	0	0	0	38.8	45.4
0800	3	0	2	1	0	0	0	0	0	0	0	0	0	0	40.3	-
0815	8	0	6	2	0	0	0	0	0	0	0	0	0	0	41.7	-
0830	22	0	15	5	1	1	0	0	0	0	0	0	0	0	46.3	54.4
0845	23	0	16	6	0	1	0	0	0	0	0	0	0	0	43.7	49.2
0900	26	1	16	9	0	0	0	0	0	0	0	0	0	0	45.4	49.2
0915	20	0	17	3	0	0	0	0	0	0	0	0	0	0	44.2	47.9
0930	40	0	34	5	0	1	0	0	0	0	0	0	0	0	45.0	48.8
0945	57	0	44	13	0	0	0	0	0	0	0	0	0	0	44.6	49.0
1000	37	0	27	8	0	2	0	0	0	0	0	0	0	0	42.3	47.2
1015	31	0	25	5	0	1	0	0	0	0	0	0	0	0	46.3	50.1
1030	39	0	27	10	0	1	0	0	1	0	0	0	0	0	45.0	51.4
1045	40	0	30	10	0	0	0	0	0	0	0	0	0	0	42.8	48.8
1100	32	0	26	6	0	0	0	0	0	0	0	0	0	0	45.3	52.3
1115	41	0	28	12	0	0	0	0	1	0	0	0	0	0	44.2	49.2
1130	61	0	49	12	0	0	0	0	0	0	0	0	0	0	44.6	50.3
1145	50	1	41	8	0	0	0	0	0	0	0	0	0	0	45.2	51.4
1200	44	0	38	6	0	0	0	0	0	0	0	0	0	0	45.4	49.9
1215	42	0	35	6	0	1	0	0	0	0	0	0	0	0	44.8	51.2
1230	65	0	52	12	0	1	0	0	0	0	0	0	0	0	45.3	50.1
1245	64	0	54	9	0	1	0	0	0	0	0	0	0	0	44.7	48.5
1300	62	0	50	10	0	2	0	0	0	0	0	0	0	0	44.4	51.9
1315	59	0	43	14	1	1	0	0	0	0	0	0	0	0	43.4	48.3
1330	61	0	51	8	0	2	0	0	0	0	0	0	0	0	43.3	49.7
1345	61	0	53	8	0	0	0	0	0	0	0	0	0	0	43.2	49.7
1400	55	0	42	12	0	1	0	0	0	0	0	0	0	0	44.1	50.8
1415	50	0	42	8	0	0	0	0	0	0	0	0	0	0	44.6	50.6
1430	44	0	35	7	0	1	0	0	1	0	0	0	0	0	44.4	49.2
1445	53	0	41	10	0	2	0	0	0	0	0	0	0	0	44.1	48.5
1500	55	2	44	8	0	0	0	0	1	0	0	0	0	0	42.2	48.1
1515	51	0	42	8	0	1	0	0	0	0	0	0	0	0	43.7	49.0
1530	66	0	54	11	0	1	0	0	0	0	0	0	0	0	45.6	50.6
1545	60	0	53	7	0	0	0	0	0	0	0	0	0	0	44.7	51.2
1600	33	0	30	3	0	0	0	0	0	0	0	0	0	0	46.3	51.2
1615	58	0	48	10	0	0	0	0	0	0	0	0	0	0	44.0	50.6
1630	52	0	40	11	0	1	0	0	0	0	0	0	0	0	43.9	50.8
1645	56	0	46	10	0	0	0	0	0	0	0	0	0	0	44.7	51.2
1700	74	0	56	17	0	1	0	0	0	0	0	0	0	0	42.4	47.2
1715	55	0	43	12	0	0	0	0	0	0	0	0	0	0	41.9	46.3
1730	51	0	42	7	0	2	0	0	0	0	0	0	0	0	44.0	50.6
1745	53	1	39	13	0	0	0	0	0	0	0	0	0	0	42.6	49.0
1800	53	1	41	11	0	0	0	0	0	0	0	0	0	0	43.4	49.7
1815	45	1	32	12	0	0	0	0	0	0	0	0	0	0	44.7	50.1

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1830	37	0	32	5	0	0	0	0	0	0	0	0	0	0	43.5	50.3
1845	36	0	28	8	0	0	0	0	0	0	0	0	0	0	44.4	48.3
1900	35	0	34	1	0	0	0	0	0	0	0	0	0	0	45.0	50.1
1915	34	0	25	8	0	1	0	0	0	0	0	0	0	0	42.9	47.9
1930	47	0	40	6	0	1	0	0	0	0	0	0	0	0	41.6	49.0
1945	20	1	14	4	0	1	0	0	0	0	0	0	0	0	44.6	47.9
2000	39	1	30	6	0	2	0	0	0	0	0	0	0	0	48.5	55.3
2015	23	0	20	2	0	1	0	0	0	0	0	0	0	0	44.6	50.3
2030	23	0	18	4	0	1	0	0	0	0	0	0	0	0	45.5	55.0
2045	27	0	23	4	0	0	0	0	0	0	0	0	0	0	45.2	50.1
2100	26	0	18	7	0	1	0	0	0	0	0	0	0	0	44.2	49.4
2115	24	0	19	5	0	0	0	0	0	0	0	0	0	0	45.8	49.4
2130	13	0	11	2	0	0	0	0	0	0	0	0	0	0	47.3	51.7
2145	23	0	19	3	0	0	0	0	0	1	0	0	0	0	44.9	48.1
2200	14	0	11	3	0	0	0	0	0	0	0	0	0	0	47.3	49.4
2215	12	0	10	2	0	0	0	0	0	0	0	0	0	0	45.5	47.2
2230	14	0	10	4	0	0	0	0	0	0	0	0	0	0	45.5	51.2
2245	14	0	12	2	0	0	0	0	0	0	0	0	0	0	44.7	49.2
2300	9	0	5	2	0	2	0	0	0	0	0	0	0	0	50.9	-
2315	2	0	2	0	0	0	0	0	0	0	0	0	0	0	49.0	-
2330	10	0	9	1	0	0	0	0	0	0	0	0	0	0	45.9	-
2345	6	0	4	2	0	0	0	0	0	0	0	0	0	0	44.1	-
07-19	**2078**	**7**	**1648**	**389**	**2**	**28**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**44.1**	**49.9**
06-22	**2463**	**9**	**1962**	**449**	**2**	**36**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**44.2**	**50.1**
06-00	**2544**	**9**	**2025**	**465**	**2**	**38**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**44.3**	**50.1**
00-00	**2705**	**9**	**2162**	**486**	**2**	**41**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**44.4**	**50.3**

*** Monday, October 06, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	5	0	5	0	0	0	0	0	0	0	0	0	0	0	43.6	-
0015	6	0	4	2	0	0	0	0	0	0	0	0	0	0	47.7	-
0030	3	0	2	0	1	0	0	0	0	0	0	0	0	0	45.0	-
0045	5	0	3	2	0	0	0	0	0	0	0	0	0	0	45.5	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	40.1	-
0115	2	0	1	1	0	0	0	0	0	0	0	0	0	0	47.5	-
0130	3	0	2	1	0	0	0	0	0	0	0	0	0	0	38.7	-
0145	3	0	3	0	0	0	0	0	0	0	0	0	0	0	46.5	-
0200	3	0	1	1	0	1	0	0	0	0	0	0	0	0	48.0	-
0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0230	3	0	3	0	0	0	0	0	0	0	0	0	0	0	45.5	-
0245	4	0	1	1	0	0	2	0	0	0	0	0	0	0	39.3	-
0300	4	0	0	0	0	0	4	0	0	0	0	0	0	0	34.3	-
0315	4	0	2	0	0	0	2	0	0	0	0	0	0	0	40.0	-
0330	2	0	1	1	0	0	0	0	0	0	0	0	0	0	42.4	-
0345	4	0	1	1	1	0	1	0	0	0	0	0	0	0	40.7	-
0400	3	0	2	1	0	0	0	0	0	0	0	0	0	0	54.5	-
0415	7	0	3	0	0	1	3	0	0	0	0	0	0	0	41.9	-
0430	6	0	4	2	0	0	0	0	0	0	0	0	0	0	46.0	-
0445	20	0	14	3	0	2	1	0	0	0	0	0	0	0	46.8	49.7
0500	11	0	6	3	1	0	1	0	0	0	0	0	0	0	44.3	48.3
0515	8	0	5	2	0	1	0	0	0	0	0	0	0	0	45.6	-
0530	15	0	9	5	1	0	0	0	0	0	0	0	0	0	48.4	59.5
0545	29	0	20	6	3	0	0	0	0	0	0	0	0	0	45.6	54.1
0600	43	0	29	10	0	3	1	0	0	0	0	0	0	0	45.9	51.7
0615	48	0	32	11	3	0	1	0	0	1	0	0	0	0	45.6	52.1
0630	56	0	38	13	3	2	0	0	0	0	0	0	0	0	45.9	51.2
0645	59	1	39	12	2	1	2	0	1	1	0	0	0	0	44.9	50.8
0700	77	0	62	13	1	1	0	0	0	0	0	0	0	0	46.4	51.9
0715	104	0	77	22	1	3	1	0	0	0	0	0	0	0	45.1	49.7
0730	132	0	103	23	1	4	0	0	1	0	0	0	0	0	44.4	49.9
0745	147	0	113	32	0	2	0	0	0	0	0	0	0	0	44.6	49.7
0800	99	0	75	17	3	3	1	0	0	0	0	0	0	0	43.9	50.1
0815	100	0	81	16	0	1	1	0	1	0	0	0	0	0	42.5	48.1
0830	112	0	84	24	0	3	1	0	0	0	0	0	0	0	43.6	48.1
0845	103	0	71	27	0	4	0	0	0	0	1	0	0	0	43.8	49.2
0900	134	1	98	30	1	2	1	0	1	0	0	0	0	0	44.1	48.8
0915	151	1	120	28	0	1	0	0	0	1	0	0	0	0	42.8	46.8
0930	86	0	50	30	0	5	0	0	1	0	0	0	0	0	43.4	48.1
0945	91	0	66	23	0	2	0	0	0	0	0	0	0	0	42.8	48.5
1000	100	0	76	19	0	2	1	0	2	0	0	0	0	0	42.4	48.1
1015	77	0	61	14	0	2	0	0	0	0	0	0	0	0	42.0	45.9
1030	82	0	57	24	0	1	0	0	0	0	0	0	0	0	42.7	49.7
1045	112	0	73	33	0	4	1	0	1	0	0	0	0	0	42.7	47.4
1100	129	0	82	43	1	3	0	0	0	0	0	0	0	0	43.8	48.5
1115	125	1	88	29	1	6	0	0	0	0	0	0	0	0	43.4	48.8
1130	128	0	97	25	0	4	1	0	0	1	0	0	0	0	42.1	47.6
1145	127	0	92	32	0	1	1	0	1	0	0	0	0	0	41.1	45.9

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1200	137	0	96	29	3	7	1	0	1	0	0	0	0	0	42.7	47.9
1215	141	0	103	30	0	7	0	1	0	0	0	0	0	0	40.4	44.7
1230	111	0	88	17	1	5	0	0	0	0	0	0	0	0	42.1	48.1
1245	133	0	106	24	0	2	1	0	0	0	0	0	0	0	42.9	47.6
1300	100	0	77	18	1	3	1	0	0	0	0	0	0	0	43.3	47.9
1315	142	0	102	33	0	6	1	0	0	0	0	0	0	0	42.4	48.1
1330	122	1	90	23	3	2	1	1	1	0	0	0	0	0	43.1	50.3
1345	116	0	92	21	1	0	1	0	1	0	0	0	0	0	42.8	48.5
1400	128	0	89	34	1	4	0	0	0	0	0	0	0	0	43.1	47.6
1415	132	0	107	24	0	1	0	0	0	0	0	0	0	0	43.2	48.8
1430	103	1	77	21	0	3	1	0	0	0	0	0	0	0	44.2	49.7
1445	128	0	99	26	0	3	0	0	0	0	0	0	0	0	43.5	48.5
1500	131	0	98	26	3	3	0	0	1	0	0	0	0	0	44.2	48.5
1515	129	0	98	25	3	3	0	0	0	0	0	0	0	0	43.3	47.6
1530	119	0	84	31	0	4	0	0	0	0	0	0	0	0	42.4	47.0
1545	121	0	93	25	0	3	0	0	0	0	0	0	0	0	42.5	47.0
1600	135	0	96	34	0	5	0	0	0	0	0	0	0	0	41.5	47.2
1615	128	0	103	25	0	0	0	0	0	0	0	0	0	0	42.1	48.1
1630	146	0	113	27	2	4	0	0	0	0	0	0	0	0	43.5	48.3
1645	148	0	109	32	3	4	0	0	0	0	0	0	0	0	42.7	48.1
1700	196	0	153	39	0	4	0	0	0	0	0	0	0	0	40.1	45.2
1715	162	0	123	37	0	2	0	0	0	0	0	0	0	0	42.2	47.9
1730	131	1	107	21	0	2	0	0	0	0	0	0	0	0	43.2	49.2
1745	101	0	71	29	0	1	0	0	0	0	0	0	0	0	44.8	51.0
1800	131	1	105	22	1	2	0	0	0	0	0	0	0	0	41.9	46.5
1815	82	0	62	17	0	3	0	0	0	0	0	0	0	0	42.4	47.0
1830	62	0	51	10	0	1	0	0	0	0	0	0	0	0	41.2	46.5
1845	51	0	40	10	0	1	0	0	0	0	0	0	0	0	44.2	51.2
1900	57	0	44	11	0	2	0	0	0	0	0	0	0	0	44.7	52.1
1915	62	0	54	6	0	2	0	0	0	0	0	0	0	0	39.2	46.1
1930	52	0	44	8	0	0	0	0	0	0	0	0	0	0	39.9	45.0
1945	43	0	35	6	0	2	0	0	0	0	0	0	0	0	43.1	50.6
2000	43	0	37	6	0	0	0	0	0	0	0	0	0	0	43.2	48.8
2015	26	0	21	5	0	0	0	0	0	0	0	0	0	0	42.4	48.5
2030	29	0	23	6	0	0	0	0	0	0	0	0	0	0	46.8	50.8
2045	16	0	14	2	0	0	0	0	0	0	0	0	0	0	43.6	48.5
2100	28	0	22	5	0	1	0	0	0	0	0	0	0	0	42.7	46.1
2115	27	0	20	7	0	0	0	0	0	0	0	0	0	0	44.4	47.6
2130	18	1	14	3	0	0	0	0	0	0	0	0	0	0	43.3	49.0
2145	23	0	20	2	0	1	0	0	0	0	0	0	0	0	44.7	50.1
2200	25	0	23	2	0	0	0	0	0	0	0	0	0	0	45.2	50.1
2215	12	0	11	1	0	0	0	0	0	0	0	0	0	0	50.3	52.1
2230	9	0	7	2	0	0	0	0	0	0	0	0	0	0	44.9	-
2245	9	0	8	1	0	0	0	0	0	0	0	0	0	0	45.8	-
2300	10	0	9	1	0	0	0	0	0	0	0	0	0	0	43.8	-
2315	8	0	5	3	0	0	0	0	0	0	0	0	0	0	44.2	-
2330	6	0	5	1	0	0	0	0	0	0	0	0	0	0	46.9	-
2345	4	0	3	1	0	0	0	0	0	0	0	0	0	0	42.4	-
07-19	**5682**	**7**	**4258**	**1214**	**31**	**139**	**16**	**2**	**12**	**2**	**1**	**0**	**0**	**0**	**42.9**	**48.3**
06-22	**6312**	**9**	**4744**	**1327**	**39**	**153**	**20**	**2**	**13**	**4**	**1**	**0**	**0**	**0**	**43.0**	**48.5**
06-00	**6395**	**9**	**4815**	**1339**	**39**	**153**	**20**	**2**	**13**	**4**	**1**	**0**	**0**	**0**	**43.0**	**48.5**
00-00	**6547**	**9**	**4909**	**1371**	**46**	**158**	**34**	**2**	**13**	**4**	**1**	**0**	**0**	**0**	**43.1**	**48.5**

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*** Tuesday, October 07, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	3	0	2	1	0	0	0	0	0	0	0	0	0	0	46.6	-
0015	10	0	8	2	0	0	0	0	0	0	0	0	0	0	47.0	-
0030	4	0	4	0	0	0	0	0	0	0	0	0	0	0	50.4	-
0045	1	0	1	0	0	0	0	0	0	0	0	0	0	0	43.2	-
0100	2	0	0	2	0	0	0	0	0	0	0	0	0	0	43.8	-
0115	5	0	5	0	0	0	0	0	0	0	0	0	0	0	43.3	-
0130	4	0	3	1	0	0	0	0	0	0	0	0	0	0	50.9	-
0145	5	0	5	0	0	0	0	0	0	0	0	0	0	0	43.6	-
0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0215	1	0	1	0	0	0	0	0	0	0	0	0	0	0	60.6	-
0230	1	0	0	1	0	0	0	0	0	0	0	0	0	0	45.2	-
0245	1	0	1	0	0	0	0	0	0	0	0	0	0	0	45.3	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	3	0	2	0	1	0	0	0	0	0	0	0	0	0	42.3	-
0330	1	0	1	0	0	0	0	0	0	0	0	0	0	0	44.9	-
0345	2	0	1	1	0	0	0	0	0	0	0	0	0	0	55.5	-
0400	2	0	1	1	0	0	0	0	0	0	0	0	0	0	39.3	-
0415	3	0	2	1	0	0	0	0	0	0	0	0	0	0	49.2	-
0430	11	0	8	2	0	1	0	0	0	0	0	0	0	0	47.2	50.3
0445	13	0	9	3	0	1	0	0	0	0	0	0	0	0	45.5	48.1
0500	18	0	11	4	0	2	1	0	0	0	0	0	0	0	43.5	46.8
0515	10	0	7	3	0	0	0	0	0	0	0	0	0	0	46.2	-
0530	24	0	17	6	0	1	0	0	0	0	0	0	0	0	51.4	55.7
0545	35	0	27	5	3	0	0	0	0	0	0	0	0	0	46.3	51.7
0600	35	0	24	9	0	2	0	0	0	0	0	0	0	0	46.1	51.2
0615	38	0	28	6	2	1	1	0	0	0	0	0	0	0	45.8	51.9
0630	57	0	41	11	2	2	0	1	0	0	0	0	0	0	44.7	49.7
0645	45	0	29	15	1	0	0	0	0	0	0	0	0	0	45.1	49.4
0700	73	0	50	13	3	3	2	0	2	0	0	0	0	0	45.7	51.2
0715	82	0	57	21	0	4	0	0	0	0	0	0	0	0	45.0	50.3
0730	145	0	106	33	3	2	0	0	0	1	0	0	0	0	43.3	49.2
0745	133	0	101	27	1	4	0	0	0	0	0	0	0	0	45.0	49.4
0800	104	0	66	32	0	4	1	0	1	0	0	0	0	0	45.0	50.3
0815	123	0	97	24	1	1	0	0	0	0	0	0	0	0	42.9	49.4
0830	94	1	72	16	1	4	0	0	0	0	0	0	0	0	45.1	52.1
0845	85	0	61	19	1	4	0	0	0	0	0	0	0	0	44.8	50.1
0900	82	0	63	16	0	2	0	0	1	0	0	0	0	0	43.3	49.4
0915	81	2	61	11	0	7	0	0	0	0	0	0	0	0	44.4	50.1
0930	106	0	68	33	0	4	0	1	0	0	0	0	0	0	43.5	48.1
0945	88	0	56	26	0	5	0	0	0	1	0	0	0	0	45.2	52.6
1000	74	0	58	13	0	2	0	0	0	1	0	0	0	0	43.0	48.1
1015	80	0	60	16	0	4	0	0	0	0	0	0	0	0	42.8	49.7
1030	87	1	62	20	0	4	0	0	0	0	0	0	0	0	43.6	49.0
1045	90	0	69	19	0	2	0	0	0	0	0	0	0	0	43.4	49.0
1100	117	0	80	32	0	4	0	0	0	0	0	0	0	1	43.4	47.9
1115	118	0	78	37	0	3	0	0	0	0	0	0	0	0	43.6	49.0
1130	123	0	97	21	1	3	1	0	0	0	0	0	0	0	42.6	48.8
1145	112	0	78	30	0	2	0	1	1	0	0	0	0	0	44.0	50.6
1200	128	0	92	32	0	4	0	0	0	0	0	0	0	0	44.2	49.0
1215	102	0	78	21	1	2	0	0	0	0	0	0	0	0	43.1	47.9
1230	130	1	93	33	0	2	0	0	1	0	0	0	0	0	43.6	47.9
1245	132	0	97	28	1	6	0	0	0	0	0	0	0	0	43.3	49.4
1300	125	0	93	26	1	5	0	0	0	0	0	0	0	0	42.2	47.2
1315	104	0	73	24	1	6	0	0	0	0	0	0	0	0	44.3	50.8
1330	93	0	64	22	1	5	0	0	1	0	0	0	0	0	42.4	46.8
1345	97	0	74	20	2	1	0	0	0	0	0	0	0	0	43.7	47.6
1400	88	1	59	24	1	2	1	0	0	0	0	0	0	0	43.5	48.1
1415	122	0	95	26	0	1	0	0	0	0	0	0	0	0	44.5	50.3
1430	91	0	59	27	1	4	0	0	0	0	0	0	0	0	42.8	49.0
1445	101	0	73	23	0	5	0	0	0	0	0	0	0	0	42.9	50.6
1500	119	0	90	24	3	1	0	0	1	0	0	0	0	0	42.1	47.4
1515	139	0	111	25	2	1	0	0	0	0	0	0	0	0	42.6	49.2
1530	122	0	95	24	0	3	0	0	0	0	0	0	0	0	44.6	49.7
1545	129	1	105	22	0	1	0	0	0	0	0	0	0	0	42.2	48.5
1600	129	0	102	25	0	2	0	0	0	0	0	0	0	0	43.8	49.0
1615	152	0	111	37	1	2	0	0	0	1	0	0	0	0	43.4	48.1
1630	167	0	134	29	0	4	0	0	0	0	0	0	0	0	47.6	57.0
1645	135	0	120	13	0	1	1	0	0	0	0	0	0	0	53.9	84.3
1700	181	1	167	10	0	3	0	0	0	0	0	0	0	0	54.4	84.3
1715	196	0	176	17	0	3	0	0	0	0	0	0	0	0	60.8	84.3
1730	130	1	115	11	0	3	0	0	0	0	0	0	0	0	58.3	84.3
1745	113	0	101	11	0	0	1	0	0	0	0	0	0	0	57.3	84.3
1800	98	0	89	7	0	2	0	0	0	0	0	0	0	0	58.7	84.3
1815	80	0	69	10	0	1	0	0	0	0	0	0	0	0	56.9	84.3

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1830	73	0	66	4	0	2	1	0	0	0	0	0	0	0	55.4	84.3
1845	59	0	54	3	0	1	1	0	0	0	0	0	0	0	58.2	84.3
1900	54	0	49	5	0	0	0	0	0	0	0	0	0	0	53.1	84.3
1915	58	0	56	2	0	0	0	0	0	0	0	0	0	0	54.4	84.3
1930	55	0	49	5	0	1	0	0	0	0	0	0	0	0	53.2	84.3
1945	41	0	37	4	0	0	0	0	0	0	0	0	0	0	52.3	84.3
2000	29	0	25	4	0	0	0	0	0	0	0	0	0	0	53.4	84.3
2015	30	0	26	3	0	1	0	0	0	0	0	0	0	0	52.7	84.3
2030	33	0	29	3	0	1	0	0	0	0	0	0	0	0	52.0	84.3
2045	25	0	20	5	0	0	0	0	0	0	0	0	0	0	52.7	84.3
2100	22	0	20	2	0	0	0	0	0	0	0	0	0	0	57.7	84.3
2115	22	0	20	1	0	1	0	0	0	0	0	0	0	0	60.8	84.3
2130	24	0	21	3	0	0	0	0	0	0	0	0	0	0	57.1	84.3
2145	21	0	19	1	0	0	0	0	0	1	0	0	0	0	55.3	84.3
2200	24	0	21	3	0	0	0	0	0	0	0	0	0	0	50.2	55.9
2215	9	0	8	1	0	0	0	0	0	0	0	0	0	0	52.9	-
2230	5	0	4	0	0	1	0	0	0	0	0	0	0	0	44.1	-
2245	5	0	4	1	0	0	0	0	0	0	0	0	0	0	47.1	-
2300	8	0	7	1	0	0	0	0	0	0	0	0	0	0	55.7	-
2315	7	0	6	1	0	0	0	0	0	0	0	0	0	0	67.2	-
2330	4	0	4	0	0	0	0	0	0	0	0	0	0	0	84.5	-
2345	1	0	1	0	0	0	0	0	0	0	0	0	0	0	51.9	-
07-19	**5332**	**9**	**4095**	**1037**	**26**	**141**	**9**	**2**	**8**	**4**	**0**	**0**	**0**	**1**	**46.4**	**51.4**
06-22	**5921**	**9**	**4588**	**1116**	**31**	**150**	**10**	**3**	**8**	**5**	**0**	**0**	**0**	**1**	**46.9**	**52.1**
06-00	**5984**	**9**	**4643**	**1123**	**31**	**151**	**10**	**3**	**8**	**5**	**0**	**0**	**0**	**1**	**47.0**	**52.1**
00-00	**6143**	**9**	**4759**	**1156**	**35**	**156**	**11**	**3**	**8**	**5**	**0**	**0**	**0**	**1**	**47.0**	**52.1**

*** Wednesday, October 08, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	6	0	4	2	0	0	0	0	0	0	0	0	0	0	54.0	-
0015	4	0	3	1	0	0	0	0	0	0	0	0	0	0	43.5	-
0030	3	0	3	0	0	0	0	0	0	0	0	0	0	0	48.4	-
0045	2	0	1	1	0	0	0	0	0	0	0	0	0	0	38.3	-
0100	6	0	5	1	0	0	0	0	0	0	0	0	0	0	69.1	-
0115	4	0	3	0	0	1	0	0	0	0	0	0	0	0	73.1	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	1	0	0	0	0	0	1	0	0	0	0	0	0	0	49.2	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	54.6	-
0215	2	0	2	0	0	0	0	0	0	0	0	0	0	0	52.1	-
0230	2	0	2	0	0	0	0	0	0	0	0	0	0	0	50.2	-
0245	2	0	2	0	0	0	0	0	0	0	0	0	0	0	46.2	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	6	0	6	0	0	0	0	0	0	0	0	0	0	0	70.8	-
0330	3	0	3	0	0	0	0	0	0	0	0	0	0	0	70.1	-
0345	1	0	1	0	0	0	0	0	0	0	0	0	0	0	36.9	-
0400	5	0	5	0	0	0	0	0	0	0	0	0	0	0	55.6	-
0415	10	0	8	2	0	0	0	0	0	0	0	0	0	0	58.1	-
0430	5	0	4	1	0	0	0	0	0	0	0	0	0	0	60.2	-
0445	8	0	7	0	0	1	0	0	0	0	0	0	0	0	45.6	-
0500	15	0	9	4	2	0	0	0	0	0	0	0	0	0	55.9	64.2
0515	9	0	7	1	1	0	0	0	0	0	0	0	0	0	50.9	-
0530	15	1	13	1	0	0	0	0	0	0	0	0	0	0	52.5	84.3
0545	33	0	24	5	2	2	0	0	0	0	0	0	0	0	56.1	84.3
0600	28	0	22	4	1	1	0	0	0	0	0	0	0	0	53.8	84.3
0615	33	0	24	6	2	1	0	0	0	0	0	0	0	0	53.6	84.3
0630	39	0	27	9	2	0	0	0	0	1	0	0	0	0	47.1	49.2
0645	47	0	36	8	2	1	0	0	0	0	0	0	0	0	56.0	84.3
07-19	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**-**	**-**
06-22	**147**	**0**	**109**	**27**	**7**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**52.7**	**84.3**
06-00	**147**	**0**	**109**	**27**	**7**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**52.7**	**84.3**
00-00	**290**	**1**	**222**	**46**	**12**	**7**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**54.1**	**84.3**

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MetroCount Traffic Executive
Class Speed Matrix

LOBDELL BLVD SB APP TO GOVERNMENT ST

Datasets:

Site: **[C7005] C7005**
Direction: 1 - North bound, A hit first., **Lane:** 0
Survey Duration: 5:01 Wednesday, October 01, 2014 => 17:42 Tuesday, October 14, 2014
File: G:\DATA\2014\PRIVATE\14079\LA 14072 14079\C700514OCT2014.EC0 (Plus)
Identifier: U515VX4N MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time: **7:00 Wednesday, October 01, 2014 => 7:00 Wednesday, October 08, 2014**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.

Speed (mph)	Class 1	2	3	4	5	6	7	8	9	10	11	12	13	Speed Totals	
0 - 5	.	1	.	.	.	.	.	.	.	.	.	.	.	1	0.0%
5 - 10	1	9	1	.	.	.	.	.	.	.	.	.	.	11	0.0%
10 - 15	4	9	.	.	.	.	.	.	.	.	.	.	.	13	0.0%
15 - 20	2	66	18	.	1	3	.	.	.	.	.	.	.	90	0.2%
20 - 25	2	345	96	5	16	4	3	4	.	.	.	.	.	475	1.2%
25 - 30	1	421	128	.	17	12	3	2	3	.	.	.	.	587	1.5%
30 - 35	4	1282	349	17	77	16	.	9	5	2	.	.	.	1761	4.6%
35 - 40	13	5514	1596	61	161	17	2	30	8	1	.	.	2	7405	19.4%
40 - 45	11	10435	2677	70	259	9	3	26	4	.	.	.	1	13495	35.4%
45 - 50	9	7406	1928	31	182	4	.	4	.	.	.	.	.	9564	25.1%
50 - 55	10	2336	647	6	74	4	.	.	.	.	.	.	.	3077	8.1%
55 - 60	2	529	169	.	22	2	.	.	.	.	.	.	.	724	1.9%
60 - 65	3	117	51	.	17	3	.	.	.	.	.	.	.	191	0.5%
65 - 70	1	15	15	.	18	.	.	.	.	.	.	.	.	49	0.1%
70 - 75	.	7	2	1	.	2	.	.	.	.	.	.	.	12	0.0%
75 - 80	.	8	1	1	4	2	.	.	.	.	.	.	.	16	0.0%
80 - 85	.	605	.	2	6	.	.	.	.	.	.	.	.	613	1.6%
85 - 90	.	4	.	.	4	1	.	.	.	.	.	.	.	9	0.0%
90 - 95	.	.	.	.	2	.	.	.	.	.	.	.	.	2	0.0%
95 - 100	.	.	.	1	1	.	.	.	.	.	.	.	.	2	0.0%
Class Totals	63	29109	7678	195	861	79	11	75	20	3	0	0	3	38097	
	0.2%	76.4%	20.2%	0.5%	2.3%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%		

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MetroCount Traffic Executive
Event Counts

LOBDELL AVE SB APPROACH TO GOVERNMENT ST

Datasets:

Site:	**[C3T] C3T**
Input A:	1 - North bound, A hit first. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	21:51 Sunday, August 31, 2014 => 1:00 Thursday, October 02, 2014
File:	G:\DATA\2014\PRIVATE\14079\9-28-14 Notes & Data\C3T02OCT2014.EC0 (Plus)
Identifier:	M263MZ4Q MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time:	**10:00 Saturday, September 20, 2014 => 10:00 Saturday, September 27, 2014**
Name:	Southern Traffic Services, Inc.
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 37319

Saturday, September 20, 2014=3026, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**301**	**335**	**302**	**279**	**278**	**229**	**248**	**253**	**180**	**164**	**138**	**122**	**131**	**66**	
-	-	-	-	-	-	-	-	-	-	69	84	**82**	67	67	60	67	57	58	46	31	39	30	26	9
-	-	-	-	-	-	-	-	-	-	57	76	**88**	69	73	52	51	104	42	47	37	28	22	13	10
-	-	-	-	-	-	-	-	-	-	77	80	**67**	64	63	54	68	39	38	35	32	22	54	13	7
-	-	-	-	-	-	-	-	-	-	98	95	**65**	79	75	63	62	53	42	36	38	33	25	14	9

PM Peak 1200 - 1300 (302), PM PHF=0.86

* Sunday, September 21, 2014=2623, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
35	**32**	**28**	**16**	**11**	**32**	**39**	**44**	**64**	**173**	**157**	**170**	**209**	**230**	**196**	**211**	**201**	**235**	**159**	**140**	**87**	**69**	**59**	**26**	
9	9	10	5	2	5	9	6	12	25	42	33	**52**	48	51	49	51	41	**45**	37	24	19	17	6	6
10	9	9	1	2	4	8	12	20	31	45	35	**54**	64	39	60	36	**43**	36	24	17	13	19	6	5
7	7	4	0	1	14	11	10	16	73	32	**57**	51	57	50	50	53	**58**	39	45	24	16	16	9	6
9	7	5	10	6	9	11	16	16	44	38	**45**	52	61	56	52	61	**93**	39	34	22	21	7	5	1

AM Peak 1130 - 1230 (208), AM PHF=0.91 PM Peak 1715 - 1815 (239), PM PHF=0.64

* Monday, September 22, 2014=5956, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
18	**5**	**6**	**7**	**33**	**73**	**219**	**426**	**412**	**310**	**332**	**455**	**459**	**426**	**432**	**454**	**521**	**529**	**304**	**237**	**124**	**107**	**48**	**19**	
6	3	3	2	3	10	35	62	**112**	80	87	95	107	97	116	115	103	**163**	98	50	37	26	19	10	8
5	0	0	1	4	18	53	82	**103**	68	76	112	111	100	108	117	110	**142**	82	68	34	32	12	3	7
6	0	0	1	13	16	64	**136**	109	76	69	118	122	113	84	107	**153**	115	62	80	23	24	8	2	2
1	2	3	3	13	29	67	**146**	88	86	100	130	119	116	124	115	**155**	109	62	39	30	25	9	4	3

AM Peak 0730 - 0830 (497), AM PHF=0.85 PM Peak 1630 - 1730 (613), PM PHF=0.94

* Tuesday, September 23, 2014=6156, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
20	**12**	**15**	**6**	**27**	**69**	**182**	**442**	**422**	**350**	**297**	**490**	**484**	**395**	**376**	**484**	**561**	**620**	**356**	**242**	**139**	**86**	**60**	**21**	
8	2	3	0	6	11	30	61	**132**	99	74	124	124	101	92	132	116	**202**	110	64	41	29	15	8	3
7	6	2	3	4	17	39	**97**	84	98	71	113	102	100	99	140	142	**177**	97	62	35	18	18	6	2
2	1	4	2	9	19	60	**142**	108	72	73	128	124	87	86	107	**160**	137	85	75	28	18	14	3	3
3	3	6	1	8	22	53	**142**	98	81	79	125	134	107	99	105	**143**	104	64	41	35	21	13	4	7

AM Peak 0715 - 0815 (513), AM PHF=0.90 PM Peak 1630 - 1730 (682), PM PHF=0.84

* Wednesday, September 24, 2014=6058, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	**10**	**5**	**16**	**27**	**72**	**190**	**428**	**414**	**319**	**331**	**456**	**482**	**373**	**411**	**466**	**563**	**575**	**312**	**256**	**152**	**97**	**64**	**24**	
3	2	0	3	5	11	30	62	**122**	72	80	115	127	100	95	115	132	**177**	97	86	39	27	26	10	8
2	3	2	2	4	11	37	94	**111**	76	73	106	112	86	112	129	127	**149**	87	61	31	27	15	9	8
3	4	2	7	8	20	59	**124**	100	96	82	127	126	104	106	120	142	**152**	70	61	42	18	14	2	5
7	1	1	4	10	30	64	**148**	81	75	96	108	117	83	98	102	**162**	97	58	48	40	25	9	3	7

AM Peak 0730 - 0830 (505), AM PHF=0.85 PM Peak 1645 - 1745 (640), PM PHF=0.90

* Thursday, September 25, 2014=6229, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
28	**13**	**8**	**18**	**22**	**74**	**169**	**439**	**434**	**317**	**338**	**469**	**491**	**417**	**388**	**477**	**580**	**582**	**319**	**219**	**141**	**119**	**128**	**39**	
8	3	2	9	1	10	26	71	126	44	84	101	**144**	117	88	121	139	**187**	92	64	43	27	16	13	14
8	4	2	2	6	13	35	89	99	100	83	**126**	101	125	102	117	**148**	148	83	60	40	31	29	11	1
5	5	2	1	5	15	56	132	122	86	78	**123**	134	82	88	109	**142**	120	69	47	25	29	59	11	7
7	1	2	6	10	36	52	147	87	87	93	**119**	112	93	110	130	**151**	127	75	48	33	32	24	4	6

AM Peak 1115 - 1215 (512), AM PHF=0.89 PM Peak 1615 - 1715 (628), PM PHF=0.84

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* Friday, September 26, 2014=6485, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
28	**18**	**18**	**10**	**24**	**63**	**182**	**396**	**414**	**381**	**368**	**604**	**579**	**443**	**390**	**545**	**566**	**479**	**319**	**216**	**149**	**106**	**142**	**45**	
14	5	2	1	4	7	28	60	98	84	93	149	**159**	137	107	128	153	**160**	94	62	50	34	31	16	13
1	1	3	3	3	12	53	95	105	95	83	139	**150**	110	104	144	123	**132**	85	55	37	16	38	17	14
7	6	9	3	7	18	48	120	106	96	93	**151**	146	105	91	132	**154**	93	74	48	28	27	38	7	15
6	6	4	3	10	26	53	121	105	106	99	**165**	124	91	88	141	**136**	94	66	51	34	29	35	5	8

AM Peak 1130 - 1230 (625), AM PHF=0.95 PM Peak 1630 - 1730 (582), PM PHF=0.91

* Saturday, September 27, 2014=786, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
50	**28**	**23**	**13**	**23**	**45**	**83**	**123**	**158**	**240**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
13	8	7	4	4	6	13	21	32	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14	13	9	2	2	8	22	25	33	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15	1	3	6	7	20	27	19	36	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	6	4	1	10	11	21	58	57	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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MetroCount Traffic Executive
Class

GOVERNMENT ST WB APPROACH TO LOBDELL AVE

Datasets:

Site: **[5114] 5114**
Direction: 1 - North bound, A hit first., **Lane:** 0
Survey Duration: 21:12 Sunday, August 31, 2014 => 21:33 Wednesday, October 01, 2014
File: G:\DATA\2014\PRIVATE\14079\9-28-14 Notes & Data\511402OCT2014.EC0 (Plus)
Identifier: 1259W8HR MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time: **9:00 Saturday, September 20, 2014 => 9:00 Saturday, September 27, 2014**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North, South (bound)
Separation: All - (Headway)
Name: Southern Traffic Services, Inc.
Scheme: Vehicle classification (Scheme F2)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals
3 [Mean] Average speed
4 [Vpp] Percentile speed

Saturday, September 20, 2014

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0900	62	1	45	14	1	0	0	0	1	0	0	0	0	0	37.5	44.5
0915	63	0	47	15	0	0	1	0	0	0	0	0	0	0	34.7	44.5
0930	66	1	48	16	0	1	0	0	0	0	0	0	0	0	32.7	40.9
0945	71	0	55	14	0	2	0	0	0	0	0	0	0	0	31.1	40.9
1000	62	0	43	19	0	0	0	0	0	0	0	0	0	0	32.1	43.8
1015	73	0	61	11	0	0	0	0	1	0	0	0	0	0	28.8	37.8
1030	85	1	63	18	0	2	1	0	0	0	0	0	0	0	31.4	39.4
1045	82	0	57	19	0	5	1	0	0	0	0	0	0	0	32.2	40.0
1100	67	0	61	6	0	0	0	0	0	0	0	0	0	0	31.6	40.0
1115	72	0	55	15	0	1	0	0	1	0	0	0	0	0	33.5	41.2
1130	96	1	79	15	0	0	0	0	1	0	0	0	0	0	32.2	39.4
1145	92	0	72	17	0	3	0	0	0	0	0	0	0	0	32.6	39.8
1200	102	0	83	18	0	1	0	0	0	0	0	0	0	0	33.8	43.6
1215	92	0	63	28	0	0	0	0	1	0	0	0	0	0	33.4	42.3
1230	83	1	66	14	0	2	0	0	0	0	0	0	0	0	32.8	43.2
1245	88	1	66	20	0	1	0	0	0	0	0	0	0	0	32.7	41.4
1300	99	0	86	13	0	0	0	0	0	0	0	0	0	0	33.1	41.6
1315	91	0	68	20	1	2	0	0	0	0	0	0	0	0	31.9	38.9
1330	77	1	62	13	0	0	1	0	0	0	0	0	0	0	31.4	39.8
1345	90	0	73	14	0	3	0	0	0	0	0	0	0	0	31.6	39.4
1400	94	0	77	13	0	3	0	0	1	0	0	0	0	0	33.1	42.3
1415	94	0	76	18	0	0	0	0	0	0	0	0	0	0	31.7	38.5
1430	76	0	58	17	0	1	0	0	0	0	0	0	0	0	34.6	43.6
1445	81	0	71	8	0	2	0	0	0	0	0	0	0	0	31.6	38.3
1500	76	0	49	24	1	2	0	0	0	0	0	0	0	0	33.2	42.7
1515	86	0	69	12	0	5	0	0	0	0	0	0	0	0	32.9	40.9
1530	69	0	57	12	0	0	0	0	0	0	0	0	0	0	33.7	42.7
1545	71	1	54	14	0	2	0	0	0	0	0	0	0	0	34.9	41.8
1600	83	2	65	13	0	3	0	0	0	0	0	0	0	0	33.0	41.8
1615	48	0	38	9	0	1	0	0	0	0	0	0	0	0	34.7	42.5
1630	74	1	48	24	0	1	0	0	0	0	0	0	0	0	34.1	41.6
1645	70	0	60	7	0	2	0	0	1	0	0	0	0	0	35.8	46.3
1700	79	0	62	16	0	1	0	0	0	0	0	0	0	0	36.4	45.2
1715	56	0	48	8	0	0	0	0	0	0	0	0	0	0	36.1	44.1

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1730	56	0	46	10	0	0	0	0	0	0	0	0	0	0	33.2	41.8
1745	54	1	48	3	0	2	0	0	0	0	0	0	0	0	33.7	40.9
1800	44	0	38	5	0	1	0	0	0	0	0	0	0	0	36.0	47.6
1815	64	0	47	12	0	5	0	0	0	0	0	0	0	0	34.9	43.4
1830	51	0	40	10	0	1	0	0	0	0	0	0	0	0	35.3	43.4
1845	54	0	43	10	0	1	0	0	0	0	0	0	0	0	34.0	42.1
1900	44	0	36	8	0	0	0	0	0	0	0	0	0	0	32.9	41.4
1915	33	0	28	4	0	1	0	0	0	0	0	0	0	0	37.9	45.4
1930	34	0	22	12	0	0	0	0	0	0	0	0	0	0	36.5	44.7
1945	50	1	39	9	0	1	0	0	0	0	0	0	0	0	36.8	44.7
2000	46	0	36	9	0	1	0	0	0	0	0	0	0	0	38.0	47.6
2015	30	0	26	4	0	0	0	0	0	0	0	0	0	0	36.5	45.0
2030	21	0	14	5	1	1	0	0	0	0	0	0	0	0	35.8	45.0
2045	33	0	22	9	0	2	0	0	0	0	0	0	0	0	36.9	47.4
2100	38	1	27	9	0	1	0	0	0	0	0	0	0	0	37.6	47.4
2115	31	0	24	7	0	0	0	0	0	0	0	0	0	0	35.8	45.6
2130	34	0	30	3	0	1	0	0	0	0	0	0	0	0	42.5	51.0
2145	36	0	30	6	0	0	0	0	0	0	0	0	0	0	37.1	45.2
2200	25	0	22	3	0	0	0	0	0	0	0	0	0	0	35.7	42.5
2215	34	0	25	8	0	0	0	0	1	0	0	0	0	0	39.3	44.3
2230	36	0	28	7	0	1	0	0	0	0	0	0	0	0	40.8	47.9
2245	30	0	25	5	0	0	0	0	0	0	0	0	0	0	34.7	42.7
2300	31	0	26	5	0	0	0	0	0	0	0	0	0	0	40.8	49.0
2315	27	1	19	6	0	1	0	0	0	0	0	0	0	0	39.2	46.1
2330	17	1	12	3	0	1	0	0	0	0	0	0	0	0	35.6	41.6
2345	27	0	24	3	0	0	0	0	0	0	0	0	0	0	38.5	46.5
07-19	**2993**	**12**	**2347**	**564**	**3**	**56**	**4**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**33.2**	**42.3**
06-22	**3423**	**14**	**2681**	**649**	**4**	**64**	**4**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**33.7**	**42.9**
06-00	**3650**	**16**	**2862**	**689**	**4**	**67**	**4**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**34.0**	**43.2**
00-00	**3650**	**16**	**2862**	**689**	**4**	**67**	**4**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**34.0**	**43.2**

*** Sunday, September 21, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	20	0	11	7	0	2	0	0	0	0	0	0	0	0	41.4	47.4
0015	12	0	9	3	0	0	0	0	0	0	0	0	0	0	31.4	36.7
0030	10	0	7	3	0	0	0	0	0	0	0	0	0	0	35.6	-
0045	7	0	4	3	0	0	0	0	0	0	0	0	0	0	34.7	-
0100	2	0	2	0	0	0	0	0	0	0	0	0	0	0	27.3	-
0115	10	0	8	1	1	0	0	0	0	0	0	0	0	0	41.4	-
0130	3	0	3	0	0	0	0	0	0	0	0	0	0	0	43.5	-
0145	12	0	11	1	0	0	0	0	0	0	0	0	0	0	41.8	46.5
0200	9	0	8	1	0	0	0	0	0	0	0	0	0	0	36.9	-
0215	7	0	6	1	0	0	0	0	0	0	0	0	0	0	35.6	-
0230	9	0	7	2	0	0	0	0	0	0	0	0	0	0	41.2	-
0245	8	0	6	2	0	0	0	0	0	0	0	0	0	0	38.4	-
0300	6	0	3	3	0	0	0	0	0	0	0	0	0	0	36.2	-
0315	4	0	3	1	0	0	0	0	0	0	0	0	0	0	36.1	-
0330	4	0	2	2	0	0	0	0	0	0	0	0	0	0	38.8	-
0345	2	0	2	0	0	0	0	0	0	0	0	0	0	0	48.5	-
0400	3	0	3	0	0	0	0	0	0	0	0	0	0	0	46.3	-
0415	4	0	4	0	0	0	0	0	0	0	0	0	0	0	47.5	-
0430	3	0	3	0	0	0	0	0	0	0	0	0	0	0	39.6	-
0445	3	0	2	1	0	0	0	0	0	0	0	0	0	0	52.5	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	26.7	-
0515	2	0	1	1	0	0	0	0	0	0	0	0	0	0	36.0	-
0530	7	0	5	2	0	0	0	0	0	0	0	0	0	0	37.7	-
0545	4	0	4	0	0	0	0	0	0	0	0	0	0	0	37.3	-
0600	10	0	10	0	0	0	0	0	0	0	0	0	0	0	36.8	-
0615	6	0	4	2	0	0	0	0	0	0	0	0	0	0	31.9	-
0630	6	0	4	2	0	0	0	0	0	0	0	0	0	0	31.0	-
0645	9	0	8	1	0	0	0	0	0	0	0	0	0	0	34.3	-
0700	10	0	8	2	0	0	0	0	0	0	0	0	0	0	33.1	-
0715	5	0	5	0	0	0	0	0	0	0	0	0	0	0	40.4	-
0730	10	0	8	2	0	0	0	0	0	0	0	0	0	0	35.0	-
0745	21	0	18	2	0	1	0	0	0	0	0	0	0	0	40.3	46.1
0800	11	0	9	2	0	0	0	0	0	0	0	0	0	0	37.4	42.5
0815	13	0	10	3	0	0	0	0	0	0	0	0	0	0	33.9	41.8
0830	35	0	27	8	0	0	0	0	0	0	0	0	0	0	34.2	40.9
0845	17	0	15	2	0	0	0	0	0	0	0	0	0	0	38.1	42.5
0900	17	0	13	3	1	0	0	0	0	0	0	0	0	0	37.2	43.2
0915	25	1	16	7	0	0	1	0	0	0	0	0	0	0	36.0	43.6
0930	20	0	15	4	0	1	0	0	0	0	0	0	0	0	35.0	45.6
0945	33	0	23	7	1	1	0	0	1	0	0	0	0	0	38.1	44.5
1000	45	0	39	6	0	0	0	0	0	0	0	0	0	0	36.3	42.9
1015	42	0	32	8	0	2	0	0	0	0	0	0	0	0	35.3	41.4
1030	27	0	20	5	0	2	0	0	0	0	0	0	0	0	36.2	43.8
1045	35	0	32	3	0	0	0	0	0	0	0	0	0	0	39.0	45.4

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1100	39	0	31	8	0	0	0	0	0	0	0	0	0	0	35.3	43.4
1115	38	0	29	9	0	0	0	0	0	0	0	0	0	0	35.9	42.3
1130	39	0	32	6	0	1	0	0	0	0	0	0	0	0	36.1	43.6
1145	32	0	23	9	0	0	0	0	0	0	0	0	0	0	36.0	46.1
1200	37	0	28	8	0	1	0	0	0	0	0	0	0	0	36.0	42.3
1215	41	0	32	8	0	1	0	0	0	0	0	0	0	0	35.2	43.2
1230	33	0	25	7	0	1	0	0	0	0	0	0	0	0	34.7	41.6
1245	33	0	23	10	0	0	0	0	0	0	0	0	0	0	37.7	42.7
1300	49	0	38	9	1	1	0	0	0	0	0	0	0	0	36.4	43.8
1315	45	0	38	7	0	0	0	0	0	0	0	0	0	0	35.3	42.9
1330	67	0	53	14	0	0	0	0	0	0	0	0	0	0	34.3	43.6
1345	72	0	53	18	0	1	0	0	0	0	0	0	0	0	32.9	42.7
1400	57	0	46	11	0	0	0	0	0	0	0	0	0	0	35.4	43.6
1415	66	0	56	10	0	0	0	0	0	0	0	0	0	0	34.2	41.2
1430	64	1	47	15	0	1	0	0	0	0	0	0	0	0	34.3	43.2
1445	76	0	52	21	0	3	0	0	0	0	0	0	0	0	30.4	39.1
1500	75	0	61	13	0	0	0	0	1	0	0	0	0	0	33.0	42.3
1515	72	1	56	12	1	2	0	0	0	0	0	0	0	0	33.8	38.9
1530	63	0	48	14	0	1	0	0	0	0	0	0	0	0	32.7	40.9
1545	76	0	62	13	0	1	0	0	0	0	0	0	0	0	32.5	42.3
1600	92	0	72	18	0	1	0	1	0	0	0	0	0	0	32.1	40.0
1615	47	0	38	7	0	2	0	0	0	0	0	0	0	0	33.4	41.6
1630	61	0	51	8	0	2	0	0	0	0	0	0	0	0	32.7	41.4
1645	57	0	39	16	0	2	0	0	0	0	0	0	0	0	32.2	40.5
1700	68	0	52	15	0	1	0	0	0	0	0	0	0	0	32.9	41.2
1715	48	0	36	12	0	0	0	0	0	0	0	0	0	0	33.5	44.7
1730	68	1	58	8	0	1	0	0	0	0	0	0	0	0	34.4	42.5
1745	64	0	46	14	0	3	0	0	1	0	0	0	0	0	31.8	40.3
1800	71	0	55	14	0	2	0	0	0	0	0	0	0	0	32.0	40.0
1815	46	0	40	6	0	0	0	0	0	0	0	0	0	0	34.0	42.7
1830	61	0	53	8	0	0	0	0	0	0	0	0	0	0	34.6	42.7
1845	43	0	32	9	0	2	0	0	0	0	0	0	0	0	34.1	45.2
1900	57	0	46	8	0	3	0	0	0	0	0	0	0	0	31.0	42.5
1915	38	0	30	8	0	0	0	0	0	0	0	0	0	0	33.4	38.9
1930	28	0	20	7	0	1	0	0	0	0	0	0	0	0	36.8	45.2
1945	30	0	23	6	1	0	0	0	0	0	0	0	0	0	35.3	45.9
2000	35	0	29	6	0	0	0	0	0	0	0	0	0	0	32.6	42.7
2015	29	0	23	5	0	1	0	0	0	0	0	0	0	0	32.5	42.1
2030	23	0	21	2	0	0	0	0	0	0	0	0	0	0	37.7	42.7
2045	24	0	18	5	0	1	0	0	0	0	0	0	0	0	34.8	38.9
2100	21	0	17	3	1	0	0	0	0	0	0	0	0	0	36.1	42.1
2115	21	0	19	2	0	0	0	0	0	0	0	0	0	0	33.0	40.7
2130	10	0	8	2	0	0	0	0	0	0	0	0	0	0	36.0	-
2145	19	0	17	2	0	0	0	0	0	0	0	0	0	0	35.0	44.1
2200	13	0	13	0	0	0	0	0	0	0	0	0	0	0	35.8	42.7
2215	13	0	11	2	0	0	0	0	0	0	0	0	0	0	39.6	45.2
2230	8	0	7	1	0	0	0	0	0	0	0	0	0	0	34.0	-
2245	11	0	11	0	0	0	0	0	0	0	0	0	0	0	38.4	46.1
2300	6	0	5	1	0	0	0	0	0	0	0	0	0	0	41.6	-
2315	6	0	4	2	0	0	0	0	0	0	0	0	0	0	35.3	-
2330	13	0	13	0	0	0	0	0	0	0	0	0	0	0	39.7	45.4
2345	5	0	5	0	0	0	0	0	0	0	0	0	0	0	33.6	-
07-19	**2166**	**4**	**1695**	**421**	**4**	**37**	**1**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**34.2**	**42.7**
06-22	**2532**	**4**	**1992**	**482**	**6**	**43**	**1**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**34.2**	**42.9**
06-00	**2607**	**4**	**2061**	**488**	**6**	**43**	**1**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**34.3**	**42.9**
00-00	**2760**	**4**	**2177**	**522**	**7**	**45**	**1**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**34.5**	**43.2**

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*** Monday, September 22, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	4	0	3	0	0	1	0	0	0	0	0	0	0	0	39.7	-
0015	3	0	2	1	0	0	0	0	0	0	0	0	0	0	34.8	-
0030	4	0	4	0	0	0	0	0	0	0	0	0	0	0	36.2	-
0045	4	0	4	0	0	0	0	0	0	0	0	0	0	0	39.8	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	41.6	-
0115	3	0	3	0	0	0	0	0	0	0	0	0	0	0	42.4	-
0130	3	0	3	0	0	0	0	0	0	0	0	0	0	0	50.3	-
0145	1	0	1	0	0	0	0	0	0	0	0	0	0	0	25.1	-
0200	1	0	1	0	0	0	0	0	0	0	0	0	0	0	36.6	-
0215	2	0	1	1	0	0	0	0	0	0	0	0	0	0	36.6	-
0230	3	0	3	0	0	0	0	0	0	0	0	0	0	0	28.3	-
0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	47.4	-
0315	2	0	2	0	0	0	0	0	0	0	0	0	0	0	29.0	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	1	0	1	0	0	0	0	0	0	0	0	0	0	0	46.8	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	1	0	1	0	0	0	0	0	0	0	0	0	0	0	50.2	-
0430	7	0	7	0	0	0	0	0	0	0	0	0	0	0	35.8	-
0445	4	0	3	1	0	0	0	0	0	0	0	0	0	0	27.2	-
0500	13	0	10	3	0	0	0	0	0	0	0	0	0	0	33.7	42.5
0515	14	0	10	4	0	0	0	0	0	0	0	0	0	0	38.1	43.6
0530	12	0	11	1	0	0	0	0	0	0	0	0	0	0	26.7	29.1
0545	13	0	9	4	0	0	0	0	0	0	0	0	0	0	30.4	37.6
0600	21	1	14	6	0	0	0	0	0	0	0	0	0	0	36.4	46.3
0615	37	0	26	10	0	1	0	0	0	0	0	0	0	0	32.9	42.9
0630	42	0	25	16	1	0	0	0	0	0	0	0	0	0	34.5	43.4
0645	73	0	54	17	1	1	0	0	0	0	0	0	0	0	36.6	43.6
0700	76	0	60	14	1	1	0	0	0	0	0	0	0	0	35.7	43.4
0715	63	0	49	11	0	2	0	1	0	0	0	0	0	0	34.3	41.6
0730	101	0	78	20	0	3	0	0	0	0	0	0	0	0	35.6	42.9
0745	119	0	99	18	0	2	0	0	0	0	0	0	0	0	33.8	42.3
0800	126	0	99	22	1	4	0	0	0	0	0	0	0	0	33.7	41.2
0815	116	0	92	21	1	1	0	0	0	0	0	0	0	1	32.6	40.3
0830	141	0	112	26	0	2	1	0	0	0	0	0	0	0	34.0	40.0
0845	116	0	96	18	1	0	1	0	0	0	0	0	0	0	32.5	38.9
0900	88	0	67	18	0	3	0	0	0	0	0	0	0	0	35.2	41.4
0915	88	0	64	20	1	3	0	0	0	0	0	0	0	0	34.7	41.6
0930	79	0	60	12	1	6	0	0	0	0	0	0	0	0	34.2	39.1
0945	91	1	65	23	0	2	0	0	0	0	0	0	0	0	34.3	41.4
1000	86	0	63	19	0	3	0	0	1	0	0	0	0	0	33.8	40.9
1015	64	0	47	16	0	1	0	0	0	0	0	0	0	0	34.6	41.4
1030	108	1	79	21	0	6	1	0	0	0	0	0	0	0	33.4	40.0
1045	77	0	58	13	0	4	2	0	0	0	0	0	0	0	33.6	40.7
1100	94	0	71	20	0	1	2	0	0	0	0	0	0	0	31.9	38.9
1115	103	0	79	18	0	4	1	0	1	0	0	0	0	0	32.3	39.4
1130	113	1	94	14	0	2	2	0	0	0	0	0	0	0	33.7	39.4
1145	106	0	84	19	1	0	2	0	0	0	0	0	0	0	32.2	38.5
1200	130	0	104	22	0	3	1	0	0	0	0	0	0	0	33.2	40.0
1215	153	0	127	21	1	2	2	0	0	0	0	0	0	0	31.5	39.1
1230	136	0	108	22	0	2	4	0	0	0	0	0	0	0	33.2	38.5
1245	136	0	104	26	0	2	4	0	0	0	0	0	0	0	31.8	38.3
1300	107	1	76	24	2	2	2	0	0	0	0	0	0	0	32.0	39.6
1315	122	0	92	24	0	3	3	0	0	0	0	0	0	0	32.7	38.5
1330	94	0	79	13	1	1	0	0	0	0	0	0	0	0	33.3	38.9
1345	120	0	106	11	0	1	2	0	0	0	0	0	0	0	32.5	38.7
1400	99	0	81	14	0	2	2	0	0	0	0	0	0	0	31.5	37.1
1415	87	1	67	13	1	0	5	0	0	0	0	0	0	0	32.5	38.7
1430	107	0	85	14	4	2	2	0	0	0	0	0	0	0	32.2	38.5
1445	113	1	88	17	1	4	2	0	0	0	0	0	0	0	33.3	39.4
1500	94	0	73	16	1	2	2	0	0	0	0	0	0	0	33.4	41.4
1515	118	0	92	20	0	4	2	0	0	0	0	0	0	0	32.7	40.3
1530	146	0	110	31	2	1	2	0	0	0	0	0	0	0	32.6	38.9
1545	101	0	75	19	0	4	3	0	0	0	0	0	0	0	33.7	41.4
1600	104	2	81	16	0	3	2	0	0	0	0	0	0	0	33.3	39.6
1615	118	2	97	14	0	3	2	0	0	0	0	0	0	0	34.3	40.3
1630	139	0	123	13	0	2	0	0	1	0	0	0	0	0	32.8	39.8
1645	138	0	117	14	0	5	2	0	0	0	0	0	0	0	33.4	41.2
1700	148	0	123	18	0	4	3	0	0	0	0	0	0	0	35.0	42.5
1715	172	0	141	24	0	5	2	0	0	0	0	0	0	0	34.5	41.6
1730	130	1	110	15	0	0	4	0	0	0	0	0	0	0	34.0	41.4
1745	131	0	108	19	0	1	3	0	0	0	0	0	0	0	34.6	41.2
1800	82	0	64	16	0	1	1	0	0	0	0	0	0	0	31.3	40.3
1815	89	1	66	17	0	1	4	0	0	0	0	0	0	0	33.8	41.4

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1830	88	0	72	14	0	1	1	0	0	0	0	0	0	0	34.1	41.2
1845	94	0	72	18	0	2	2	0	0	0	0	0	0	0	34.6	42.1
1900	66	1	53	4	1	4	3	0	0	0	0	0	0	0	32.8	37.8
1915	65	0	50	13	0	1	1	0	0	0	0	0	0	0	32.5	41.8
1930	61	0	50	8	0	1	2	0	0	0	0	0	0	0	34.3	42.7
1945	62	1	58	2	0	0	1	0	0	0	0	0	0	0	33.2	43.2
2000	70	0	61	8	0	0	1	0	0	0	0	0	0	0	32.3	39.1
2015	29	0	22	6	0	0	1	0	0	0	0	0	0	0	35.4	42.5
2030	44	0	40	3	0	0	1	0	0	0	0	0	0	0	36.9	43.2
2045	35	0	30	5	0	0	0	0	0	0	0	0	0	0	38.2	43.2
2100	34	0	31	3	0	0	0	0	0	0	0	0	0	0	31.4	38.5
2115	12	0	10	1	0	1	0	0	0	0	0	0	0	0	38.9	42.1
2130	21	0	16	3	0	1	1	0	0	0	0	0	0	0	38.7	45.9
2145	20	0	17	2	1	0	0	0	0	0	0	0	0	0	34.0	41.8
2200	21	0	18	2	0	0	1	0	0	0	0	0	0	0	34.2	41.6
2215	22	0	20	2	0	0	0	0	0	0	0	0	0	0	34.1	43.8
2230	8	0	7	1	0	0	0	0	0	0	0	0	0	0	35.0	-
2245	14	0	13	1	0	0	0	0	0	0	0	0	0	0	32.3	42.5
2300	7	0	4	3	0	0	0	0	0	0	0	0	0	0	35.3	-
2315	4	0	4	0	0	0	0	0	0	0	0	0	0	0	30.5	-
2330	7	0	7	0	0	0	0	0	0	0	0	0	0	0	39.3	-
2345	2	0	1	1	0	0	0	0	0	0	0	0	0	0	35.4	-
07-19	**5248**	**12**	**4154**	**868**	**20**	**113**	**76**	**1**	**3**	**0**	**0**	**0**	**0**	**1**	**33.4**	**40.5**
06-22	**5943**	**15**	**4714**	**975**	**24**	**123**	**87**	**1**	**3**	**0**	**0**	**0**	**0**	**1**	**33.5**	**40.7**
06-00	**6028**	**15**	**4788**	**985**	**24**	**123**	**88**	**1**	**3**	**0**	**0**	**0**	**0**	**1**	**33.5**	**40.9**
00-00	**6126**	**15**	**4870**	**1000**	**24**	**124**	**88**	**1**	**3**	**0**	**0**	**0**	**0**	**1**	**33.5**	**40.9**

*** Tuesday, September 23, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	7	0	7	0	0	0	0	0	0	0	0	0	0	0	28.3	-
0015	4	0	4	0	0	0	0	0	0	0	0	0	0	0	28.0	-
0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0045	2	0	2	0	0	0	0	0	0	0	0	0	0	0	37.8	-
0100	1	0	1	0	0	0	0	0	0	0	0	0	0	0	43.3	-
0115	3	0	3	0	0	0	0	0	0	0	0	0	0	0	31.1	-
0130	5	0	5	0	0	0	0	0	0	0	0	0	0	0	36.7	-
0145	4	0	4	0	0	0	0	0	0	0	0	0	0	0	45.4	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	41.3	-
0215	1	0	1	0	0	0	0	0	0	0	0	0	0	0	52.3	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	1	0	1	0	0	0	0	0	0	0	0	0	0	0	32.9	-
0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0330	1	0	1	0	0	0	0	0	0	0	0	0	0	0	30.2	-
0345	3	0	3	0	0	0	0	0	0	0	0	0	0	0	36.1	-
0400	2	0	2	0	0	0	0	0	0	0	0	0	0	0	38.4	-
0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0430	3	0	3	0	0	0	0	0	0	0	0	0	0	0	31.4	-
0445	3	0	1	2	0	0	0	0	0	0	0	0	0	0	34.6	-
0500	6	0	5	0	0	0	1	0	0	0	0	0	0	0	30.2	-
0515	14	0	12	2	0	0	0	0	0	0	0	0	0	0	33.7	43.4
0530	13	0	11	0	0	2	0	0	0	0	0	0	0	0	30.4	34.0
0545	16	0	9	6	0	1	0	0	0	0	0	0	0	0	29.7	35.6
0600	23	0	19	4	0	0	0	0	0	0	0	0	0	0	34.4	42.3
0615	33	0	28	5	0	0	0	0	0	0	0	0	0	0	33.3	43.4
0630	35	1	26	7	1	0	0	0	0	0	0	0	0	0	33.7	41.6
0645	84	0	66	15	0	1	2	0	0	0	0	0	0	0	33.4	40.5
0700	95	1	76	12	1	4	1	0	0	0	0	0	0	0	33.1	40.3
0715	98	0	84	10	0	2	2	0	0	0	0	0	0	0	35.3	41.8
0730	100	0	80	17	0	1	2	0	0	0	0	0	0	0	33.4	41.2
0745	137	1	112	21	0	1	2	0	0	0	0	0	0	0	33.9	40.7
0800	123	1	101	13	3	1	3	0	1	0	0	0	0	0	33.8	41.6
0815	115	0	94	17	2	2	0	0	0	0	0	0	0	0	32.8	39.4
0830	105	0	87	15	0	1	2	0	0	0	0	0	0	0	33.3	39.8
0845	119	1	93	17	1	4	3	0	0	0	0	0	0	0	32.3	39.6
0900	89	0	70	17	0	0	2	0	0	0	0	0	0	0	34.6	42.1
0915	75	0	58	13	1	2	1	0	0	0	0	0	0	0	33.5	42.5
0930	85	0	67	12	0	2	4	0	0	0	0	0	0	0	31.6	39.4
0945	100	0	87	10	0	0	3	0	0	0	0	0	0	0	32.5	39.8
1000	90	0	66	18	1	2	3	0	0	0	0	0	0	0	33.5	40.0
1015	93	0	76	15	0	1	1	0	0	0	0	0	0	0	32.2	39.6
1030	75	1	57	12	1	1	3	0	0	0	0	0	0	0	33.4	40.3
1045	106	0	83	17	0	3	2	1	0	0	0	0	0	0	32.6	38.5
1100	82	0	61	17	2	2	0	0	0	0	0	0	0	0	32.3	38.7
1115	103	0	80	21	0	1	1	0	0	0	0	0	0	0	33.1	38.9
1130	116	1	88	23	0	2	2	0	0	0	0	0	0	0	32.4	37.4
1145	132	0	109	21	1	1	0	0	0	0	0	0	0	0	31.3	38.3

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1200	127	0	93	27	0	4	1	0	2	0	0	0	0	0	32.5	40.5
1215	123	0	100	18	0	2	3	0	0	0	0	0	0	0	32.6	39.4
1230	139	0	103	31	0	2	3	0	0	0	0	0	0	0	31.4	38.0
1245	131	0	106	20	1	2	1	0	1	0	0	0	0	0	31.8	39.1
1300	105	0	84	17	0	3	1	0	0	0	0	0	0	0	31.8	37.6
1315	115	0	95	15	0	3	2	0	0	0	0	0	0	0	33.7	39.4
1330	96	0	74	19	1	1	1	0	0	0	0	0	0	0	33.2	40.5
1345	141	0	108	23	0	5	4	1	0	0	0	0	0	0	33.7	39.8
1400	96	0	82	10	0	3	1	0	0	0	0	0	0	0	32.3	38.9
1415	116	1	96	14	0	1	4	0	0	0	0	0	0	0	33.5	39.4
1430	94	0	68	15	6	2	3	0	0	0	0	0	0	0	33.6	42.1
1445	104	1	83	16	1	1	2	0	0	0	0	0	0	0	35.5	42.7
1500	103	0	77	21	1	2	2	0	0	0	0	0	0	0	32.6	40.0
1515	131	0	98	22	2	2	6	0	1	0	0	0	0	0	33.3	38.3
1530	116	0	93	19	1	2	0	0	1	0	0	0	0	0	32.3	38.3
1545	89	1	69	15	0	2	1	0	1	0	0	0	0	0	33.6	41.8
1600	121	0	108	11	1	0	1	0	0	0	0	0	0	0	34.5	41.8
1615	103	1	88	11	0	0	3	0	0	0	0	0	0	0	34.3	40.7
1630	131	0	107	21	0	1	2	0	0	0	0	0	0	0	35.4	40.5
1645	140	1	126	10	0	3	0	0	0	0	0	0	0	0	33.7	41.4
1700	150	1	125	18	0	2	2	1	1	0	0	0	0	0	34.9	40.9
1715	147	0	116	25	0	3	3	0	0	0	0	0	0	0	34.2	41.4
1730	154	2	123	21	0	1	7	0	0	0	0	0	0	0	32.8	39.6
1745	122	0	100	15	0	1	5	1	0	0	0	0	0	0	35.6	43.6
1800	118	0	93	19	0	4	2	0	0	0	0	0	0	0	34.4	42.3
1815	103	0	86	16	0	1	0	0	0	0	0	0	0	0	31.6	38.5
1830	98	0	81	12	0	3	2	0	0	0	0	0	0	0	32.8	38.7
1845	71	0	56	12	0	2	1	0	0	0	0	0	0	0	33.3	40.3
1900	65	0	55	7	0	0	3	0	0	0	0	0	0	0	34.1	41.6
1915	50	0	36	11	0	3	0	0	0	0	0	0	0	0	34.4	39.6
1930	49	1	41	6	0	1	0	0	0	0	0	0	0	0	33.5	41.2
1945	40	0	37	2	0	1	0	0	0	0	0	0	0	0	33.3	41.4
2000	68	0	61	4	0	1	2	0	0	0	0	0	0	0	34.5	41.8
2015	50	0	45	5	0	0	0	0	0	0	0	0	0	0	35.1	42.3
2030	40	0	34	6	0	0	0	0	0	0	0	0	0	0	34.6	43.2
2045	25	0	17	6	0	1	1	0	0	0	0	0	0	0	34.3	40.0
2100	37	0	32	5	0	0	0	0	0	0	0	0	0	0	33.2	40.5
2115	22	0	17	3	0	0	2	0	0	0	0	0	0	0	34.7	43.6
2130	18	0	16	2	0	0	0	0	0	0	0	0	0	0	32.5	40.5
2145	16	0	15	0	0	1	0	0	0	0	0	0	0	0	32.8	38.0
2200	25	0	21	3	0	0	1	0	0	0	0	0	0	0	31.3	40.5
2215	15	0	12	2	0	0	1	0	0	0	0	0	0	0	35.5	44.1
2230	13	0	12	1	0	0	0	0	0	0	0	0	0	0	35.8	41.8
2245	7	0	5	1	0	0	1	0	0	0	0	0	0	0	32.7	-
2300	9	0	8	0	0	1	0	0	0	0	0	0	0	0	37.8	-
2315	12	0	9	3	0	0	0	0	0	0	0	0	0	0	37.1	44.3
2330	5	0	5	0	0	0	0	0	0	0	0	0	0	0	35.9	-
2345	4	0	4	0	0	0	0	0	0	0	0	0	0	0	33.2	-
07-19	**5322**	**14**	**4267**	**811**	**27**	**91**	**100**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**33.3**	**40.3**
06-22	**5976**	**16**	**4811**	**899**	**28**	**100**	**110**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**33.3**	**40.5**
06-00	**6067**	**16**	**4888**	**909**	**28**	**101**	**113**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**33.4**	**40.5**
00-00	**6159**	**16**	**4966**	**919**	**28**	**104**	**114**	**4**	**8**	**0**	**0**	**0**	**0**	**0**	**33.3**	**40.5**

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*** Wednesday, September 24, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	8	0	7	1	0	0	0	0	0	0	0	0	0	0	37.3	-
0015	2	0	2	0	0	0	0	0	0	0	0	0	0	0	26.0	-
0030	4	0	3	1	0	0	0	0	0	0	0	0	0	0	36.6	-
0045	2	0	2	0	0	0	0	0	0	0	0	0	0	0	27.8	-
0100	4	0	4	0	0	0	0	0	0	0	0	0	0	0	35.1	-
0115	5	0	5	0	0	0	0	0	0	0	0	0	0	0	40.7	-
0130	2	0	1	1	0	0	0	0	0	0	0	0	0	0	55.3	-
0145	1	0	1	0	0	0	0	0	0	0	0	0	0	0	23.4	-
0200	4	0	4	0	0	0	0	0	0	0	0	0	0	0	37.6	-
0215	4	0	4	0	0	0	0	0	0	0	0	0	0	0	28.8	-
0230	2	0	2	0	0	0	0	0	0	0	0	0	0	0	32.4	-
0245	4	0	3	0	0	0	1	0	0	0	0	0	0	0	36.1	-
0300	5	0	3	2	0	0	0	0	0	0	0	0	0	0	28.3	-
0315	2	0	2	0	0	0	0	0	0	0	0	0	0	0	29.0	-
0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0345	1	0	0	1	0	0	0	0	0	0	0	0	0	0	44.6	-
0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0415	1	0	1	0	0	0	0	0	0	0	0	0	0	0	30.6	-
0430	2	0	1	1	0	0	0	0	0	0	0	0	0	0	34.1	-
0445	7	0	5	2	0	0	0	0	0	0	0	0	0	0	31.0	-
0500	11	0	11	0	0	0	0	0	0	0	0	0	0	0	30.8	33.6
0515	14	0	12	1	0	0	0	0	0	0	1	0	0	0	32.4	42.1
0530	17	0	8	9	0	0	0	0	0	0	0	0	0	0	31.9	34.7
0545	14	0	8	4	0	2	0	0	0	0	0	0	0	0	29.9	35.3
0600	23	0	18	5	0	0	0	0	0	0	0	0	0	0	31.8	40.0
0615	24	0	19	3	0	2	0	0	0	0	0	0	0	0	31.5	37.4
0630	46	1	34	7	1	1	1	0	1	0	0	0	0	0	33.1	39.6
0645	64	0	52	10	0	1	1	0	0	0	0	0	0	0	33.4	40.3
0700	84	0	65	15	1	2	1	0	0	0	0	0	0	0	33.0	39.8
0715	91	1	69	19	0	0	2	0	0	0	0	0	0	0	31.9	38.5
0730	89	0	71	15	0	1	2	0	0	0	0	0	0	0	34.1	41.2
0745	134	0	117	14	0	0	3	0	0	0	0	0	0	0	32.4	38.7
0800	113	0	89	21	1	0	2	0	0	0	0	0	0	0	32.5	39.1
0815	110	0	85	22	2	0	1	0	0	0	0	0	0	0	33.5	37.8
0830	96	0	76	19	0	0	1	0	0	0	0	0	0	0	32.3	37.8
0845	100	0	78	19	0	0	3	0	0	0	0	0	0	0	32.4	38.3
0900	70	1	51	12	0	4	2	0	0	0	0	0	0	0	33.2	40.7
0915	76	0	59	16	0	1	0	0	0	0	0	0	0	0	32.1	39.4
0930	98	1	81	7	0	6	3	0	0	0	0	0	0	0	33.7	42.5
0945	96	1	81	13	0	1	0	0	0	0	0	0	0	0	32.0	38.5
1000	81	0	64	13	0	2	2	0	0	0	0	0	0	0	32.9	39.8
1015	91	0	82	9	0	0	0	0	0	0	0	0	0	0	32.7	37.6
1030	96	0	80	13	0	0	1	0	1	1	0	0	0	0	31.7	37.8
1045	106	0	76	20	1	6	2	0	1	0	0	0	0	0	31.8	38.7
1100	83	0	64	11	2	4	2	0	0	0	0	0	0	0	34.3	40.3
1115	111	1	90	16	0	1	2	0	1	0	0	0	0	0	33.6	39.8
1130	116	0	90	21	0	3	2	0	0	0	0	0	0	0	32.3	38.3
1145	134	1	106	22	0	1	4	0	0	0	0	0	0	0	33.0	38.7
1200	138	0	113	22	0	2	1	0	0	0	0	0	0	0	32.0	37.1
1215	130	2	106	16	1	3	2	0	0	0	0	0	0	0	33.0	39.6
1230	128	1	104	20	0	2	0	0	0	0	1	0	0	0	31.9	37.8
1245	153	0	122	22	1	5	2	1	0	0	0	0	0	0	33.3	40.3
1300	143	1	121	17	0	1	2	0	1	0	0	0	0	0	32.1	37.4
1315	121	2	96	19	1	1	1	0	1	0	0	0	0	0	33.5	39.4
1330	89	0	69	16	1	2	1	0	0	0	0	0	0	0	33.7	41.6
1345	109	0	89	13	1	4	1	1	0	0	0	0	0	0	32.2	37.8
1400	98	0	78	16	2	0	2	0	0	0	0	0	0	0	30.9	38.0
1415	107	1	91	12	0	1	1	0	1	0	0	0	0	0	32.0	38.9
1430	132	0	98	22	7	2	3	0	0	0	0	0	0	0	34.6	39.8
1445	117	0	92	18	0	4	3	0	0	0	0	0	0	0	32.8	41.2
1500	102	0	86	9	0	2	5	0	0	0	0	0	0	0	34.3	39.6
1515	112	0	87	14	1	2	8	0	0	0	0	0	0	0	31.9	39.6
1530	111	0	80	25	1	1	4	0	0	0	0	0	0	0	32.8	39.1
1545	131	0	102	20	0	5	3	0	1	0	0	0	0	0	33.6	41.4
1600	116	0	95	17	1	1	2	0	0	0	0	0	0	0	33.9	39.8
1615	130	0	107	19	0	1	2	0	1	0	0	0	0	0	35.3	40.9
1630	126	0	99	18	0	2	6	0	0	0	0	0	0	1	34.5	41.2
1645	144	0	110	29	0	1	3	0	1	0	0	0	0	0	34.3	41.4
1700	147	0	121	23	0	0	2	1	0	0	0	0	0	0	32.3	40.3
1715	162	0	123	27	0	4	8	0	0	0	0	0	0	0	34.8	41.2
1730	156	0	123	26	0	2	5	0	0	0	0	0	0	0	34.1	40.0
1745	137	0	110	17	0	3	7	0	0	0	0	0	0	0	32.7	40.5
1800	109	0	81	20	2	1	4	0	0	1	0	0	0	0	33.2	39.1
1815	84	0	74	5	0	1	4	0	0	0	0	0	0	0	34.3	41.2

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1830	71	0	55	12	0	0	4	0	0	0	0	0	0	0	36.2	42.3
1845	75	1	67	6	0	0	0	0	0	1	0	0	0	0	30.3	38.5
1900	77	0	65	10	0	1	1	0	0	0	0	0	0	0	32.5	42.9
1915	73	0	63	6	0	2	2	0	0	0	0	0	0	0	33.6	40.7
1930	43	0	39	3	0	0	1	0	0	0	0	0	0	0	32.8	40.0
1945	45	0	39	3	0	0	3	0	0	0	0	0	0	0	32.4	40.0
2000	47	0	41	6	0	0	0	0	0	0	0	0	0	0	33.6	40.3
2015	42	0	40	2	0	0	0	0	0	0	0	0	0	0	33.3	40.7
2030	43	0	35	7	0	1	0	0	0	0	0	0	0	0	33.0	40.0
2045	37	0	32	5	0	0	0	0	0	0	0	0	0	0	30.2	37.8
2100	31	0	27	4	0	0	0	0	0	0	0	0	0	0	34.4	40.9
2115	26	0	24	2	0	0	0	0	0	0	0	0	0	0	33.9	40.9
2130	26	0	25	0	0	1	0	0	0	0	0	0	0	0	26.1	39.8
2145	21	0	14	3	0	1	3	0	0	0	0	0	0	0	33.9	42.7
2200	17	0	17	0	0	0	0	0	0	0	0	0	0	0	33.8	44.5
2215	12	0	10	1	0	0	1	0	0	0	0	0	0	0	33.0	40.5
2230	11	0	9	2	0	0	0	0	0	0	0	0	0	0	30.4	30.0
2245	13	0	11	1	0	1	0	0	0	0	0	0	0	0	26.2	38.7
2300	16	0	12	4	0	0	0	0	0	0	0	0	0	0	36.9	47.0
2315	8	0	7	1	0	0	0	0	0	0	0	0	0	0	39.3	-
2330	6	0	6	0	0	0	0	0	0	0	0	0	0	0	36.8	-
2345	7	0	7	0	0	0	0	0	0	0	0	0	0	0	36.9	-
07-19	**5353**	**14**	**4273**	**817**	**26**	**85**	**121**	**3**	**9**	**3**	**1**	**0**	**0**	**1**	**33.1**	**39.8**
06-22	**6021**	**15**	**4840**	**893**	**27**	**95**	**133**	**3**	**10**	**3**	**1**	**0**	**0**	**1**	**33.0**	**39.8**
06-00	**6111**	**15**	**4919**	**902**	**27**	**96**	**134**	**3**	**10**	**3**	**1**	**0**	**0**	**1**	**33.0**	**40.0**
00-00	**6227**	**15**	**5008**	**925**	**27**	**98**	**135**	**3**	**10**	**3**	**2**	**0**	**0**	**1**	**33.0**	**40.0**

*** Thursday, September 25, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	3	0	2	1	0	0	0	0	0	0	0	0	0	0	29.5	-
0015	5	0	4	1	0	0	0	0	0	0	0	0	0	0	41.5	-
0030	2	0	2	0	0	0	0	0	0	0	0	0	0	0	39.1	-
0045	4	0	4	0	0	0	0	0	0	0	0	0	0	0	41.0	-
0100	7	0	4	2	0	0	1	0	0	0	0	0	0	0	36.8	-
0115	4	0	4	0	0	0	0	0	0	0	0	0	0	0	38.7	-
0130	1	0	0	1	0	0	0	0	0	0	0	0	0	0	26.1	-
0145	3	0	3	0	0	0	0	0	0	0	0	0	0	0	28.5	-
0200	3	0	3	0	0	0	0	0	0	0	0	0	0	0	34.0	-
0215	2	0	2	0	0	0	0	0	0	0	0	0	0	0	25.2	-
0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0245	1	0	0	0	0	0	1	0	0	0	0	0	0	0	51.0	-
0300	1	0	1	0	0	0	0	0	0	0	0	0	0	0	38.7	-
0315	1	0	1	0	0	0	0	0	0	0	0	0	0	0	30.7	-
0330	4	0	3	1	0	0	0	0	0	0	0	0	0	0	31.3	-
0345	2	0	2	0	0	0	0	0	0	0	0	0	0	0	47.7	-
0400	1	0	0	0	1	0	0	0	0	0	0	0	0	0	22.8	-
0415	1	0	1	0	0	0	0	0	0	0	0	0	0	0	29.2	-
0430	3	0	2	0	0	0	0	0	1	0	0	0	0	0	28.9	-
0445	4	0	2	2	0	0	0	0	0	0	0	0	0	0	26.8	-
0500	12	0	10	1	1	0	0	0	0	0	0	0	0	0	31.5	36.7
0515	17	0	14	3	0	0	0	0	0	0	0	0	0	0	34.1	37.6
0530	9	0	9	0	0	0	0	0	0	0	0	0	0	0	31.4	-
0545	25	1	17	6	0	0	1	0	0	0	0	0	0	0	30.0	35.1
0600	27	0	26	1	0	0	0	0	0	0	0	0	0	0	31.0	37.4
0615	33	0	25	7	0	1	0	0	0	0	0	0	0	0	33.8	40.7
0630	40	1	29	9	1	0	0	0	0	0	0	0	0	0	31.8	39.1
0645	86	1	64	19	0	0	2	0	0	0	0	0	0	0	33.4	43.2
0700	93	1	76	10	2	0	4	0	0	0	0	0	0	0	33.1	38.9
0715	83	0	62	14	0	4	3	0	0	0	0	0	0	0	35.0	43.2
0730	88	0	74	10	0	2	1	0	1	0	0	0	0	0	33.4	42.5
0745	123	0	101	17	0	0	5	0	0	0	0	0	0	0	32.9	38.9
0800	95	0	75	17	0	1	2	0	0	0	0	0	0	0	32.6	40.9
0815	107	0	83	14	1	3	6	0	0	0	0	0	0	0	34.6	42.5
0830	112	0	90	18	0	1	2	0	1	0	0	0	0	0	33.2	39.6
0845	91	0	73	14	1	2	1	0	0	0	0	0	0	0	33.6	41.2
0900	77	1	44	24	3	1	3	0	0	1	0	0	0	0	32.6	39.4
0915	95	0	80	13	0	0	2	0	0	0	0	0	0	0	34.8	44.1
0930	86	1	63	18	0	2	0	0	2	0	0	0	0	0	33.2	39.4
0945	95	0	72	19	0	2	1	0	1	0	0	0	0	0	33.8	42.3
1000	71	0	61	7	0	1	1	0	1	0	0	0	0	0	33.5	39.8
1015	92	0	72	14	1	2	3	0	0	0	0	0	0	0	31.9	37.8
1030	88	0	76	9	0	2	1	0	0	0	0	0	0	0	32.2	38.9
1045	100	0	89	10	0	1	0	0	0	0	0	0	0	0	32.8	38.0
1100	103	1	84	14	1	1	2	0	0	0	0	0	0	0	31.1	38.3
1115	98	0	80	14	0	1	3	0	0	0	0	0	0	0	33.3	39.6
1130	122	0	99	17	0	3	3	0	0	0	0	0	0	0	31.6	37.6
1145	132	0	97	27	1	3	4	0	0	0	0	0	0	0	33.0	39.6

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1200	143	1	112	22	0	2	6	0	0	0	0	0	0	0	32.9	39.8
1215	123	0	97	19	0	3	4	0	0	0	0	0	0	0	32.0	36.5
1230	152	0	126	22	2	1	1	0	0	0	0	0	0	0	32.1	37.6
1245	168	1	133	26	0	2	6	0	0	0	0	0	0	0	31.9	38.5
1300	138	0	110	26	0	2	0	0	0	0	0	0	0	0	31.9	37.8
1315	134	0	106	22	0	4	2	0	0	0	0	0	0	0	32.2	39.6
1330	108	0	92	15	0	0	1	0	0	0	0	0	0	0	35.2	41.4
1345	106	0	87	14	0	0	5	0	0	0	0	0	0	0	31.5	38.3
1400	117	0	95	14	0	2	5	0	0	0	1	0	0	0	31.8	36.5
1415	119	2	91	21	0	0	3	1	1	0	0	0	0	0	32.5	38.7
1430	111	2	88	12	3	2	4	0	0	0	0	0	0	0	31.7	38.0
1445	91	0	72	13	0	2	3	0	1	0	0	0	0	0	32.2	36.7
1500	99	0	75	18	2	1	3	0	0	0	0	0	0	0	30.7	37.8
1515	112	1	92	15	0	2	2	0	0	0	0	0	0	0	32.1	38.0
1530	111	0	86	21	1	2	1	0	0	0	0	0	0	0	31.7	37.6
1545	118	1	97	18	0	1	1	0	0	0	0	0	0	0	34.9	41.4
1600	108	0	90	12	1	1	3	0	0	1	0	0	0	0	34.0	41.2
1615	151	1	125	21	0	1	2	0	1	0	0	0	0	0	33.6	39.4
1630	144	0	115	22	0	3	4	0	0	0	0	0	0	0	33.7	40.5
1645	129	0	101	24	0	1	3	0	0	0	0	0	0	0	33.9	40.3
1700	146	0	114	21	0	3	8	0	0	0	0	0	0	0	33.8	41.8
1715	148	0	118	21	0	5	4	0	0	0	0	0	0	0	33.8	40.7
1730	162	3	129	22	0	1	6	0	0	0	1	0	0	0	33.8	40.3
1745	126	0	100	19	1	4	1	0	1	0	0	0	0	0	31.4	40.9
1800	115	0	94	17	0	1	3	0	0	0	0	0	0	0	32.7	40.7
1815	103	1	79	17	0	3	3	0	0	0	0	0	0	0	32.2	40.5
1830	106	1	86	12	0	3	3	1	0	0	0	0	0	0	31.5	39.8
1845	64	0	53	8	0	2	1	0	0	0	0	0	0	0	33.9	42.1
1900	74	1	57	11	0	0	5	0	0	0	0	0	0	0	33.0	40.9
1915	57	0	51	5	0	0	0	0	1	0	0	0	0	0	34.2	40.3
1930	53	0	46	5	0	2	0	0	0	0	0	0	0	0	31.6	40.0
1945	65	0	50	7	0	1	7	0	0	0	0	0	0	0	35.0	43.4
2000	52	0	40	8	0	0	4	0	0	0	0	0	0	0	34.7	41.6
2015	30	0	28	2	0	0	0	0	0	0	0	0	0	0	34.3	41.4
2030	34	0	22	9	0	0	3	0	0	0	0	0	0	0	35.3	43.2
2045	29	0	25	3	0	0	1	0	0	0	0	0	0	0	34.1	45.0
2100	16	0	14	2	0	0	0	0	0	0	0	0	0	0	32.1	39.6
2115	27	0	25	2	0	0	0	0	0	0	0	0	0	0	35.2	41.6
2130	25	0	23	2	0	0	0	0	0	0	0	0	0	0	30.9	39.4
2145	25	0	22	2	0	0	1	0	0	0	0	0	0	0	36.8	42.5
2200	17	0	15	2	0	0	0	0	0	0	0	0	0	0	33.6	41.6
2215	24	0	19	4	0	0	0	0	1	0	0	0	0	0	31.5	41.4
2230	20	0	17	3	0	0	0	0	0	0	0	0	0	0	38.4	42.5
2245	15	0	14	1	0	0	0	0	0	0	0	0	0	0	39.4	41.8
2300	14	0	13	1	0	0	0	0	0	0	0	0	0	0	36.5	45.6
2315	13	0	12	1	0	0	0	0	0	0	0	0	0	0	37.5	44.5
2330	12	0	12	0	0	0	0	0	0	0	0	0	0	0	35.9	45.4
2345	6	0	4	2	0	0	0	0	0	0	0	0	0	0	32.9	-
07-19	**5403**	**18**	**4314**	**814**	**20**	**86**	**135**	**2**	**10**	**2**	**2**	**0**	**0**	**0**	**32.8**	**40.0**
06-22	**6076**	**21**	**4861**	**908**	**21**	**90**	**158**	**2**	**11**	**2**	**2**	**0**	**0**	**0**	**32.9**	**40.3**
06-00	**6197**	**21**	**4967**	**922**	**21**	**90**	**158**	**2**	**12**	**2**	**2**	**0**	**0**	**0**	**33.0**	**40.3**
00-00	**6312**	**22**	**5057**	**940**	**23**	**90**	**161**	**2**	**13**	**2**	**2**	**0**	**0**	**0**	**33.0**	**40.3**

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*** Friday, September 26, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	9	0	9	0	0	0	0	0	0	0	0	0	0	0	38.0	-
0015	5	0	4	1	0	0	0	0	0	0	0	0	0	0	30.5	-
0030	7	0	6	0	0	0	1	0	0	0	0	0	0	0	36.5	-
0045	4	0	3	1	0	0	0	0	0	0	0	0	0	0	38.1	-
0100	3	0	3	0	0	0	0	0	0	0	0	0	0	0	36.7	-
0115	7	0	5	2	0	0	0	0	0	0	0	0	0	0	31.8	-
0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0145	4	0	3	1	0	0	0	0	0	0	0	0	0	0	28.6	-
0200	12	0	11	1	0	0	0	0	0	0	0	0	0	0	40.9	46.8
0215	4	0	4	0	0	0	0	0	0	0	0	0	0	0	44.4	-
0230	6	0	4	1	0	0	1	0	0	0	0	0	0	0	40.4	-
0245	2	0	2	0	0	0	0	0	0	0	0	0	0	0	45.3	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	39.3	-
0315	2	0	2	0	0	0	0	0	0	0	0	0	0	0	27.1	-
0330	3	0	2	1	0	0	0	0	0	0	0	0	0	0	40.2	-
0345	1	0	0	1	0	0	0	0	0	0	0	0	0	0	52.1	-
0400	1	0	0	1	0	0	0	0	0	0	0	0	0	0	44.7	-
0415	2	0	1	1	0	0	0	0	0	0	0	0	0	0	41.7	-
0430	2	0	1	1	0	0	0	0	0	0	0	0	0	0	33.7	-
0445	7	0	5	1	0	0	1	0	0	0	0	0	0	0	32.4	-
0500	4	0	3	1	0	0	0	0	0	0	0	0	0	0	31.2	-
0515	13	0	8	5	0	0	0	0	0	0	0	0	0	0	31.3	35.3
0530	10	0	9	0	0	1	0	0	0	0	0	0	0	0	35.8	-
0545	22	1	18	3	0	0	0	0	0	0	0	0	0	0	31.2	36.7
0600	24	0	19	5	0	0	0	0	0	0	0	0	0	0	34.7	39.6
0615	28	0	25	3	0	0	0	0	0	0	0	0	0	0	33.2	41.6
0630	32	1	19	9	1	2	0	0	0	0	0	0	0	0	34.3	41.4
0645	58	0	41	14	0	2	1	0	0	0	0	0	0	0	32.5	41.6
0700	85	0	69	12	1	1	2	0	0	0	0	0	0	0	34.2	42.5
0715	74	0	64	9	0	0	1	0	0	0	0	0	0	0	33.7	41.8
0730	81	0	58	21	0	1	1	0	0	0	0	0	0	0	33.3	40.5
0745	138	0	113	23	0	2	0	0	0	0	0	0	0	0	32.6	38.7
0800	97	0	75	18	1	0	2	0	1	0	0	0	0	0	32.8	40.7
0815	99	1	75	21	0	2	0	0	0	0	0	0	0	0	32.7	39.8
0830	104	0	82	15	0	3	3	0	1	0	0	0	0	0	35.7	42.1
0845	103	3	80	14	1	3	2	0	0	0	0	0	0	0	34.1	40.3
0900	88	0	66	18	0	1	2	0	0	0	0	0	0	1	32.6	39.6
0915	64	1	54	8	0	1	0	0	0	0	0	0	0	0	33.6	38.9
0930	73	1	63	9	0	0	0	0	0	0	0	0	0	0	34.1	39.4
0945	83	0	72	9	0	0	2	0	0	0	0	0	0	0	32.2	39.8
1000	84	0	67	13	0	0	3	1	0	0	0	0	0	0	34.0	41.2
1015	82	0	61	15	0	2	4	0	0	0	0	0	0	0	32.8	40.3
1030	106	1	84	17	0	1	2	0	1	0	0	0	0	0	32.6	38.5
1045	81	0	62	15	0	0	4	0	0	0	0	0	0	0	34.7	41.4
1100	91	0	69	19	1	0	2	0	0	0	0	0	0	0	31.8	37.8
1115	91	0	76	12	0	2	1	0	0	0	0	0	0	0	30.7	37.8
1130	110	0	90	15	0	4	1	0	0	0	0	0	0	0	31.1	35.6
1145	93	0	75	15	0	2	0	0	1	0	0	0	0	0	30.5	35.8
1200	124	0	104	16	0	4	0	0	0	0	0	0	0	0	32.1	36.7
1215	110	0	91	15	0	1	2	0	1	0	0	0	0	0	29.9	33.3
1230	102	0	80	17	0	3	2	0	0	0	0	0	0	0	29.7	36.2
1245	185	2	152	23	0	3	5	0	0	0	0	0	0	0	33.0	39.1
1300	152	0	123	24	0	3	1	0	1	0	0	0	0	0	31.1	36.9
1315	136	0	109	20	1	3	3	0	0	0	0	0	0	0	31.8	37.4
1330	123	0	98	15	0	5	5	0	0	0	0	0	0	0	32.3	38.7
1345	145	0	117	21	1	1	5	0	0	0	0	0	0	0	32.6	40.0
1400	102	0	80	14	1	3	4	0	0	0	0	0	0	0	34.9	42.9
1415	127	1	99	21	0	3	3	0	0	0	0	0	0	0	33.4	39.6
1430	95	0	76	11	3	3	2	0	0	0	0	0	0	0	32.9	38.5
1445	93	0	77	11	0	3	2	0	0	0	0	0	0	0	33.6	42.5
1500	98	2	76	12	0	4	3	1	0	0	0	0	0	0	30.9	38.9
1515	115	0	91	20	1	3	0	0	0	0	0	0	0	0	34.3	40.9
1530	115	0	93	14	1	5	2	0	0	0	0	0	0	0	32.8	39.8
1545	126	1	97	18	1	6	3	0	0	0	0	0	0	0	32.2	39.1
1600	120	1	92	17	0	7	2	0	0	0	0	0	0	1	32.9	38.5
1615	118	0	104	11	0	2	1	0	0	0	0	0	0	0	32.5	38.9
1630	110	1	100	7	0	0	2	0	0	0	0	0	0	0	33.1	39.6
1645	133	0	107	16	1	2	6	0	1	0	0	0	0	0	34.2	40.9
1700	122	0	98	18	1	2	3	0	0	0	0	0	0	0	34.1	41.4
1715	134	0	116	14	0	2	2	0	0	0	0	0	0	0	35.3	41.4
1730	99	0	74	19	0	1	5	0	0	0	0	0	0	0	35.9	43.8
1745	93	0	80	11	0	0	2	0	0	0	0	0	0	0	35.9	43.8
1800	93	0	83	10	0	0	0	0	0	0	0	0	0	0	35.4	40.7
1815	72	0	61	8	0	1	1	0	1	0	0	0	0	0	29.9	38.0

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1830	62	0	53	8	0	0	1	0	0	0	0	0	0	0	33.9	41.2
1845	60	0	52	3	0	2	2	0	1	0	0	0	0	0	34.6	43.4
1900	54	0	45	8	0	0	1	0	0	0	0	0	0	0	29.2	37.1
1915	41	0	38	0	0	1	1	1	0	0	0	0	0	0	31.3	38.9
1930	54	0	44	9	0	1	0	0	0	0	0	0	0	0	35.3	42.1
1945	56	0	45	10	0	0	1	0	0	0	0	0	0	0	36.2	45.0
2000	39	0	29	7	0	0	3	0	0	0	0	0	0	0	34.6	39.4
2015	38	0	31	5	0	1	1	0	0	0	0	0	0	0	33.7	40.3
2030	40	0	35	5	0	0	0	0	0	0	0	0	0	0	36.0	43.6
2045	25	2	22	1	0	0	0	0	0	0	0	0	0	0	33.2	40.7
2100	33	0	26	6	0	0	1	0	0	0	0	0	0	0	36.7	46.5
2115	44	0	34	6	0	2	2	0	0	0	0	0	0	0	36.7	42.3
2130	24	0	18	6	0	0	0	0	0	0	0	0	0	0	34.0	40.7
2145	24	0	17	4	1	2	0	0	0	0	0	0	0	0	36.3	43.6
2200	24	0	21	3	0	0	0	0	0	0	0	0	0	0	32.0	38.3
2215	31	1	29	1	0	0	0	0	0	0	0	0	0	0	32.8	37.8
2230	25	0	23	2	0	0	0	0	0	0	0	0	0	0	34.3	38.5
2245	21	0	15	5	0	1	0	0	0	0	0	0	0	0	36.9	44.1
2300	17	0	15	2	0	0	0	0	0	0	0	0	0	0	33.7	40.9
2315	15	0	12	3	0	0	0	0	0	0	0	0	0	0	33.4	42.1
2330	18	0	16	2	0	0	0	0	0	0	0	0	0	0	38.7	44.1
2345	9	0	7	2	0	0	0	0	0	0	0	0	0	0	35.4	-
07-19	**4991**	**15**	**4038**	**712**	**15**	**97**	**101**	**2**	**9**	**0**	**0**	**0**	**0**	**2**	**33.0**	**40.0**
06-22	**5605**	**18**	**4526**	**810**	**17**	**108**	**112**	**3**	**9**	**0**	**0**	**0**	**0**	**2**	**33.1**	**40.3**
06-00	**5765**	**19**	**4664**	**830**	**17**	**109**	**112**	**3**	**9**	**0**	**0**	**0**	**0**	**2**	**33.1**	**40.3**
00-00	**5897**	**20**	**4769**	**852**	**17**	**110**	**115**	**3**	**9**	**0**	**0**	**0**	**0**	**2**	**33.2**	**40.5**

*** Saturday, September 27, 2014**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13	Mean	Vpp 85
0000	18	0	15	3	0	0	0	0	0	0	0	0	0	0	39.6	48.3
0015	8	0	6	1	0	0	1	0	0	0	0	0	0	0	38.0	-
0030	11	1	10	0	0	0	0	0	0	0	0	0	0	0	41.0	47.0
0045	13	1	11	1	0	0	0	0	0	0	0	0	0	0	35.6	42.1
0100	7	0	7	0	0	0	0	0	0	0	0	0	0	0	35.2	-
0115	8	0	5	2	0	0	1	0	0	0	0	0	0	0	42.7	-
0130	4	0	3	1	0	0	0	0	0	0	0	0	0	0	29.6	-
0145	4	0	3	1	0	0	0	0	0	0	0	0	0	0	42.5	-
0200	2	0	2	0	0	0	0	0	0	0	0	0	0	0	41.1	-
0215	2	0	2	0	0	0	0	0	0	0	0	0	0	0	29.3	-
0230	2	0	2	0	0	0	0	0	0	0	0	0	0	0	35.6	-
0245	5	0	5	0	0	0	0	0	0	0	0	0	0	0	36.6	-
0300	2	0	2	0	0	0	0	0	0	0	0	0	0	0	40.3	-
0315	6	0	5	1	0	0	0	0	0	0	0	0	0	0	35.7	-
0330	4	0	4	0	0	0	0	0	0	0	0	0	0	0	34.6	-
0345	3	0	1	2	0	0	0	0	0	0	0	0	0	0	36.7	-
0400	5	0	4	1	0	0	0	0	0	0	0	0	0	0	36.4	-
0415	2	0	2	0	0	0	0	0	0	0	0	0	0	0	36.7	-
0430	3	0	2	0	0	0	1	0	0	0	0	0	0	0	38.0	-
0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-
0500	2	0	2	0	0	0	0	0	0	0	0	0	0	0	38.8	-
0515	2	0	1	1	0	0	0	0	0	0	0	0	0	0	25.2	-
0530	7	0	5	2	0	0	0	0	0	0	0	0	0	0	31.2	-
0545	9	0	6	3	0	0	0	0	0	0	0	0	0	0	33.4	-
0600	8	0	6	0	0	0	2	0	0	0	0	0	0	0	31.9	-
0615	14	0	12	2	0	0	0	0	0	0	0	0	0	0	32.3	40.5
0630	11	0	8	2	0	1	0	0	0	0	0	0	0	0	28.6	35.1
0645	54	0	46	5	0	0	2	1	0	0	0	0	0	0	36.6	61.3
0700	34	0	29	4	0	1	0	0	0	0	0	0	0	0	34.4	41.2
0715	26	0	20	4	0	1	1	0	0	0	0	0	0	0	33.4	41.8
0730	21	0	14	5	0	1	0	1	0	0	0	0	0	0	32.0	42.1
0745	43	0	31	9	1	0	1	1	0	0	0	0	0	0	29.5	38.3
0800	46	0	40	6	0	0	0	0	0	0	0	0	0	0	28.9	37.1
0815	35	0	28	2	0	1	3	1	0	0	0	0	0	0	27.9	32.4
0830	57	0	44	9	0	1	3	0	0	0	0	0	0	0	32.2	44.1
0845	77	0	61	14	0	0	2	0	0	0	0	0	0	0	31.6	37.8
07-19	**339**	**0**	**267**	**53**	**1**	**5**	**10**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**31.1**	**40.3**
06-22	**426**	**0**	**339**	**62**	**1**	**6**	**14**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**31.8**	**40.9**
06-00	**426**	**0**	**339**	**62**	**1**	**6**	**14**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**31.8**	**40.9**
00-00	**555**	**2**	**444**	**81**	**1**	**6**	**17**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**33.0**	**42.1**

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MetroCount Traffic Executive
Class Speed Matrix

GOVERNMENT ST WB APP TO LOBDELL AVE

Datasets:

Site: **[5114] 5114**
Direction: 1 - North bound, A hit first., **Lane:** 0
Survey Duration: 21:12 Sunday, August 31, 2014 => 21:33 Wednesday, October 01, 2014
File: G:\DATA\2014\PRIVATE\14079\9-28-14 Notes & Data\511402OCT2014.EC0 (Plus)
Identifier: 1259W8HR MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time: **9:00 Saturday, September 20, 2014 => 9:00 Saturday, September 27, 2014**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.

Speed (mph)	Class 1	2	3	4	5	6	7	8	9	10	11	12	13	Speed Totals	
0 - 5	1	.	.	.	.	.	.	.	.	.	.	.	.	1	0.0%
5 - 10	9	81	.	.	.	7	.	.	.	.	.	.	.	97	0.3%
10 - 15	16	178	12	.	2	3	6	.	.	.	.	.	.	217	0.6%
15 - 20	5	316	104	5	14	13	3	4	.	.	.	.	1	465	1.2%
20 - 25	9	1850	529	27	98	18	5	9	1	.	.	.	.	2546	6.8%
25 - 30	10	8777	1642	37	140	58	4	14	.	.	.	.	.	10682	28.3%
30 - 35	25	7362	1164	25	106	99	.	12	3	1	.	.	2	8799	23.3%
35 - 40	13	6391	1138	18	108	155	.	10	.	1	.	.	1	7835	20.8%
40 - 45	10	3791	795	11	83	136	.	5	1	1	.	.	.	4833	12.8%
45 - 50	7	1084	383	6	48	86	.	.	.	1	.	.	.	1615	4.3%
50 - 55	3	222	112	1	24	41	.	.	.	.	.	.	.	403	1.1%
55 - 60	2	46	38	.	13	12	.	.	.	.	.	.	.	111	0.3%
60 - 65	.	26	9	.	4	6	.	.	.	.	.	.	.	45	0.1%
65 - 70	.	10	2	.	3	1	.	.	.	.	.	.	.	16	0.0%
70 - 75	.	8	.	.	1	.	.	.	.	.	.	.	.	9	0.0%
75 - 80	.	3	.	.	.	.	.	.	.	.	.	.	.	3	0.0%
80 - 85	.	.	.	.	.	.	.	.	.	.	.	.	.	0	0.0%
85 - 90	.	2	.	.	.	.	.	.	.	.	.	.	.	2	0.0%
90 - 95	.	3	.	.	.	.	.	.	.	.	.	.	.	3	0.0%
95 - 100	.	3	.	1	.	.	.	.	.	.	.	.	.	4	0.0%
Class Totals	110	30153	5928	131	644	635	18	54	5	4	0	0	4	37686	
	0.3%	80.0%	15.7%	0.3%	1.7%	1.7%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%		

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Gulf Breeze, Florida, 32563

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GOVERNMENT ST @ LOBDELL AVE
BATON ROUGE, LOUSIANA

File Name : 14072-16 GOVERNMENT ST @ LOBDELL AVE
Site Code : 14072-16
Start Date : 10/30/2014
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

	LOBDELL AVE Southbound				GOVERNMENT ST Westbound				LOBDELL AVE Northbound				GOVERNMENT ST Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
06:45	2	50	7	0	7	25	0	0	35	42	39	0	6	27	24	0	264
Total	2	50	7	0	7	25	0	0	35	42	39	0	6	27	24	0	264
07:00	5	40	4	0	7	16	0	0	35	58	33	0	14	26	23	0	261
07:15	9	77	3	0	9	13	4	0	34	69	43	0	8	34	20	0	323
07:30	14	73	7	0	7	20	6	0	41	87	48	0	15	35	28	0	381
07:45	8	100	11	0	8	27	8	0	40	83	56	0	19	40	29	0	429
Total	36	290	25	0	31	76	18	0	150	297	180	0	56	135	100	0	1394
08:00	4	90	9	0	6	22	10	0	32	74	50	0	11	36	22	0	366
08:15	13	81	14	0	7	21	7	0	23	65	39	0	13	28	31	0	342
08:30	9	73	10	0	8	27	10	0	27	78	47	0	10	41	37	0	377
08:45	10	73	4	0	12	17	3	0	35	58	26	0	13	52	38	0	341
Total	36	317	37	0	33	87	30	0	117	275	162	0	47	157	128	0	1426
09:00	7	56	4	0	8	12	8	0	29	42	41	0	10	44	31	0	292
09:15	6	49	6	0	8	14	17	0	28	41	39	0	9	39	26	0	282
09:30	14	77	8	0	14	12	10	2	32	50	40	0	25	29	35	0	348
BREAK																	
Total	27	182	18	0	30	38	35	2	89	133	120	0	44	112	92	0	922
BREAK																	
11:30	17	69	16	0	32	39	10	0	28	57	42	0	23	58	27	0	418
11:45	18	81	16	0	34	44	15	2	24	74	45	0	25	66	32	0	476
Total	35	150	32	0	66	83	25	2	52	131	87	0	48	124	59	0	894
12:00	18	61	14	0	29	24	20	0	26	60	58	0	23	70	41	0	444
12:15	15	73	16	0	19	25	13	0	30	58	49	1	18	57	52	0	426
12:30	14	77	5	0	25	30	7	0	27	48	64	0	22	64	54	0	437
12:45	13	85	10	0	19	39	15	0	26	66	63	0	32	65	36	0	469
Total	60	296	45	0	92	118	55	0	109	232	234	1	95	256	183	0	1776
13:00	14	48	9	0	21	43	12	1	29	48	67	0	22	61	55	0	430
13:15	15	86	16	0	19	34	15	0	19	65	53	0	22	45	39	0	428
BREAK																	
Total	29	134	25	0	40	77	27	1	48	113	120	0	44	106	94	0	858
BREAK																	
15:00	9	92	5	0	23	26	7	0	33	76	62	0	28	63	44	0	468
15:15	8	106	9	0	17	17	14	0	34	77	45	0	15	68	59	0	469
15:30	7	82	11	0	30	24	6	0	27	66	54	0	18	57	53	0	435
15:45	6	87	8	0	11	13	6	0	17	65	56	0	9	76	60	0	414
Total	30	367	33	0	81	80	33	0	111	284	217	0	70	264	216	0	1786
16:00	5	81	3	0	21	20	6	0	20	84	45	0	19	61	52	0	417
16:15	9	102	5	0	15	17	6	0	21	79	39	0	17	80	72	0	462
16:30	8	98	2	0	32	26	12	0	9	59	44	0	8	86	89	0	473
16:45	2	89	3	0	13	17	5	0	17	64	57	0	11	79	49	0	406
Total	24	370	13	0	81	80	29	0	67	286	185	0	55	306	262	0	1758
17:00	14	133	1	0	18	11	6	0	22	79	64	0	8	90	52	0	498
17:15	13	123	1	0	8	18	10	0	19	56	51	0	6	70	64	0	439
17:30	11	100	2	0	18	11	5	0	16	72	61	0	8	74	68	0	446
17:45	12	67	2	0	11	17	7	0	17	63	44	1	17	71	55	0	384
Total	50	423	6	0	55	57	28	0	74	270	220	1	39	305	239	0	1767
Grand Total	329	2579	241	0	516	721	280	5	852	2063	1564	2	504	1792	1397	0	12845
Apprch %	10.4	81.9	7.7	0	33.9	47.4	18.4	0.3	19	46	34.9	0	13.6	48.5	37.8	0	
Total %	2.6	20.1	1.9	0	4	5.6	2.2	0	6.6	16.1	12.2	0	3.9	14	10.9	0	
Automobiles	322	2527	239	0	503	707	273	5	821	2007	1538	2	497	1758	1375	0	12574
% Automobiles	97.9	98	99.2	0	97.5	98.1	97.5	100	96.4	97.3	98.3	100	98.6	98.1	98.4	0	97.9

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Southern Traffic Services, Inc.

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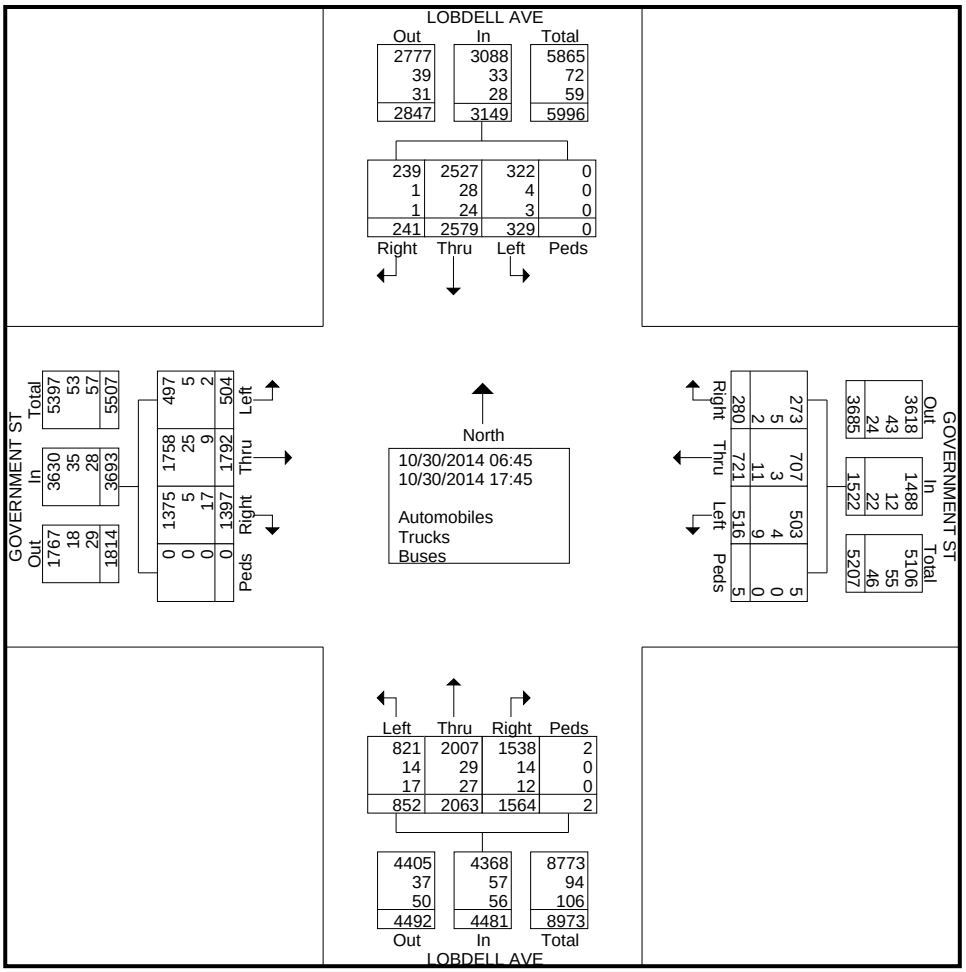
GOVERNMENT ST @ LOBDELL AVE
BATON ROUGE, LOUSIANA

File Name : 14072-16 GOVERNMENT ST @ LOBDELL AVE
Site Code : 14072-16
Start Date : 10/30/2014
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	LOBDELL AVE Southbound				GOVERNMENT ST Westbound				LOBDELL AVE Northbound				GOVERNMENT ST Eastbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
Trucks	4	28	1	0	4	3	5	0	14	29	14	0	5	25	5	0	137
% Trucks	1.2	1.1	0.4	0	0.8	0.4	1.8	0	1.6	1.4	0.9	0	1	1.4	0.4	0	1.1
Buses	3	24	1	0	9	11	2	0	17	27	12	0	2	9	17	0	134
% Buses	0.9	0.9	0.4	0	1.7	1.5	0.7	0	2	1.3	0.8	0	0.4	0.5	1.2	0	1



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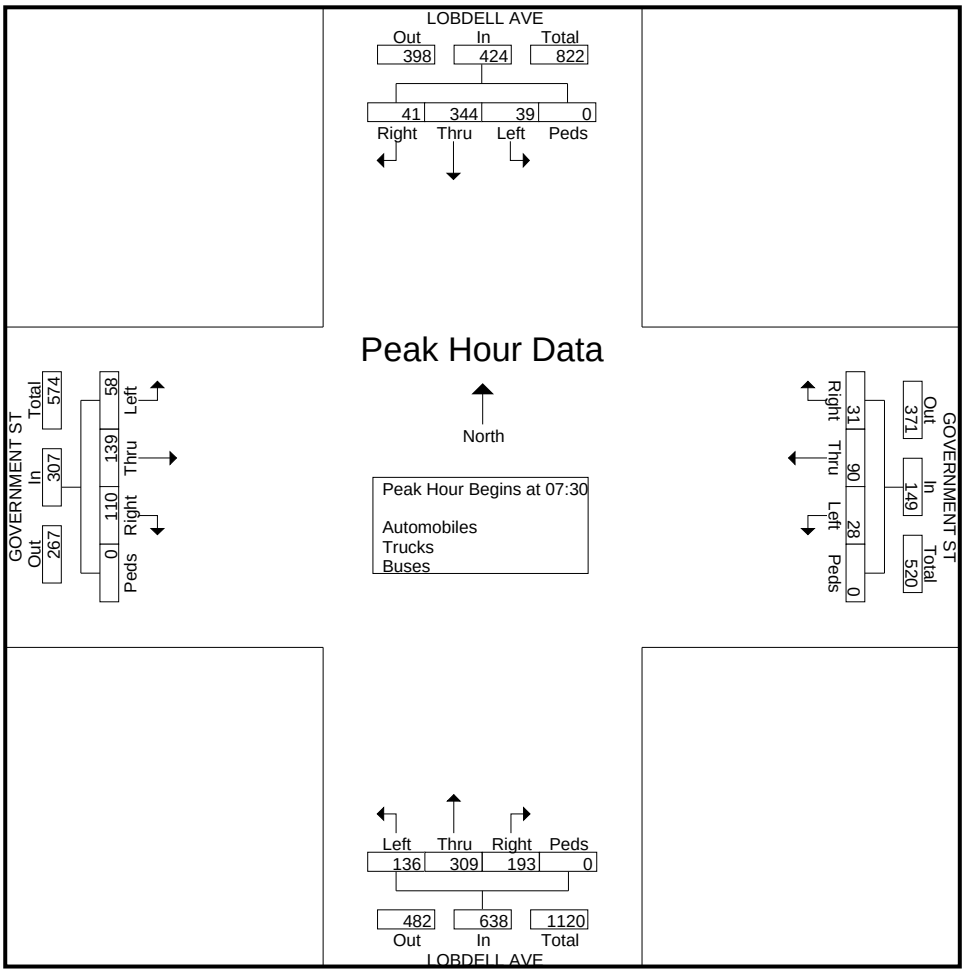
BATON ROUGE, LOUSIANA

File Name : 14072-16 GOVERNMENT ST @ LOBDELL AVE
Site Code : 14072-16
Start Date : 10/30/2014
Page No : 3

	LOBDELL AVE Southbound					GOVERNMENT ST Westbound					LOBDELL AVE Northbound					GOVERNMENT ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 06:45 to 09:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	**14**	73	7	0	94	7	20	6	0	33	**41**	**87**	48	0	176	15	35	28	0	78	381
07:45	8	**100**	11	0	**119**	**8**	**27**	8	0	**43**	40	83	**56**	0	**179**	**19**	**40**	29	0	**88**	**429**
08:00	4	90	9	0	103	6	22	**10**	0	38	32	74	50	0	156	11	36	22	0	69	366
08:15	13	81	**14**	0	108	7	21	7	0	35	23	65	39	0	127	13	28	**31**	0	72	342
Total Volume	39	344	41	0	424	28	90	31	0	149	136	309	193	0	638	58	139	110	0	307	1518
% App. Total	9.2	81.1	9.7	0		18.8	60.4	20.8	0		21.3	48.4	30.3	0		18.9	45.3	35.8	0		
PHF	.696	.860	.732	.000	.891	.875	.833	.775	.000	.866	.829	.888	.862	.000	.891	.763	.869	.887	.000	.872	.885



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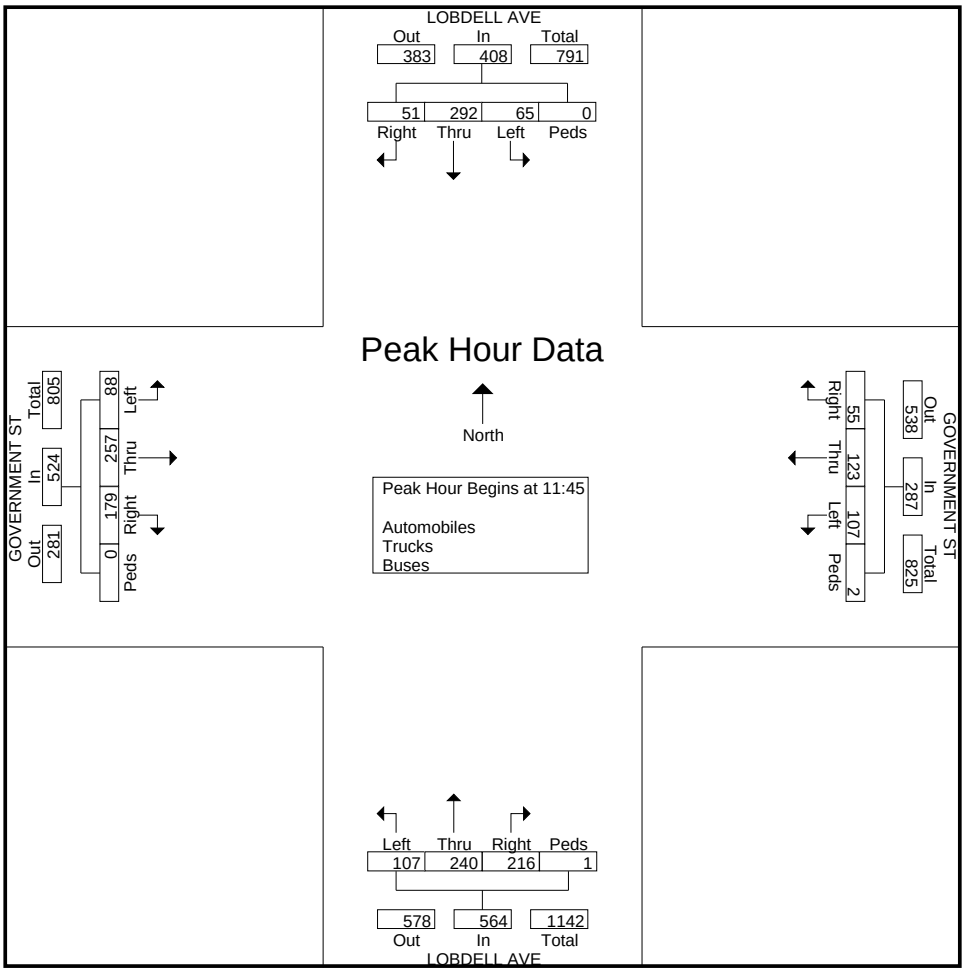
GOVERNMENT ST @ LOBDELL AVE
BATON ROUGE, LOUSIANA

File Name : 14072-16 GOVERNMENT ST @ LOBDELL AVE
Site Code : 14072-16
Start Date : 10/30/2014
Page No : 4

	LOBDELL AVE Southbound					GOVERNMENT ST Westbound					LOBDELL AVE Northbound					GOVERNMENT ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:45																					
11:45	**18**	**81**	**16**	0	**115**	**34**	**44**	15	**2**	**95**	24	**74**	45	0	143	**25**	66	32	0	123	**476**
12:00	18	61	14	0	93	29	24	**20**	0	73	26	60	58	0	**144**	23	**70**	41	0	134	444
12:15	15	73	16	0	104	19	25	13	0	57	**30**	58	49	**1**	138	18	57	52	0	127	426
12:30	14	77	5	0	96	25	30	7	0	62	27	48	**64**	0	139	22	64	**54**	0	**140**	437
Total Volume	65	292	51	0	408	107	123	55	2	287	107	240	216	1	564	88	257	179	0	524	1783
% App. Total	15.9	71.6	12.5	0		37.3	42.9	19.2	0.7		19	42.6	38.3	0.2		16.8	49	34.2	0		
PHF	.903	.901	.797	.000	.887	.787	.699	.688	.250	.755	.892	.811	.844	.250	.979	.880	.918	.829	.000	.936	.936



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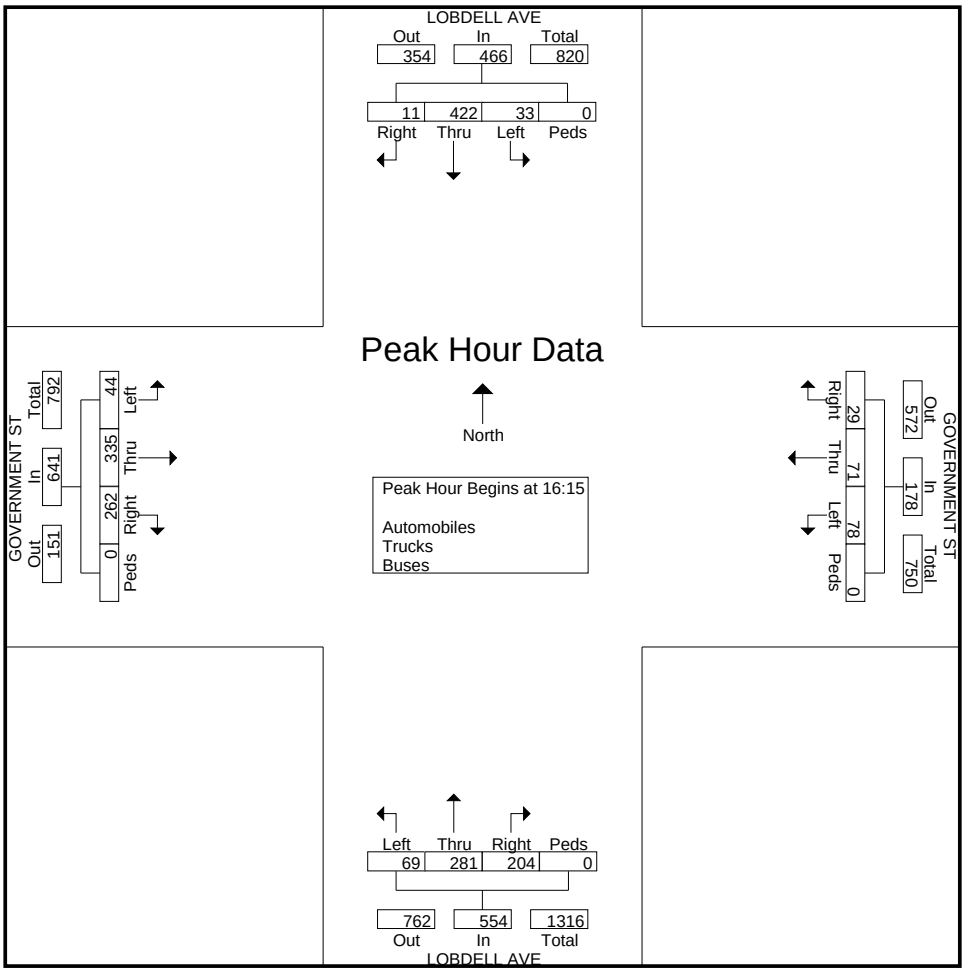
GOVERNMENT ST @ LOBDELL AVE
BATON ROUGE, LOUSIANA

File Name : 14072-16 GOVERNMENT ST @ LOBDELL AVE
Site Code : 14072-16
Start Date : 10/30/2014
Page No : 5

	LOBDELL AVE Southbound					GOVERNMENT ST Westbound					LOBDELL AVE Northbound					GOVERNMENT ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 14:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	9	102	**5**	0	116	15	17	6	0	38	21	**79**	39	0	139	**17**	80	72	0	169	462
16:30	8	98	2	0	108	**32**	**26**	**12**	0	**70**	9	59	44	0	112	8	86	**89**	0	**183**	473
16:45	2	89	3	0	94	13	17	5	0	35	17	64	57	0	138	11	79	49	0	139	406
17:00	**14**	**133**	1	0	**148**	18	11	6	0	35	**22**	79	**64**	0	**165**	8	**90**	52	0	150	**498**
Total Volume	33	422	11	0	466	78	71	29	0	178	69	281	204	0	554	44	335	262	0	641	1839
% App. Total	7.1	90.6	2.4	0		43.8	39.9	16.3	0		12.5	50.7	36.8	0		6.9	52.3	40.9	0		
PHF	.589	.793	.550	.000	.787	.609	.683	.604	.000	.636	.784	.889	.797	.000	.839	.647	.931	.736	.000	.876	.923



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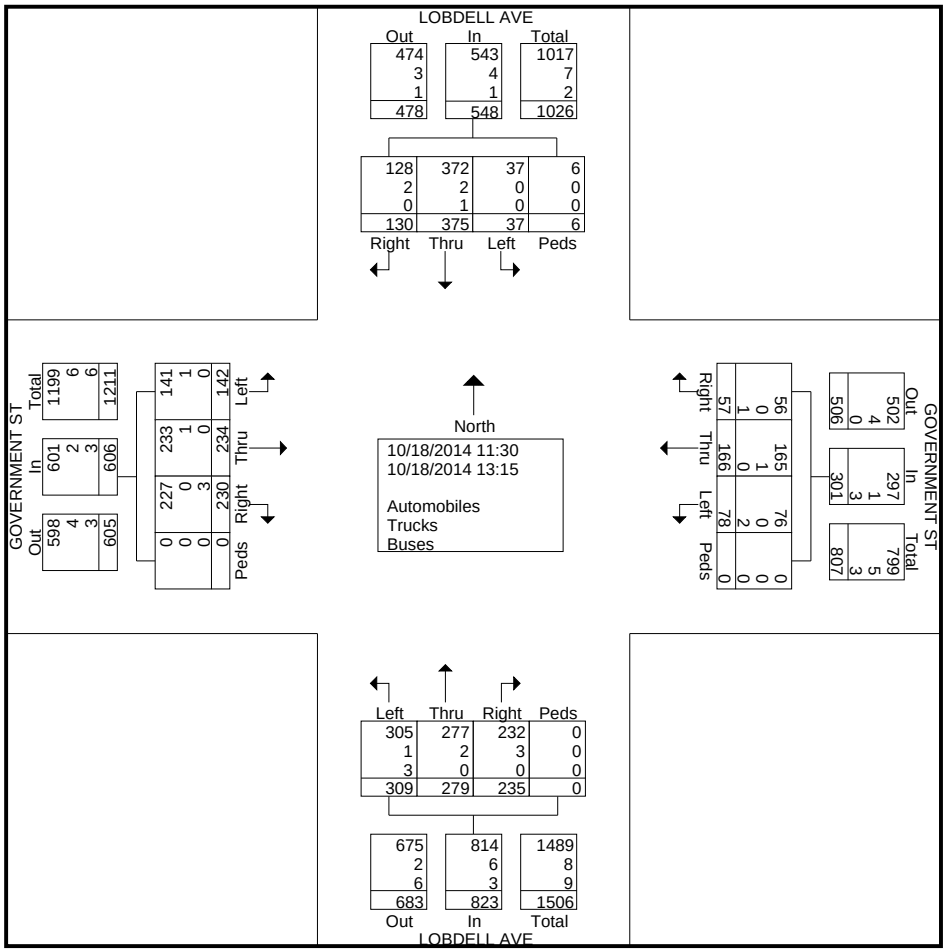
GOVERNMENT ST @ LOBDELL AVE
BATON ROUGE, LOUISIANA

File Name : 14072-16 GOVERNMENT ST @ LOBDELL AVE SAT
Site Code : 144072-16
Start Date : 10/18/2014
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

	LOBDELL AVE Southbound				GOVERNMENT ST Westbound				LOBDELL AVE Northbound				GOVERNMENT ST Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
11:30	4	45	13	0	17	19	10	0	19	13	30	0	20	22	21	0	233
11:45	5	48	11	1	11	23	7	0	52	42	31	0	9	30	23	0	293
Total	9	93	24	1	28	42	17	0	71	55	61	0	29	52	44	0	526
12:00	4	46	16	0	11	24	9	0	43	32	24	0	15	35	34	0	293
12:15	7	49	18	2	7	20	9	0	40	39	23	0	21	23	39	0	297
12:30	5	53	15	1	10	18	6	0	36	40	32	0	23	29	31	0	299
12:45	8	42	22	0	9	28	4	0	41	23	31	0	25	35	34	0	302
Total	24	190	71	3	37	90	28	0	160	134	110	0	84	122	138	0	1191
13:00	3	49	15	0	3	15	5	0	29	50	31	0	18	35	20	0	273
13:15	1	43	20	2	10	19	7	0	49	40	33	0	11	25	28	0	288
Grand Total	37	375	130	6	78	166	57	0	309	279	235	0	142	234	230	0	2278
Apprch %	6.8	68.4	23.7	1.1	25.9	55.1	18.9	0	37.5	33.9	28.6	0	23.4	38.6	38	0	
Total %	1.6	16.5	5.7	0.3	3.4	7.3	2.5	0	13.6	12.2	10.3	0	6.2	10.3	10.1	0	
Automobiles	37	372	128	6	76	165	56	0	305	277	232	0	141	233	227	0	2255
% Automobiles	100	99.2	98.5	100	97.4	99.4	98.2	0	98.7	99.3	98.7	0	99.3	99.6	98.7	0	99
Trucks	0	2	2	0	0	1	0	0	1	2	3	0	1	1	0	0	13
% Trucks	0	0.5	1.5	0	0	0.6	0	0	0.3	0.7	1.3	0	0.7	0.4	0	0	0.6
Buses	0	1	0	0	2	0	1	0	3	0	0	0	0	0	3	0	10
% Buses	0	0.3	0	0	2.6	0	1.8	0	1	0	0	0	0	0	1.3	0	0.4



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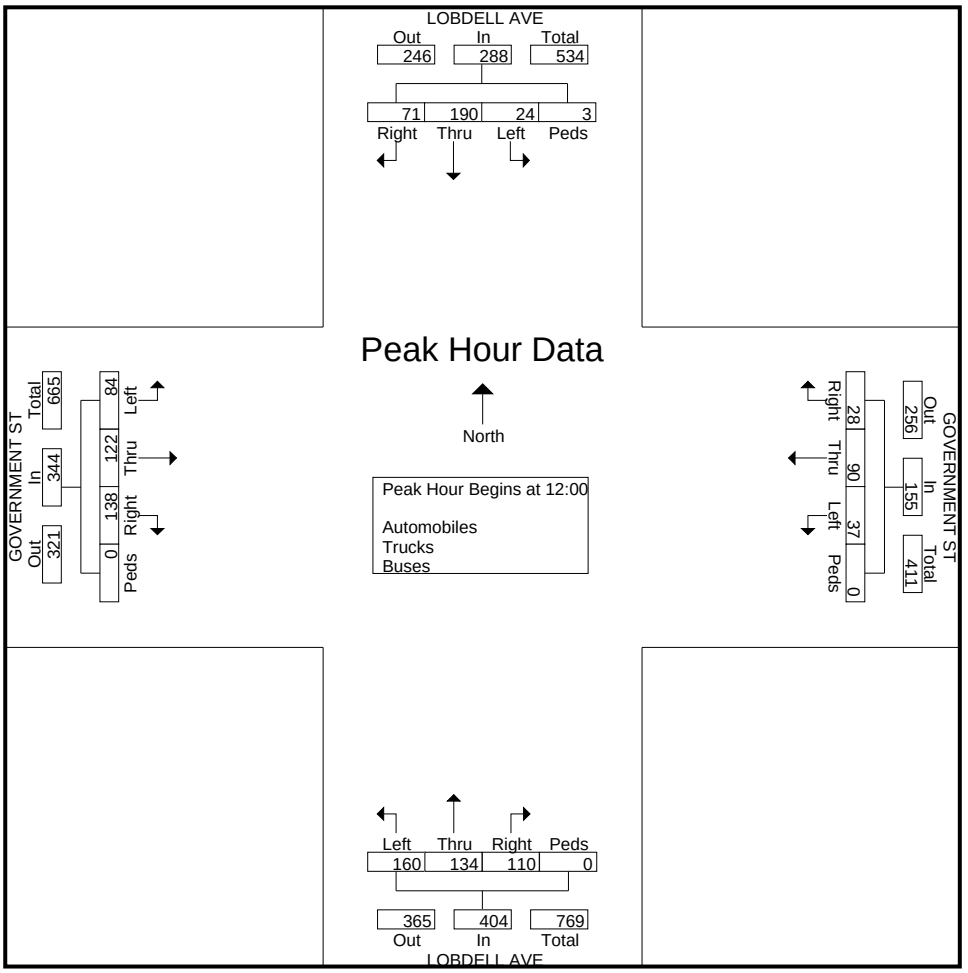
GOVERNMENT ST @ LOBDELL AVE
BATON ROUGE, LOUISIANA

File Name : 14072-16 GOVERNMENT ST @ LOBDELL AVE SAT
Site Code : 144072-16
Start Date : 10/18/2014
Page No : 2

	LOBDELL AVE Southbound					GOVERNMENT ST Westbound					LOBDELL AVE Northbound					GOVERNMENT ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 11:30 to 13:15 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00																					
12:00	4	46	16	0	66	**11**	24	**9**	0	**44**	**43**	32	24	0	99	15	**35**	34	0	84	293
12:15	7	49	18	**2**	**76**	7	20	9	0	36	40	39	23	0	102	21	23	**39**	0	83	297
12:30	5	**53**	15	1	74	10	18	6	0	34	36	**40**	**32**	0	**108**	23	29	31	0	83	299
12:45	**8**	42	**22**	0	72	9	**28**	4	0	41	41	23	31	0	95	**25**	35	34	0	**94**	**302**
Total Volume	24	190	71	3	288	37	90	28	0	155	160	134	110	0	404	84	122	138	0	344	1191
% App. Total	8.3	66	24.7	1		23.9	58.1	18.1	0		39.6	33.2	27.2	0		24.4	35.5	40.1	0		
PHF	.750	.896	.807	.375	.947	.841	.804	.778	.000	.881	.930	.838	.859	.000	.935	.840	.871	.885	.000	.915	.986



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Appendix C: TRAFFIC COUNT DATA

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Record No.	Lobdell NB	Lobdell SB	Government EB	Government WB
1	20	29	34	21
2	23	29	35	25
3	24	30	36	28
4	25	31	36	29
5	26	31	36	30
6	26	31	37	30
7	27	32	37	30
8	27	34	37	30
9	27	34	38	30
10	27	34	38	31
11	27	34	38	31
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15	28	35	38	31
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39	30	38	41	36
40	31	39	41	36
41	31	39	41	36
42	31	39	41	36
43	31	39	41	36
44	31	39	41	37
45	31	39	42	37
46	31	39	42	37
47	31	40	42	37
48	31	40	42	37
49	31	40	42	37
50	32	40	42	37

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Record No.	Lobdell NB	Lobdell SB	Government EB	Government WB
51	32	40	42	37
52	32	40	42	37
53	32	40	43	37
54	32	40	43	37
55	32	41	43	38
56	32	41	43	38
57	32	41	43	38
58	33	41	43	38
59	33	41	43	38
60	33	41	43	39
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65	34	41	44	39
66	34	41	44	39
67	34	42	44	39
68	34	42	44	39
69	34	42	45	39
70	35	42	45	40
71	35	42	45	40
72	35	42	45	40
73	35	42	46	40
74	36	42	46	40
75	36	43	46	41
76	36	43	46	41
77	36	43	46	41
78	36	43	46	41
79	37	43	46	41
80	37	44	46	41
81	37	44	47	42
82	37	44	47	42
83	38	44	47	42
84	38	46	48	42
85	38	46	48	42
86	39	46	48	43
87	39	46	48	44
88	39	47	49	44
89	39	47	49	44
90	40	48	49	44
91	40	48	49	45
92	40	48	49	45
93	40	49	49	46
94	40	49	49	47
95	41	49	50	48
96	41	49	50	48
97	41	49	50	49
98	42	52	52	49
99	46	53	52	52
100	57	53	52	53

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Appendix D : SIDRA ANALYSIS

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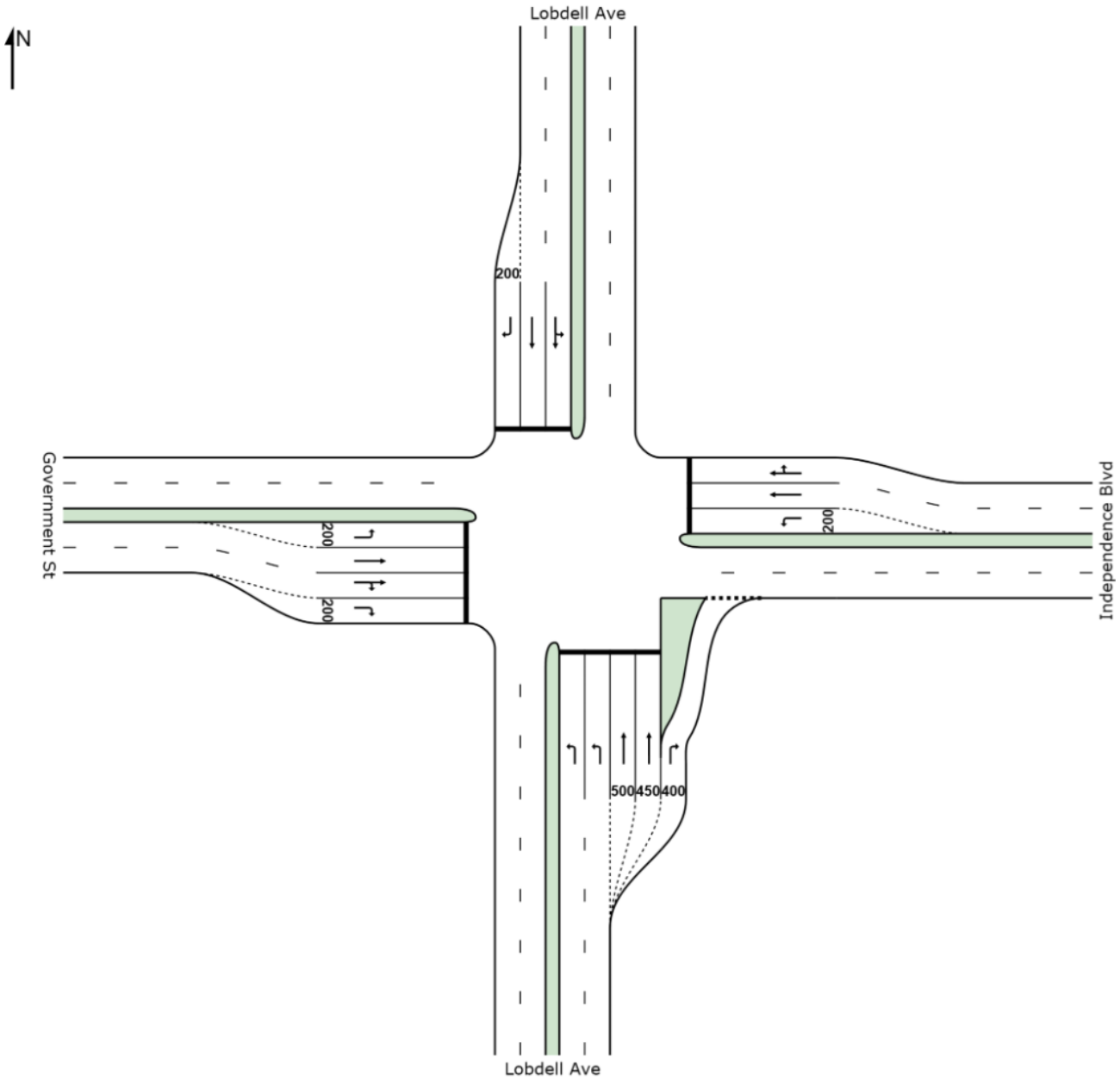
SITE LAYOUT

Site: 2016 AM Government at Lobdell

Single Lane Roundabout
Signals - Actuated



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MOVEMENT SUMMARY

Site: 2016 AM Government at Lobdell

Single Lane Roundabout
Signals - Actuated Cycle Time = 97 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	153	3.0	0.214	37.0	LOS D	3.3	83.7	0.85	0.67	17.2
8	T1	348	3.0	0.463	39.3	LOS D	8.0	204.4	0.91	0.74	17.8
18	R2	217	3.0	0.205	3.4	LOS A	2.8	72.9	0.37	0.32	29.6
Approach		718	3.0	0.463	28.0	LOS C	8.0	204.4	0.74	0.60	20.0
East: Independence Blvd											
1	L2	31	3.0	0.114	31.8	LOS C	1.2	31.8	0.86	0.62	18.4
6	T1	101	3.0	0.133	25.4	LOS C	2.6	65.8	0.74	0.58	21.5
16	R2	34	3.0	0.133	15.9	LOS B	1.8	47.0	0.68	0.53	24.3
Approach		167	3.0	0.133	24.6	LOS C	2.6	65.8	0.75	0.58	21.3
North: Lobdell Ave											
7	L2	43	3.0	0.497	37.1	LOS D	9.7	247.3	0.90	0.74	18.0
4	T1	387	3.0	0.497	37.1	LOS D	9.8	249.6	0.90	0.74	18.2
14	R2	46	3.0	0.050	1.2	LOS A	0.3	7.5	0.22	0.17	30.8
Approach		476	3.0	0.497	33.7	LOS C	9.8	249.6	0.83	0.69	18.9
West: Government St											
5	L2	66	3.0	0.377	47.4	LOS D	3.3	84.4	0.95	0.72	15.1
2	T1	157	3.0	0.396	47.3	LOS D	3.9	100.2	0.95	0.73	16.1
12	R2	123	3.0	0.182	1.4	LOS A	0.9	24.0	0.24	0.20	30.7
Approach		346	3.0	0.396	30.9	LOS C	3.9	100.2	0.70	0.54	19.1
All Vehicles		1706	3.0	0.497	29.8	LOS C	9.8	249.6	0.76	0.61	19.6

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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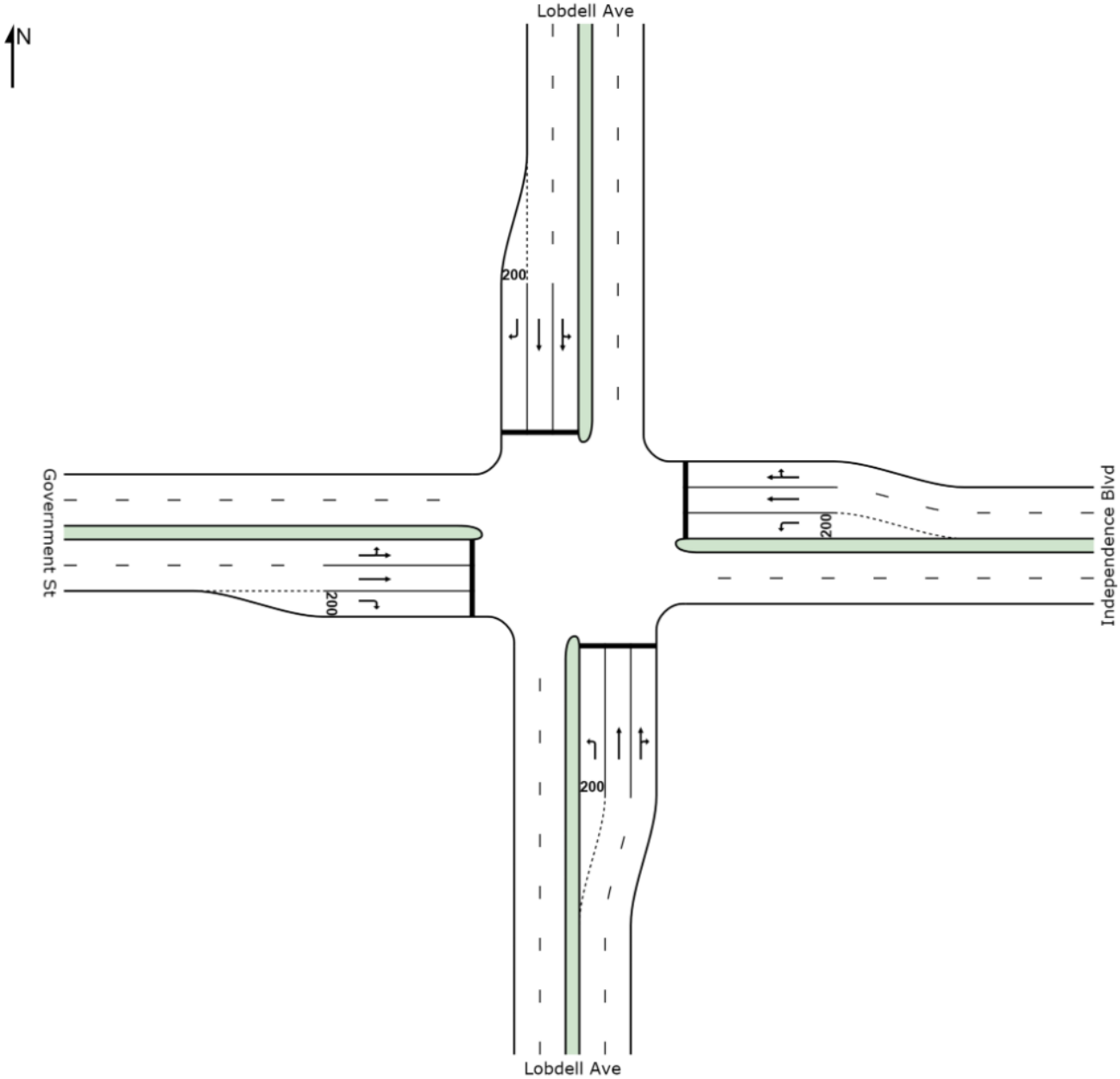
SITE LAYOUT

Site: 2016 AM Government at Lobdell

Single Lane Roundabout
Stop (All-Way)



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MOVEMENT SUMMARY

Site: 2016 AM Government at Lobdell

Single Lane Roundabout
Stop (All-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	153	3.0	0.518	14.3	LOS B	2.6	65.8	1.00	1.44	23.7
8	T1	348	3.0	0.910	54.5	LOS F	9.2	235.5	1.00	2.09	13.9
18	R2	217	3.0	0.910	52.1	LOS F	9.2	235.5	1.00	2.12	14.2
Approach		718	3.0	0.910	45.2	LOS E	9.2	235.5	1.00	1.96	15.4
East: Independence Blvd											
1	L2	31	3.0	0.177	8.9	LOS A	0.7	16.8	1.00	1.27	26.2
6	T1	101	3.0	0.358	15.0	LOS B	1.5	38.8	1.00	1.34	23.2
16	R2	34	3.0	0.358	14.1	LOS B	1.5	38.7	1.00	1.34	23.6
Approach		167	3.0	0.358	13.7	LOS B	1.5	38.8	1.00	1.33	23.8
North: Lobdell Ave											
7	L2	43	3.0	0.720	29.1	LOS D	4.8	122.7	1.00	1.66	18.7
4	T1	387	3.0	0.720	27.6	LOS D	4.8	124.0	1.00	1.67	19.1
14	R2	46	3.0	0.162	4.5	LOS A	0.6	14.8	0.95	1.22	28.4
Approach		476	3.0	0.720	25.6	LOS D	4.8	124.0	1.00	1.62	19.7
West: Government St											
5	L2	66	3.0	0.627	33.5	LOS D	3.5	89.6	1.00	1.51	17.7
2	T1	157	3.0	0.627	33.5	LOS D	3.5	89.6	1.00	1.51	17.7
12	R2	123	3.0	0.612	29.2	LOS D	3.4	86.7	1.00	1.51	18.8
Approach		346	3.0	0.627	32.0	LOS D	3.5	89.6	1.00	1.51	18.1
All Vehicles		1706	3.0	0.910	33.9	LOS D	9.2	235.5	1.00	1.71	17.6

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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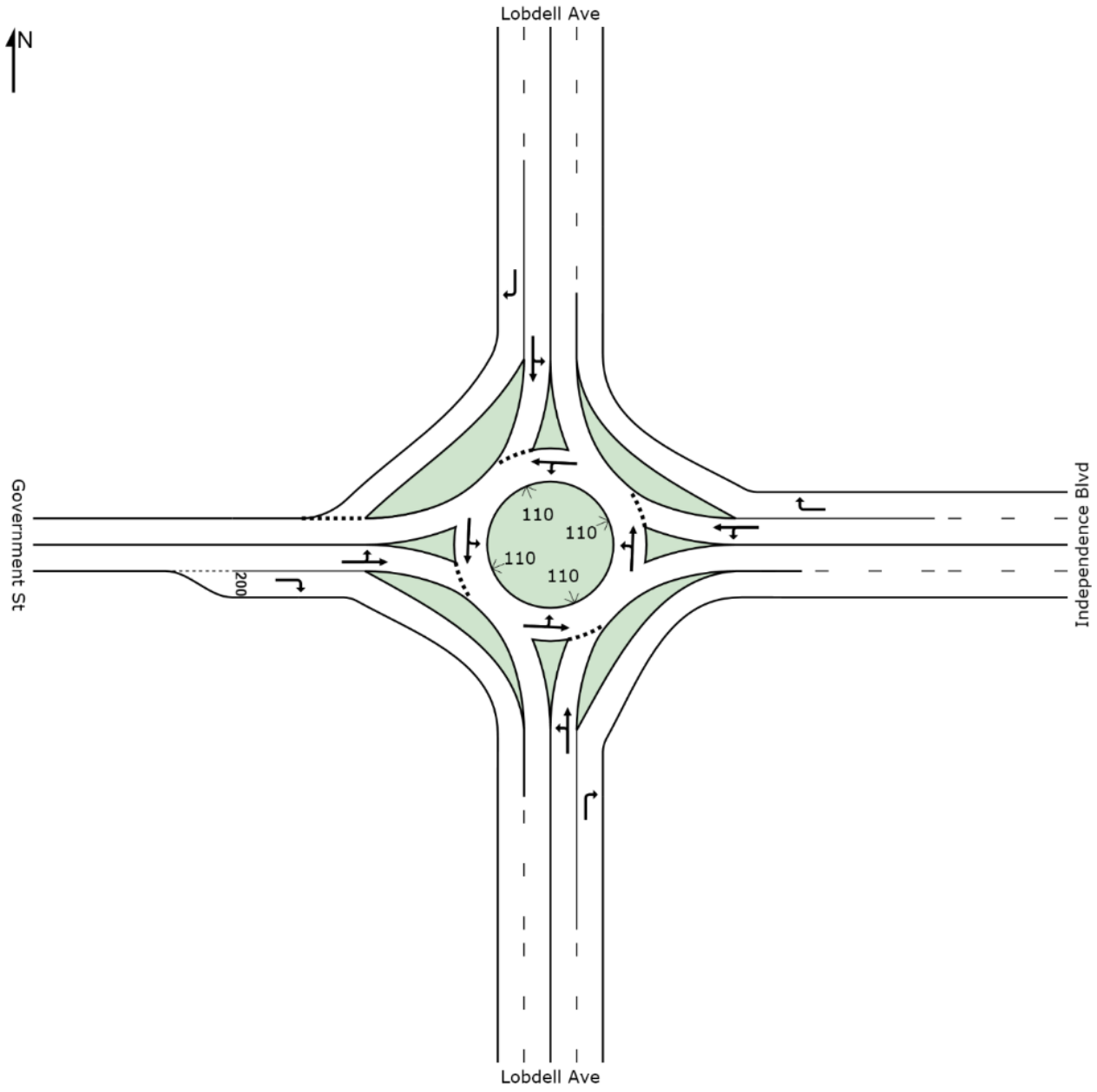
SITE LAYOUT

Site: 2016 AM Government at Lobdell

Single Lane Roundabout
Roundabout



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MOVEMENT SUMMARY

Site: 2016 AM Government at Lobdell

Single Lane Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	153	3.0	0.448	1.8	LOS A	3.3	85.7	0.60	0.85	30.8
8	T1	348	3.0	0.448	1.8	LOS A	3.3	85.7	0.60	0.85	30.8
18	R2	217	3.0	0.133	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		718	3.0	0.448	1.3	LOS A	3.3	85.7	0.42	0.30	31.8
East: Independence Blvd											
1	L2	31	3.0	0.154	3.1	LOS A	1.0	24.5	0.68	1.09	30.6
6	T1	101	3.0	0.154	3.1	LOS A	1.0	24.5	0.68	1.09	30.6
16	R2	34	3.0	0.021	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		167	3.0	0.154	2.5	LOS A	1.0	24.5	0.54	0.43	31.3
North: Lobdell Ave											
7	L2	43	3.0	0.385	1.8	LOS A	2.6	66.3	0.56	0.79	31.7
4	T1	387	3.0	0.385	1.8	LOS A	2.6	66.3	0.56	0.79	31.7
14	R2	46	3.0	0.040	1.1	LOS A	0.2	5.3	0.41	0.47	32.0
Approach		476	3.0	0.385	1.8	LOS A	2.6	66.3	0.55	0.38	31.7
West: Government St											
5	L2	66	3.0	0.235	2.6	LOS A	1.5	37.9	0.64	1.00	30.6
2	T1	157	3.0	0.235	2.6	LOS A	1.5	37.9	0.64	1.00	30.6
12	R2	123	3.0	0.076	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		346	3.0	0.235	1.7	LOS A	1.5	37.9	0.41	0.32	31.8
All Vehicles		1706	3.0	0.448	1.6	LOS A	3.3	85.7	0.47	0.34	31.7

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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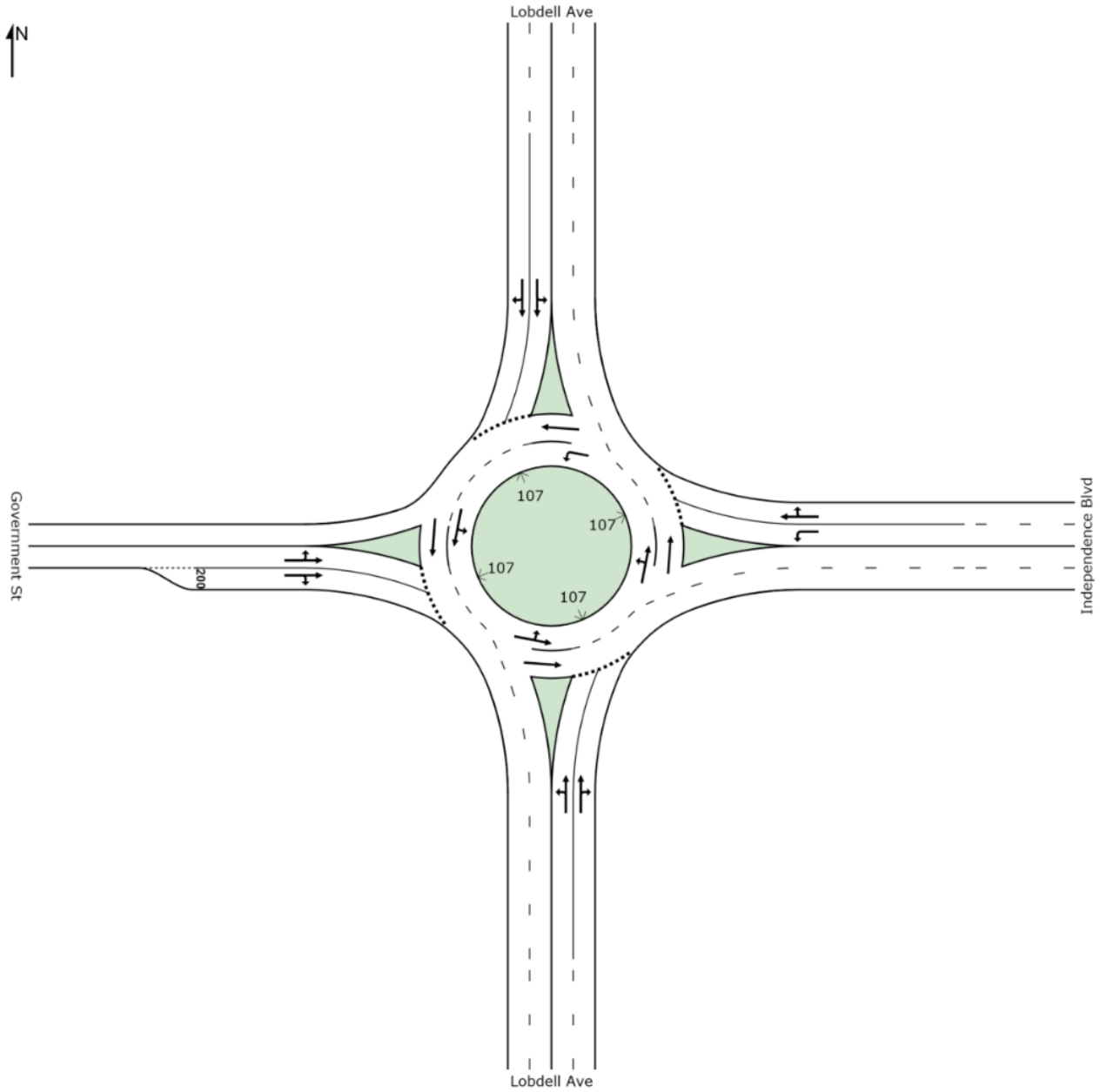
SITE LAYOUT

Site: 2016 AM Government at Lobdell

Multi-Lane Roundabout
Roundabout



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MOVEMENT SUMMARY

Site: 2016 AM Government at Lobdell

Multi-Lane Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	153	3.0	0.350	1.4	LOS A	1.8	47.0	0.47	0.68	30.9
8	T1	348	3.0	0.350	1.4	LOS A	1.8	47.0	0.47	0.68	31.3
18	R2	217	3.0	0.350	1.4	LOS A	1.8	47.0	0.47	0.68	32.0
Approach		718	3.0	0.350	1.4	LOS A	1.8	47.0	0.47	0.34	31.4
East: Independence Blvd											
1	L2	31	3.0	0.067	4.5	LOS A	0.2	6.4	0.56	1.03	27.6
6	T1	101	3.0	0.159	2.2	LOS A	0.7	17.7	0.54	0.85	31.8
16	R2	34	3.0	0.159	2.2	LOS A	0.7	17.7	0.54	0.85	31.8
Approach		167	3.0	0.159	2.6	LOS A	0.7	17.7	0.54	0.44	30.9
North: Lobdell Ave											
7	L2	43	3.0	0.233	1.3	LOS A	1.1	27.5	0.42	0.60	31.9
4	T1	387	3.0	0.233	1.3	LOS A	1.1	27.5	0.42	0.60	32.2
14	R2	46	3.0	0.233	1.3	LOS A	1.1	27.5	0.42	0.60	32.5
Approach		476	3.0	0.233	1.3	LOS A	1.1	27.5	0.42	0.30	32.2
West: Government St											
5	L2	66	3.0	0.190	1.8	LOS A	0.8	20.7	0.49	0.78	30.8
2	T1	157	3.0	0.190	1.8	LOS A	0.8	20.7	0.49	0.78	31.1
12	R2	123	3.0	0.190	1.8	LOS A	0.8	20.7	0.49	0.77	31.8
Approach		346	3.0	0.190	1.8	LOS A	0.8	20.7	0.49	0.39	31.3
All Vehicles		1706	3.0	0.350	1.6	LOS A	1.8	47.0	0.47	0.35	31.5

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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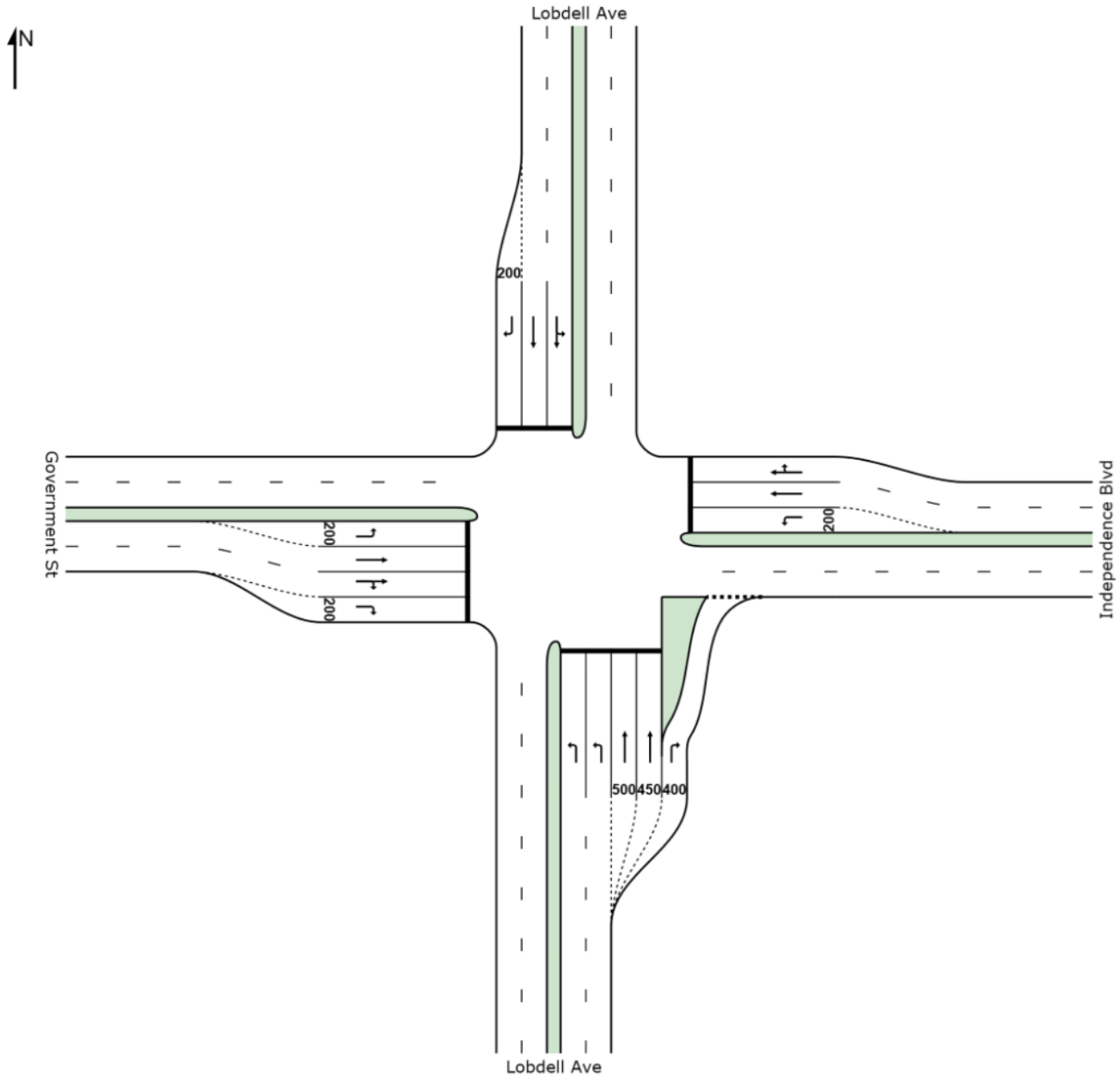
SITE LAYOUT

Site: 2016 NOON Government at Lobdell

Single Lane Roundabout
Signals - Actuated



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MOVEMENT SUMMARY

Site: 2016 NOON Government at Lobdell

Single Lane Roundabout
Signals - Actuated Cycle Time = 110 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	126	3.0	0.199	44.0	LOS D	3.1	79.0	0.87	0.67	15.8
8	T1	248	3.0	0.374	45.7	LOS D	6.4	163.1	0.90	0.72	16.4
18	R2	273	3.0	0.269	3.3	LOS A	3.9	101.1	0.36	0.31	29.7
Approach		647	3.0	0.374	27.4	LOS C	6.4	163.1	0.67	0.54	20.0
East: Independence Blvd											
1	L2	94	3.0	0.308	31.3	LOS C	4.1	105.8	0.81	0.63	18.6
6	T1	157	3.0	0.165	24.2	LOS C	4.2	107.2	0.70	0.56	22.0
16	R2	53	3.0	0.165	15.4	LOS B	3.0	75.8	0.65	0.53	24.5
Approach		304	3.0	0.308	24.9	LOS C	4.2	107.2	0.72	0.58	21.1
North: Lobdell Ave											
7	L2	63	3.0	0.459	42.3	LOS D	9.5	244.3	0.89	0.74	16.7
4	T1	318	3.0	0.459	42.2	LOS D	9.7	248.2	0.89	0.74	17.0
14	R2	44	3.0	0.050	1.1	LOS A	0.3	7.4	0.19	0.15	30.9
Approach		426	3.0	0.459	37.9	LOS D	9.7	248.2	0.82	0.68	17.8
West: Government St											
5	L2	106	3.0	0.406	44.9	LOS D	5.5	141.0	0.90	0.72	15.6
2	T1	278	3.0	0.379	43.9	LOS D	7.0	179.6	0.89	0.72	16.8
12	R2	221	3.0	0.285	1.3	LOS A	2.0	51.1	0.24	0.21	30.7
Approach		604	3.0	0.406	28.5	LOS C	7.0	179.6	0.66	0.53	19.8
All Vehicles		1981	3.0	0.459	29.6	LOS C	9.7	248.2	0.71	0.57	19.6

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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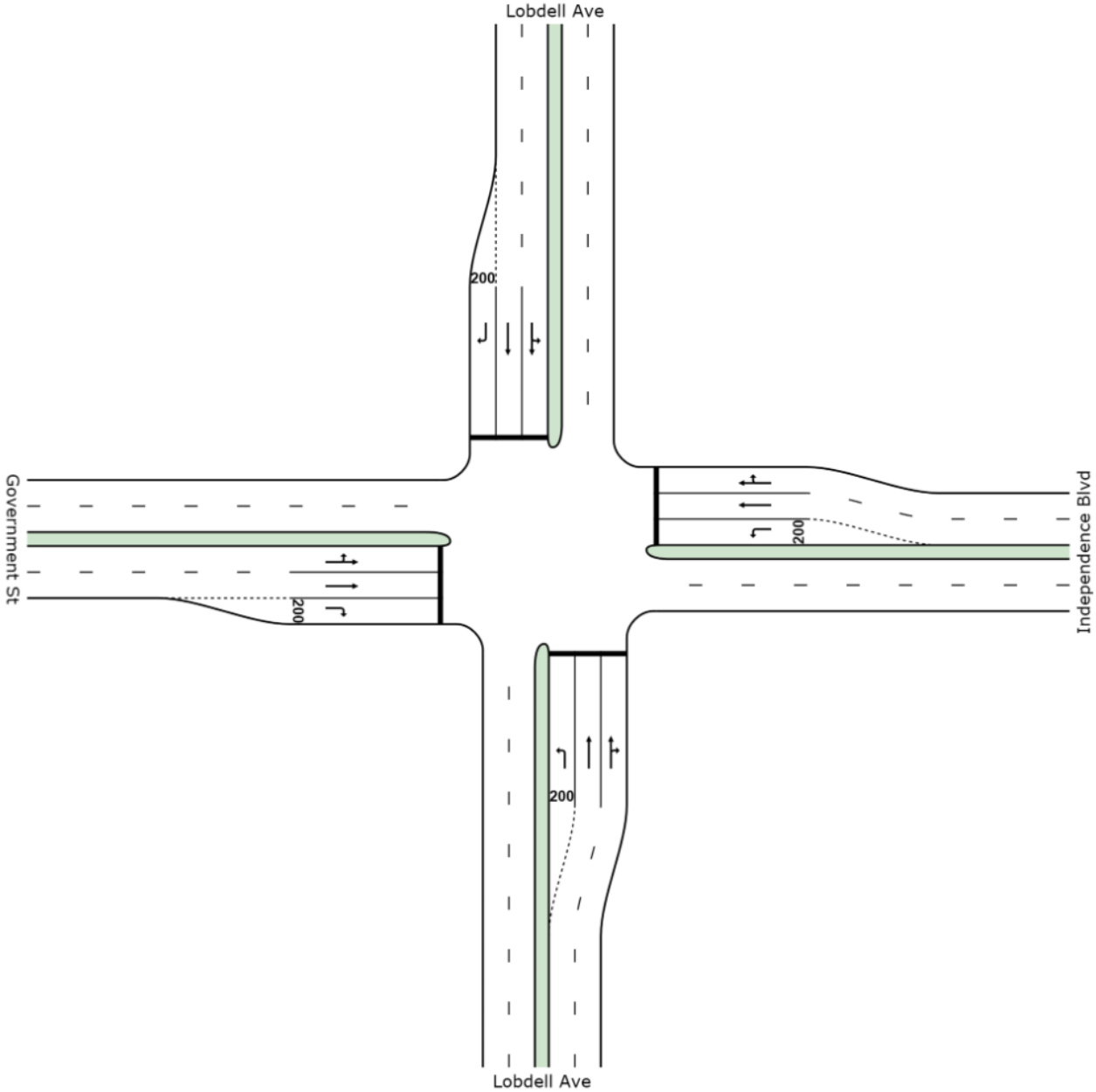
SITE LAYOUT

Site: 2016 NOON Government at Lobdell

Single Lane Roundabout
Stop (All-Way)



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MOVEMENT SUMMARY

Site: 2016 NOON Government at Lobdell

Single Lane Roundabout
Stop (All-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	126	3.0	0.518	17.7	LOS C	2.6	65.6	1.00	1.44	22.4
8	T1	248	3.0	1.017	89.1	LOS F	12.2	311.2	1.00	2.29	10.3
18	R2	273	3.0	1.017	84.8	LOS F	12.2	311.2	1.00	2.36	10.6
Approach		647	3.0	1.017	73.4	LOS F	12.2	311.2	1.00	2.15	11.6
East: Independence Blvd											
1	L2	94	3.0	0.423	14.4	LOS B	1.9	48.4	1.00	1.37	23.7
6	T1	157	3.0	0.438	14.6	LOS B	2.0	50.9	1.00	1.38	23.4
16	R2	53	3.0	0.438	13.6	LOS B	2.0	50.9	1.00	1.38	23.8
Approach		304	3.0	0.438	14.4	LOS B	2.0	50.9	1.00	1.38	23.6
North: Lobdell Ave											
7	L2	63	3.0	0.726	33.6	LOS D	4.8	123.4	1.00	1.66	17.7
4	T1	318	3.0	0.726	31.7	LOS D	4.9	125.0	1.00	1.67	18.1
14	R2	44	3.0	0.181	5.9	LOS A	0.7	16.9	0.97	1.25	27.7
Approach		426	3.0	0.726	29.3	LOS D	4.9	125.0	1.00	1.62	18.7
West: Government St											
5	L2	106	3.0	0.891	64.3	LOS F	7.7	197.2	1.00	1.92	12.7
2	T1	278	3.0	0.891	64.3	LOS F	7.7	197.2	1.00	1.92	12.6
12	R2	221	3.0	0.920	66.3	LOS F	8.7	222.4	1.00	2.03	12.4
Approach		604	3.0	0.920	65.0	LOS F	8.7	222.4	1.00	1.96	12.6
All Vehicles		1981	3.0	1.017	52.3	LOS F	12.2	311.2	1.00	1.86	14.2

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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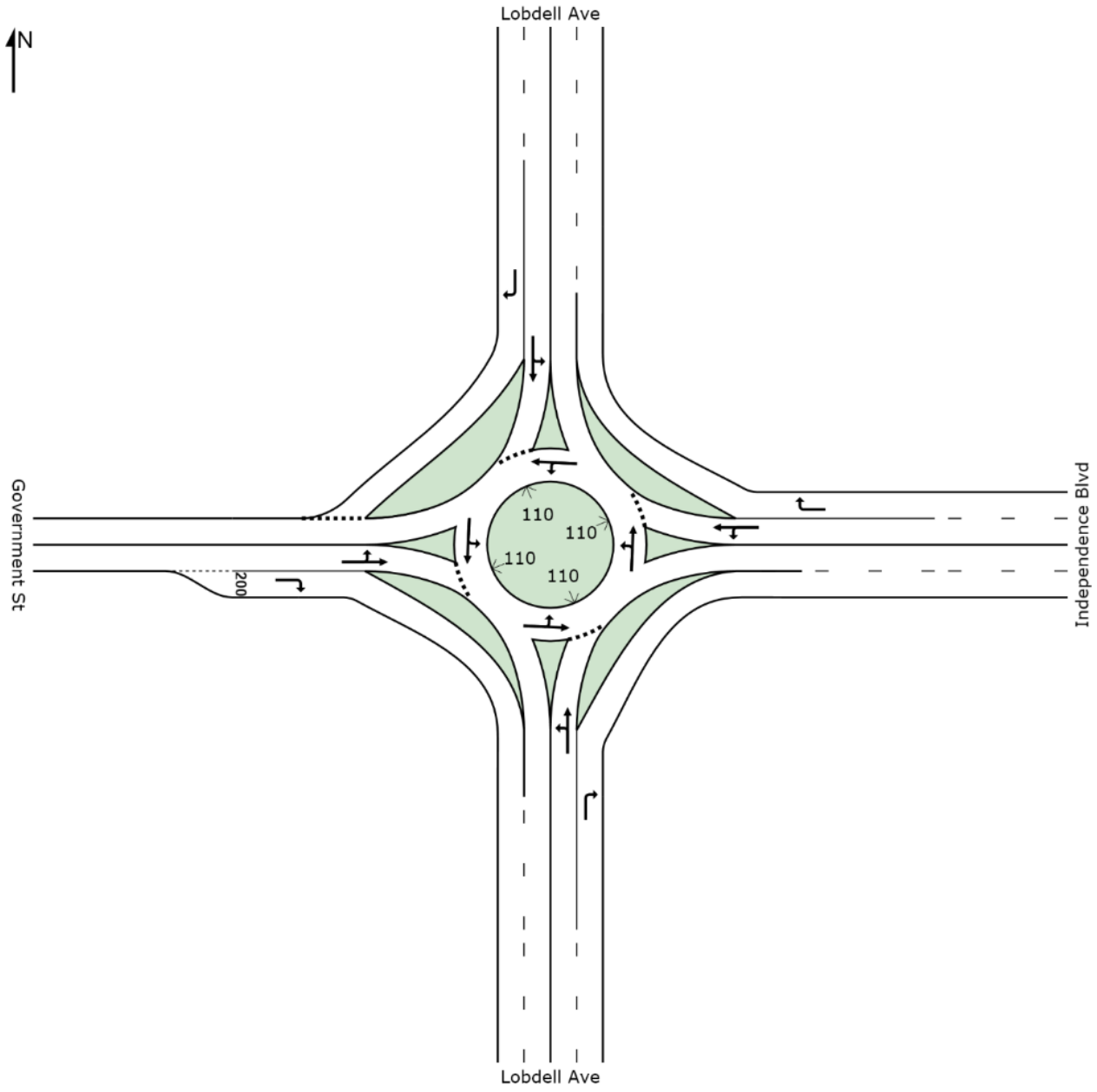
SITE LAYOUT

Site: 2016 NOON Government at Lobdell

Single Lane Roundabout
Roundabout



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MOVEMENT SUMMARY

Site: 2016 NOON Government at Lobdell

Single Lane Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	126	3.0	0.394	2.9	LOS A	2.8	71.9	0.71	1.13	30.2
8	T1	248	3.0	0.394	2.9	LOS A	2.8	71.9	0.71	1.13	30.2
18	R2	273	3.0	0.168	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		647	3.0	0.394	1.7	LOS A	2.8	71.9	0.41	0.33	31.8
East: Independence Blvd											
1	L2	94	3.0	0.270	2.8	LOS A	1.8	45.1	0.67	1.07	30.2
6	T1	157	3.0	0.270	2.8	LOS A	1.8	45.1	0.67	1.07	30.2
16	R2	53	3.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		304	3.0	0.270	2.3	LOS A	1.8	45.1	0.55	0.44	30.8
North: Lobdell Ave											
7	L2	63	3.0	0.371	2.4	LOS A	2.5	64.4	0.64	0.95	31.1
4	T1	318	3.0	0.371	2.4	LOS A	2.5	64.4	0.64	0.95	31.1
14	R2	44	3.0	0.040	1.2	LOS A	0.2	5.3	0.44	0.51	31.9
Approach		426	3.0	0.371	2.3	LOS A	2.5	64.4	0.61	0.45	31.2
West: Government St											
5	L2	106	3.0	0.409	3.1	LOS A	2.9	74.1	0.72	1.17	30.3
2	T1	278	3.0	0.409	3.1	LOS A	2.9	74.1	0.72	1.17	30.3
12	R2	221	3.0	0.136	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		604	3.0	0.409	2.0	LOS A	2.9	74.1	0.46	0.37	31.6
All Vehicles		1981	3.0	0.409	2.0	LOS A	2.9	74.1	0.49	0.39	31.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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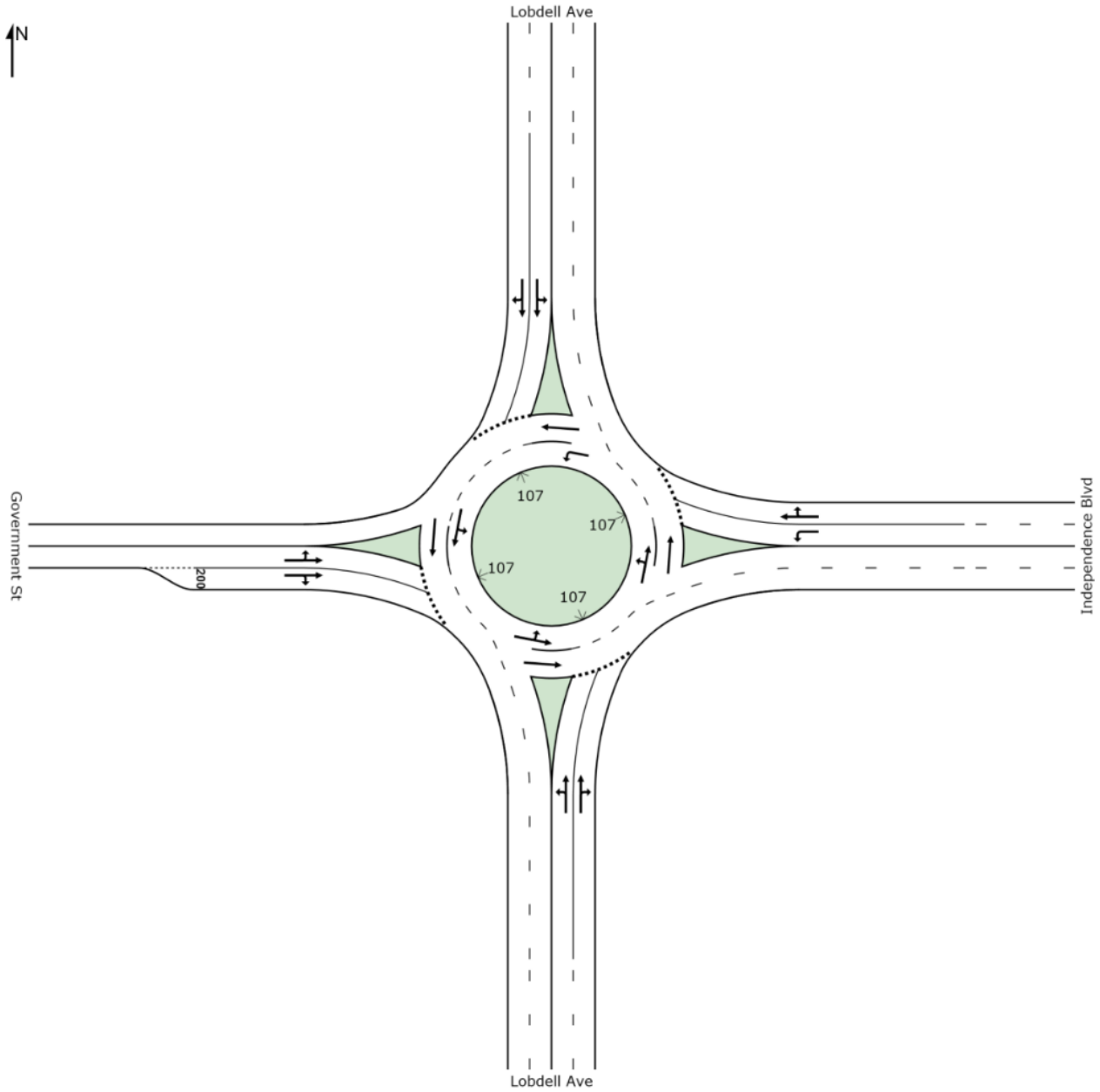
SITE LAYOUT

Site: 2016 NOON Government at Lobdell

Multi-Lane Roundabout
Roundabout



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MOVEMENT SUMMARY

Site: 2016 NOON Government at Lobdell

Multi-Lane Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	126	3.0	0.359	2.2	LOS A	1.8	47.3	0.58	0.94	30.5
8	T1	248	3.0	0.359	2.2	LOS A	1.9	47.5	0.58	0.94	30.7
18	R2	273	3.0	0.359	2.2	LOS A	1.9	47.5	0.58	0.93	31.3
Approach		647	3.0	0.359	2.2	LOS A	1.9	47.5	0.58	0.47	30.9
East: Independence Blvd											
1	L2	94	3.0	0.140	2.8	LOS A	0.6	15.2	0.54	0.94	28.5
6	T1	157	3.0	0.237	2.2	LOS A	1.1	29.2	0.55	0.85	31.8
16	R2	53	3.0	0.237	2.2	LOS A	1.1	29.2	0.55	0.85	31.8
Approach		304	3.0	0.237	2.4	LOS A	1.1	29.2	0.54	0.44	30.6
North: Lobdell Ave											
7	L2	63	3.0	0.222	1.6	LOS A	1.0	25.7	0.47	0.72	31.2
4	T1	318	3.0	0.222	1.6	LOS A	1.0	25.7	0.47	0.70	31.7
14	R2	44	3.0	0.222	1.6	LOS A	1.0	25.7	0.47	0.69	32.2
Approach		426	3.0	0.222	1.6	LOS A	1.0	25.7	0.47	0.35	31.7
West: Government St											
5	L2	106	3.0	0.336	2.2	LOS A	1.6	41.0	0.56	0.91	30.7
2	T1	278	3.0	0.336	2.2	LOS A	1.6	41.1	0.56	0.91	30.9
12	R2	221	3.0	0.336	2.1	LOS A	1.6	41.1	0.55	0.89	31.5
Approach		604	3.0	0.336	2.2	LOS A	1.6	41.1	0.56	0.45	31.1
All Vehicles		1981	3.0	0.359	2.1	LOS A	1.9	47.5	0.54	0.43	31.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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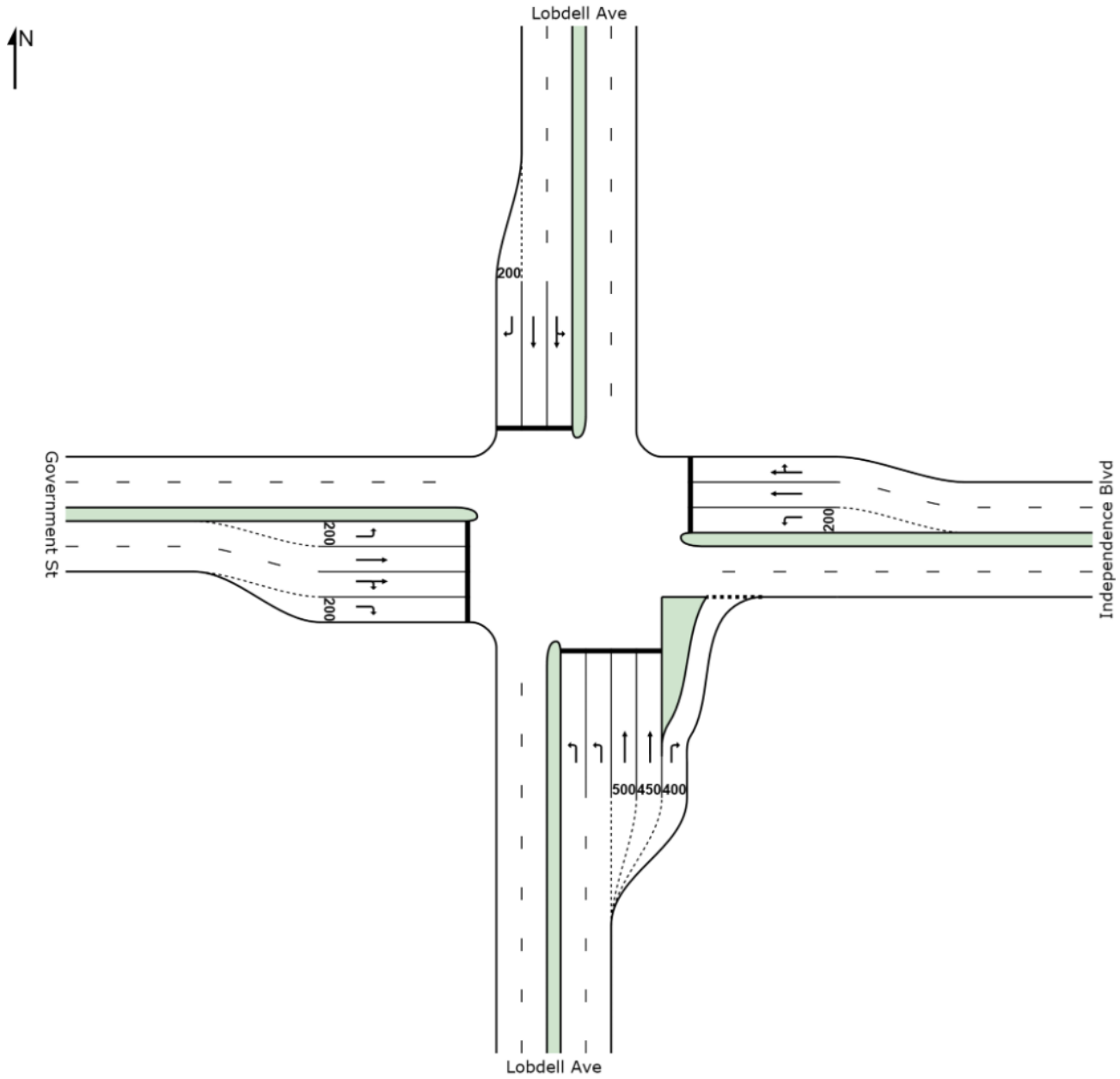
SITE LAYOUT

Site: 2016 PM Government at Lobdell

Single Lane Roundabout
Signals - Actuated



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MOVEMENT SUMMARY

Site: 2016 PM Government at Lobdell

Single Lane Roundabout
Signals - Actuated Cycle Time = 128 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	76	3.0	0.115	49.0	LOS D	2.1	53.1	0.85	0.64	14.9
8	T1	293	3.0	0.425	52.6	LOS D	8.8	224.3	0.91	0.74	15.1
18	R2	243	3.0	0.241	2.8	LOS A	3.5	89.6	0.30	0.26	30.0
Approach		612	3.0	0.425	32.4	LOS C	8.8	224.3	0.66	0.54	18.8
East: Independence Blvd											
1	L2	80	3.0	0.283	35.6	LOS D	4.0	101.9	0.79	0.61	17.6
6	T1	83	3.0	0.095	27.7	LOS C	2.7	68.7	0.67	0.52	20.8
16	R2	37	3.0	0.095	16.1	LOS B	1.8	47.3	0.58	0.46	24.0
Approach		200	3.0	0.283	28.7	LOS C	4.0	101.9	0.70	0.55	19.8
North: Lobdell Ave											
7	L2	41	3.0	0.565	47.0	LOS D	15.8	405.3	0.90	0.77	16.0
4	T1	498	3.0	0.565	47.0	LOS D	15.9	407.1	0.90	0.77	16.1
14	R2	8	3.0	0.008	0.9	LOS A	0.0	1.2	0.16	0.11	31.0
Approach		547	3.0	0.565	46.4	LOS D	15.9	407.1	0.89	0.76	16.2
West: Government St											
5	L2	37	3.0	0.127	46.8	LOS D	2.0	50.9	0.83	0.63	15.2
2	T1	374	3.0	0.480	50.7	LOS D	11.1	284.9	0.91	0.75	15.5
12	R2	286	3.0	0.411	1.4	LOS A	3.6	93.3	0.27	0.24	30.6
Approach		697	3.0	0.480	30.3	LOS C	11.1	284.9	0.64	0.53	19.4
All Vehicles		2056	3.0	0.565	35.0	LOS D	15.9	407.1	0.72	0.59	18.3

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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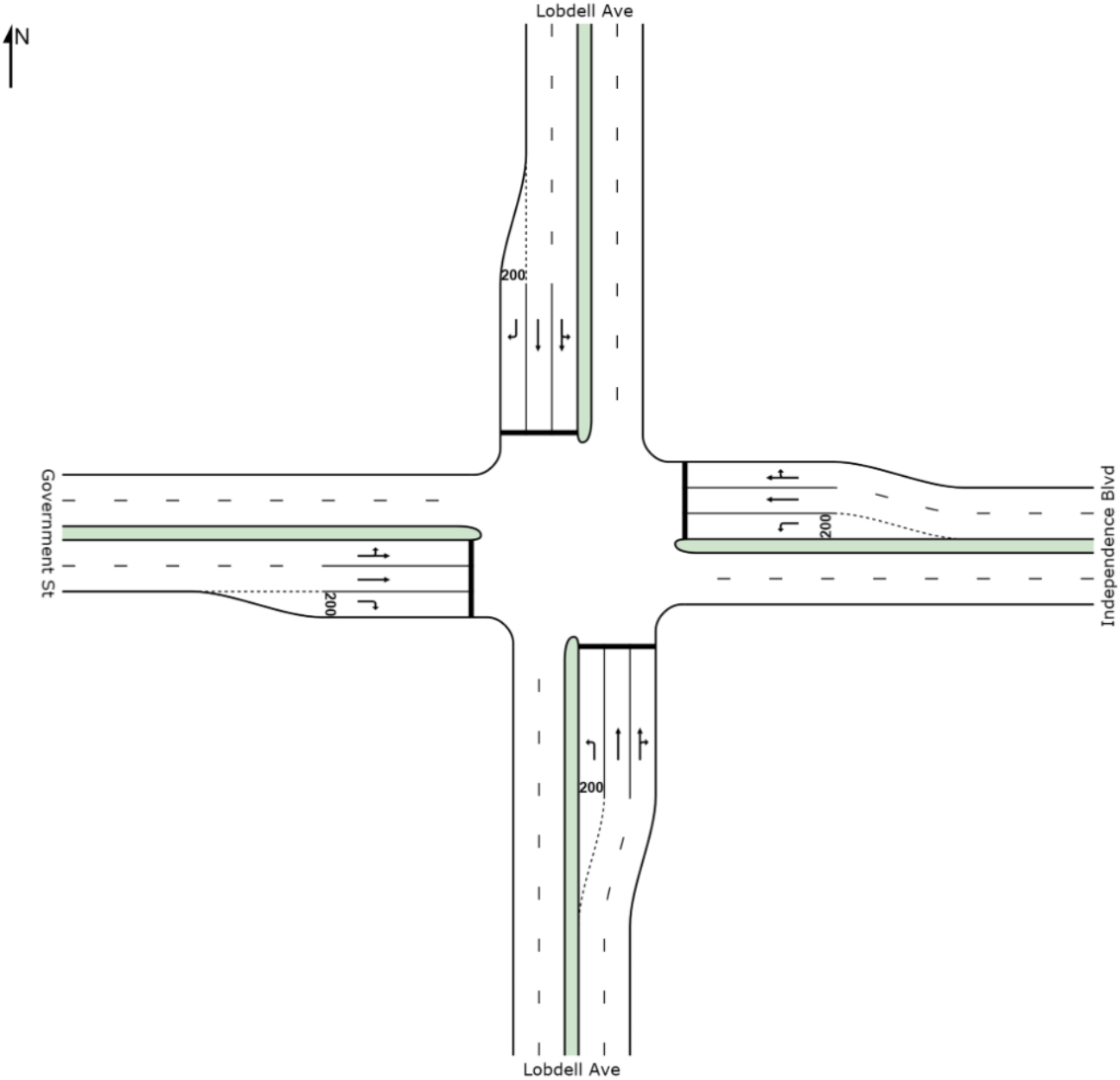
SITE LAYOUT

Site: 2016 PM Government at Lobdell

Single Lane Roundabout
Stop (All-Way)



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MOVEMENT SUMMARY

Site: 2016 PM Government at Lobdell

Single Lane Roundabout
Stop (All-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	76	3.0	0.291	8.1	LOS A	1.2	29.5	0.98	1.30	26.6
8	T1	293	3.0	0.977	74.9	LOS F	11.1	283.2	1.00	2.22	11.5
18	R2	243	3.0	0.977	71.3	LOS F	11.1	283.2	1.00	2.28	11.9
Approach		612	3.0	0.977	65.2	LOS F	11.1	283.2	1.00	2.13	12.5
East: Independence Blvd											
1	L2	80	3.0	0.306	9.0	LOS A	1.2	31.4	0.98	1.30	26.1
6	T1	83	3.0	0.265	8.7	LOS A	1.0	26.5	0.99	1.30	26.0
16	R2	37	3.0	0.265	8.7	LOS A	1.0	26.5	0.99	1.30	26.1
Approach		200	3.0	0.306	8.8	LOS A	1.2	31.4	0.99	1.30	26.1
North: Lobdell Ave											
7	L2	41	3.0	0.922	60.3	LOS F	9.1	233.1	1.00	2.09	13.1
4	T1	498	3.0	0.922	58.0	LOS F	9.4	241.6	1.00	2.11	13.4
14	R2	8	3.0	0.028	2.6	LOS A	0.1	2.4	0.94	1.17	29.6
Approach		547	3.0	0.922	57.4	LOS F	9.4	241.6	1.00	2.10	13.5
West: Government St											
5	L2	37	3.0	1.000	92.4	LOS F	10.3	264.0	1.00	2.14	10.0
2	T1	374	3.0	1.000	92.4	LOS F	10.3	264.0	1.00	2.14	10.0
12	R2	286	3.0	1.251	170.1	LOS F	19.9	510.6	1.00	2.90	6.4
Approach		697	3.0	1.251	124.3	LOS F	19.9	510.6	1.00	2.45	8.1
All Vehicles		2056	3.0	1.251	77.7	LOS F	19.9	510.6	1.00	2.15	11.2

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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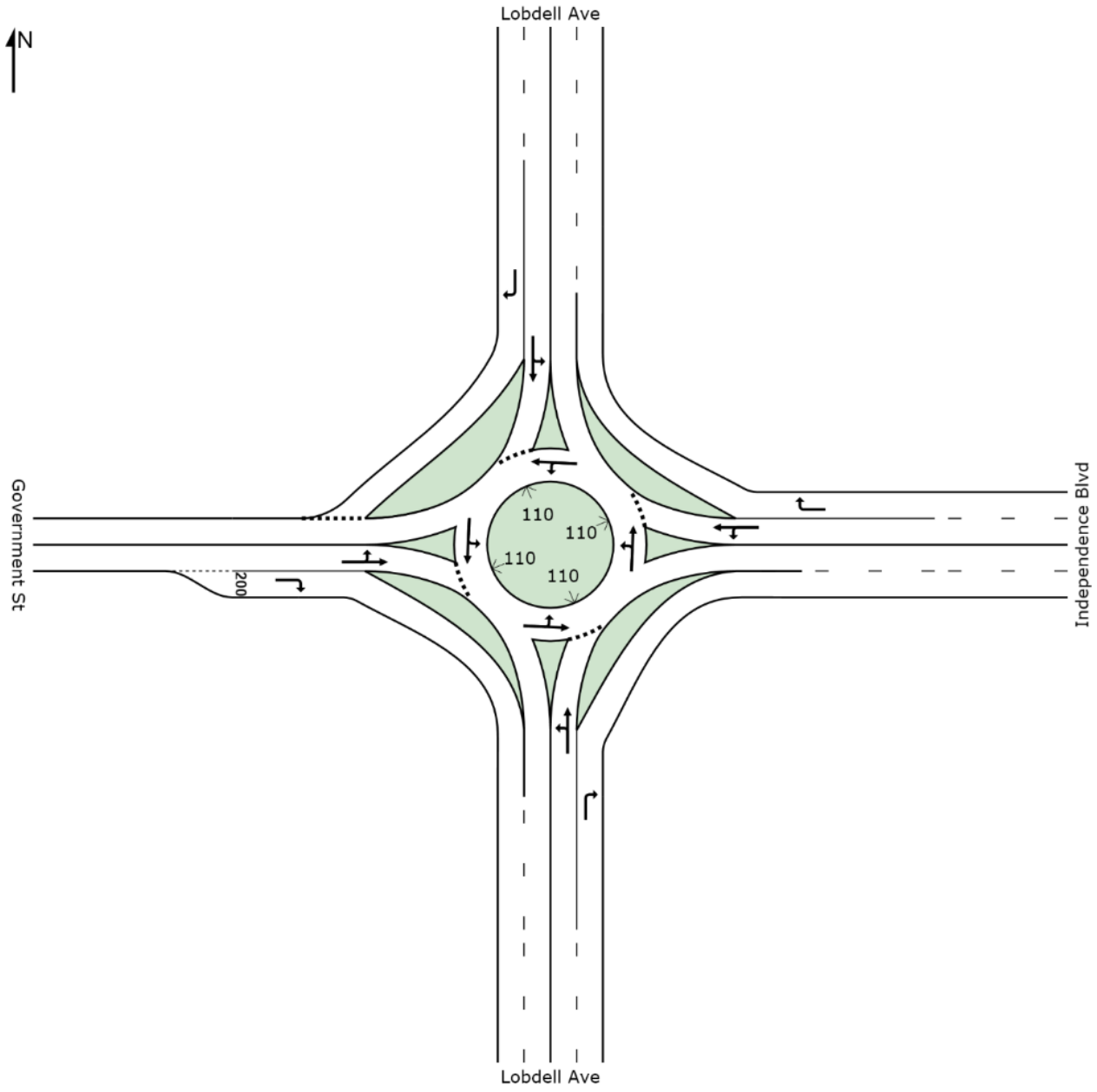
SITE LAYOUT

Site: 2016 PM Government at Lobdell

Single Lane Roundabout
Roundabout



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MOVEMENT SUMMARY

Site: 2016 PM Government at Lobdell

Single Lane Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	76	3.0	0.399	2.9	LOS A	2.9	75.0	0.74	1.14	30.5
8	T1	293	3.0	0.399	2.9	LOS A	2.9	75.0	0.74	1.14	30.5
18	R2	243	3.0	0.150	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		612	3.0	0.399	1.8	LOS A	2.9	75.0	0.44	0.34	31.9
East: Independence Blvd											
1	L2	80	3.0	0.167	2.1	LOS A	1.0	26.3	0.60	0.89	30.2
6	T1	83	3.0	0.167	2.1	LOS A	1.0	26.3	0.60	0.89	30.2
16	R2	37	3.0	0.023	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		200	3.0	0.167	1.7	LOS A	1.0	26.3	0.49	0.36	30.9
North: Lobdell Ave											
7	L2	41	3.0	0.468	1.7	LOS A	3.5	89.7	0.57	0.77	31.7
4	T1	498	3.0	0.468	1.7	LOS A	3.5	89.7	0.57	0.77	31.7
14	R2	8	3.0	0.006	0.6	LOS A	0.0	0.8	0.32	0.26	32.5
Approach		547	3.0	0.468	1.7	LOS A	3.5	89.7	0.57	0.38	31.7
West: Government St											
5	L2	37	3.0	0.501	5.5	LOS A	4.2	107.4	0.85	1.63	30.2
2	T1	374	3.0	0.501	5.5	LOS A	4.2	107.4	0.85	1.63	30.2
12	R2	286	3.0	0.176	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		697	3.0	0.501	3.2	LOS A	4.2	107.4	0.50	0.48	31.8
All Vehicles		2056	3.0	0.501	2.2	LOS A	4.2	107.4	0.50	0.40	31.7

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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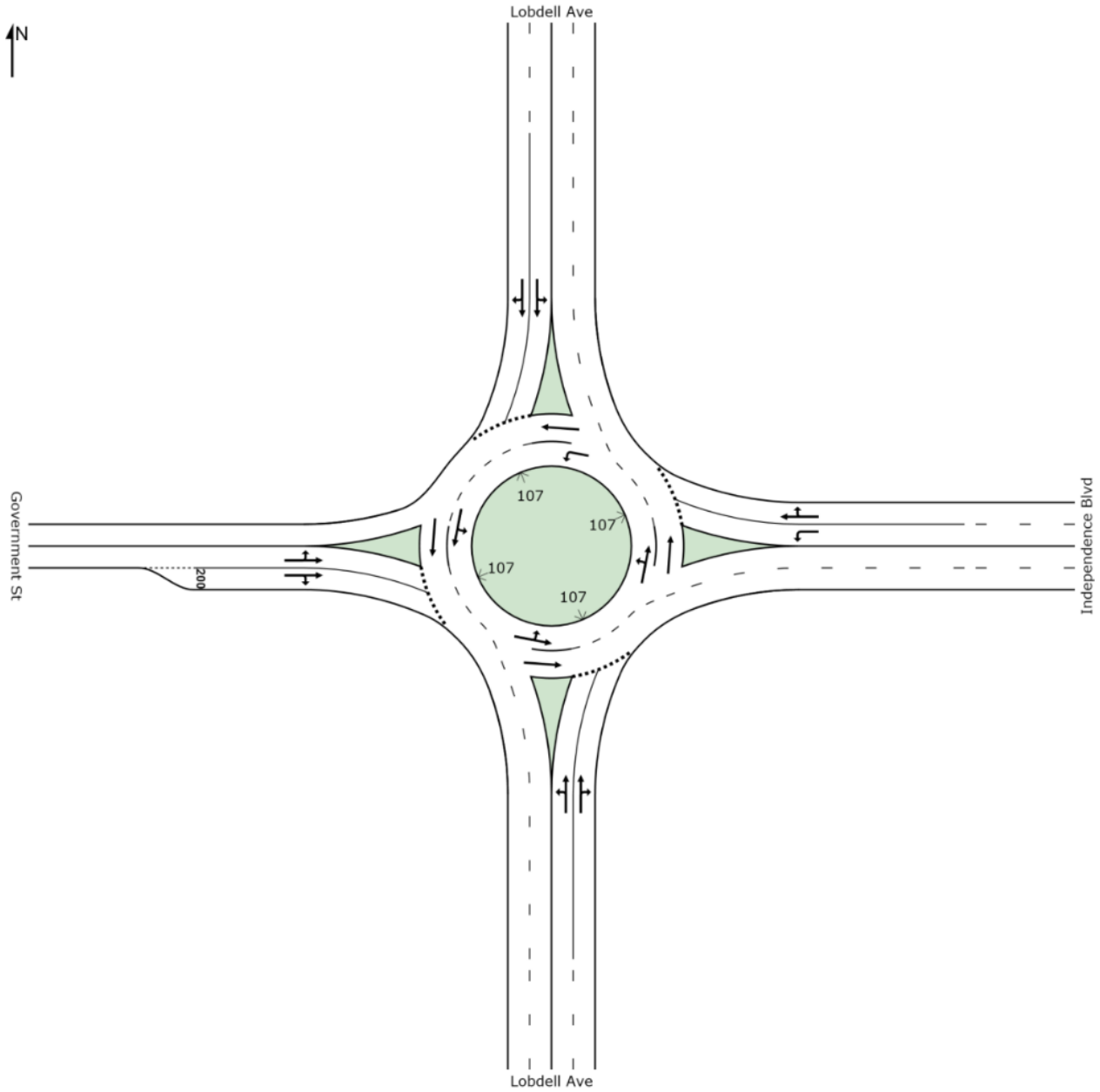
SITE LAYOUT

Site: 2016 PM Government at Lobdell

Multi-Lane Roundabout
Roundabout



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MOVEMENT SUMMARY

Site: 2016 PM Government at Lobdell

Multi-Lane Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	76	3.0	0.345	2.2	LOS A	1.8	46.2	0.59	0.93	30.9
8	T1	293	3.0	0.345	2.2	LOS A	1.8	46.3	0.59	0.93	31.0
18	R2	243	3.0	0.345	2.2	LOS A	1.8	46.3	0.58	0.94	31.3
Approach		612	3.0	0.345	2.2	LOS A	1.8	46.3	0.59	0.47	31.1
East: Independence Blvd											
1	L2	80	3.0	0.097	1.9	LOS A	0.4	10.6	0.48	0.75	28.7
6	T1	83	3.0	0.130	1.6	LOS A	0.6	14.8	0.48	0.71	32.1
16	R2	37	3.0	0.130	1.6	LOS A	0.6	14.8	0.48	0.71	32.1
Approach		200	3.0	0.130	1.7	LOS A	0.6	14.8	0.48	0.36	30.6
North: Lobdell Ave											
7	L2	41	3.0	0.260	1.1	LOS A	1.2	31.2	0.40	0.54	32.1
4	T1	498	3.0	0.260	1.1	LOS A	1.2	31.2	0.40	0.54	32.4
14	R2	8	3.0	0.260	1.1	LOS A	1.2	31.2	0.40	0.53	32.7
Approach		547	3.0	0.260	1.1	LOS A	1.2	31.2	0.40	0.27	32.4
West: Government St											
5	L2	37	3.0	0.419	3.2	LOS A	2.1	54.6	0.63	1.13	31.1
2	T1	374	3.0	0.419	3.1	LOS A	2.1	54.8	0.63	1.14	31.1
12	R2	286	3.0	0.419	3.0	LOS A	2.1	54.8	0.63	1.15	31.1
Approach		697	3.0	0.419	3.1	LOS A	2.1	54.8	0.63	0.57	31.1
All Vehicles		2056	3.0	0.419	2.2	LOS A	2.1	54.8	0.54	0.44	31.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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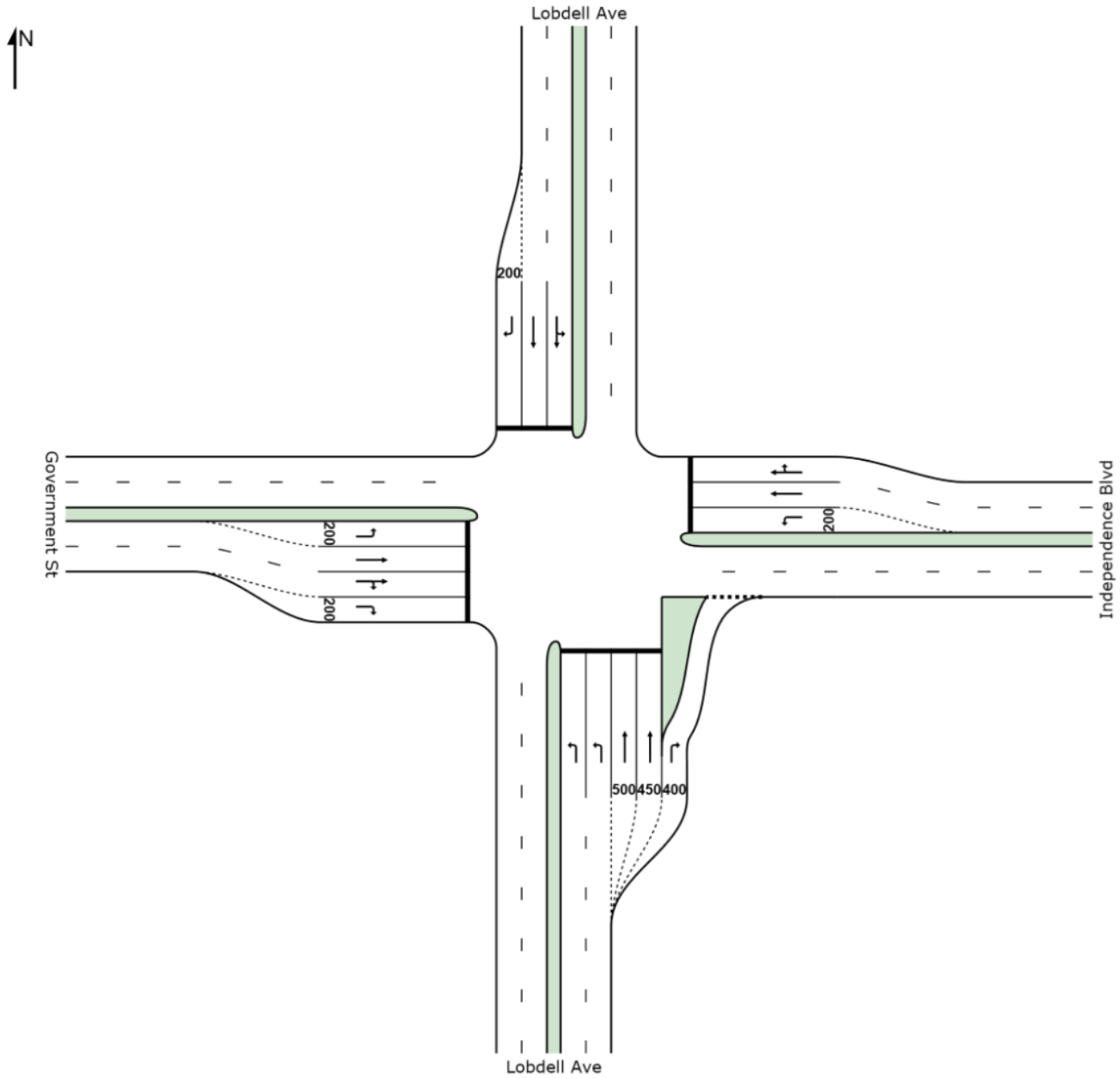
SITE LAYOUT

Site: 2016 WEEKEND Government at Lobdell

Single Lane Roundabout
Signals - Actuated



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MOVEMENT SUMMARY

Site: 2016 WEEKEND Government at Lobdell

Single Lane Roundabout
Signals - Actuated Cycle Time = 78 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	192	3.0	0.410	36.6	LOS D	3.8	98.3	0.94	0.73	17.3
8	T1	172	3.0	0.350	36.1	LOS D	3.4	86.3	0.93	0.72	18.5
18	R2	123	3.0	0.126	4.0	LOS A	1.5	38.0	0.43	0.35	29.2
Approach		488	3.0	0.410	28.2	LOS C	3.8	98.3	0.81	0.63	19.8
East: Independence Blvd											
1	L2	43	3.0	0.133	22.7	LOS C	1.3	33.7	0.84	0.62	21.0
6	T1	98	3.0	0.108	17.4	LOS B	1.9	48.0	0.69	0.53	24.7
16	R2	34	3.0	0.108	10.1	LOS B	1.3	32.5	0.63	0.49	27.1
Approach		176	3.0	0.133	17.3	LOS B	1.9	48.0	0.71	0.55	24.0
North: Lobdell Ave											
7	L2	23	3.0	0.388	33.4	LOS C	4.6	118.8	0.91	0.72	18.9
4	T1	223	3.0	0.388	33.4	LOS C	4.7	119.9	0.91	0.72	19.1
14	R2	68	3.0	0.084	1.6	LOS A	0.4	11.4	0.28	0.22	30.6
Approach		314	3.0	0.388	26.6	LOS C	4.7	119.9	0.77	0.61	20.7
West: Government St											
5	L2	77	3.0	0.381	37.5	LOS D	3.1	79.4	0.94	0.72	17.0
2	T1	131	3.0	0.296	36.8	LOS D	2.6	65.9	0.93	0.71	18.3
12	R2	143	3.0	0.184	1.7	LOS A	1.0	26.5	0.30	0.25	30.5
Approach		351	3.0	0.381	22.6	LOS C	3.1	79.4	0.68	0.52	21.4
All Vehicles		1329	3.0	0.410	24.9	LOS C	4.7	119.9	0.75	0.59	20.9

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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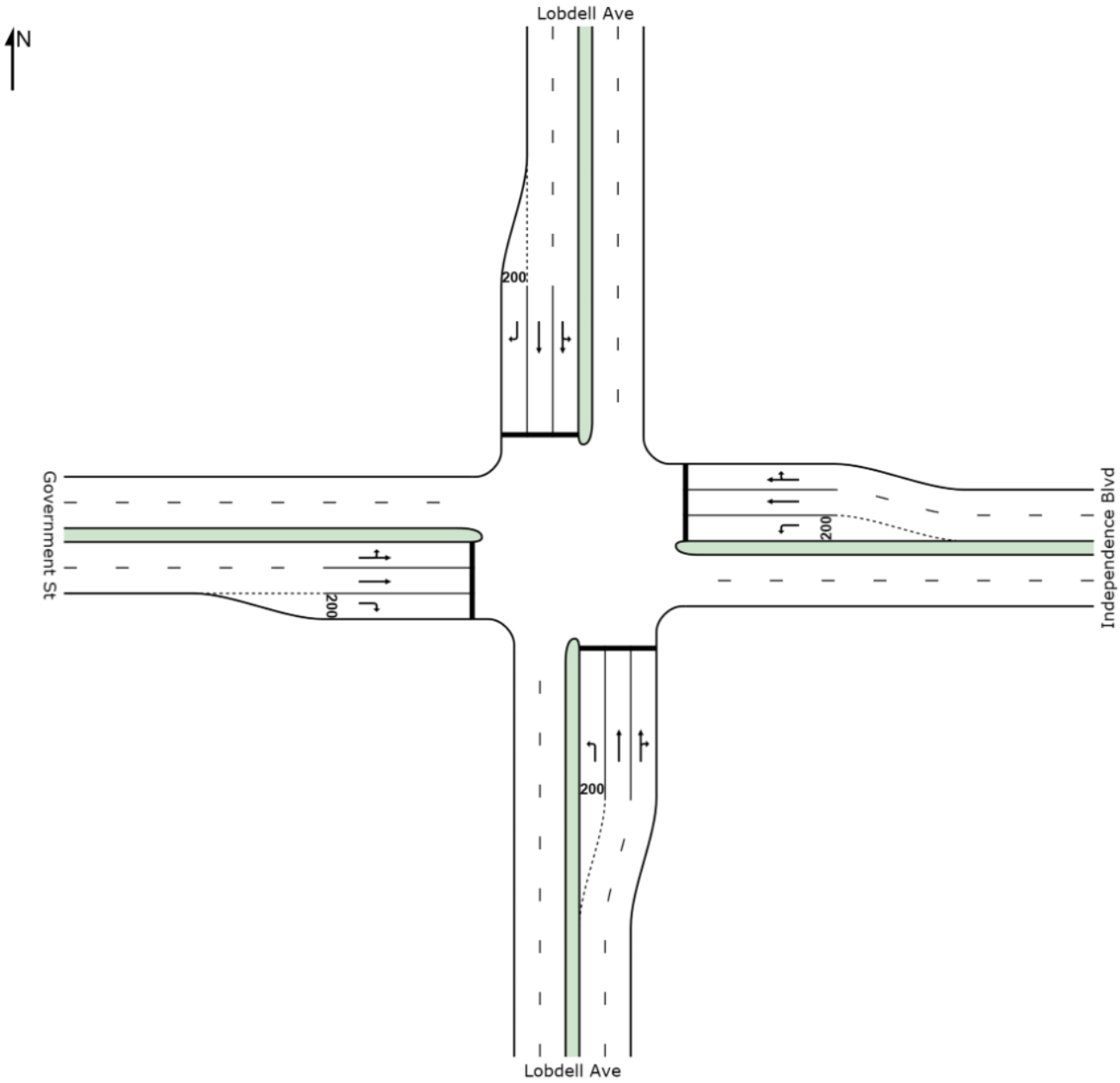
SITE LAYOUT

Site: 2016 WEEKEND Government at Lobdell

Single Lane Roundabout
Stop (All-Way)



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MOVEMENT SUMMARY

Site: 2016 WEEKEND Government at Lobdell

Single Lane Roundabout
Stop (All-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	192	3.0	0.628	20.1	LOS C	3.6	92.6	1.00	1.55	21.6
8	T1	172	3.0	0.533	16.1	LOS C	2.7	69.0	1.00	1.45	22.8
18	R2	123	3.0	0.533	16.1	LOS C	2.7	69.0	1.00	1.45	22.9
Approach		488	3.0	0.628	17.7	LOS C	3.6	92.6	1.00	1.49	22.3
East: Independence Blvd											
1	L2	43	3.0	0.225	9.3	LOS A	0.9	22.0	1.00	1.29	26.0
6	T1	98	3.0	0.320	12.1	LOS B	1.3	33.5	1.00	1.32	24.4
16	R2	34	3.0	0.320	11.4	LOS B	1.3	33.4	1.00	1.32	24.8
Approach		176	3.0	0.320	11.3	LOS B	1.3	33.5	1.00	1.31	24.9
North: Lobdell Ave											
7	L2	23	3.0	0.492	16.8	LOS C	2.4	60.6	1.00	1.42	22.5
4	T1	223	3.0	0.492	16.0	LOS C	2.4	60.6	1.00	1.42	22.8
14	R2	68	3.0	0.288	9.0	LOS A	1.1	29.2	0.99	1.30	26.1
Approach		314	3.0	0.492	14.5	LOS B	2.4	60.6	1.00	1.39	23.4
West: Government St											
5	L2	77	3.0	0.546	24.7	LOS C	2.8	71.1	1.00	1.45	20.1
2	T1	131	3.0	0.546	24.7	LOS C	2.8	71.1	1.00	1.45	20.0
12	R2	143	3.0	0.670	32.6	LOS D	4.0	103.0	1.00	1.57	17.9
Approach		351	3.0	0.670	27.9	LOS D	4.0	103.0	1.00	1.50	19.1
All Vehicles		1329	3.0	0.670	18.8	LOS C	4.0	103.0	1.00	1.45	21.9

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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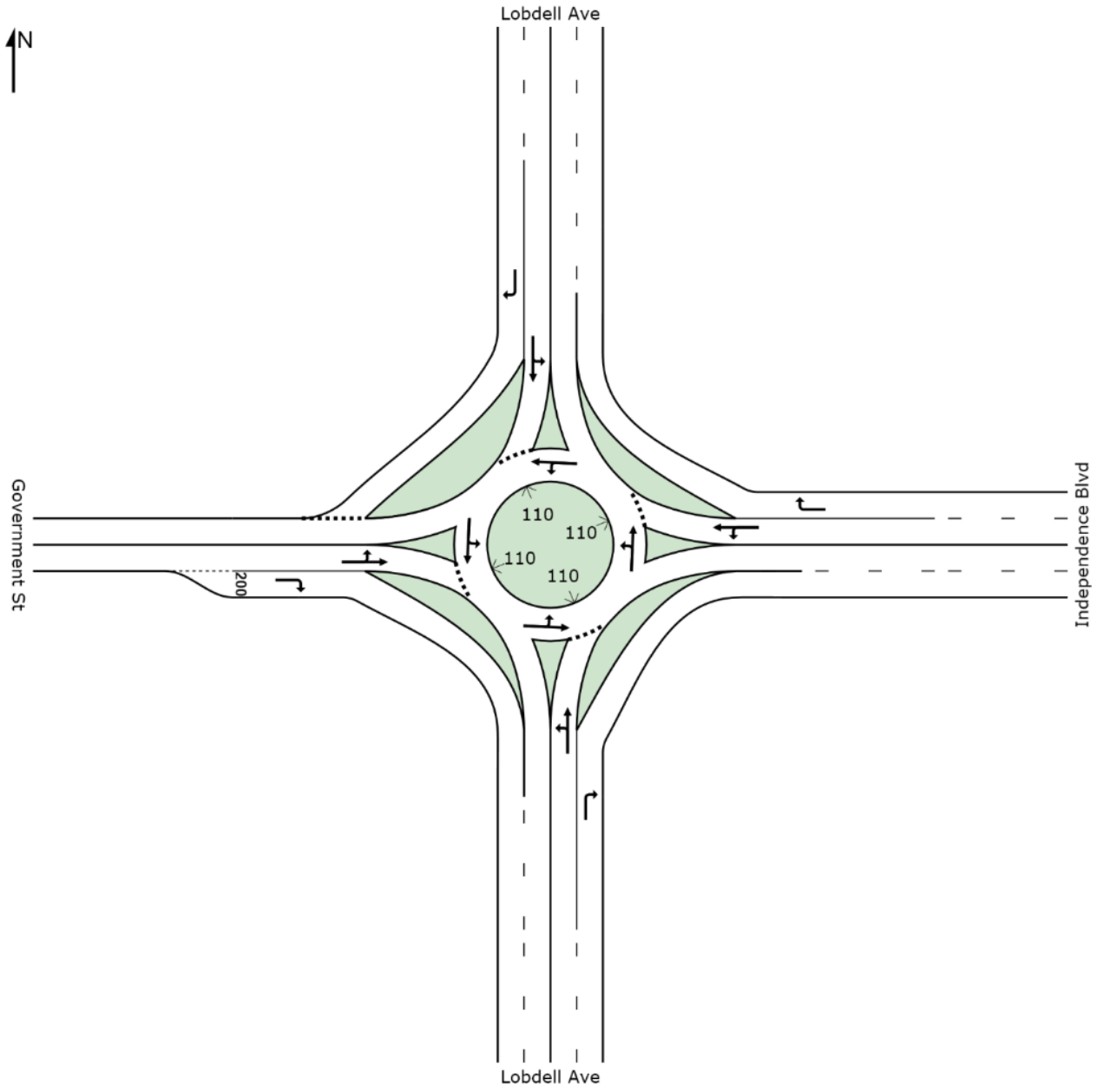
SITE LAYOUT

Site: 2016 WEEKEND Government at Lobdell

Single Lane Roundabout
Roundabout



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MOVEMENT SUMMARY

Site: 2016 WEEKEND Government at Lobdell

Single Lane Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	192	3.0	0.315	1.4	LOS A	2.1	52.5	0.50	0.67	30.5
8	T1	172	3.0	0.315	1.4	LOS A	2.1	52.5	0.50	0.67	30.5
18	R2	123	3.0	0.076	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		488	3.0	0.315	1.0	LOS A	2.1	52.5	0.37	0.25	31.4
East: Independence Blvd											
1	L2	43	3.0	0.144	2.3	LOS A	0.8	21.4	0.58	0.87	30.8
6	T1	98	3.0	0.144	2.3	LOS A	0.8	21.4	0.58	0.87	30.8
16	R2	34	3.0	0.021	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		176	3.0	0.144	1.8	LOS A	0.8	21.4	0.47	0.35	31.4
North: Lobdell Ave											
7	L2	23	3.0	0.228	1.8	LOS A	1.3	34.4	0.53	0.75	31.8
4	T1	223	3.0	0.228	1.8	LOS A	1.3	34.4	0.53	0.75	31.8
14	R2	68	3.0	0.061	1.3	LOS A	0.3	8.2	0.44	0.54	31.9
Approach		314	3.0	0.228	1.7	LOS A	1.3	34.4	0.51	0.35	31.9
West: Government St											
5	L2	77	3.0	0.188	1.5	LOS A	1.1	28.3	0.50	0.68	31.0
2	T1	131	3.0	0.188	1.5	LOS A	1.1	28.3	0.50	0.68	31.0
12	R2	143	3.0	0.088	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		351	3.0	0.188	0.9	LOS A	1.1	28.3	0.29	0.20	32.3
All Vehicles		1329	3.0	0.315	1.3	LOS A	2.1	52.5	0.40	0.28	31.7

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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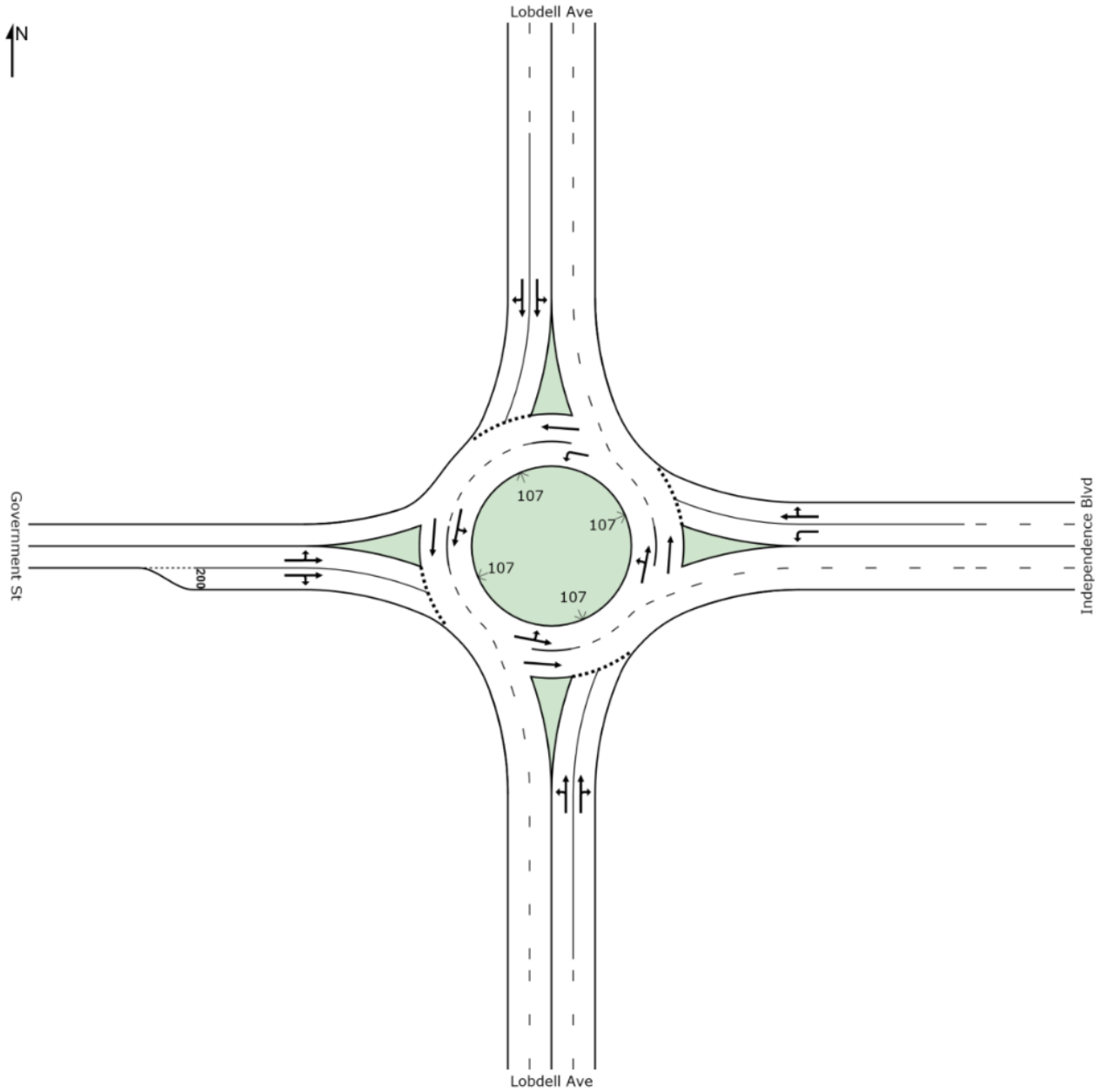
SITE LAYOUT

Site: 2016 WEEKEND Government at Lobdell

Multi-Lane Roundabout
Roundabout



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MOVEMENT SUMMARY

Site: 2016 WEEKEND Government at Lobdell

Multi-Lane Roundabout
Roundabout

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	192	3.0	0.231	1.1	LOS A	1.1	28.1	0.39	0.55	29.8
8	T1	172	3.0	0.231	1.1	LOS A	1.1	28.1	0.39	0.54	31.5
18	R2	123	3.0	0.231	1.1	LOS A	1.1	28.1	0.39	0.54	32.4
Approach		488	3.0	0.231	1.1	LOS A	1.1	28.1	0.39	0.27	31.0
East: Independence Blvd											
1	L2	43	3.0	0.072	2.9	LOS A	0.3	6.9	0.50	0.83	28.4
6	T1	98	3.0	0.142	1.7	LOS A	0.6	15.3	0.47	0.71	32.2
16	R2	34	3.0	0.142	1.7	LOS A	0.6	15.3	0.47	0.71	32.2
Approach		176	3.0	0.142	2.0	LOS A	0.6	15.3	0.48	0.37	31.1
North: Lobdell Ave											
7	L2	23	3.0	0.158	1.4	LOS A	0.7	17.4	0.42	0.61	32.0
4	T1	223	3.0	0.158	1.4	LOS A	0.7	17.4	0.42	0.61	32.1
14	R2	68	3.0	0.158	1.4	LOS A	0.7	17.4	0.42	0.62	32.3
Approach		314	3.0	0.158	1.4	LOS A	0.7	17.4	0.42	0.31	32.1
West: Government St											
5	L2	77	3.0	0.173	1.2	LOS A	0.8	19.3	0.41	0.58	31.0
2	T1	131	3.0	0.173	1.2	LOS A	0.8	19.3	0.41	0.58	31.3
12	R2	143	3.0	0.173	1.2	LOS A	0.8	19.3	0.41	0.59	32.1
Approach		351	3.0	0.173	1.2	LOS A	0.8	19.3	0.41	0.29	31.5
All Vehicles		1329	3.0	0.231	1.3	LOS A	1.1	28.1	0.42	0.30	31.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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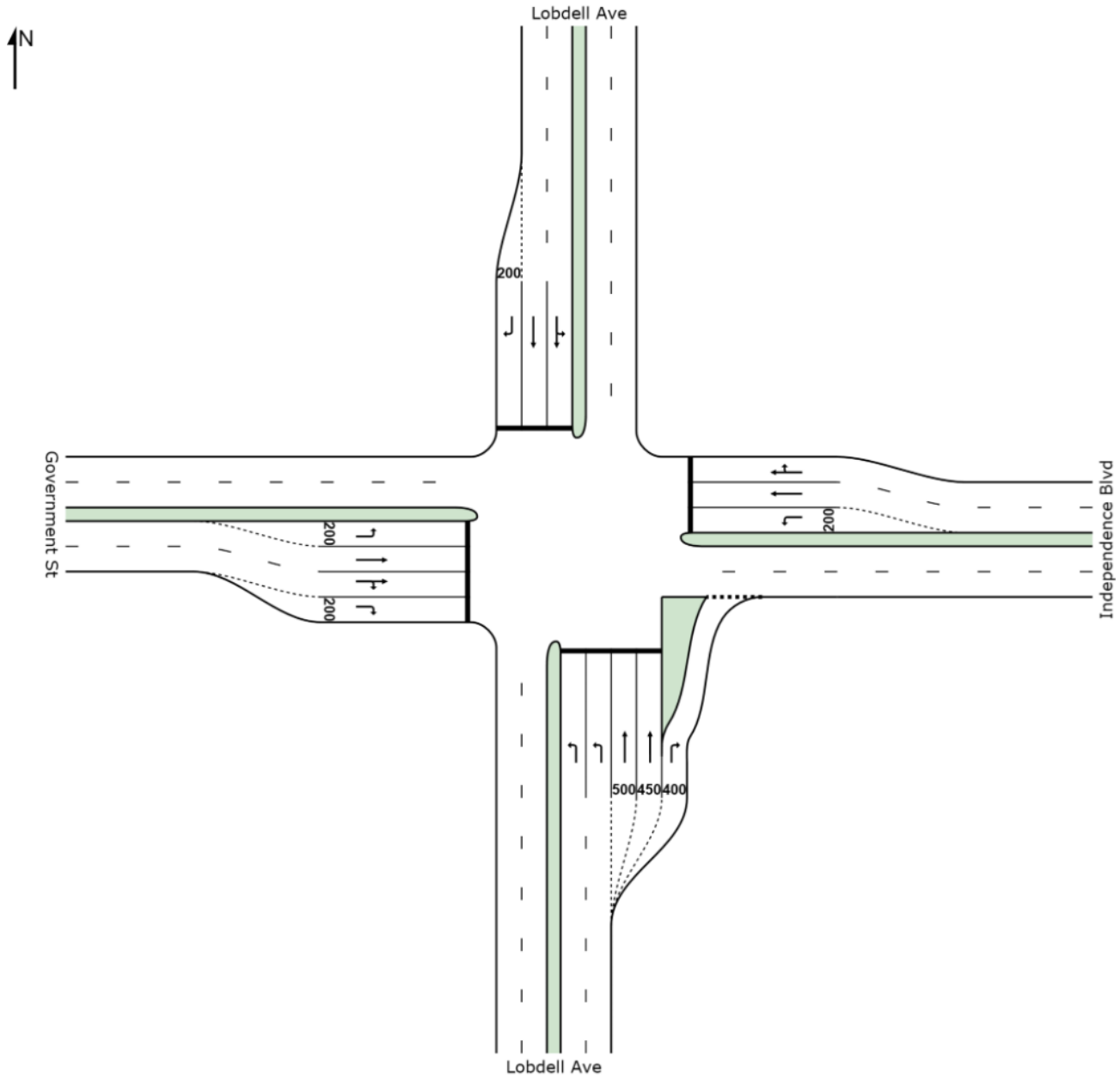
SITE LAYOUT

Site: 2036 AM Government at Lobdell

Single Lane Roundabout
Signals - Actuated



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MOVEMENT SUMMARY

Site: 2036 AM Government at Lobdell

Single Lane Roundabout
Signals - Actuated Cycle Time = 105 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	172	3.0	0.225	38.8	LOS D	3.9	99.9	0.85	0.66	16.8
8	T1	391	3.0	0.487	41.4	LOS D	9.6	246.3	0.91	0.75	17.3
18	R2	244	3.0	0.228	3.3	LOS A	3.3	85.0	0.36	0.30	29.7
Approach		808	3.0	0.487	29.3	LOS C	9.6	246.3	0.73	0.60	19.6
East: Independence Blvd											
1	L2	36	3.0	0.132	34.6	LOS C	1.5	39.6	0.85	0.62	17.8
6	T1	114	3.0	0.151	27.8	LOS C	3.2	81.1	0.75	0.59	20.7
16	R2	39	3.0	0.151	17.7	LOS B	2.3	58.5	0.69	0.55	23.5
Approach		189	3.0	0.151	27.0	LOS C	3.2	81.1	0.76	0.59	20.6
North: Lobdell Ave											
7	L2	49	3.0	0.533	39.5	LOS D	11.8	301.2	0.90	0.75	17.5
4	T1	436	3.0	0.533	39.5	LOS D	11.9	304.0	0.90	0.75	17.6
14	R2	52	3.0	0.058	1.1	LOS A	0.3	8.8	0.20	0.16	30.9
Approach		537	3.0	0.533	35.8	LOS D	11.9	304.0	0.83	0.70	18.4
West: Government St											
5	L2	73	3.0	0.403	50.3	LOS D	4.0	101.1	0.94	0.73	14.7
2	T1	177	3.0	0.403	49.8	LOS D	4.7	120.0	0.95	0.73	15.6
12	R2	139	3.0	0.212	1.3	LOS A	1.1	28.7	0.23	0.19	30.7
Approach		389	3.0	0.403	32.6	LOS C	4.7	120.0	0.69	0.54	18.6
All Vehicles		1922	3.0	0.533	31.6	LOS C	11.9	304.0	0.75	0.61	19.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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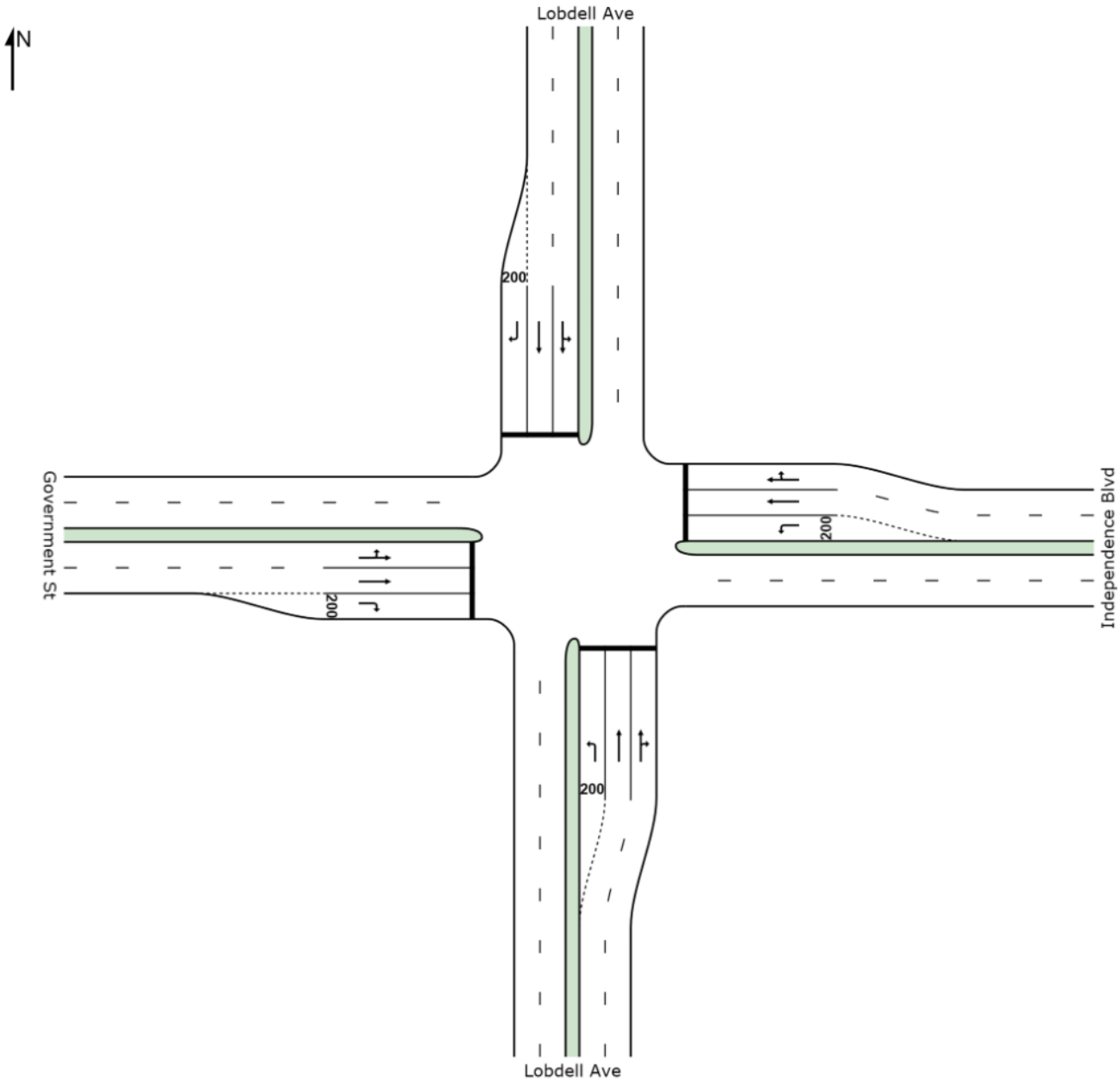
SITE LAYOUT

Site: 2036 AM Government at Lobdell

Single Lane Roundabout
Stop (All-Way)



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MOVEMENT SUMMARY

Site: 2036 AM Government at Lobdell

Single Lane Roundabout
Stop (All-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	172	3.0	0.582	17.6	LOS C	3.1	80.3	1.00	1.50	22.4
8	T1	391	3.0	1.025	81.9	LOS F	13.5	346.5	1.00	2.47	10.9
18	R2	244	3.0	1.025	79.3	LOS F	13.5	346.5	1.00	2.53	11.1
Approach		808	3.0	1.025	67.4	LOS F	13.5	346.5	1.00	2.28	12.3
East: Independence Blvd											
1	L2	36	3.0	0.202	9.6	LOS A	0.8	19.5	1.00	1.28	25.8
6	T1	114	3.0	0.404	17.1	LOS C	1.8	45.6	1.00	1.36	22.4
16	R2	39	3.0	0.404	16.0	LOS C	1.8	45.6	1.00	1.36	22.9
Approach		189	3.0	0.404	15.5	LOS C	1.8	45.6	1.00	1.35	23.1
North: Lobdell Ave											
7	L2	49	3.0	0.811	40.0	LOS E	6.4	163.7	1.00	1.82	16.3
4	T1	436	3.0	0.811	38.1	LOS E	6.5	166.9	1.00	1.84	16.7
14	R2	52	3.0	0.185	5.0	LOS A	0.7	17.2	0.96	1.23	28.2
Approach		537	3.0	0.811	35.0	LOS E	6.5	166.9	1.00	1.78	17.3
West: Government St											
5	L2	73	3.0	0.705	42.3	LOS E	4.4	111.8	1.00	1.59	15.9
2	T1	177	3.0	0.705	42.3	LOS E	4.4	111.8	1.00	1.59	15.9
12	R2	139	3.0	0.690	36.7	LOS E	4.2	108.5	1.00	1.59	17.0
Approach		389	3.0	0.705	40.3	LOS E	4.4	111.8	1.00	1.59	16.3
All Vehicles		1922	3.0	1.025	47.8	LOS E	13.5	346.5	1.00	1.91	14.9

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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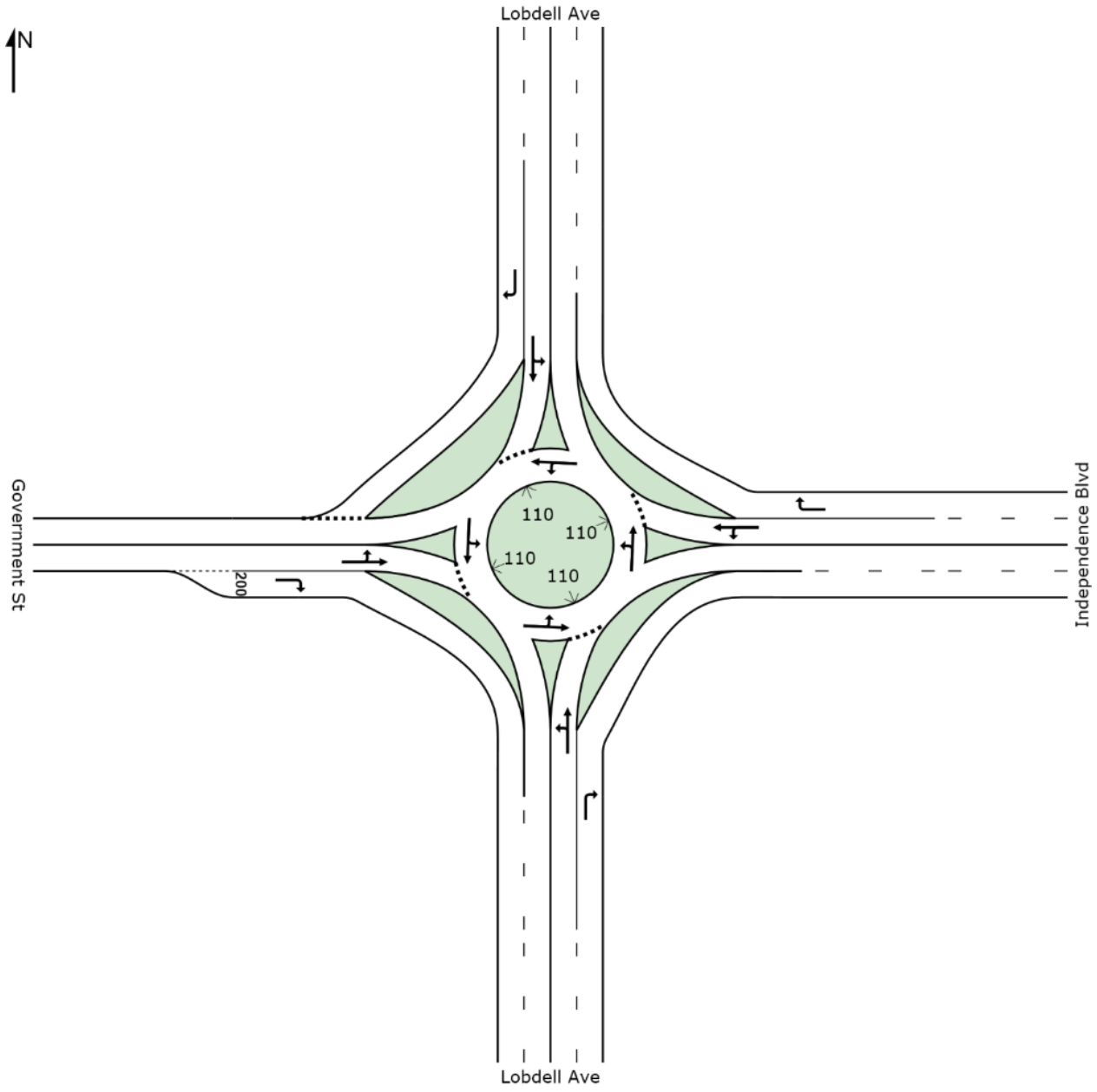
SITE LAYOUT

Site: 2036 AM Government at Lobdell

Single Lane Roundabout
Roundabout



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MOVEMENT SUMMARY

Site: 2036 AM Government at Lobdell

Single Lane Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	172	3.0	0.521	2.2	LOS A	4.2	106.8	0.68	0.99	30.5
8	T1	391	3.0	0.521	2.2	LOS A	4.2	106.8	0.68	0.99	30.5
18	R2	244	3.0	0.150	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		808	3.0	0.521	1.6	LOS A	4.2	106.8	0.47	0.35	31.5
East: Independence Blvd											
1	L2	36	3.0	0.190	3.8	LOS A	1.2	31.9	0.74	1.25	30.2
6	T1	114	3.0	0.190	3.8	LOS A	1.2	31.9	0.74	1.25	30.2
16	R2	39	3.0	0.024	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		189	3.0	0.190	3.0	LOS A	1.2	31.9	0.59	0.50	31.0
North: Lobdell Ave											
7	L2	49	3.0	0.448	2.2	LOS A	3.2	82.0	0.63	0.91	31.3
4	T1	436	3.0	0.448	2.2	LOS A	3.2	82.0	0.63	0.91	31.3
14	R2	52	3.0	0.047	1.3	LOS A	0.2	6.3	0.44	0.53	31.9
Approach		537	3.0	0.448	2.1	LOS A	3.2	82.0	0.61	0.44	31.4
West: Government St											
5	L2	73	3.0	0.281	3.1	LOS A	1.9	47.8	0.71	1.14	30.3
2	T1	177	3.0	0.281	3.1	LOS A	1.9	47.8	0.71	1.14	30.3
12	R2	139	3.0	0.085	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		389	3.0	0.281	2.0	LOS A	1.9	47.8	0.45	0.37	31.6
All Vehicles		1922	3.0	0.521	1.9	LOS A	4.2	106.8	0.52	0.39	31.5

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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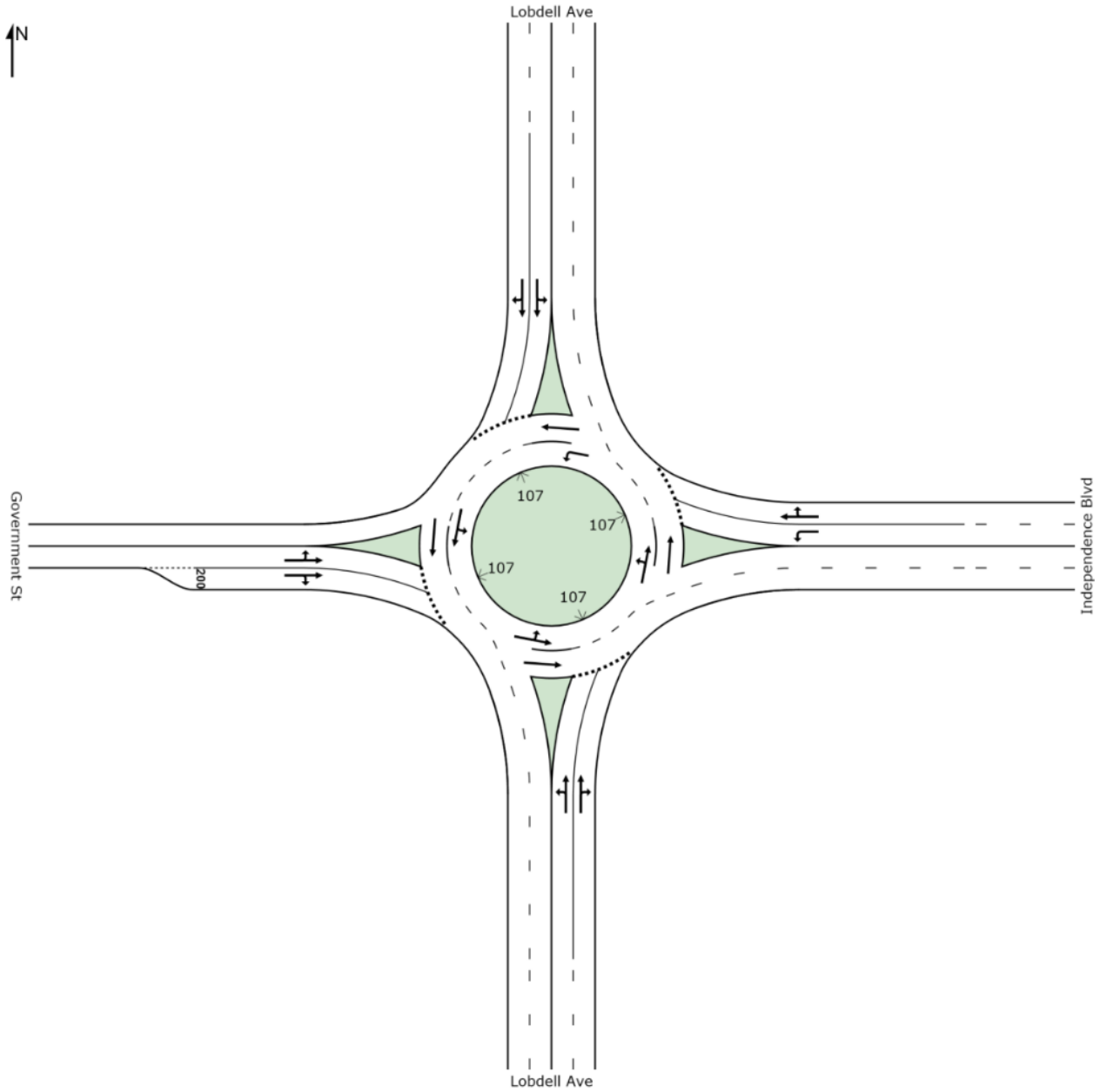
SITE LAYOUT

Site: 2036 AM Government at Lobdell

Multi-Lane Roundabout
Roundabout



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MOVEMENT SUMMARY

Site: 2036 AM Government at Lobdell

Multi-Lane Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	172	3.0	0.403	1.6	LOS A	2.2	56.8	0.52	0.77	30.7
8	T1	391	3.0	0.403	1.6	LOS A	2.2	56.8	0.52	0.77	31.1
18	R2	244	3.0	0.403	1.6	LOS A	2.2	56.8	0.52	0.76	31.7
Approach		808	3.0	0.403	1.6	LOS A	2.2	56.8	0.52	0.38	31.2
East: Independence Blvd											
1	L2	36	3.0	0.081	5.0	LOS A	0.3	7.8	0.59	1.13	27.3
6	T1	114	3.0	0.188	2.5	LOS A	0.8	21.7	0.58	0.94	31.7
16	R2	39	3.0	0.188	2.5	LOS A	0.8	21.7	0.58	0.94	31.7
Approach		189	3.0	0.188	3.0	LOS A	0.8	21.7	0.58	0.49	30.7
North: Lobdell Ave											
7	L2	49	3.0	0.269	1.5	LOS A	1.3	32.9	0.46	0.67	31.7
4	T1	436	3.0	0.269	1.5	LOS A	1.3	32.9	0.46	0.67	32.0
14	R2	52	3.0	0.269	1.5	LOS A	1.3	32.9	0.46	0.67	32.3
Approach		537	3.0	0.269	1.5	LOS A	1.3	32.9	0.46	0.34	32.0
West: Government St											
5	L2	73	3.0	0.223	2.1	LOS A	1.0	24.8	0.53	0.87	30.7
2	T1	177	3.0	0.223	2.1	LOS A	1.0	24.9	0.53	0.87	31.0
12	R2	139	3.0	0.223	2.0	LOS A	1.0	24.9	0.53	0.85	31.6
Approach		389	3.0	0.223	2.1	LOS A	1.0	24.9	0.53	0.43	31.1
All Vehicles		1922	3.0	0.403	1.8	LOS A	2.2	56.8	0.51	0.39	31.3

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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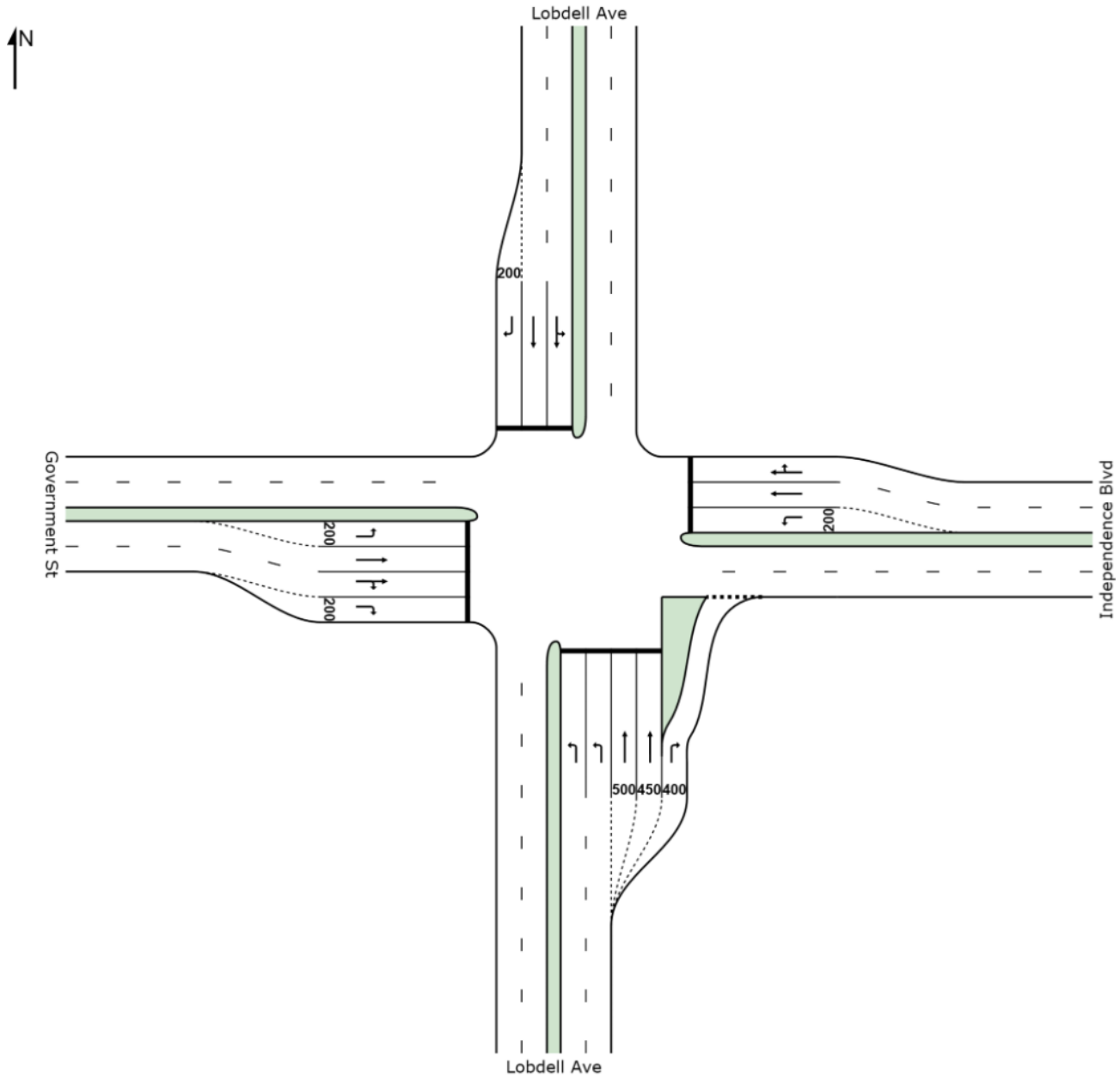
SITE LAYOUT

Site: 2036 NOON Government at Lobdell

Single Lane Roundabout
Signals - Actuated



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MOVEMENT SUMMARY

Site: 2036 NOON Government at Lobdell

Single Lane Roundabout
Signals - Actuated Cycle Time = 122 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	142	3.0	0.216	47.9	LOS D	3.8	98.2	0.87	0.67	15.1
8	T1	279	3.0	0.403	49.9	LOS D	7.9	202.4	0.91	0.73	15.6
18	R2	308	3.0	0.302	3.1	LOS A	4.7	120.9	0.34	0.30	29.8
Approach		729	3.0	0.403	29.8	LOS C	7.9	202.4	0.66	0.54	19.4
East: Independence Blvd											
1	L2	107	3.0	0.348	33.8	LOS C	5.1	131.0	0.80	0.63	18.0
6	T1	177	3.0	0.183	26.5	LOS C	5.2	133.2	0.70	0.57	21.2
16	R2	60	3.0	0.183	17.2	LOS B	3.7	95.1	0.66	0.54	23.7
Approach		343	3.0	0.348	27.1	LOS C	5.2	133.2	0.72	0.58	20.4
North: Lobdell Ave											
7	L2	71	3.0	0.492	46.0	LOS D	11.9	304.2	0.90	0.75	16.0
4	T1	359	3.0	0.492	45.9	LOS D	12.1	309.0	0.90	0.75	16.2
14	R2	51	3.0	0.058	1.0	LOS A	0.3	8.8	0.18	0.14	31.0
Approach		481	3.0	0.492	41.2	LOS D	12.1	309.0	0.82	0.68	17.0
West: Government St											
5	L2	119	3.0	0.448	48.7	LOS D	6.8	175.3	0.90	0.73	14.9
2	T1	313	3.0	0.399	47.3	LOS D	8.6	221.4	0.89	0.72	16.1
12	R2	250	3.0	0.329	1.3	LOS A	2.5	64.7	0.24	0.21	30.7
Approach		682	3.0	0.448	30.7	LOS C	8.6	221.4	0.65	0.54	19.2
All Vehicles		2236	3.0	0.492	32.1	LOS C	12.1	309.0	0.70	0.57	18.9

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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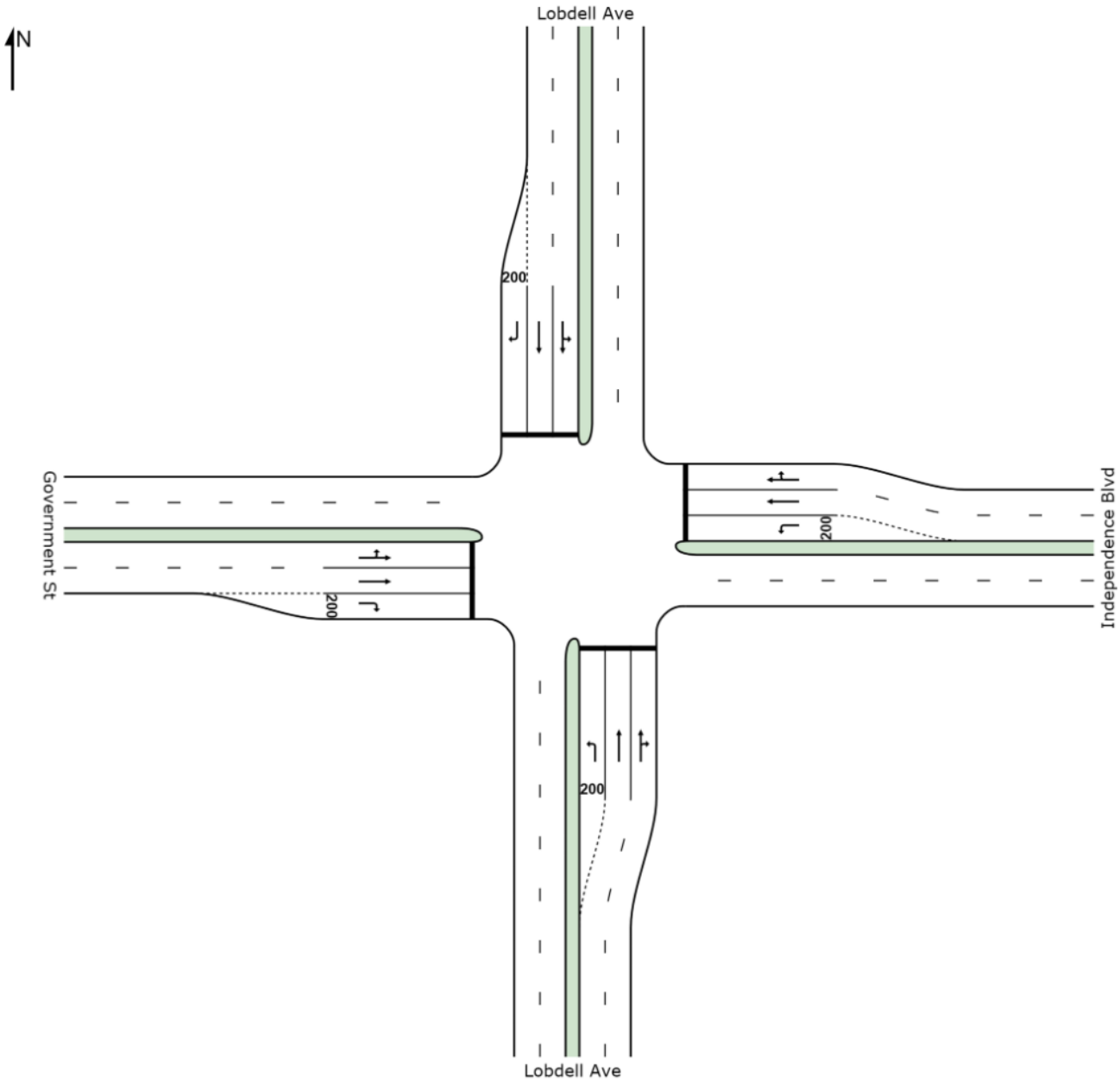
SITE LAYOUT

Site: 2036 NOON Government at Lobdell

Single Lane Roundabout
Stop (All-Way)



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MOVEMENT SUMMARY

Site: 2036 NOON Government at Lobdell

Single Lane Roundabout
Stop (All-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	142	3.0	0.586	21.8	LOS C	3.2	80.8	1.00	1.49	21.0
8	T1	279	3.0	1.144	128.3	LOS F	17.3	443.5	1.00	2.67	7.9
18	R2	308	3.0	1.144	124.1	LOS F	17.3	443.5	1.00	2.79	8.1
Approach		729	3.0	1.144	105.7	LOS F	17.3	443.5	1.00	2.49	9.1
East: Independence Blvd											
1	L2	107	3.0	0.477	17.0	LOS C	2.3	57.8	1.00	1.41	22.7
6	T1	177	3.0	0.493	17.2	LOS C	2.4	60.9	1.00	1.42	22.4
16	R2	60	3.0	0.493	16.1	LOS C	2.4	60.9	1.00	1.42	22.9
Approach		343	3.0	0.493	16.9	LOS C	2.4	60.9	1.00	1.42	22.6
North: Lobdell Ave											
7	L2	71	3.0	0.819	45.9	LOS E	6.4	164.1	1.00	1.81	15.2
4	T1	359	3.0	0.819	43.5	LOS E	6.6	168.0	1.00	1.83	15.6
14	R2	51	3.0	0.208	6.5	LOS A	0.8	19.8	0.98	1.26	27.4
Approach		481	3.0	0.819	39.9	LOS E	6.6	168.0	1.00	1.77	16.3
West: Government St											
5	L2	119	3.0	1.005	91.4	LOS F	10.6	272.4	1.00	2.18	10.1
2	T1	313	3.0	1.005	91.4	LOS F	10.6	272.4	1.00	2.18	10.1
12	R2	250	3.0	1.041	96.9	LOS F	12.3	316.1	1.00	2.35	9.7
Approach		682	3.0	1.041	93.4	LOS F	12.3	316.1	1.00	2.24	9.9
All Vehicles		2236	3.0	1.144	74.2	LOS F	17.3	443.5	1.00	2.09	11.6

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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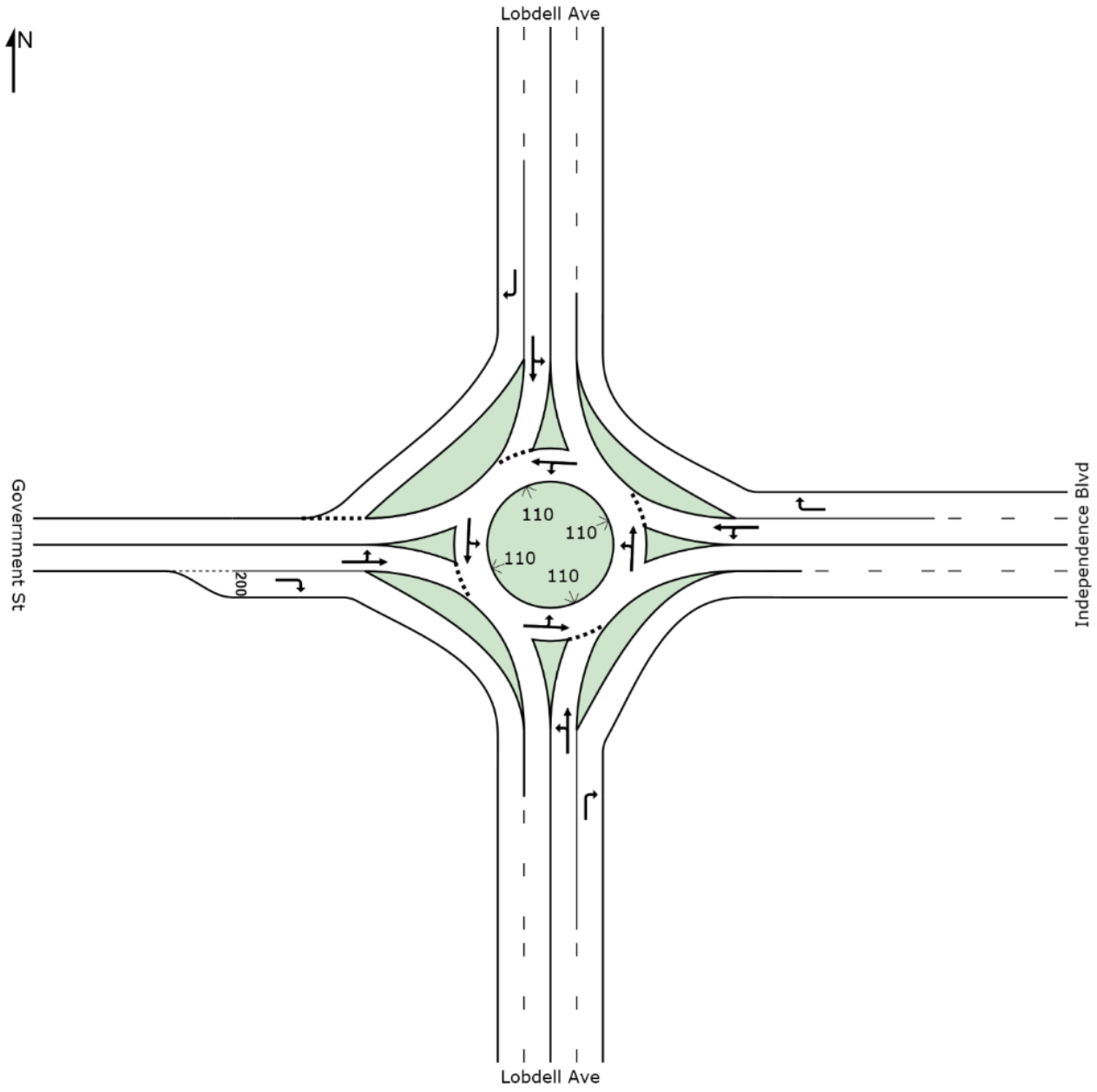
SITE LAYOUT

Site: 2036 NOON Government at Lobdell

Single Lane Roundabout
Roundabout



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MOVEMENT SUMMARY

Site: 2036 NOON Government at Lobdell

Single Lane Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	142	3.0	0.475	3.7	LOS A	3.8	96.1	0.80	1.37	29.7
8	T1	279	3.0	0.475	3.7	LOS A	3.8	96.1	0.80	1.37	29.7
18	R2	308	3.0	0.189	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		729	3.0	0.475	2.2	LOS A	3.8	96.1	0.46	0.40	31.5
East: Independence Blvd											
1	L2	107	3.0	0.327	3.4	LOS A	2.3	57.8	0.74	1.23	29.9
6	T1	177	3.0	0.327	3.4	LOS A	2.3	57.8	0.74	1.23	29.9
16	R2	60	3.0	0.037	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		343	3.0	0.327	2.8	LOS A	2.3	57.8	0.61	0.51	30.5
North: Lobdell Ave											
7	L2	71	3.0	0.439	2.9	LOS A	3.2	80.8	0.71	1.10	30.7
4	T1	359	3.0	0.439	2.9	LOS A	3.2	80.8	0.71	1.10	30.7
14	R2	51	3.0	0.047	1.4	LOS A	0.3	6.4	0.47	0.58	31.8
Approach		481	3.0	0.439	2.7	LOS A	3.2	80.8	0.68	0.52	30.8
West: Government St											
5	L2	119	3.0	0.493	4.4	LOS A	4.0	102.4	0.81	1.48	29.8
2	T1	313	3.0	0.493	4.4	LOS A	4.0	102.4	0.81	1.48	29.8
12	R2	250	3.0	0.154	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		682	3.0	0.493	2.8	LOS A	4.0	102.4	0.51	0.47	31.3
All Vehicles		2236	3.0	0.493	2.6	LOS A	4.0	102.4	0.55	0.46	31.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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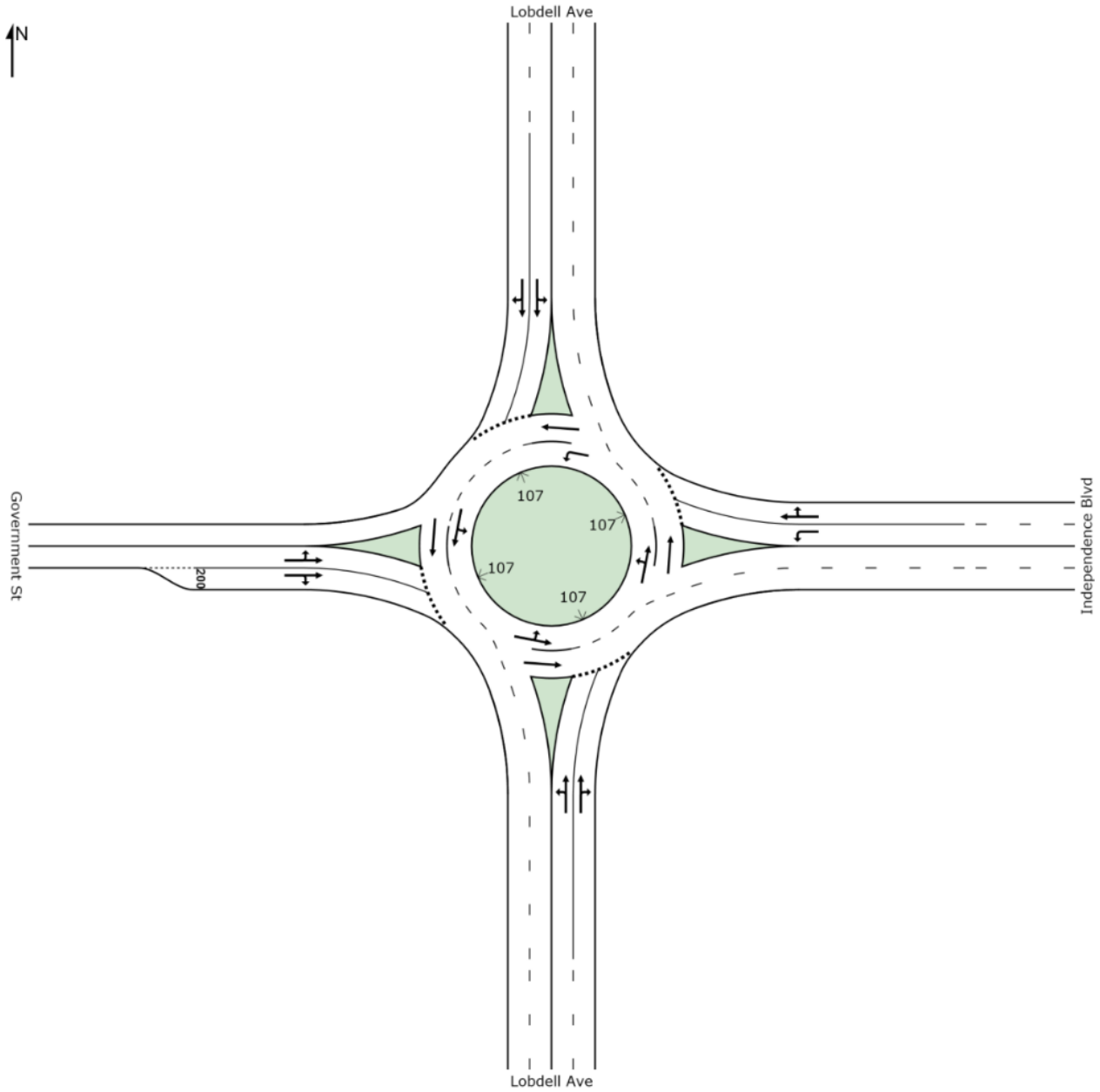
SITE LAYOUT

Site: 2036 NOON Government at Lobdell

Multi-Lane Roundabout
Roundabout



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MOVEMENT SUMMARY

Site: 2036 NOON Government at Lobdell

Multi-Lane Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	142	3.0	0.423	2.8	LOS A	2.3	60.1	0.63	1.10	30.2
8	T1	279	3.0	0.423	2.7	LOS A	2.4	60.2	0.63	1.10	30.4
18	R2	308	3.0	0.423	2.7	LOS A	2.4	60.2	0.63	1.08	31.1
Approach		729	3.0	0.423	2.7	LOS A	2.4	60.2	0.63	0.55	30.6
East: Independence Blvd											
1	L2	107	3.0	0.166	3.2	LOS A	0.7	18.6	0.58	1.05	28.3
6	T1	177	3.0	0.280	2.5	LOS A	1.4	35.8	0.59	0.96	31.6
16	R2	60	3.0	0.280	2.5	LOS A	1.4	35.8	0.59	0.96	31.6
Approach		343	3.0	0.280	2.7	LOS A	1.4	35.8	0.59	0.49	30.4
North: Lobdell Ave											
7	L2	71	3.0	0.260	1.9	LOS A	1.2	31.0	0.51	0.80	31.1
4	T1	359	3.0	0.260	1.9	LOS A	1.2	31.1	0.51	0.79	31.5
14	R2	51	3.0	0.260	1.9	LOS A	1.2	31.1	0.51	0.77	32.0
Approach		481	3.0	0.260	1.9	LOS A	1.2	31.1	0.51	0.39	31.5
West: Government St											
5	L2	119	3.0	0.396	2.6	LOS A	2.0	51.1	0.61	1.05	30.4
2	T1	313	3.0	0.396	2.6	LOS A	2.0	51.2	0.61	1.04	30.7
12	R2	250	3.0	0.396	2.5	LOS A	2.0	51.2	0.61	1.02	31.2
Approach		682	3.0	0.396	2.6	LOS A	2.0	51.2	0.61	0.52	30.8
All Vehicles		2236	3.0	0.423	2.5	LOS A	2.4	60.2	0.59	0.50	30.8

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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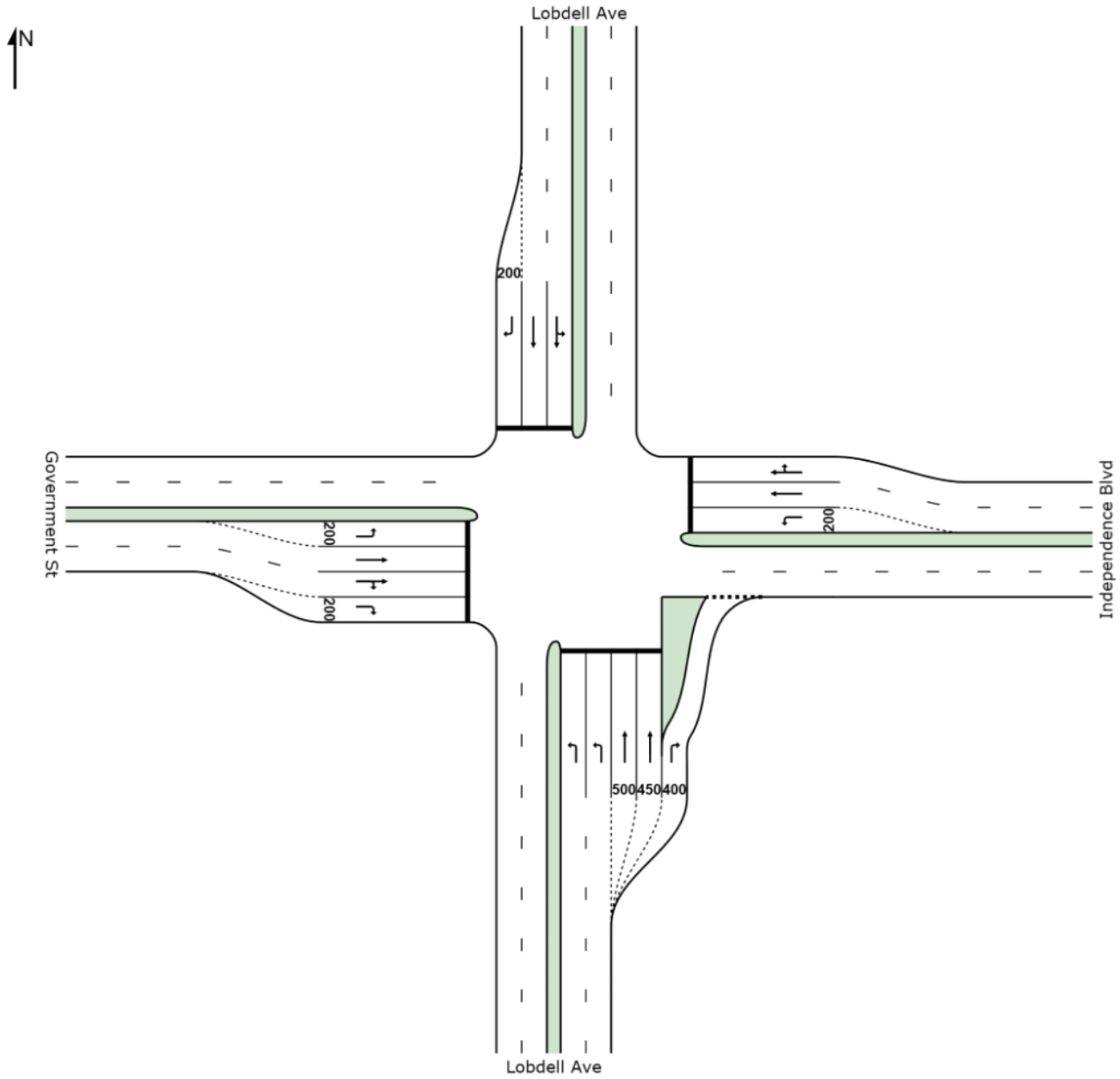
SITE LAYOUT

Site: 2036 PM Government at Lobdell

Single Lane Roundabout
Signals - Actuated



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MOVEMENT SUMMARY

Site: 2036 PM Government at Lobdell

Single Lane Roundabout
Signals - Actuated Cycle Time = 142 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	84	3.0	0.122	52.9	LOS D	2.5	64.7	0.84	0.64	14.3
8	T1	331	3.0	0.454	57.2	LOS E	10.9	278.7	0.91	0.75	14.4
18	R2	273	3.0	0.274	2.6	LOS A	4.2	107.1	0.29	0.25	30.1
Approach		689	3.0	0.454	35.0	LOS D	10.9	278.7	0.65	0.54	18.1
East: Independence Blvd											
1	L2	90	3.0	0.358	40.6	LOS D	5.1	131.2	0.80	0.62	16.5
6	T1	93	3.0	0.109	31.6	LOS C	3.4	86.9	0.68	0.53	19.6
16	R2	42	3.0	0.109	19.1	LOS B	2.4	61.4	0.60	0.47	22.7
Approach		226	3.0	0.358	32.9	LOS C	5.1	131.2	0.71	0.56	18.7
North: Lobdell Ave											
7	L2	47	3.0	0.597	50.6	LOS D	19.7	505.3	0.90	0.77	15.3
4	T1	561	3.0	0.597	50.5	LOS D	19.7	505.3	0.90	0.77	15.4
14	R2	9	3.0	0.009	0.8	LOS A	0.1	1.4	0.14	0.10	31.1
Approach		617	3.0	0.597	49.8	LOS D	19.7	505.3	0.89	0.76	15.5
West: Government St											
5	L2	42	3.0	0.141	50.1	LOS D	2.5	63.7	0.82	0.63	14.7
2	T1	422	3.0	0.504	54.6	LOS D	13.8	352.1	0.91	0.75	14.8
12	R2	322	3.0	0.477	1.6	LOS A	5.6	143.5	0.30	0.27	30.5
Approach		787	3.0	0.504	32.7	LOS C	13.8	352.1	0.65	0.55	18.7
All Vehicles		2318	3.0	0.597	38.0	LOS D	19.7	505.3	0.72	0.60	17.6

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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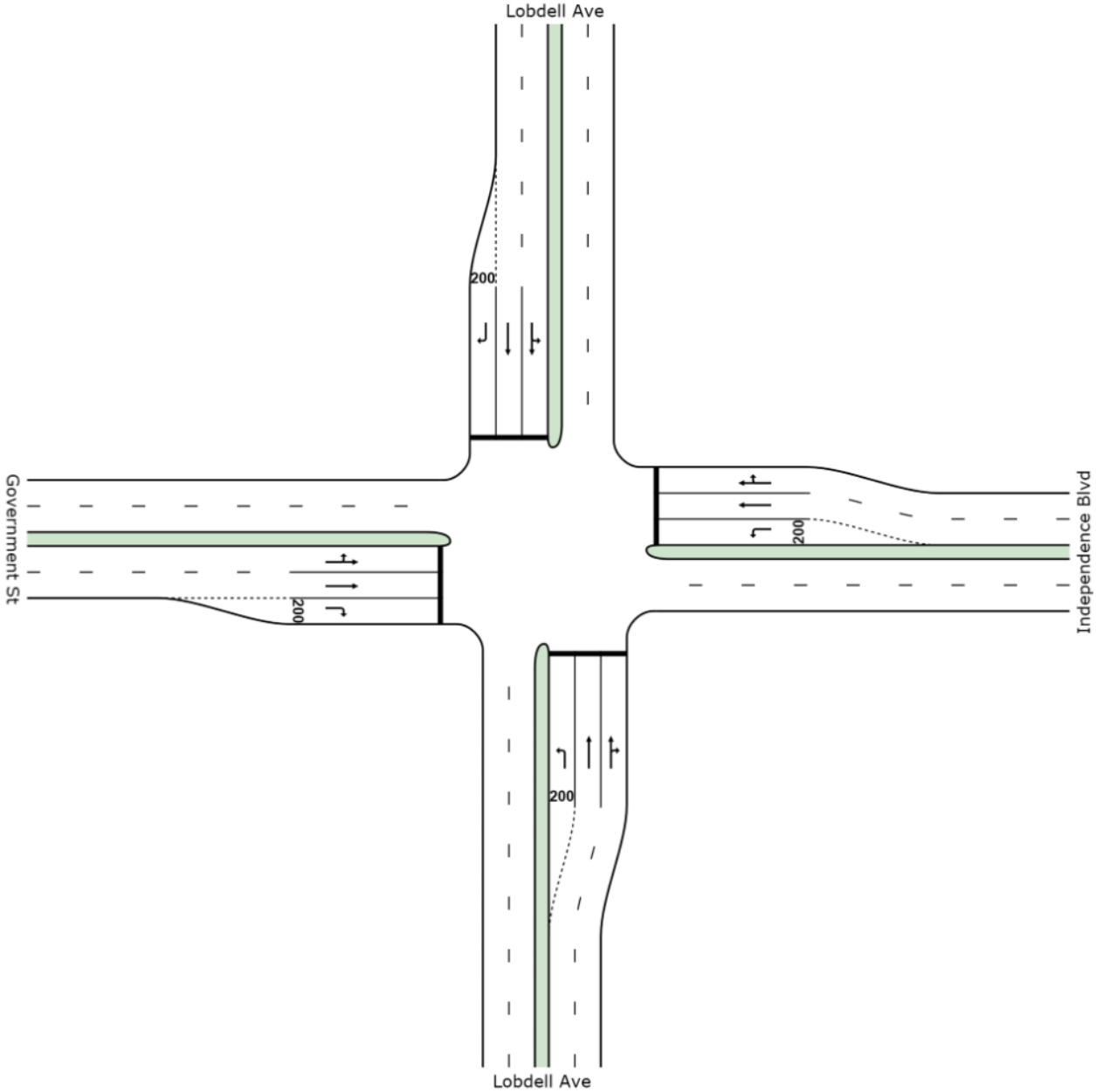
SITE LAYOUT

Site: 2036 PM Government at Lobdell

Single Lane Roundabout
Stop (All-Way)



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MOVEMENT SUMMARY

Site: 2036 PM Government at Lobdell

Single Lane Roundabout
Stop (All-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	84	3.0	0.326	9.0	LOS A	1.3	34.0	0.99	1.31	26.1
8	T1	331	3.0	1.101	110.6	LOS F	16.1	411.6	1.00	2.62	8.8
18	R2	273	3.0	1.101	106.9	LOS F	16.1	411.6	1.00	2.72	9.0
Approach		689	3.0	1.101	96.7	LOS F	16.1	411.6	1.00	2.50	9.7
East: Independence Blvd											
1	L2	90	3.0	0.344	10.1	LOS B	1.4	36.5	0.99	1.32	25.6
6	T1	93	3.0	0.300	9.7	LOS A	1.2	30.8	1.00	1.31	25.5
16	R2	42	3.0	0.300	9.7	LOS A	1.2	30.8	1.00	1.31	25.6
Approach		226	3.0	0.344	9.9	LOS A	1.4	36.5	1.00	1.32	25.6
North: Lobdell Ave											
7	L2	47	3.0	1.040	89.9	LOS F	13.1	336.0	1.00	2.45	10.2
4	T1	561	3.0	1.040	87.4	LOS F	13.9	355.3	1.00	2.51	10.4
14	R2	9	3.0	0.032	2.6	LOS A	0.1	2.7	0.94	1.17	29.6
Approach		617	3.0	1.040	86.3	LOS F	13.9	355.3	1.00	2.49	10.5
West: Government St											
5	L2	42	3.0	1.127	130.6	LOS F	14.2	364.2	1.00	2.45	7.8
2	T1	422	3.0	1.127	130.6	LOS F	14.2	364.2	1.00	2.45	7.8
12	R2	322	3.0	1.409	231.5	LOS F	26.8	685.9	1.00	3.31	4.9
Approach		787	3.0	1.409	171.9	LOS F	26.8	685.9	1.00	2.81	6.3
All Vehicles		2318	3.0	1.409	111.0	LOS F	26.8	685.9	1.00	2.48	8.8

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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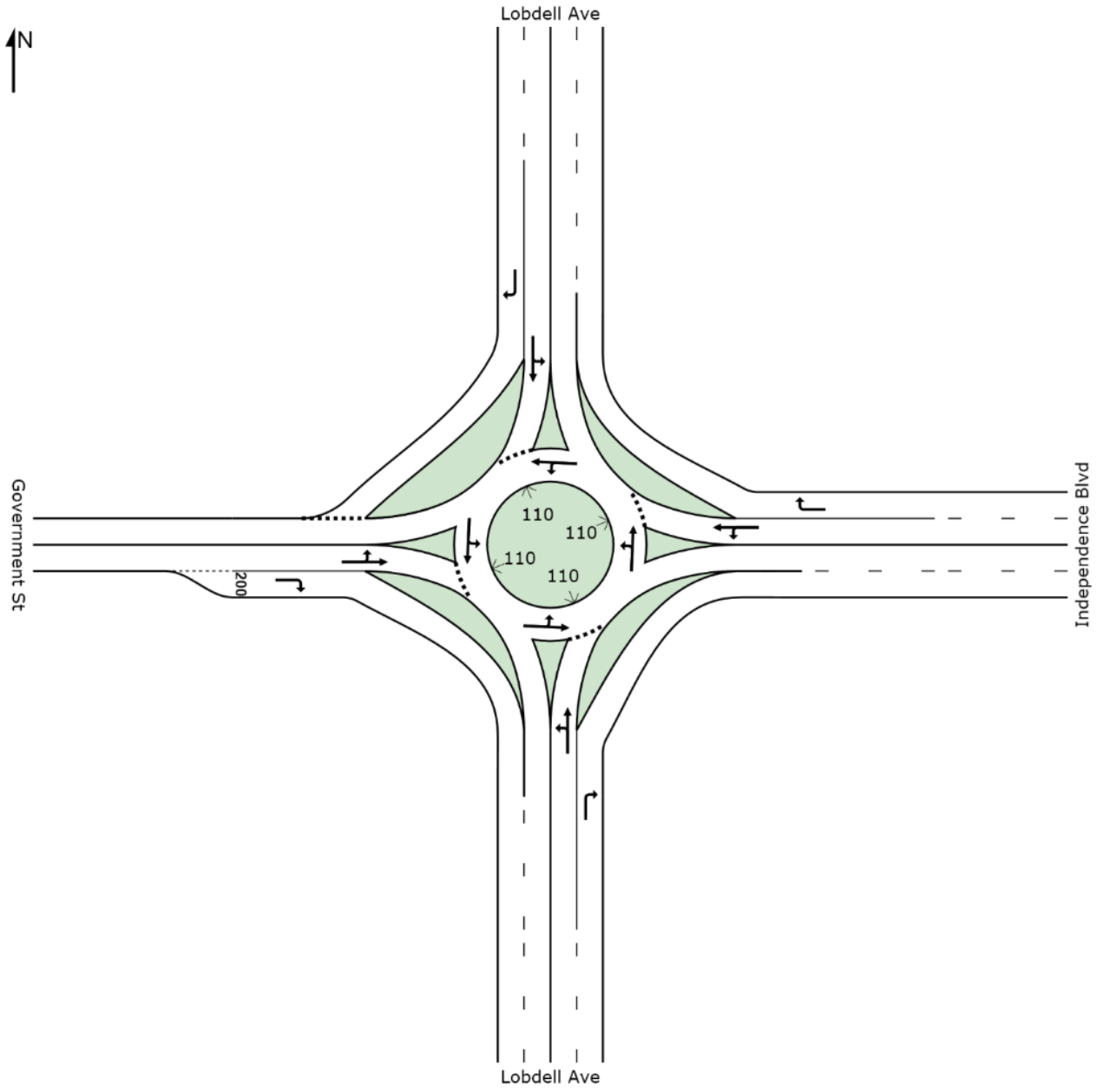
SITE LAYOUT

Site: 2036 PM Government at Lobdell

Single Lane Roundabout
Roundabout



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SIDRA INTERSECTION 6

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MOVEMENT SUMMARY

Site: 2036 PM Government at Lobdell

Single Lane Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	84	3.0	0.485	3.9	LOS A	4.0	102.8	0.83	1.42	30.0
8	T1	331	3.0	0.485	3.9	LOS A	4.0	102.8	0.83	1.42	30.0
18	R2	273	3.0	0.168	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		689	3.0	0.485	2.4	LOS A	4.0	102.8	0.50	0.43	31.6
East: Independence Blvd											
1	L2	90	3.0	0.199	2.5	LOS A	1.3	32.9	0.66	1.01	30.0
6	T1	93	3.0	0.199	2.5	LOS A	1.3	32.9	0.66	1.01	30.0
16	R2	42	3.0	0.026	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		226	3.0	0.199	2.0	LOS A	1.3	32.9	0.53	0.41	30.7
North: Lobdell Ave											
7	L2	47	3.0	0.541	2.1	LOS A	4.4	112.1	0.65	0.90	31.3
4	T1	561	3.0	0.541	2.1	LOS A	4.4	112.1	0.65	0.90	31.3
14	R2	9	3.0	0.007	0.7	LOS A	0.0	0.9	0.34	0.29	32.4
Approach		617	3.0	0.541	2.1	LOS A	4.4	112.1	0.65	0.45	31.3
West: Government St											
5	L2	42	3.0	0.625	9.1	LOS A	6.6	169.0	0.95	2.06	28.2
2	T1	422	3.0	0.625	9.1	LOS A	6.6	169.0	0.95	2.06	28.2
12	R2	322	3.0	0.198	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		787	3.0	0.625	5.4	LOS A	6.6	169.0	0.56	0.61	30.4
All Vehicles		2318	3.0	0.625	3.3	LOS A	6.6	169.0	0.56	0.49	31.0

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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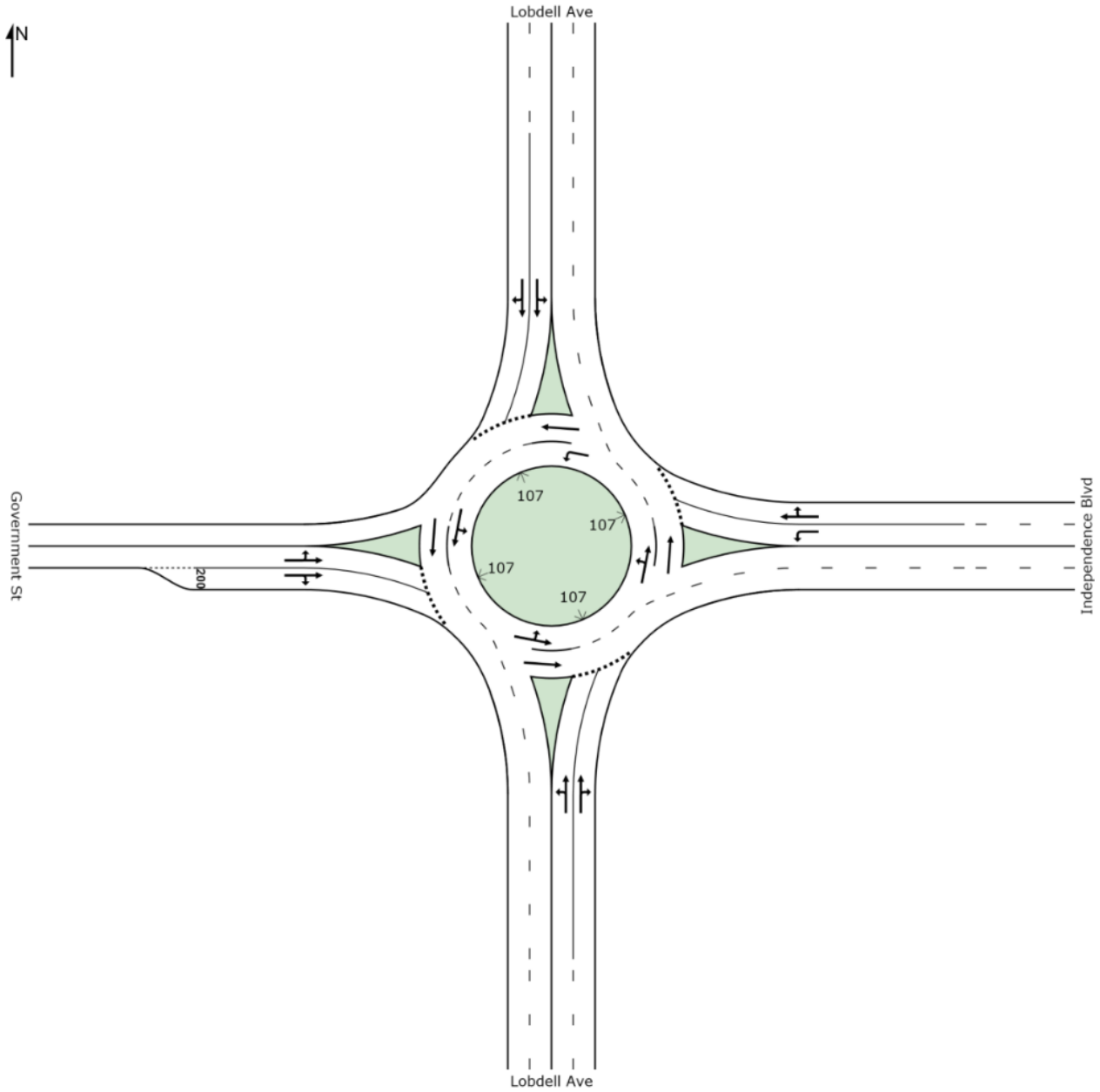
SITE LAYOUT

Site: 2036 PM Government at Lobdell

Multi-Lane Roundabout
Roundabout



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MOVEMENT SUMMARY

Site: 2036 PM Government at Lobdell

Multi-Lane Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	84	3.0	0.408	2.7	LOS A	2.3	57.9	0.65	1.08	30.6
8	T1	331	3.0	0.408	2.7	LOS A	2.3	58.1	0.65	1.08	30.7
18	R2	273	3.0	0.408	2.6	LOS A	2.3	58.1	0.64	1.07	31.0
Approach		689	3.0	0.408	2.7	LOS A	2.3	58.1	0.64	0.54	30.8
East: Independence Blvd											
1	L2	90	3.0	0.114	2.1	LOS A	0.5	12.8	0.52	0.84	28.6
6	T1	93	3.0	0.152	1.9	LOS A	0.7	17.9	0.52	0.78	31.9
16	R2	42	3.0	0.152	1.9	LOS A	0.7	17.9	0.52	0.78	31.9
Approach		226	3.0	0.152	2.0	LOS A	0.7	17.9	0.52	0.40	30.4
North: Lobdell Ave											
7	L2	47	3.0	0.299	1.3	LOS A	1.4	37.1	0.44	0.61	32.0
4	T1	561	3.0	0.299	1.3	LOS A	1.4	37.1	0.44	0.60	32.2
14	R2	9	3.0	0.299	1.3	LOS A	1.4	37.1	0.44	0.59	32.5
Approach		617	3.0	0.299	1.3	LOS A	1.4	37.1	0.44	0.30	32.2
West: Government St											
5	L2	42	3.0	0.498	4.2	LOS A	2.8	72.9	0.69	1.39	30.8
2	T1	422	3.0	0.498	4.1	LOS A	2.9	73.5	0.69	1.40	30.8
12	R2	322	3.0	0.498	3.9	LOS A	2.9	73.5	0.69	1.41	30.9
Approach		787	3.0	0.498	4.1	LOS A	2.9	73.5	0.69	0.70	30.8
All Vehicles		2318	3.0	0.498	2.7	LOS A	2.9	73.5	0.59	0.52	31.1

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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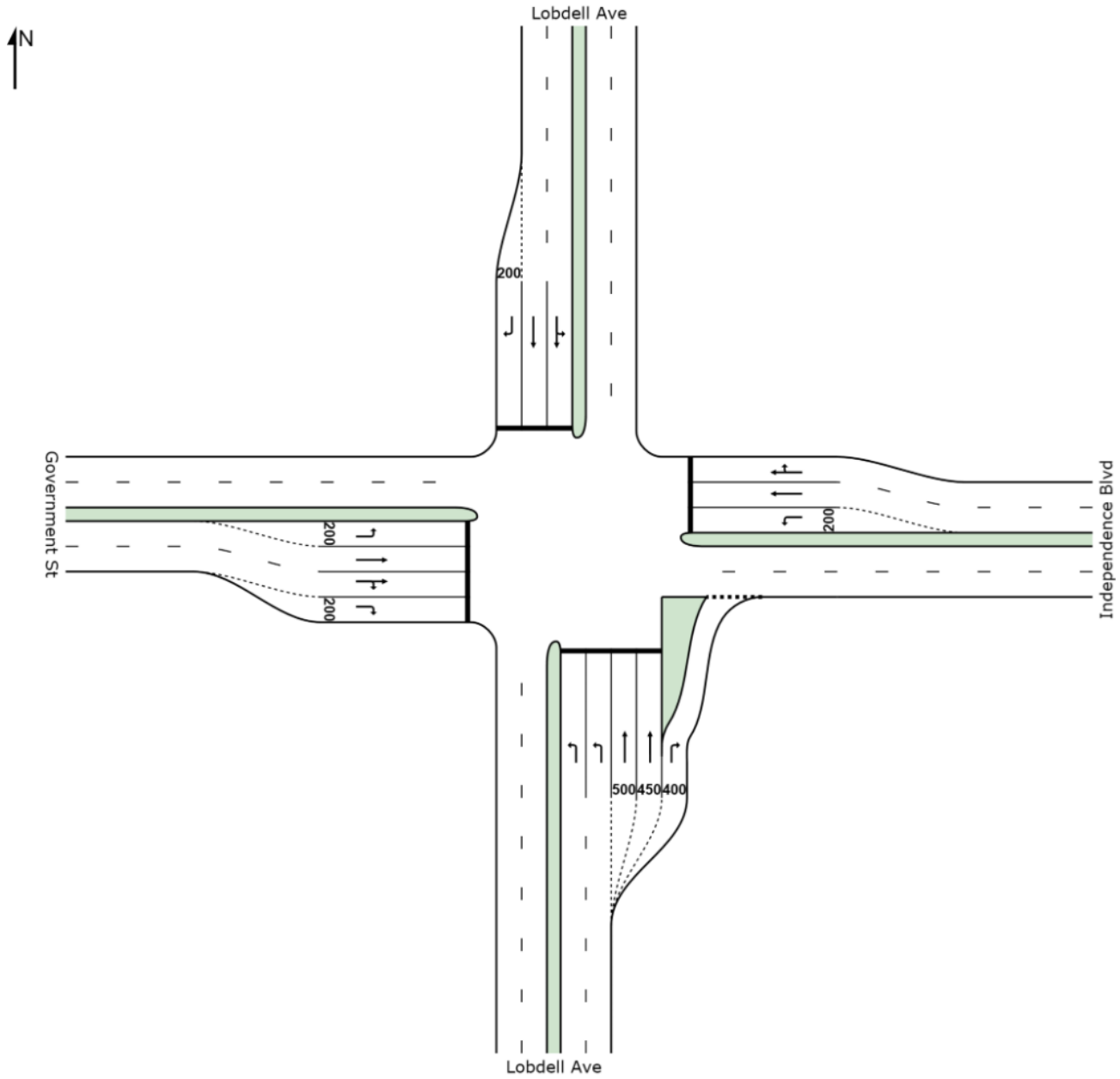
SITE LAYOUT

Site: 2036 WEEKEND Government at Lobdell

Single Lane Roundabout
Signals - Actuated



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MOVEMENT SUMMARY

Site: 2036 WEEKEND Government at Lobdell

Single Lane Roundabout
Signals - Actuated Cycle Time = 86 seconds (Practical Cycle Time)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	217	3.0	0.392	38.1	LOS D	4.6	117.3	0.92	0.73	16.9
8	T1	194	3.0	0.335	37.6	LOS D	4.0	103.2	0.91	0.71	18.2
18	R2	139	3.0	0.137	3.6	LOS A	1.7	43.4	0.39	0.32	29.4
Approach		550	3.0	0.392	29.2	LOS C	4.6	117.3	0.78	0.62	19.5
East: Independence Blvd											
1	L2	49	3.0	0.154	25.4	LOS C	1.7	42.4	0.84	0.62	20.2
6	T1	110	3.0	0.124	19.7	LOS B	2.4	60.4	0.70	0.55	23.7
16	R2	39	3.0	0.124	11.8	LOS B	1.6	41.6	0.64	0.51	26.2
Approach		198	3.0	0.154	19.6	LOS B	2.4	60.4	0.72	0.56	23.1
North: Lobdell Ave											
7	L2	27	3.0	0.393	35.2	LOS D	5.6	144.1	0.90	0.72	18.5
4	T1	252	3.0	0.393	35.2	LOS D	5.7	145.4	0.90	0.72	18.6
14	R2	76	3.0	0.093	1.4	LOS A	0.5	13.0	0.25	0.20	30.6
Approach		354	3.0	0.393	28.0	LOS C	5.7	145.4	0.76	0.61	20.3
West: Government St											
5	L2	87	3.0	0.415	40.4	LOS D	3.8	98.0	0.94	0.73	16.4
2	T1	148	3.0	0.301	39.3	LOS D	3.1	80.0	0.92	0.71	17.7
12	R2	161	3.0	0.208	1.6	LOS A	1.2	31.2	0.28	0.23	30.5
Approach		396	3.0	0.415	24.2	LOS C	3.8	98.0	0.66	0.52	20.9
All Vehicles		1498	3.0	0.415	26.3	LOS C	5.7	145.4	0.74	0.58	20.5

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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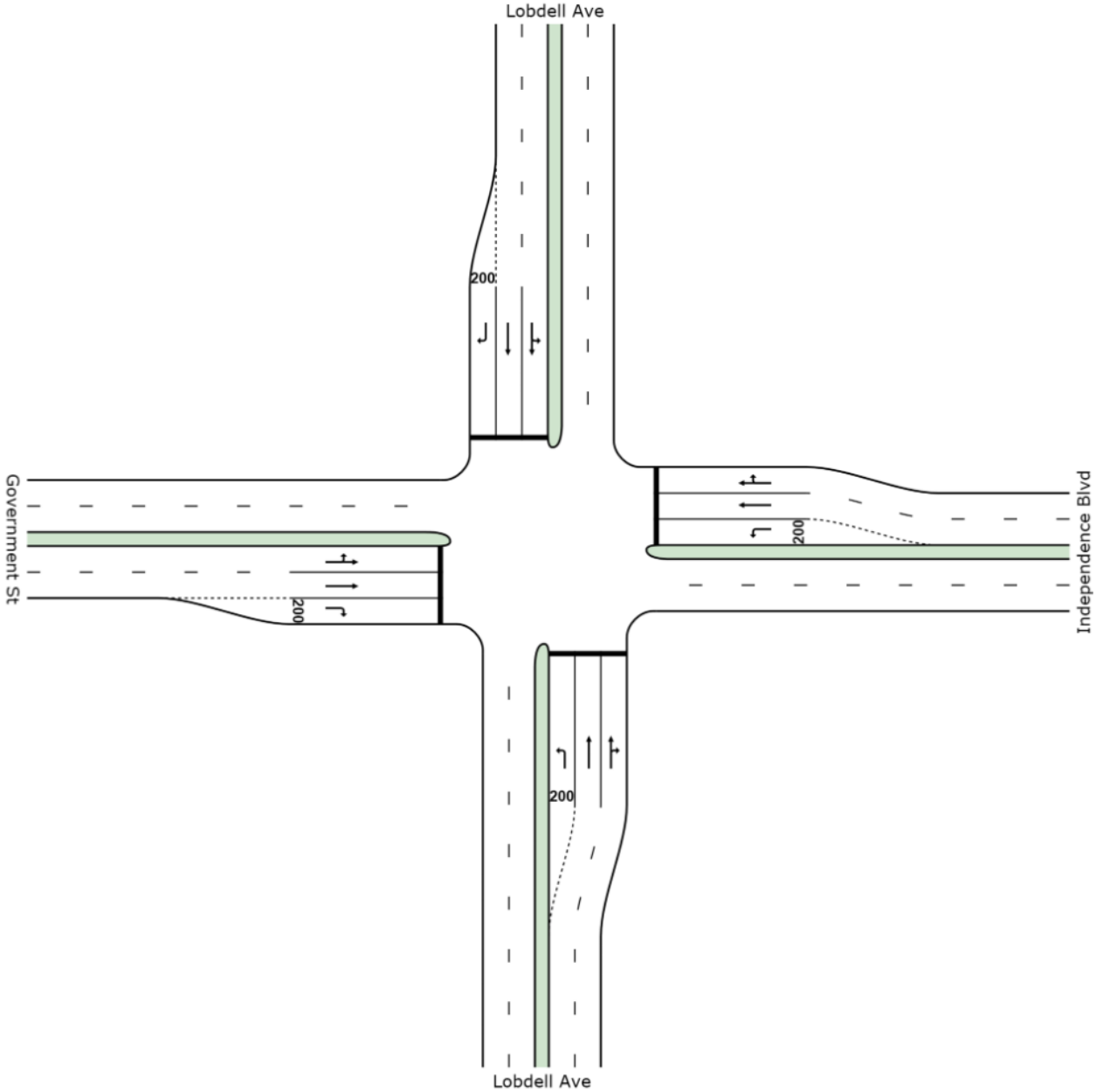
SITE LAYOUT

Site: 2036 WEEKEND Government at Lobdell

Single Lane Roundabout
Stop (All-Way)



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MOVEMENT SUMMARY

Site: 2036 WEEKEND Government at Lobdell

Single Lane Roundabout
Stop (All-Way)

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	217	3.0	0.708	26.3	LOS D	4.7	119.2	1.00	1.65	19.6
8	T1	194	3.0	0.602	20.1	LOS C	3.3	85.3	1.00	1.51	21.4
18	R2	139	3.0	0.602	20.1	LOS C	3.3	85.3	1.00	1.51	21.5
Approach		550	3.0	0.708	22.5	LOS C	4.7	119.2	1.00	1.57	20.7
East: Independence Blvd											
1	L2	49	3.0	0.255	10.2	LOS B	1.0	25.4	1.00	1.30	25.5
6	T1	110	3.0	0.361	13.7	LOS B	1.5	39.1	1.00	1.34	23.8
16	R2	39	3.0	0.361	12.9	LOS B	1.5	39.0	1.00	1.34	24.2
Approach		198	3.0	0.361	12.7	LOS B	1.5	39.1	1.00	1.33	24.3
North: Lobdell Ave											
7	L2	27	3.0	0.556	20.5	LOS C	2.9	73.9	1.00	1.47	21.2
4	T1	252	3.0	0.556	19.4	LOS C	2.9	74.1	1.00	1.47	21.6
14	R2	76	3.0	0.321	10.0	LOS A	1.3	33.5	1.00	1.32	25.6
Approach		354	3.0	0.556	17.5	LOS C	2.9	74.1	1.00	1.44	22.3
West: Government St											
5	L2	87	3.0	0.616	30.4	LOS D	3.4	87.4	1.00	1.51	18.5
2	T1	148	3.0	0.616	30.4	LOS D	3.4	87.4	1.00	1.51	18.4
12	R2	161	3.0	0.753	42.3	LOS E	5.1	131.6	1.00	1.68	15.9
Approach		396	3.0	0.753	35.3	LOS E	5.1	131.6	1.00	1.58	17.3
All Vehicles		1498	3.0	0.753	23.4	LOS C	5.1	131.6	1.00	1.51	20.4

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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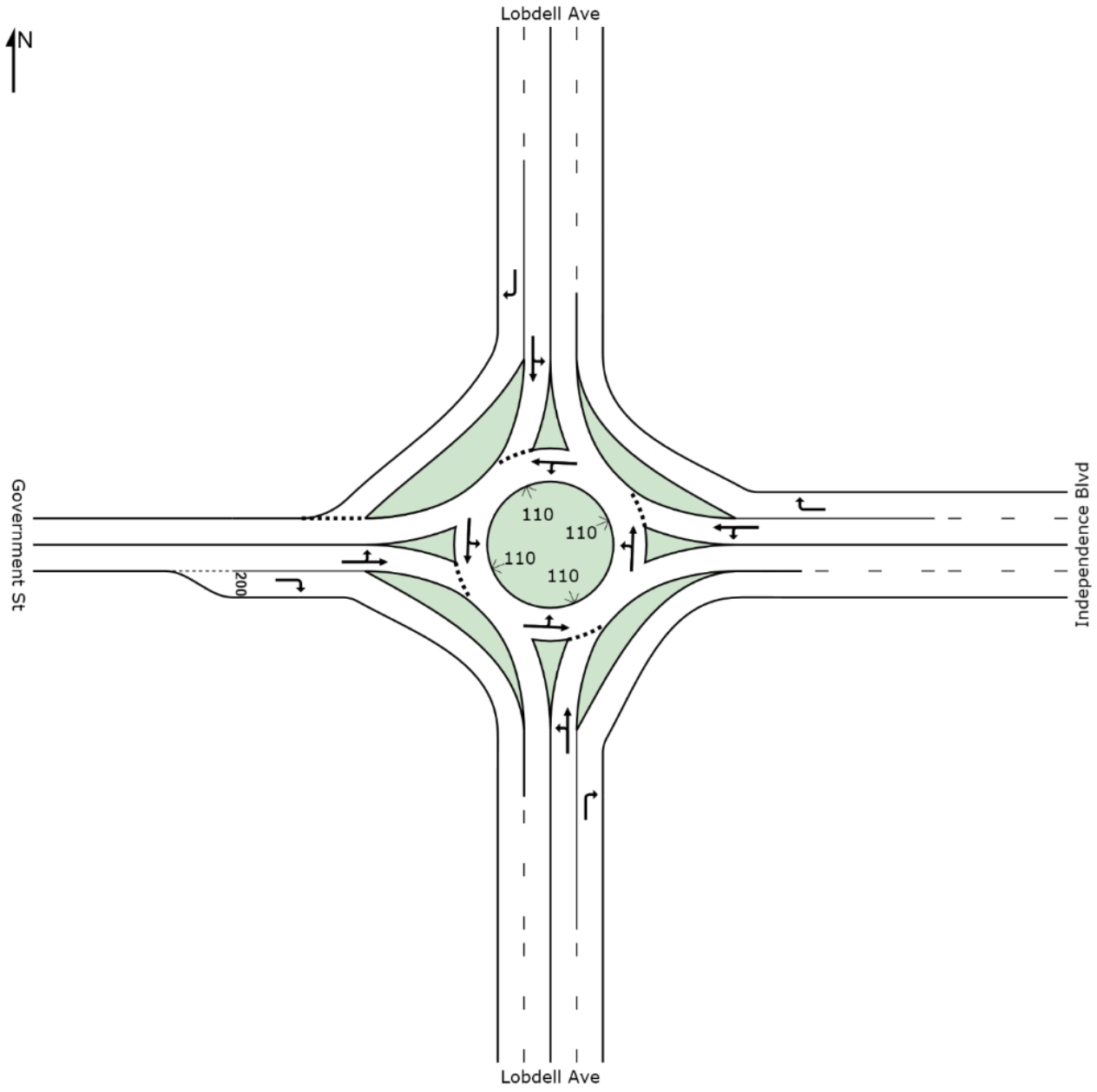
SITE LAYOUT

Site: 2036 WEEKEND Government at Lobdell

Single Lane Roundabout
Roundabout



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MOVEMENT SUMMARY

Site: 2036 WEEKEND Government at Lobdell

Single Lane Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	217	3.0	0.365	1.6	LOS A	2.5	64.0	0.55	0.78	30.3
8	T1	194	3.0	0.365	1.6	LOS A	2.5	64.0	0.55	0.78	30.3
18	R2	139	3.0	0.085	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		550	3.0	0.365	1.2	LOS A	2.5	64.0	0.41	0.29	31.2
East: Independence Blvd											
1	L2	49	3.0	0.171	2.7	LOS A	1.0	26.5	0.63	0.99	30.6
6	T1	110	3.0	0.171	2.7	LOS A	1.0	26.5	0.63	0.99	30.6
16	R2	39	3.0	0.024	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		198	3.0	0.171	2.2	LOS A	1.0	26.5	0.51	0.40	31.2
North: Lobdell Ave											
7	L2	27	3.0	0.268	2.1	LOS A	1.6	41.9	0.57	0.85	31.6
4	T1	252	3.0	0.268	2.1	LOS A	1.6	41.9	0.57	0.85	31.6
14	R2	76	3.0	0.070	1.5	LOS A	0.4	9.6	0.48	0.61	31.8
Approach		354	3.0	0.268	2.0	LOS A	1.6	41.9	0.55	0.40	31.6
West: Government St											
5	L2	87	3.0	0.220	1.8	LOS A	1.3	34.3	0.54	0.78	30.8
2	T1	148	3.0	0.220	1.8	LOS A	1.3	34.3	0.54	0.78	30.8
12	R2	161	3.0	0.099	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		396	3.0	0.220	1.1	LOS A	1.3	34.3	0.32	0.23	32.1
All Vehicles		1498	3.0	0.365	1.5	LOS A	2.5	64.0	0.43	0.31	31.5

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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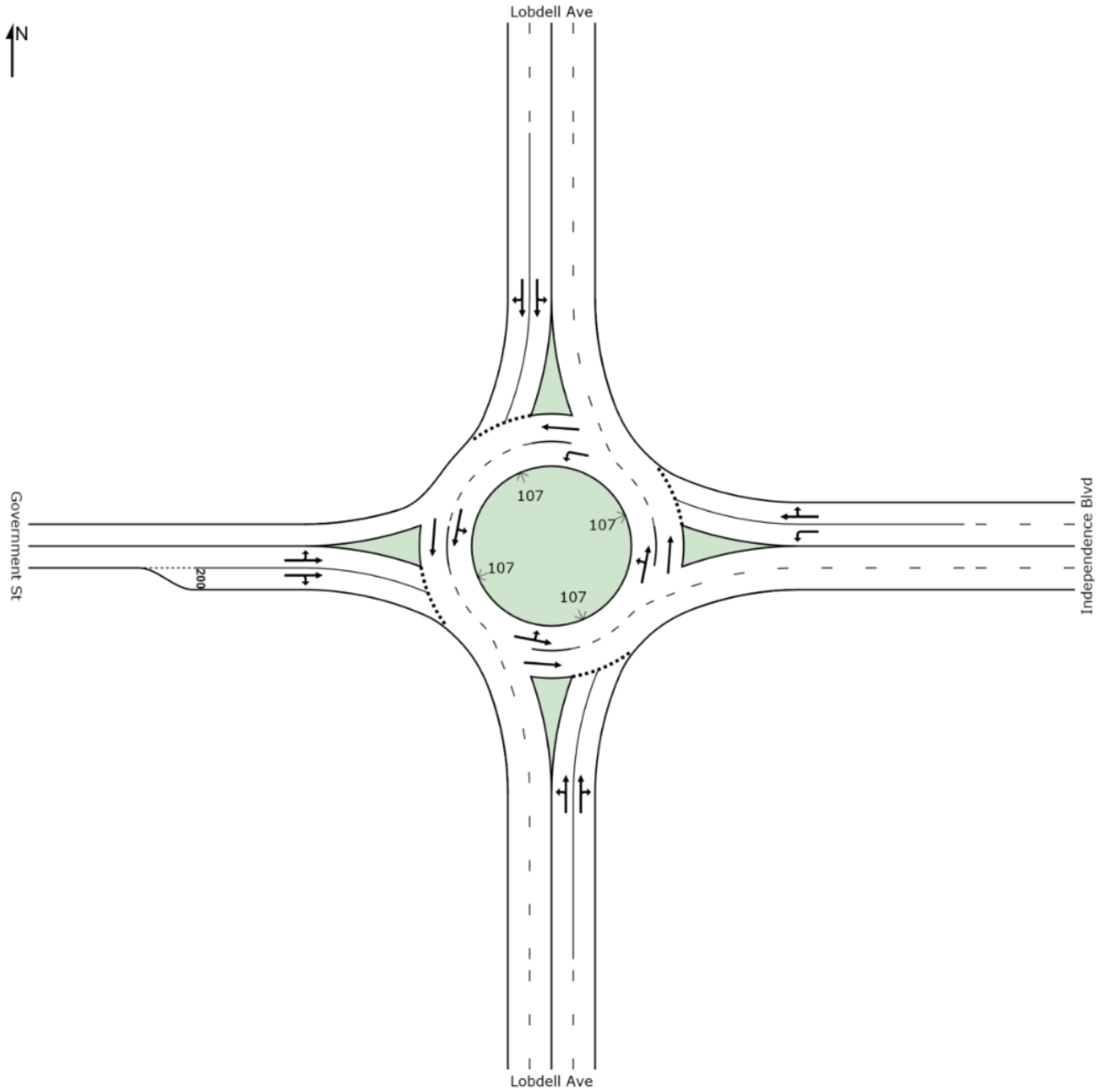
SITE LAYOUT

Site: 2036 WEEKEND Government at Lobdell

Multi-Lane Roundabout
Roundabout



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MOVEMENT SUMMARY

Site: 2036 WEEKEND Government at Lobdell

Multi-Lane Roundabout
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	217	3.0	0.267	1.3	LOS A	1.3	33.4	0.43	0.63	29.7
8	T1	194	3.0	0.267	1.3	LOS A	1.3	33.4	0.43	0.62	31.4
18	R2	139	3.0	0.267	1.3	LOS A	1.3	33.4	0.43	0.61	32.2
Approach		550	3.0	0.267	1.3	LOS A	1.3	33.4	0.43	0.31	30.8
East: Independence Blvd											
1	L2	49	3.0	0.084	3.3	LOS A	0.3	8.2	0.52	0.92	28.2
6	T1	110	3.0	0.166	1.9	LOS A	0.7	18.3	0.50	0.78	32.0
16	R2	39	3.0	0.166	1.9	LOS A	0.7	18.3	0.50	0.78	32.0
Approach		198	3.0	0.166	2.3	LOS A	0.7	18.3	0.51	0.41	30.9
North: Lobdell Ave											
7	L2	27	3.0	0.184	1.6	LOS A	0.8	20.7	0.46	0.68	31.8
4	T1	252	3.0	0.184	1.6	LOS A	0.8	20.7	0.46	0.68	31.9
14	R2	76	3.0	0.184	1.6	LOS A	0.8	20.7	0.46	0.69	32.1
Approach		354	3.0	0.184	1.6	LOS A	0.8	20.7	0.46	0.34	32.0
West: Government St											
5	L2	87	3.0	0.200	1.4	LOS A	0.9	22.8	0.44	0.65	30.9
2	T1	148	3.0	0.200	1.4	LOS A	0.9	22.8	0.44	0.65	31.2
12	R2	161	3.0	0.200	1.4	LOS A	0.9	22.8	0.44	0.66	31.9
Approach		396	3.0	0.200	1.4	LOS A	0.9	22.8	0.44	0.33	31.4
All Vehicles		1498	3.0	0.267	1.5	LOS A	1.3	33.4	0.45	0.34	31.3

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 2016 PM Government at Lobdell

Single Lane Roundabout
Roundabout
Design Life Analysis (Practical Capacity): Results for 44 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	98	3.0	0.618	7.0	LOS A	6.5	166.5	0.95	1.93	29.0
8	T1	382	3.0	0.618	7.0	LOS A	6.5	166.5	0.95	1.93	29.0
18	R2	317	3.0	0.195	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		797	3.0	0.618	4.2	LOS A	6.5	166.5	0.57	0.58	30.8
East: Independence Blvd											
1	L2	104	3.0	0.253	3.1	LOS A	1.7	44.6	0.74	1.19	29.6
6	T1	108	3.0	0.253	3.1	LOS A	1.7	44.6	0.74	1.19	29.6
16	R2	48	3.0	0.029	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		260	3.0	0.253	2.5	LOS A	1.7	44.6	0.60	0.49	30.4
North: Lobdell Ave											
7	L2	53	3.0	0.650	3.7	LOS A	6.8	174.5	0.77	1.31	30.7
4	T1	648	3.0	0.650	3.7	LOS A	6.8	174.5	0.77	1.31	30.7
14	R2	10	3.0	0.009	0.8	LOS A	0.0	1.1	0.37	0.34	32.2
Approach		711	3.0	0.650	3.7	LOS A	6.8	174.5	0.77	0.65	30.7
West: Government St											
5	L2	48	3.0	0.846	23.4	LOS C	14.2	362.9	1.00	2.74	21.8
2	T1	487	3.0	0.846	23.4	LOS C	14.2	362.9	1.00	2.74	21.8
12	R2	372	3.0	0.229	0.0	LOS A	0.0	0.0	0.00	0.00	34.3
Approach		906	3.0	0.846	13.8	LOS B	14.2	362.9	0.59	0.81	25.6
All Vehicles		2674	3.0	0.846	7.2	LOS A	14.2	362.9	0.63	0.67	28.8

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
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MOVEMENT SUMMARY

Site: 2016 PM Government at Lobdell

Multi-Lane Roundabout
Roundabout
Design Life Analysis (Practical Capacity): Results for 76 years

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Lobdell Ave											
3	L2	119	3.0	0.694	7.6	LOS A	6.0	153.2	0.88	1.98	28.3
8	T1	462	3.0	0.694	7.5	LOS A	6.1	156.1	0.88	1.98	28.5
18	R2	383	3.0	0.694	7.2	LOS A	6.1	156.1	0.88	1.98	28.9
Approach		965	3.0	0.694	7.4	LOS A	6.1	156.1	0.88	0.99	28.6
East: Independence Blvd											
1	L2	126	3.0	0.191	3.1	LOS A	0.9	23.2	0.64	1.19	28.3
6	T1	131	3.0	0.249	2.7	LOS A	1.3	32.5	0.65	1.05	31.3
16	R2	58	3.0	0.249	2.7	LOS A	1.3	32.5	0.65	1.05	31.3
Approach		315	3.0	0.249	2.9	LOS A	1.3	32.5	0.64	0.55	29.9
North: Lobdell Ave											
7	L2	65	3.0	0.452	2.1	LOS A	2.5	64.1	0.58	0.88	31.3
4	T1	784	3.0	0.452	2.1	LOS A	2.5	64.1	0.58	0.86	31.6
14	R2	12	3.0	0.452	2.1	LOS A	2.5	64.1	0.57	0.84	31.8
Approach		861	3.0	0.452	2.1	LOS A	2.5	64.1	0.58	0.43	31.5
West: Government St											
5	L2	58	3.0	0.847	13.4	LOS B	8.4	214.4	0.92	2.34	25.8
2	T1	590	3.0	0.847	13.1	LOS B	8.7	222.7	0.92	2.34	25.8
12	R2	450	3.0	0.847	12.2	LOS B	8.7	222.7	0.92	2.34	26.1
Approach		1098	3.0	0.847	12.8	LOS B	8.7	222.7	0.92	1.17	26.0
All Vehicles		3239	3.0	0.847	7.4	LOS A	8.7	222.7	0.79	0.86	28.5

Level of Service (LOS) Method: Delay & v/c (HCM 2010).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement
LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 2010).
Roundabout Capacity Model: SIDRA Standard.
SIDRA Standard Delay Model is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option is selected.
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