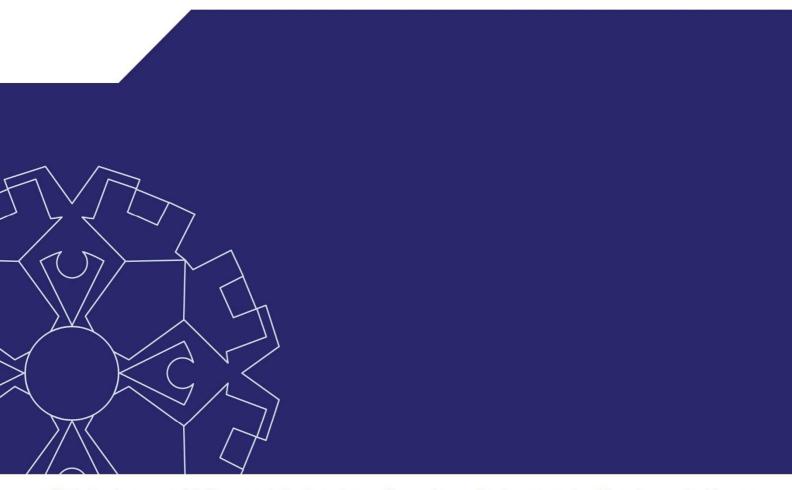
Appendix M TRAFFIC ASSESSMENT



TRAFFIC STUDY
COWRA HEAVY VEHICLE BYPASS

PREPARED FOR COWRA SHIRE COUNCIL

JULY 2015



TRAFFIC STUDY

COWRA HEAVY VEHICLE BYPASS

MID-WESTERN HIGHWAY COWRA

PREPARED FOR:

COWRA SHIRE COUNCIL

JULY 2015





Report Title:	Traffic Study
Project:	Cowra Heavy Vehicle Bypass
Client:	Cowra Shire Council
Report Ref.:	214346_TRS_001
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Geolyse Pty Ltd and the authors responsible for the preparation and compilation of this report declare that we do not have, nor expect to have a beneficial interest in the study area of this project and will not benefit from any of the recommendations outlined in this report.

The preparation of this report has been in accordance with the project brief provided by the client and has relied upon the information, data and results provided or collected from the sources and under the conditions outlined in the report.

All information contained within this report is prepared for the exclusive use of Cowra Shire Council to accompany this report for the land described herein and is not to be used for any other purpose or by any other person or entity. No reliance should be placed on the information contained in this report for any purposes apart from those stated therein.

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Executive Summary

Cowra is located in the Central West of NSW approximately 310km south west of Sydney and 190km north of Canberra and has a population of approximately 10,000 people.

Cowra is located at the convergence of a number of highways that form part of a network of heavy vehicle routes throughout the state. The highways that converge at Cowra include:

- Mid-Western Highway (State Highway No. 6) from the west through Grenfell and then eastwards through Blayney and onto Bathurst.
- Olympic Way (Main Road No. 78) from the south through Young.
- Lachlan Valley Way (Main Road No. 56) from the south through Boorowa
- Canowindra Road (Main Road No. 310) northwards through Canowindra

The convergence of the highways and the route of the Mid-Western Highway through the centre of Cowra results in significant volumes of heavy vehicle traffic passing through the central business district.

The increasing volume of heavy vehicles passing through Cowra has resulted in a decreasing level of amenity for local vehicle traffic and pedestrians through the CBD. The Cowra bypass project has been conceived to improve the amenity of the CBD through the reduction in the volume of heavy vehicles travelling through the town.

In 2013, GHD prepared a report for Cowra Shire Council titled Cowra Heavy Vehicle Bypass Study. The report identified and evaluated a number alternative routes for the heavy vehicle bypass and conducted community and stakeholder consultation during the evaluation of the route options. Following the evaluation and assessment process, Option 3 was adopted as the most preferable route for the heavy vehicle bypass of Cowra.

Based on the adopted Option 3, the proposed heavy vehicle bypass alignment commences at the intersection of the Mid-Western Highway (Grenfell Road) and Airport Road, on the western edge of Cowra. The bypass alignment utilises the existing road reserves for Airport Road southwards and turns eastwards onto Boundary Road.

The bypass alignment intersects with Olympic Way (Young Road) before crossing private land to reach Fishburn Street where it continues along the northern side of the Blayney to Demondrille Rail Line corridor. The bypass alignment then crosses Lachlan Valley Way and passes under the existing Lachlan River rail bridge before crossing the Lachlan River via a new road bridge.

On the eastern side of the Lachlan River, the bypass alignment continues along the southern side of the rail corridor with a similar horizontal alignment until reaching the sealed section of Campbell Street. The bypass alignment then continues north along the existing Campbell Street road reserve until passing through Europa Park and terminating at the intersection of Campbell Street and the Mid-Western Highway

This Traffic Study will address the following specific issues:

- The existing traffic movements on the existing road network, including the Mid-Western Highway and the local roads affected by the proposed bypass route;
- Any changes to traffic volumes resulting from the development of the bypass;
- The effect, if any, of the generated traffic on the surrounding roads; and
- Commentary on proposed intersection designs to accommodate the anticipated heavy vehicle volumes.



The impact of the traffic using the Cowra heavy vehicle bypass on the roads forming the bypass route has been assessed and the following impacts have been determined:

- The percentage increases in the daily traffic volumes on Airport Road and Campbell Street are very high, ranging from 212% to 7,400%, however, the immediate impact of the bypass traffic is being compared to very low existing local street traffic volumes.
- Whilst the percentage increase in daily traffic on Airport Road and Campbell Street are very high, the operational capacity of the roads under existing roadway conditions ranges from 11.8% for Airport Road and 22.2% for Campbell Street. Allowing for the growth in the peak hour bypass traffic, the operational capacity for Airport Road and Campbell Street is 17.3% and 32.7% respectively for the Year 2035 peak hour traffic volumes operating on the existing roads.
- Following the upgrading of Airport Road and Campbell Street, the operational capacity of the roads for the Year 2035 peak hour traffic volumes will drop to 13.0% and 16.3% respectively. On this basis, the streets along the bypass route are operating efficiently and well below capacity.
- For the Year 2035 traffic volumes, Bypass Segment 1 and Bypass Segment 3 are both less than the environmental goal of 300 vehicles per hour and thus compliance with the environmental capacity performance standards is achieved

The proposed roadway configuration of the roads forming the heavy vehicle bypass route shall be as follows:

- The general roadway configuration along the bypass route will comprise a 3.5m travel lane in each direction with a 2.0m shoulder that includes 1m of bitumen seal on the shoulder.
- Where the bypass route adjoins residential or industrial land uses, the bypass roadway adjacent to the residential or industrial land will incorporate a 3.0m wide parking lane outside the travel lane and concrete kerb and gutter will also be provided.
- The implementation of the heavy vehicle bypass shall not preclude maintaining vehicular access to the driveways of any of the properties at any location along the bypass route.
- The speed limits to be imposed on the roads forming the heavy vehicle bypass route will range from 60km/hr to 80km/hr and will be set on sections of the roadway as appropriate based on the adjoining land use and maintaining access to properties adjoining the bypass.

The design and construction of five (5) major intersections will be required for the development of the heavy vehicle bypass and include:

- Mid-Western Highway (Grenfell Road) and Airport Road
- Boundary Road and Olympic Way
- Bypass Route and Lachlan Valley Way
- Campbell Street and Darbys Falls Road
- Campbell Street and Mid-Western Highway

The proposed configuration of each intersection along the bypass route is summarised below:

Mid-Western Highway (Grenfell Road) and Airport Road

To cater for the various vehicle movements at this intersection the following configuration of intersection should be provided in accordance with the requirements of AUSTROADS Part 4A: Unsignalised and Signalised Intersections.

CHR - Channelised Right Turn Lane from the Mid-Western Highway into Airport Road.

AUL – Auxiliary Left Turn Lane from the Mid-Western Highway into Airport Road.

AUL – Auxiliary Acceleration Lane for the left turn from Airport Road onto the Mid-Western Highway.



Based on SIDRA modelling carried out, the proposed upgrading to the intersection of the Mid-Western Highway and Airport Road results in all traffic movements at the intersection operating efficiently at a Level of Service A for the estimated Year 2035 peak hour traffic. The average delay ranges from 11.4 seconds to 14.0 seconds with the maximum queue length of 0.3 cars.

The operation of the upgraded intersection has minimal impact on through traffic on the Mid-Western Highway and vehicles using Airport Road.

Boundary Road and Olympic Way

The intersection of Boundary Road and Olympic Way will form a 4 way intersection and a large diameter roundabout is to be designed and constructed at this location in accordance with the requirements of AUSTROADS Part 4B: Roundabouts.

The roundabout should be provided with two (2) entry lanes, circulating lanes and exit lanes on all legs of the roundabout. The provision of two (2) lanes for all components of the roundabout will allow oversize heavy vehicles to negotiate the roundabout on occasions as necessary.

It is anticipated that the central island of the roundabout will be in the order of 16m to 20m in diameter.

Based on SIDRA modelling carried out, the proposed upgrading to the intersection of Olympic Way and Boundary Road results in all traffic movements at the intersection operating efficiently at a Level of Service A for the estimated Year 2035 peak hour traffic. The average delay ranges from 4.8 seconds to 12.0 seconds with the maximum queue length of 0.4 cars.

The operation of the upgraded intersection has minimal impact on through traffic on Olympic Way and vehicles using Boundary Road.

Bypass Route and Lachlan Valley Way

The intersection of the bypass route and Lachlan Valley Way will form a 4 way intersection and a large diameter roundabout is to be designed and constructed at this location in accordance with the requirements of AUSTROADS Part 4B: Roundabouts.

The geometry of the roundabout at this location will be complicated by the need for the bypass route to pass beneath the elevated rail bridge of the Blayney to Demondrille Rail Line to continue its alignment over the Lachlan River and along the southern side of the rail corridor.

The roundabout should be provided with two (2) entry lanes, circulating lanes and exit lanes on all legs of the roundabout. The provision of two (2) lanes for all components of the roundabout will allow oversize heavy vehicles to negotiate the roundabout on occasions as necessary.

It is anticipated that the central island of the roundabout will be in the order of 16m to 20m in diameter.

Based on SIDRA modelling carried out, the proposed upgrading to the intersection of Lachlan Valley Way and the Bypass Route results in all traffic movements at the intersection operating efficiently at a Level of Service A for the estimated Year 2035 peak hour traffic. The average delay ranges from 4.8 seconds to 12.2 seconds with the maximum queue length of 0.5 cars.

The operation of the upgraded intersection has minimal impact on through traffic on Lachlan Valley Way and vehicles using the Bypass Route.

Campbell Street and Darbys Falls Road

The intersection of Campbell Street and Brougham Street/Darbys Falls Road will form a 4 way intersection and a large diameter roundabout is to be designed and constructed at this location in accordance with the requirements of AUSTROADS Part 4B: Roundabouts.

The roundabout should be provided with two (2) entry lanes, circulating lanes and exit lanes on all legs of the roundabout. The provision of two (2) lanes for all components of the roundabout will allow oversize heavy vehicles to negotiate the roundabout on occasions as necessary.



It is anticipated that the central island of the roundabout will be in the order of 14m to 16m in diameter.

Campbell Street and Mid-Western Highway

To cater for the various vehicle movements at this intersection the following configuration of intersection should be provided in accordance with the requirements of AUSTROADS Part 4A: Unsignalised and Signalised Intersections.

AUL - Auxiliary Left Turn Lane from the Mid-Western Highway into Campbell Street.

Seagull Turn Lane and Acceleration Lane – Right Turn Lane from the Mid-Western Highway into Campbell Street and Right Turn and Acceleration Lane from Campbell Street onto the Mid-Western Highway.

Based on SIDRA modelling carried out, the proposed upgrading to the intersection of the Mid-Western Highway and Campbell Street results in the Highway traffic movements at the intersection operating efficiently at a Level of Service A and the Campbell Street movements operating at a Level of Service B for the estimated Year 2035 peak hour traffic. The average delay ranges from 11.8 seconds to 17.2 seconds with the maximum gueue length of 0.6 cars.

The operation of the upgraded intersection has minimal impact on through traffic on the Mid-Western Highway and a minor impact on vehicles using Campbell Street.

Airport Road and Boundary Road

The existing intersection of Airport Road and Boundary Road forms a 90 degree angle bend and will not be appropriate for the operation of heavy vehicles along the bypass route.

Investigations are to be carried out during the detailed design of the bypass route roadway to acquire the adjacent property at this intersection so that a curved alignment with a larger radius can be provided to better accommodate the turning movement and operation of heavy vehicles at this section of the bypass.

The detailed design of the roads along the heavy vehicle bypass route and all intersections shall be carried out to the requirements of all relevant sections of the AUSTROADS Road Design Guide, the requirements and approval of RMS and in accordance with the standards of RMS and Cowra Shire Council.

Following the construction and operation of the Cowra heavy vehicle bypass, the functional classification of roads along the bypass route will change. The functional classification of all roads along the bypass route will be:

•	Mid-Western Highway (Grenfell Road)	Arterial Road
•	Airport Road	Sub-Arterial Road
•	Boundary Road	Sub-Arterial Road
•	Olympic Way	Arterial Road
•	Fishburn Street	Sub-Arterial Road
•	Lachlan Valley Way	Arterial Road
•	Campbell Street	Sub-Arterial Road
•	Mid-Western Highway	Arterial Road

The implementation of the recommendations of this Traffic Study during the approval, design and construction of the Cowra heavy vehicle bypass route will see the development of the bypass that achieves the objectives for the project and will have minimal impact on the surrounding road network.



Introduction

1.1 BACKGROUND

Cowra is located in the Central West of NSW approximately 310km south west of Sydney and 190km north of Canberra and has a population of approximately 10,000 people.

Cowra is located at the convergence of a number of highways that form part of a network of heavy vehicle routes throughout the state. The highways that converge at Cowra include:

- Mid-Western Highway (State Highway No. 6) from the west through Grenfell and then eastwards through Blayney and onto Bathurst.
- Olympic Way (Main Road No. 78) from the south through Young.
- Lachlan Valley Way (Main Road No. 56) from the south through Boorowa
- Canowindra Road (Main Road No. 310) northwards through Canowindra

The convergence of the highways and the route of the Mid-Western Highway through the centre of Cowra results in significant volumes of heavy vehicle traffic passing through the central business district.

The increasing volume of heavy vehicles passing through Cowra has resulted in a decreasing level of amenity for local vehicle traffic and pedestrians through the CBD. The Cowra bypass project has been conceived to improve the amenity of the CBD through the reduction in the volume of heavy vehicles travelling through the town.

The Cowra Land Use Strategy prepared in 2009 identified a number of options for a proposed heavy vehicle bypass of Cowra and community consultation was undertaken by GHD in 2012 as part of its assessment of the various options for the selection of the bypass route.

The number and size of heavy vehicles passing through the CBD was identified as exposing other road users to the risk of injury and adding to congestion and delay for local vehicles (GHD, 2013). The proposal for the creation of the heavy vehicle bypass supports a recent related project, funded by Roads and Maritime Services and undertaken in concert with Cowra Shire Council, to upgrade the section of Kendal Street (Mid-Western Highway) that passes through the CBD via a reduction in dangerous crossfall, the installation of a central median to improve pedestrian safety and the upgrade of the pavement that had fallen in quality due to ad hoc and piecemeal improvement programs over many years.

The objectives for developing the Cowra heavy vehicle bypass are:

- Reduce the number of heavy vehicles travelling through the Cowra CBD.
- Improve the amenity of the CBD.
- Improve road user safety in the CBD.
- Reduce traffic congestion and local traffic travel time through the CBD.

1.2 BYPASS ROUTE SELECTION

In 2013, GHD prepared a report for Cowra Shire Council titled *Cowra Heavy Vehicle Bypass Study*. The report identified and evaluated a number alternative routes for the heavy vehicle bypass and conducted community and stakeholder consultation during the evaluation of the route options.



Origin destination surveys were conducted by GHD to identify the route of travel for heavy vehicles using each of the highways into and out of Cowra and coupled with traffic counts throughout Cowra, the number of heavy vehicles and the directions of travel for the heavy vehicles could be determined.

On the basis of the Land Use Strategy and the community and stakeholder consultation, up to 10 standalone route options together with 2 combinations of options were identified and evaluated by GHD. Following the evaluation and assessment process, Option 3 was adopted as the most preferable route for the heavy vehicle bypass of Cowra (GHD, 2013).

Based on the adopted Option 3, the proposed heavy vehicle bypass alignment commences at the intersection of the Mid-Western Highway (Grenfell Road) and Airport Road, on the western edge of Cowra. The bypass alignment utilises the existing road reserves for Airport Road southwards and turns eastwards onto Boundary Road.

The bypass alignment intersects with Olympic Way (Young Road) before crossing private land to reach Fishburn Street where it continues along the northern side of the Blayney to Demondrille Rail Line corridor. The bypass alignment then crosses Lachlan Valley Way and passes under the existing Lachlan River rail bridge before crossing the Lachlan River via a new road bridge.

On the eastern side of the Lachlan River, the bypass alignment continues along the southern side of the rail corridor with a similar horizontal alignment until reaching the sealed section of Campbell Street. The bypass alignment then continues north along the existing Campbell Street road reserve until passing through Europa Park and terminating at the intersection of Campbell Street and the Mid-Western Highway.

1.3 TRAFFIC STUDY

Under State Environmental Planning Policy SEPP (Infrastructure) 2007, the proposed Cowra heavy vehicle bypass is assessed in accordance with the requirements of Division 17 Road and Traffic, Subdivision 1 Road and Infrastructure Facilities and in particular, Clauses 93 and 94.

Clause 94 of the SEPP (Infrastructure) permits the development on any land for the purposes of a road or road infrastructure facilities to be carried out by or on behalf of a public authority without consent.

As the Cowra heavy vehicle bypass is a road improvement to be carried out by or on behalf of Cowra Shire Council, the proposal can be assessed under Part 5 of the Environmental Planning and Assessment Act 1979. On this basis, development consent for the project is not required from Council.

This Traffic Study will address the following specific issues:

- The existing traffic movements on the existing road network, including the Mid-Western Highway and the local roads affected by the proposed bypass route;
- Any changes to traffic volumes resulting from the development of the bypass;
- The effect, if any, of the generated traffic on the surrounding roads; and
- Commentary on proposed intersection designs to accommodate the anticipated heavy vehicle volumes.

1.4 TRAFFIC STUDY METHODOLOGY

In carrying out the preparation of the Traffic Study for the proposed heavy vehicle bypass route through Cowra, three (3) broad issues would need to be addressed as outlined below:

- 1. Consideration of the statutory framework
- 2. Existing Traffic Conditions
 - Road network hierarchy for the bypass and the surrounding road network;



- Existing roadway conditions;
- Road capacity;
- Annual Average Daily Traffic;
- Peak hour traffic; and
- Intersection operations
- 3. Traffic Generation, Distribution and Impacts
 - Traffic generation to and from the proposed bypass;
 - Traffic distribution from the existing road network onto the bypass;
 - Connectivity of the surrounding roads and the proposed bypass;
 - Impact of generated traffic using the bypass on traffic volumes, existing and proposed intersections; and
 - Local and wider area traffic management.

In order to satisfactorily address all the relevant traffic issues for the proposed heavy vehicle bypass, the following worktasks will be carried out.

- Review of existing traffic volume data held by Council and the Roads and Maritime Services for roads surrounding the bypass route.
- 2. Inspection of the bypass route and carry out a road facility audit on the existing road network.
- Determination of the traffic generating potential of the bypass route and calculation of the peak
 hour and peak daily traffic volumes to be added to the existing traffic volumes on the roads
 connecting to and surrounding the bypass route.
- 4. Assessment of the impact of additional traffic generated by the bypass on the surrounding road network through the use of SIDRA modelling. The impact assessment will be carried out in terms of:
 - Road capacity;
 - Intersection type and capacity; and
 - Level of Service.
- 5. Preparation of a comprehensive report documenting the findings and outcomes for the assessment of the proposed bypass route.

In summary, this Traffic Study will assess:

- The existing traffic movements on the existing road network, including the Mid-Western Highway and the local roads affected by the proposed route;
- Any changes to traffic volumes resulting from the development of the bypass;
- The effect, if any, of the generated traffic on the surrounding roads; and
- Commentary on proposed intersection designs to accommodate the anticipated heavy vehicle volumes.



Consideration of SEPP (Infrastructure) 2007

Schedule 3 of State Environmental Planning Policy (Infrastructure) 2007 classifies developments based upon their potential to generate additional traffic onto the surrounding road network.

Developments listed in Schedule 3 of SEPP (Infrastructure) require referral to the Roads and Maritime Services (RMS) by the consent authority. The consent authority is required to take into consideration any submission that the RMS provides in response to the notice of the development. In addition the consent authority must consider, pursuant to clause 104(3) of SEPP (Infrastructure), the accessibility of the site concerned and any potential traffic safety, road congestion or parking implications of the development.

Whilst the Cowra heavy vehicle bypass is not specifically listed in Schedule 3, under the requirement of SEPP (Infrastructure) 2007, the heavy vehicle bypass is to be assessed in accordance with the requirements of Division 17 Road and Traffic, Subdivision 1 Road and Infrastructure Facilities and in particular, Clauses 93 and 94.

Clause 94 of the SEPP (Infrastructure) permits the development on any land for the purposes of a road or road infrastructure facilities to be carried out by or on behalf of a public authority without consent.

As the Cowra heavy vehicle bypass is a road improvement to be carried out by or on behalf of Cowra Shire Council, the proposal can be assessed under Part 5 of the Environmental Planning and Assessment Act 1979. On this basis, development consent for the project is not required from Council.

Notwithstanding this requirement, this Traffic Study will assess the potential traffic impacts on the surrounding road network by the development of the Cowra heavy vehicle bypass.



Existing Traffic Conditions

3.1 PROPOSED BYPASS ROUTE

Following the GHD assessment of the various bypass route options and the adoption of Option 3, the following heavy vehicle bypass route has been determined:

- Mid-Western Highway (Grenfell Road).
- Intersection of the Mid-Western Highway and Airport Road.
- Airport Road including intersections with:
 - Waratah Street
 - Calare Street
 - Cowra Airport access road
- Boundary Road including intersections with:
 - Four way intersection with Hartley Street and Service Road
- Intersection of Boundary Road and Olympic Way (Young Road).
- Private land.
- Fishburn Street including intersection with
 - Bulkhead Road
- Alignment on the northern side of the Blayney to Demondrille Rail Line corridor.
- Alignment intersection with Lachlan Valley Way.
- Alignment beneath the Lachlan River rail bridge.
- Alignment on a new Road Bridge crossing the Lachlan River.
- Alignment on the southern side of the Blayney to Demondrille Rail Line corridor.
- Campbell Street including intersections with
 - Parkes Street
 - Four way intersection with Brougham Street and Darbys Falls Road
 - Day Street
 - Pack Street
- Campbell Street through Europa Park
- Intersection of Campbell Street and the Mid-Western Highway

The indicative general alignment of the Cowra heavy vehicle bypass route is indicated on aerial photography images included in **Appendix A**.

The construction of the bypass will comprise approximately 8.4km of roadworks including the reconstruction of approximately 5.0km of existing roads and the construction of approximately 3.4km of new roads through a mixture of private and public lands along the proposed bypass route.

The most significant engineering component of the heavy vehicle bypass route is the construction of a new road bridge across the Lachlan River. GHD has developed concept alignment plans for the bypass route and the bridge over the Lachlan River has a span of 100m between abutments on each side of the river.

The GHD concept alignment plans are included as an attachment to the Review of Environmental Factors for the project.



3.2 ROAD NETWORK HIERARCHY

The Roads and Traffic Authority (1984) proposes four basic road classes as the basis for the functional hierarchy of a road network.

A functional classification take into account the relative balance of the traffic mobility function and amenity/access functions of streets and roads and defines the purpose of a road within the context of a road network.

The four road classes are arterial, sub-arterial, collector and local roads and are defined below.

Arterial Roads

Roads whose main function is to carry through traffic from one region to another forming the principal means of communication for major traffic movements.

• Sub-Arterial Roads

Those roads which supplement the arterial roads in providing for through traffic movement to an individually determined limit that is sensitive to both roadway characteristics and adjoining land uses.

Collector Roads

Roads that distribute traffic between the arterial roads and the local street system and provide access to adjoining property.

Local Roads

Subdivisional roads whose main traffic function is to provide access to adjoining property.

An assessment of the classification of the roads affected by the Cowra heavy vehicle bypass is indicated in **Table 3.1**.

Table 3.1 – Existing Road Classification

Road	Classification
Mid-Western Highway (Grenfell Road)	Arterial Road
Airport Road	Local Road
Boundary Road	Local Road
Olympic Way	Arterial Road
Fishburn Street	Local Road
Lachlan Valley Way	Arterial Road
Campbell Street	Local Road
Mid-Western Highway	Arterial Road



3.3 **EXISTING ROADWAY CONDITIONS**

The roadway conditions of the roads on the alignment of the Cowra heavy vehicle bypass route and the roads that intersect with the bypass alignment have been inspected and recorded and the details of the existing roadway conditions are summarised in the following Section.

Mid-Western Highway (Grenfell Road)

The Mid-Western Highway is a two lane two way bitumen sealed road with a carriageway width of 7.0m (3.5m travel lane in each direction) with bitumen sealed shoulders approximately 1m wide on each side.

The Mid-Western Highway is centreline and edgeline marked and is speed limited to 80km/hr in the vicinity of its intersection with Airport Road. To the west of the intersection with Airport Road, the speed limit increases to 100km/hr.

At the intersection with Airport Road, the northern bitumen sealed shoulder increases in width to 2.5m, however the edge of the bitumen seal is located approximately 4.0m offset to the fenceline on the northern side of the road reserve boundary.

Opposite the intersection with Airport Road is a small chevron warning sign whilst there is signage indicating to highway traffic the turn off to Cowra Airport, Cowra Aero Club and SES and Fire Control facilities.

The intersection of the Mid-Western Highway with Airport Road has slight flaring on the turn outs on Airport Road and there is a double barrier line on Airport Road.

The intersection treatment at the Mid-Western Highway and Airport Road is minimal based on the AUSTROADS standards for an intersection treatment with a major road.

Airport Road

Airport Road is a two lane two way bitumen sealed road with a carriageway width of 6.0m (3.0m travel lane in each direction) with minimal shoulders over its full length from the Mid-Western Highway to Boundary Road. A grass lined tabledrain is on each side of the roadway. The vertical alignment of Airport Road is undulating.

Airport Road is not line marked and is speed limited to 50km/hr. There is an avenue of trees either side of Airport Road.

The intersection of Airport Road and Waratah Street forms a standard T intersection. Waratah Street is a two lane two way bitumen sealed road with a carriageway width of 6.0m (3.0m travel lane in each direction) with minimal shoulders with grass lined tabledrain on each side of the roadway. Waratah Street is speed limited to 50km/hr.

The intersection of Airport Road and Calare Street forms a standard T intersection. Calare Street is a two lane two way bitumen sealed road with a carriageway width of 7.0m (3.5m travel lane in each direction) with minimal shoulders with a grass lined tabledrain on each side of the roadway. Calare Street is speed limited to 50km/hr.

The intersection of Airport Road and the Cowra Airport access road forms a standard T intersection with some minor flaring of the turn outs from the Cowra Airport access. The access to Cowra Airport incorporates a cattle grid at the entry.

The intersection of Airport Road and Boundary Road is set up as a standard T intersection, however, in practice the intersection operates as a swept 90 degree turn from Airport Road into Boundary Road. The tracked vehicle paths on the bitumen surface indicates that vehicles tend to cut the corner at this intersection. Additionally, there is minimal drainage at this intersection with ponding of water apparent around this area.



To the south of this intersection is a gravelled extension on the alignment of Airport Road that provides access to a rural property.

Boundary Road

Boundary Road is a two lane two way bitumen sealed road with a carriageway width of 6.0m (3.0m travel lane in each direction) with minimal shoulders over its full length from Airport Road to the Olympic Highway. A grass lined tabledrain is on each side of the roadway. The vertical alignment of Boundary Road includes a high point mid way along its length.

Boundary Road is not line marked and is speed limited to 50km/hr. There is an avenue of trees either side of Boundary Road.

Boundary Road provides direct driveway access to a number of larger size rural residential allotments on either side of the road.

The intersection of Boundary Road and Hartley Street and Service Road is a four way intersection with an angled offset to the alignment of Service Road. Hartley Street and Service Road are two lane two way bitumen sealed roads with a carriageway widths of 6.0m (3.0m travel lane in each direction) with minimal shoulders. A grass lined tabledrain is on each side of each roadway.

Neither Hartley Street nor Service Road are line marked and both are speed limited to 50km/hr.

The four way intersection is controlled with Give Way signs installed on both the Hartley Street and Service Road legs of the intersection with Boundary Road having priority.

To the east of the intersection with Hartley Street, the speed limit in Boundary Road as it approaches the intersection with Olympic Way (Young Road) increases to 60km/hr and a double barrier line is provided in Boundary Road on the approach to the intersection.

The intersection of Boundary Road with Olympic Way and the angled alignment of Fishburn Street opposite forms a four way intersection with Give Way signs installed on both the Boundary Road and Fishburn Street legs of the intersection with Olympic Way having priority.

Olympic Way

Olympic Way north of the intersection with Boundary Road is kerb and guttered both sides with a carriageway width of approximately 13.0m comprising a 3.5m wide travel lane in each direction and a 3.0m parking lane on each side of the roadway. Olympic Way north of the Boundary Road intersection is centreline and edgeline marked and is speed limited to 60km/hr.

South of the intersection with Boundary Road, the Olympic Way transitions to a two lane two way bitumen sealed road with a carriageway width of 7.0m (3.5m travel lane in each direction) with bitumen sealed shoulders approximately 1m wide on each side with centreline and edgeline marking.

Fishburn Street

Whilst the alignment of the heavy vehicle bypass traverses private property on the eastern side of the intersection with the Olympic Way, the initial section of Fishburn Street provides access to a range of industrial premises. If the bypass route is to be maintained across the private land, the access to Fishburn Street should be realigned to provide an intersection off the heavy vehicle bypass route and close its access direct ono the Olympic Way

The heavy vehicle bypass route rejoins Fishburn Street near to its intersection with Bulkhead Road. Bulkhead Road provides a low clearance vehicle access beneath the Blayney to Demondrille Rail

Fishburn Street is a two lane two way bitumen sealed road with a carriageway width of 6.0m (3.0m travel lane in each direction) with minimal shoulders. The Fishburn Street pavement is in poor condition and has a curvilinear alignment. Fishburn Street is speed limited to 50km/hr.



Fishburn Street also has an intersection access to an at grade level crossing (with Stop Sign control) of the Blayney to Demondrille Rail Line.

Bypass Rail Corridor Alignment

After leaving the Fishburn Street road reserve, the heavy vehicle bypass follows an alignment on the northern side of the Blayney to Demondrille Rail Line corridor until the bypass alignment intersects with Lachlan Valley Way. There is a high point in the proposed bypass alignment with a fall towards its future intersection with Lachlan Valley Way.

This section of the heavy vehicle bypass route may traverse private property in this area.

Lachlan Valley Way

Lachlan Valley Way is a two lane two way bitumen sealed road with a carriageway width of 7.0m (3.5m travel lane in each direction) with bitumen sealed shoulders approximately 0.5m wide on each side with good a gravel shoulder outside the bitumen seal.

Lachlan Valley Way is centreline and edgeline marked and is speed limited to 80km/hr.

Lachlan Valley Way passes below the elevated rail bridge on the Blayney to Demondrille rail line as the rail line crosses the Lachlan River. The elevated rail bridge was constructed to reduce the impact of flooding from the Lachlan River on the operation of the rail line.

To the south of the rail bridge, a protected right turning lane is provided on Lachlan Valley Way for access to an industrial area.

Bypass Rail Corridor Alignment

The heavy vehicle bypass alignment is to intersect with Lachlan Valley Way and then pass below the elevated rail bridge and then cross the Lachlan River via a new road bridge parallel to the existing rail bridge crossing the river.

After the crossing of the Lachlan River, the heavy vehicle bypass follows an alignment on the southern side of the Blayney to Demondrille Rail Line corridor until the bypass alignment reaches the Campbell Street road reserve corridor.

This section of the bypass route traverses private property in this area.

Campbell Street

The heavy vehicle bypass joins the Campbell Street road reserve corridor adjacent to the closed industrial facility located at the southern end of Campbell Street.

The initial section of Campbell Street comprises a narrow two lane two way bitumen sealed road with a carriageway width of only 5.0m with no shoulders. This section of the Campbell Street road pavement appears in poor condition.

The vertical alignment of Campbell Street is undulating and passes through a cutting and has a curved alignment at its approach to the Cowra Railway Museum entrance. The Rail Museum entrance is located off Parkes Street that forms an indistinct intersection with the pavement of Campbell Street.

Past the entrance to the Rail Museum and up to the intersection with Brougham Street/Darbys Falls Road, Campbell Street has kerb and gutter on the western side of the road. The bitumen sealed pavement width of Campbell Street at this location is 8.0m and the street is speed limited to 50km/hr.

The intersection of Campbell Street and Brougham Street and Darbys Falls Road is a four way intersection. Darbys Falls Road (to the east of the intersection) is two lane two way bitumen sealed road with a carriageway width of 7.0m (3.5m travel lane in each direction) with minimal shoulders. Darbys Falls Road is centreline marked and is speed limited to 80km/hr.



Brougham Street (to the west of the intersection) is kerb and guttered on both sides of the road and has a bitumen sealed width of 18m between the kerbs. To the west of the intersection, Brougham Street crosses the Blayney to Demondrille Rail Line and the road is marked with double barrier lines.

The four way intersection is controlled with Give Way signs installed on the Campbell Street legs of the intersection with Brougham Street/Darbys Falls Road having priority.

The alignment of Campbell Street continues northwards from the intersection with kerb and gutter on the western side of the 8.0m wide carriageway.

Adjacent to a sewage pump station located on Campbell Street the formation of Campbell Street changes to a two lane two way bitumen sealed road with a carriageway width of 7.0m (3.5m travel lane in each direction) with minimal shoulders. The speed limit in Campbell Street at this location increases to 80km/hr.

Following the section of the 80km/hr speed limit, Campbell Street returns to a speed limit of 50km/hr.

The intersection of Campbell Street and Day Street forms a T intersection slightly angled into Day Street. Day Street is a No Through Road and comprises a two lane two way bitumen sealed road with a carriageway width of 8.0m with kerb and gutter on its northern side.

The carriageway width of Campbell Street is maintained at 7.0m through this section of its alignment and there are a number of property entrances to large lot residential allotments.

The intersection of Campbell Street and Pack Street forms a T intersection slightly angled into Pack Street. Pack Street is a No Through Road and comprises a two lane two way bitumen sealed road with a carriageway width of 6.0m with minimal shoulders.

The alignment of Campbell Street enters Europa Park and after crossing a concrete causeway over Waugoola Creek the speed limit in Campbell Street increases to 80km/hr and this speed limit is maintained through the centre of the Europa Park picnic area until Campbell Street intersects with the Mid-Western Highway.

Mid-Western Highway

The intersection of the Mid-Western Highway and Campbell Street forms a stand T intersection with hold lines painted on the pavement of Campbell Street with a Give Way sign installed. A double barrier line is also painted on the Campbell Street leg of the intersection and the pavement of Campbell Street is flared out at the turn outs onto the Highway.

The Mid-Western Highway is a two lane two way bitumen sealed road with a carriageway width of 7.0m (3.5m travel lane in each direction) with bitumen sealed shoulders approximately 1m wide on each side.

The Mid-Western Highway is centreline and edgeline marked and is speed limited to 80km/hr in the vicinity of its intersection with Campbell Street.

The Mid-Western Highway incorporates a right turn passing lane for eastbound traffic on the Highway to pass a vehicle waiting to turn right into Campbell Street. The passing lane on both the approach and departure sides of the intersection is approximately 100m long including the diverge and merge tapers.

Each lane of the passing and turn lane is 3.5m wide with appropriate lane marking and double barrier lines separating the east and west bound traffic streams on the Highway.

Various photographs of the roads described in this Section of the Traffic Study are contained in the **Plates** Section of this Report.



3.4 EXISTING ROADWAY CAPACITY

The provision of roads within an urban area provides four main functions:

- i) to cater for moving vehicles;
- ii) to cater for parked vehicles;
- iii) to cater for pedestrians and bicycle traffic; and
- iv) to allow for development and to provide access to adjoining property.

In carrying out the above functions, a road must also be capable of handling the traffic demands placed on it. Roads have varying capacities dependent on the function they are performing. The United States Highway Capacity Manual defines capacity as follows:

"Capacity is the maximum number of vehicles which has a reasonable expectation of passing over a given section of a lane or roadway in one direction (or in both directions for a two-lane or three-lane highway) during a given time period under prevailing roadway and traffic conditions."

The physical characteristics of a roadway such as lane width, alignment, frequency of intersections etc make up the prevailing roadway conditions. Based upon its capacity and a driver's expectations of the operational characteristics of a traffic stream is a qualitative measure denoted as the level of service of a road.

Level of service definitions combine such factors as speed, travel time, safety, convenience and traffic interruptions and fall into six levels of service categories ranging from A down to F.

The AUSTROADS Guide to Traffic Engineering Practice describes Level of Service A as:

"A condition of a free flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high and the general level of comfort and convenience provided is excellent."

The categories are graduated from Level of Service A down through six levels to Level of Service F that is a zone of forced flow. The amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdowns occur and queuing and delays result.

Based on the physical configurations of the road network along the heavy vehicle bypass route, observations of traffic movements and the methodology outlined in Part 2 Roadway Capacity of AUSTROADS Guide to Traffic Engineering Practice, the capacity and Level of Service of the roads can be determined as indicated in **Table 3.2**.

Table 3.2 - Existing Roadway Capacity and Level of Service

Road	Level of Service	Two Way Hourly Capacity
Mid-Western Highway (Grenfell Road)	Level of Service B	1,800 veh/hour
Airport Road	Level of Service B	900 veh/hour
Boundary Road	Level of Service B	900 veh/hour
Olympic Way	Level of Service B	1,600 veh/hour
Fishburn Street	Level of Service B	600 veh/hour
Lachlan Valley Way	Level of Service B	1,600 veh/hour
Campbell Street	Level of Service B	600 veh/hour
Mid-Western Highway	Level of Service B	1,800 veh/hour



3.5 ANNUAL AVERAGE DAILY TRAFFIC

Annual Average Daily Traffic (AADT) is defined as the total volume of traffic passing a roadside observation point over a period of a year divided by the number of days in the year.

Cowra Shire Council has provided specific traffic count data at three (3) locations along the bypass route as indicated below:

- Mid-Western Highway 120m west of the intersection with Airport Road.
- Airport Road 50m south of the intersection with the Mid-Western Highway.
- Campbell Street 30m east of Pack Street.

The traffic data was collected over the period from 24 April 2015 to 28 May 2015.

In addition, the 2013 GHD Report contained traffic data on the following roads:

- Olympic Way 110m south of the abattoir entry with data collected from 16 May 2012 to 1 July 2012. This count collected data on light vehicles only.
- Lachlan Valley Way 70m south of Old Boorowa Road with data collected from 16 May 2012 to 1 July 2012. This count collected data on light vehicles only.
- Mid-Western Highway 140m east of the railway line crossing with data collected from 16 November 2012 to 27 November 2012.

All traffic data collected and used for the preparation of this Traffic Study is attached in Appendix B.

Estimates of the existing AADT on the various roads along or impacted by the heavy vehicle bypass route are summarised in **Table 3.3**.

Table 3.3 – Existing AADT Traffic Volumes

Road	AADT
Mid-Western Highway (Grenfell Road)	2,346 veh/day
Airport Road	301 veh/day
Campbell Street	185 veh/day
Olympic Way	975 veh/day
Lachlan Valley Way	1,546 veh/day
Mid-Western Highway	3,000 veh/day

The estimates of AADT indicated in **Table 3.3** will be used as the basis for the allocation and assessment of traffic utilising the proposed Cowra heavy vehicle bypass.

3.6 PEAK HOUR TRAFFIC

The traffic count data and the traffic data contained in the 2013 GHD Report also provides estimates of the peak hour traffic volumes using each of the subject roads.

Estimates of the existing peak hour traffic volumes on the various roads along or impacted by the heavy vehicle bypass route are summarised in **Table 3.4**.



Table 3.4 – Existing Peak Hour Traffic Volumes

Road	Observed Peak Hour	Peak Hour Traffic Volume
Mid-Western Highway (Grenfell Road)	4.00pm to 5.00pm	204 veh/hour
Airport Road	4.00pm to 5.00pm	28 veh/hour
Campbell Street	4.00pm to 5.00pm	17 veh/hour
Olympic Way	3.00pm to 4.00pm	82 veh/hour
Lachlan Valley Way	3.00pm to 4.00pm	141 veh/hour
Mid-Western Highway	3.00pm to 4.00pm	245 veh/hour

The estimates of peak hour traffic volumes indicated in **Table 3.4** will be used as the basis for the allocation and assessment of traffic utilising the proposed Cowra heavy vehicle bypass.



Traffic Impact of the Proposed Bypass

4.1 PROPOSED BYPASS ROUTE

The adopted Cowra heavy vehicle bypass route is fully documented in **Section 3.1** of this Traffic Study with the indicative general alignment of the heavy vehicle bypass route indicated on aerial photography images included in **Appendix A**.

4.2 BYPASS TRAFFIC USAGE

It is considered that the construction of the Cowra heavy vehicle bypass won't be a significant attractor of additional heavy vehicles to use the highways into and out of Cowra in its own right. However, the provision of the bypass will allow for the significant redistribution of the travel routes used by heavy vehicles when passing through Cowra.

The various combinations of options that will be available for heavy vehicles to bypass Cowra are numerous and include the following:

- 1. Mid-Western Highway (Grenfell Road) to Mid-Western Highway east bound.
- Mid-Western Highway (Grenfell Road) to Olympic Way south bound.
- 3. Mid-Western Highway (Grenfell Road) to Lachlan Valley Way south bound.
- 4. Olympic Way to Mid-Western Highway (Grenfell Road) west bound.
- 5. Olympic Way to Lachlan Valley Way south bound.
- 6. Olympic Way to Mid-Western Highway east bound.
- 7. Lachlan Valley Way to Mid-Western Highway (Grenfell Road) west bound.
- 8. Lachlan Valley Way to Olympic Way south bound.
- 9. Lachlan Valley Way to Mid-Western Highway east bound.
- 10. Mid-Western Highway to Mid-Western Highway (Grenfell Road) west bound.
- 11. Mid-Western Highway to Lachlan Valley Way south bound.
- 12. Mid-Western Highway to Olympic Way south bound.

Only Combination No. 1 and No. 10 utilise the full 8.4km length of the proposed bypass route, whilst the remaining 10 combinations utilise various sections of the bypass route to avoid travelling through the CBD area of Cowra.

4.3 TRAFFIC DISTRIBUTION

To assist in determining the routes of travel taken by heavy vehicles, the information provided by GHD for the preparation of its 2013 Report will be used. GHD carried out an origin destination survey to identify the routes of travel taken by heavy vehicles through Cowra. Counting stations were located on all highways into Cowra and 100% of all heavy vehicles (AUSTROADS Class 6 and above) were counted.

The origin destination counting station locations (numbered 1 to 5) are indicated diagrammatically on **Figure 1**. The nomenclature EB, NB, WB, SB etc refers to East Bound, North Bound, West Bound and South Bound etc.

The GHD Report determined a percentage distribution of heavy vehicles on the highways into and out of Cowra and the GHD data is reproduced in **Table 4.1**.



Table 4.1 – Percentage Distribution of Heavy Vehicles

Inbound	1EB	2NB	3WB	4SB	5SB
1WB	0%	2%	31%	62%	5%
2SB	0%	14%	39%	36%	11%
3EB	38%	13%	13%	10%	25%
4NB	64%	20%	14%	0%	2%
5NB	20%	28%	28%	13%	13%

Source: 2013 GHD Origin Destination Survey Results

The percentages of heavy vehicles using the 12 combination options for using the bypass route as indicated in **Section 4.2** will be used to distribute the heavy vehicles onto and off the bypass route dependent upon the vehicles point of origin and ultimate destination.

It should be noted that the proposed bypass route will not only cater for heavy vehicles and that highway traffic comprising passenger and light vehicles can also use the various sections of the bypass route to avoid the Cowra CBD area. For the purposes of this assessment, 50% of the heavy vehicle percentages determined by GHD will be applied to the passenger and light vehicle numbers using the highways to allocate vehicle numbers for highway traffic on a through journey to a destination other than Cowra.

To assist in the allocation of the heavy vehicle and passenger and light vehicle traffic volumes to the various sections of the bypass route, the full length of the bypass route will be broken into segments as indicated below:

- Mid-Western Highway (Grenfell Road) west of Cowra.
- Bypass Segment 1: Mid-Western Highway (Grenfell Road) to Olympic Way via Airport Road and Boundary Road.
 - riodd diid Bodinadi y riodd.
- Bypass Segment 2: Olympic Way to Lachlan Valley Way
- Bypass Segment 3: Lachlan Valley Way to Mid-Western Highway via Campbell Street.
- Mid-Western Highway east of Cowra.

To assist in the understanding of the various segments of the heavy vehicle bypass, the segments and the bypass usage details as outlined in **Section 4.2** are indicated diagrammatically on **Figure 2**.

4.3.1 DAILY TRAFFIC USAGE

The available daily traffic volumes have been allocated to each of the applicable Segments of the bypass route to determine the base line traffic data on the applicable roads.

Additionally, a day/night split was determined to assist in the assessment of the potential noise impacts of the operation of the heavy vehicle bypass. The day time period was taken from 7.00am to 10.00pm and the night time period was taken from 10.00pm to 7.00am. The noise assessment of the bypass route was undertaken separately by Blackett Acoustics.

The daily traffic volume allocation with no bypass in operation ie. Segment 2 is a missing link in the bypass, is indicated in **Table 4.2**.



Table 4.2 – 2015 Available Daily Traffic Volumes (No Bypass)

Road Location	Time period	Aver	age Daily Traffic Vo	lume
		Total	Light	Heavy
Mid-Western Highway	Day Time	2116	1981	135
(west of Cowra)	Night Time	230	210	20
Bypass Segment 1	Day Time	268	262	6
Mid Western Highway to Olympic Way (Airport Road)	Night Time	33	33	0
Bypass Segment 2	Day Time	NA	NA	NA
Olympic Way to Lachlan Valley Way	Night Time	NA	NA	NA
Bypass Segment 3	Day Time	171	169	2
Lachlan Valley Way to Mid-Western Highway (Campbell Street)	Night Time	14	14	0
Mid-Western Highway	Day Time	2693	2523	170
(east of Cowra)	Night Time	307	265	42

Note: Day Time: 7.00am to 10.00pm Night Time: 10.00pm to 7.00am

The 2015 available daily traffic volumes with no bypass are indicated on Figure 3.

An algorithm has been developed to allocate the heavy vehicle traffic volumes from each of the highways in accordance with the GHD heavy vehicle percentages in **Table 4.1** and also allowing for the allocation of passenger and light vehicle traffic volumes to each of the Segments of the overall bypass route.

The baseline traffic data for the operation of the heavy vehicle bypass route for the estimated 2015 traffic volume data is indicated in **Table 4.3**.

Table 4.3 – 2015 Estimated Daily Traffic Volumes (With Bypass)

Road Location	Time period	Average Daily Traffic Volume		
		Total	Light	Heavy
Mid-Western Highway	Day Time	2116	1981	135
(west of Cowra)	Night Time	230	210	20
Bypass Segment 1	Day Time	1055	948	107
Mid-Western Highway to Olympic Way	Night Time	119	103	16
Bypass Segment 2	Day Time	1353	1176	177
Olympic Way to Lachlan Valley Way	Night Time	152	120	32
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway	Day Time	1326	1176	150
	Night Time	150	119	31
Mid-Western Highway	Day Time	2693	2523	170
(east of Cowra)	Night Time	307	265	42

Note: Day Time: 7.00am to 10.00pm Night Time: 10.00pm to 7.00am



The 2015 estimated daily traffic volumes using the heavy vehicle bypass are indicated on Figure 4.

The daily traffic volumes using the heavy vehicle bypass are also to be calculated for the Year 2025 and Year 2035. An estimation of the future traffic volumes can be made by applying a growth factor to the existing traffic volumes to account for the natural growth in traffic volumes over time.

The growth factor to be applied to the existing estimated traffic volumes using the heavy vehicle bypass will be taken as 2% per annum.

By applying the 2% growth factor, the Year 2025 and Year 2035 traffic volumes using the heavy vehicle bypass are indicated in **Table 4.4** and **Table 4.5** respectively.

Table 4.4 – 2025 Estimated Daily Traffic Volumes (With Bypass)

Road Location	Time period	Average Daily Traffic Volume		
		Total	Light	Heavy
Mid-Western Highway	Day Time	2582	2417	165
(west of Cowra)	Night Time	280	256	24
Bypass Segment 1	Day Time	1287	1157	130
Mid-Western Highway to Olympic Way	Night Time	145	125	20
Bypass Segment 2	Day Time	1650	1434	216
Olympic Way to Lachlan Valley Way	Night Time	185	146	39
Bypass Segment 3	Day Time	1618	1435	183
Lachlan Valley Way to Mid-Western Highway	Night Time	183	144	39
Mid-Western Highway	Day Time	3285	3078	207
(east of Cowra)	Night Time	375	323	52

Note: Day Time: 7.00am to 10.00pm Night Time: 10.00pm to 7.00am

Table 4.5 – 2035 Estimated Daily Traffic Volumes (With Bypass)

Road Location	Time period	Average Daily Traffic Volume		
		Total	Light	Heavy
Mid-Western Highway	Day Time	3132	2932	200
(west of Cowra)	Night Time	340	310	30
Bypass Segment 1 Mid-Western Highway to Olympic Way	Day Time	1561	1403	158
	Night Time	177	151	26
Bypass Segment 2 Olympic Way to Lachlan Valley Way	Day Time	2002	1740	262
	Night Time	225	178	47
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway	Day Time	1962	1740	222
	Night Time	223	177	46
Mid-Western Highway (east of Cowra)	Day Time	3986	3734	252
	Night Time	454	392	62

Note: Day Time: 7.00am to 10.00pm Night Time: 10.00pm to 7.00am



The 2025 and 2035 estimated daily traffic volumes using the heavy vehicle bypass are indicated on **Figure 5** and **Figure 6** respectively.

4.3.2 PEAK HOUR TRAFFIC USAGE

The assessment of the operation of any future traffic regulation devices on the heavy vehicle bypass route (ie. intersection treatments, roundabouts etc) will require the use of peak hour traffic volumes on each of the subject roads. The algorithm determined for the allocation of the daily traffic volumes will not be used for the allocation of the estimated peak hour traffic volumes using the bypass from the available traffic data.

As an alternative, the peak hour traffic volumes using the bypass route will be estimated based on a comparison of the ratio between the existing peak hour traffic volumes indicated in **Table 3.4** and the daily traffic volumes indicated in **Table 3.3**.

The existing peak hour to daily traffic volume ratio ranges from 8.2% to 9.3%. For the purposes of this analysis, a conservative peak hour to daily traffic volume ratio of 10% will be adopted.

On this basis, the daily traffic volumes using the heavy vehicle bypass as indicated in **Table 4.3**, **Table 4.4** and **Table 4.5** will have the 10% ratio factor applied to determine the peak hour traffic volumes using the bypass.

The corresponding peak hour traffic volumes for the Year 2015, Year 2025 and Year 2035 are indicated in **Table 4.6**, **Table 4.7** and **Table 4.8** respectively.

Table 4.6 – 2015 Estimated Peak Hour Traffic Volumes (With Bypass)

Road Location	Time period	Peak Hour Traffic Volume		
		Total	Light	Heavy
Mid-Western Highway	Day Peak Hour	212	198	14
(west of Cowra)	Night Peak Hour	23	21	2
Bypass Segment 1 Mid-Western Highway to Olympic Way	Day Peak Hour	106	95	11
	Night Peak Hour	12	10	2
Bypass Segment 2 Olympic Way to Lachlan Valley Way	Day Peak Hour	136	118	18
	Night Peak Hour	15	12	3
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway	Day Peak Hour	133	118	15
	Night Peak Hour	15	12	3
Mid-Western Highway (east of Cowra)	Day Peak Hour	269	252	17
	Night Peak Hour	31	27	4

The 2015 peak hour traffic volumes using the heavy vehicle bypass are indicated on Figure 7.



Table 4.7 – 2025 Estimated Peak Hour Traffic Volumes (With Bypass)

Road Location	Time period	Peak Hour Traffic Volume		ne
		Total	Light	Heavy
Mid-Western Highway	Day Peak Hour	258	242	16
(west of Cowra)	Night Peak Hour	28	26	2
Bypass Segment 1 Mid-Western Highway to Olympic Way	Day Peak Hour	129	116	13
	Night Peak Hour	15	13	2
Bypass Segment 2 Olympic Way to Lachlan Valley Way	Day Peak Hour	165	143	22
	Night Peak Hour	19	15	4
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway	Day Peak Hour	162	144	18
	Night Peak Hour	18	14	4
Mid-Western Highway (east of Cowra)	Day Peak Hour	329	308	21
	Night Peak Hour	37	32	5

The 2025 peak hour traffic volumes using the heavy vehicle bypass are indicated on Figure 8.

Table 4.8 – 2035 Estimated Peak Hour Traffic Volumes (With Bypass)

Road Location	Time period	Peak Hour Traffic Volume		
		Total	Light	Heavy
Mid-Western Highway	Day Peak Hour	313	293	20
(west of Cowra)	Night Peak Hour	34	31	3
Bypass Segment 1 Mid-Western Highway to Olympic Way	Day Peak Hour	156	140	16
	Night Peak Hour	18	15	3
Bypass Segment 2	Day Peak Hour	200	174	26
Olympic Way to Lachlan Valley Way	Night Peak Hour	23	18	5
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway	Day Peak Hour	196	174	22
	Night Peak Hour	23	18	5
Mid-Western Highway (east of Cowra)	Day Peak Hour	398	373	25
	Night Peak Hour	45	39	6

The 2035 peak hour traffic volumes using the heavy vehicle bypass are indicated on Figure 9.



4.4 IMPACT OF THE BYPASS TRAFFIC

The impact of the traffic using the Cowra heavy vehicle bypass on the roads forming the bypass route will be assessed in terms of:

- i) Traffic Volume;
- ii) Roadway Capacity; and
- iii) Intersection Operation.

4.4.1 TRAFFIC VOLUME

The potential impact of the traffic volumes using the heavy vehicle bypass will be assessed by comparison of the initial operation of the bypass to the existing 2015 traffic volumes specifically on Airport Road and Campbell Street.

A comparison of the various daily traffic volumes (day time, night time, light, heavy etc) on Airport Road and Campbell Street as outlined in **Table 4.2** and **Table 4.3** is indicated in **Table 4.9**.

Table 4.9 - Comparison of Existing and Bypass Traffic Volumes

Road	Existing Traffic Volume	Bypass Traffic Volume	Percentage Increase
Bypass Segment 1 Mid- Western Highway to Olympic Way (Airport Road) Day Time Traffic Volume	268 veh/day	1055 veh/day	293.6%
Bypass Segment 1 Mid- Western Highway to Olympic Way (Airport Road) Night Time Traffic Volume	33 veh/night	119 veh/night	260.6%
Bypass Segment 1 Mid- Western Highway to Olympic Way (Airport Road) Day Time Light Traffic Volume	262 veh/day	948 veh/day	261.8%
Bypass Segment 1 Mid- Western Highway to Olympic Way (Airport Road) Night Time Light Traffic Volume	33 veh/night	103 veh/night	212.1%
Bypass Segment 1 Mid- Western Highway to Olympic Way (Airport Road) Day Time Heavy Traffic Volume	6 veh/day	107 veh/day	1,683%
Bypass Segment 1 Mid- Western Highway to Olympic Way (Airport Road) Night Time Heavy Traffic Volume	0 veh/night	16 veh/night	Not Calculable
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway (Campbell Street) Day Time Traffic Volume	171 veh/day	1323 veh/day	673.7%
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway (Campbell Street) Night Time Traffic Volume	14 veh/night	150 veh/night	971.4%



Table 4.9 - Comparison of Existing and Bypass Traffic Volumes

Road	Existing Traffic Volume	Bypass Traffic Volume	Percentage Increase
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway (Campbell Street) Day Time Light Traffic Volume	169 veh/day	1176 veh/day	595.8%
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway (Campbell Street) Night Time Light Traffic Volume	14 veh/night	119 veh/night	750.0%
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway (Campbell Street) Day Time Heavy Traffic Volume	2 veh/day	150 veh/day	7,400%
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway (Campbell Street) Night Time Heavy Traffic Volume	0 veh/night	31 veh/night	Not Calculable

Whilst the percentage increases in the daily traffic volumes on Airport Road and Campbell Street for all bypass cases are very high, ranging from 212% to 7,400%, the immediate impact of the bypass traffic is being compared to very low existing local street traffic volumes. The capacity of the roadway to cater for the additional traffic volume will be assessed in the following Section of the Traffic Report.

4.4.2 ROADWAY CAPACITY

To further review the impacts of the daily traffic volumes indicated in **Section 4.4.1**, a comparison should be made with the actual traffic volume capacity of each road in its current configuration. Using the bypass peak hour traffic volumes for Segment 1 and Segment 3 as indicated in **Table 4.6** (with light and heavy vehicles combined) and the roadway capacity for Airport Road and Campbell Street as determined in **Section 3.4**, a comparison of the bypass peak hour traffic volume and the actual road capacity is indicated in **Table 4.10**.

The operational capacity indicated in **Table 4.10** is the percentage of the actual volume capacity that the road is functioning at.

Table 4.10 – 2015 Bypass Peak Hour Operational Capacity

Road	Bypass Peak Hour Traffic Volume	Existing Roadway Capacity at a Level of Service B	Operational Capacity
Bypass Segment 1 Mid Western Highway to Olympic Way (Airport Road)	106 veh/hour	900 veh/hour	11.8%
Bypass Segment 3 Lachlan Valley Way to Mid-Western Highway (Campbell Street)	133 veh/hour	600 veh/hour	22.2%



Even under the existing roadway conditions (narrow bitumen carriageway, minimal shoulders etc), the peak hour traffic attracted to the bypass route only uses 11.8% of the peak hour capacity of Airport Road and 22.2% of Campbell Street at a Level of Service B.

Allowing for the growth in the peak hour heavy vehicle bypass traffic for the Year 2025 and Year 2035 as indicated in Table 4.7 and Table 4.8, the operational capacity for Airport Road and Campbell Street is 17.3% and 32.7% respectively for the Year 2035 peak hour traffic volumes operating on the existing roadways.

The required upgrading of the roads on the overall bypass route to cater for the bypass traffic, and in particular the Airport Road and Campbell Street segments, will result in the Roadway Capacity at a Level of B of the roads also increasing. It is expected that Level of Service B Roadway Capacity of the bypass route will be 1,200 vehicles/hour.

Following the upgrading of Airport Road and Campbell Street, the operational capacity of the roads for the Year 2035 peak hour traffic volumes will drop to 13.0% and 16.3% respectively. On this basis, the streets along the bypass route are operating efficiently and well below capacity.

The Year 2035 peak hour traffic volumes along the bypass route can also be assessed for general compliance with environmental capacity performance standards. The RTA's Guide to Traffic Generating Developments provides information in Section 4.3.5 Performance Standards relating to the Environmental Capacity of a road.

Table 4.6 of the RTA's Guide provides the limits on the peak hour traffic volume to achieve the environmental goal and the maximum peak hour volume to reach environmental capacity. For a Collector Road that provides direct access to residential properties (Airport Road or Campbell Street). the limit on achieving the environmental goal is 300 vehicles per hour and the maximum volume for environmental capacity is 500 vehicles per hour.

Based on the Year 2035 peak hour traffic volumes using the bypass route as outlined in Table 4.8, the maximum peak hour traffic volume on Bypass Segment 1 (Airport Road) is 156 vehicles per hour and on Bypass Segment 3 (Campbell Street) is 196 vehicles per hour.

For the Year 2035 traffic volumes, Bypass Segment 1 and Bypass Segment 3 are both less than the environmental goal of 300 vehicles per hour and thus compliance with the environmental capacity performance standards is achieved.

4.4.3 **HEAVY VEHICLE BYPASS ROADWAY CONFIGURATION**

The roadway configuration to be adopted for the design and construction of the Cowra heavy vehicle bypass will be based on the AUSTROADS Guide to Road Design and specifically the following parts:

- Part 3 Geometric Design
- Part 4A Unsignalised and Signalised Intersections
- Part 4B Roundabouts

The general roadway configuration along the bypass route will comprise a 3.5m travel lane in each direction with a 2.0m shoulder that includes 1m of bitumen seal on the shoulder.

Where the bypass route adjoins residential or industrial land uses, the bypass roadway adjacent to the residential or industrial land will incorporate a 3.0m wide parking lane outside the travel lane and concrete kerb and gutter will also be provided.

The typical bypass roadway configurations for the scenarios outline above are indicated on Figure 10.

The implementation of the heavy vehicle bypass shall not preclude maintaining vehicular access to the driveways of any of the properties at any location along the bypass route.



The speed limits to be imposed on the roads forming the heavy vehicle bypass route will range from 60km/hr to 80km/hr and will be set on sections of the roadway as appropriate based on the adjoining land use and maintaining access to properties adjoining the bypass.

The design and construction of five (5) major intersections will be required for the development of the heavy vehicle bypass and include:

- Mid-Western Highway (Grenfell Road) and Airport Road
- Boundary Road and Olympic Way
- Bypass Route and Lachlan Valley Way
- Campbell Street and Darbys Falls Road
- Campbell Street and Mid-Western Highway

The Roads and Maritime Services (RMS) has provided comments in relation to the preparation of the REF and the Traffic Study for the proposed bypass route. A copy of the RMS letter dated 1 June 2015 is attached in Appendix C.

The RMS response provides a number of comments relating to detailed design issues to be taken into account at the appropriate stage of the project and a number of comments that relate specifically to the preparation of this Traffic Study including:

- Proposed bypass route intersections with classified roads will need to be designed and constructed in accordance with AUSTROADS Guide to Road Design and Roads and Maritime Supplements.
- Where the bypass route intersects with classified roads, traffic on the classified road will have priority over traffic on the proposed bypass road.
- 90 degree bends in the route should be avoided by providing curves with larger radii to better accommodate heavy vehicles.

In order to comply with the requirements outlined by the RMS, the following intersection design guidelines will be adopted.

Mid-Western Highway (Grenfell Road) and Airport Road

The intersection of the Mid-Western Highway and Airport Road must cater predominantly for east bound heavy vehicles to turn right into Airport Road and utilise the bypass.

Heavy vehicles that are leaving the bypass need to be able to turn left and head westwards on the Mid-Western Highway.

Additionally, provision should be made for west bound vehicles leaving Cowra to turn left into Airport Road and join the bypass or to access Cowra Airport.

To cater for the various vehicle movements at this intersection the following configuration of intersection should be provided in accordance with the requirements of AUSTROADS Part 4A: Unsignalised and Signalised Intersections.

The design speed on the Mid-Western Highway is 80km/hr.

CHR - Channelised Right Turn Lane from the Mid-Western Highway into Airport Road. In accordance with Figure 7.7 and Table 5.2 of AUSTROADS, the following general design criteria would apply:

- Lateral lane movement length to transition through traffic around the right turn lane- minimum of
- Total length of auxiliary lane including a 30m taper and storage for 2 x B-Doubles minimum 155m.
- Additional distance required for design turning vehicle 40m.



Total length of CHR intersection components – minimum 355m.

AUL - Auxiliary Left Turn Lane from the Mid-Western Highway into Airport Road. In accordance with Figure 8.2.3 and Table 5.2 of AUSTROADS, the following general design criteria would apply:

Deceleration auxiliary lane length including a 30m taper - minimum 100m.

AUL – Auxiliary Acceleration Lane for the left turn from Airport Road onto the Mid-Western Highway. In accordance with Figure 8.6 and Table 5.4 of AUSTROADS, the following general design criteria would apply:

- Radius of left turn out minimum 30m and as required to suit the turning path of the design vehicle.
- Acceleration lane length including an 80m merge taper minimum 220m

The detailed design of this intersection shall be carried out to the requirements of all relevant sections of the AUSTROADS Road Design Guide, the requirements and approval of RMS and in accordance with the standards of RMS and Cowra Shire Council.

Boundary Road and Olympic Way

The intersection of Boundary Road and Olympic Way will form a 4 way intersection and in accordance with the RMS comments, the classified road (Olympic Way) is to have priority.

In order to achieve this objective and provide opportunities for the bypass traffic to cross Olympic Way it is proposed that a large diameter roundabout be designed and constructed at this location in accordance with the requirements of AUSTROADS Part 4B: Roundabouts.

The roundabout should be provided with two (2) entry lanes, circulating lanes and exit lanes on all legs of the roundabout. The provision of two (2) lanes for all components of the roundabout will allow oversize heavy vehicles to negotiate the roundabout on occasions as necessary.

It is anticipated that the central island of the roundabout will be in the order of 16m to 20m in diameter.

The detailed design of this intersection shall be carried out to the requirements of all relevant sections of the AUSTROADS Road Design Guide, the requirements and approval of RMS and in accordance with the standards of RMS and Cowra Shire Council.

Bypass Route and Lachlan Valley Way

The intersection of the bypass route and Lachlan Valley Way will form a 4 way intersection and in accordance with the RMS comments, the classified road (Lachlan Valley Way) is to have priority.

In order to achieve this objective and provide opportunities for the bypass traffic to cross Lachlan Valley Way it is proposed that a large diameter roundabout be designed and constructed at this location in accordance with the requirements of AUSTROADS Part 4B: Roundabouts.

The geometry of the roundabout at this location will be complicated by the need for the bypass route to pass beneath the elevated rail bridge of the Blayney to Demondrille Rail Line to continue its alignment over the Lachlan River and along the southern side of the rail corridor.

The roundabout should be provided with two (2) entry lanes, circulating lanes and exit lanes on all legs of the roundabout. The provision of two (2) lanes for all components of the roundabout will allow oversize heavy vehicles to negotiate the roundabout on occasions as necessary.

It is anticipated that the central island of the roundabout will be in the order of 16m to 20m in diameter

The detailed design of this intersection shall be carried out to the requirements of all relevant sections of the AUSTROADS Road Design Guide, the requirements and approval of RMS and in accordance with the standards of RMS and Cowra Shire Council.



Campbell Street and Darbys Falls Road

The intersection of Campbell Street and Brougham Street/Darbys Falls Road will form a 4 way intersection and in accordance with the RMS comments, the classified road (Darbys Falls Road) is to have priority.

In order to achieve this objective and provide opportunities for the bypass traffic to cross Darbys Falls Road it is proposed that a large diameter roundabout be designed and constructed at this location in accordance with the requirements of AUSTROADS Part 4B: Roundabouts.

The roundabout should be provided with two (2) entry lanes, circulating lanes and exit lanes on all legs of the roundabout. The provision of two (2) lanes for all components of the roundabout will allow oversize heavy vehicles to negotiate the roundabout on occasions as necessary.

It is anticipated that the central island of the roundabout will be in the order of 14m to 16m in diameter.

The detailed design of this intersection shall be carried out to the requirements of all relevant sections of the AUSTROADS Road Design Guide, the requirements and approval of RMS and in accordance with the standards of RMS and Cowra Shire Council.

Campbell Street and Mid-Western Highway

The intersection of the Campbell Street and the Mid-Western Highway must cater predominantly for east bound heavy vehicles to turn left from the highway into Campbell Street and utilise the bypass.

Heavy vehicles that are leaving the bypass also need to be able to turn right and head eastwards on the Mid-Western Highway.

Additionally, provision should be made for east bound vehicles leaving Cowra to turn right into Campbell Street and join the bypass.

To cater for the various vehicle movements at this intersection the following configuration of intersection should be provided in accordance with the requirements of AUSTROADS Part 4A: Unsignalised and Signalised Intersections.

The design speed on the Mid-Western Highway is 80km/hr.

AUL – Auxiliary Left Turn Lane from the Mid-Western Highway into Campbell Street. In accordance with Figure 8.2.3 and Table 5.2 of AUSTROADS, the following general design criteria would apply:

• Deceleration auxiliary lane length including a 30m taper – minimum 100m.

Seagull Turn Lane and Acceleration Lane – Right Turn Lane from the Mid-Western Highway into Campbell Street and Right Turn and Acceleration Lane from Campbell Street onto the Mid-Western Highway. In accordance with Figure 7.14 and Table 5.4 of AUSTROADS, the following general design criteria would apply:

- Total length of right turn auxiliary lane including a 30m taper and storage for 2 x Semi Trailers minimum 140m.
- Acceleration lane length for right turn from Campbell Street onto the Mid-Western Highway minimum 235m.
- Acceleration lane merge treatment to the Mid-Western Highway minimum 180m including 80m taper.

The detailed design of this intersection shall be carried out to the requirements of all relevant sections of the AUSTROADS Road Design Guide, the requirements and approval of RMS and in accordance with the standards of RMS and Cowra Shire Council.



Airport Road and Boundary Road

The existing intersection of Airport Road and Boundary Road forms a 90 degree angle bend and will not be appropriate for the operation of heavy vehicles along the bypass route.

Investigations are to be carried out during the detailed design of the bypass route roadway to acquire the adjacent property at this intersection so that a curved alignment with a larger radius can be provided to better accommodate the turning movement and operation of heavy vehicles at this section of the bypass.

4.4.4 INTERSECTION OPERATION

The operation of the major intersections on the heavy vehicle bypass route will be assessed using the SIDRA Intersection Analysis computer program. The intersection assessments will be carried out for the peak hour traffic volumes for the Year 2035 using traffic data from **Table 4.8** together with an evaluation of the estimated corresponding peak hour traffic volumes on Olympic Way and Lachlan Valley Way.

The major intersections on the bypass route will be assessed based on the bypass configuration and intersection upgrading as outlined in **Section 4.4.3**.

It should be noted that the proposed roundabout at the intersection of Campbell Street and Darbys Falls Road will not be assessed as part of this Traffic Study as traffic data on Darbys Fall Road is limited and the proposed roundabouts at the intersections of the bypass route with Olympic Way and Lachlan Valley Way will function at a higher capacity that the roundabout at the Darbys Falls Road intersection.

The assessment of the two (2) major roundabouts on the bypass route will cater for greater volumes of traffic than the proposed roundabout at the intersection of Darbys Falls Road.

The turning movements at each of the intersections to be assessed for the Year 2035 peak hour traffic volumes are indicated in **Figure 11**, **Figure 12**, **Figure 13** and **Figure 14**, noting that the day peak hour volumes have been detailed. The SIDRA modelling results for each intersection are attached in **Appendix D**.

The SIDRA modelling assessed the operation of the intersections for the parameters of Average Delay, Queue Length and the subsequent overall Level of Service for each leg of the intersection.

A summary of the SIDRA modelling for the operation of the intersection of the Mid-Western Highway and Airport Road is indicated in **Table 4.11**.

Table 4.11 – Mid-Western Highway and Airport Road Intersection Operation

Traffic Movement	Average Delay (sec)	Queue Length (No. of Cars)	Level of Service		
Mid-Western Highway (Grenfe	ll Road) East Bound				
Straight Through	0.0 sec	0.0 cars	LOS A		
Right Turn	13.3 sec	0.2 cars	LOS A		
Mid-Western Highway (Grenfe	Mid-Western Highway (Grenfell Road) West Bound				
Straight Trough	0.0 sec	0.0 cars	LOS A		
Left Turn	11.4 sec	0.0 cars	LOS A		
Airport Road					
Left Turn	14.0 sec	0.3 cars	LOS A		
Right Turn	12.8 sec	0.3 cars	LOS A		



The proposed upgrading to the intersection of the Mid-Western Highway and Airport Road results in all traffic movements at the intersection operating efficiently at a Level of Service A for the estimated Year 2035 peak hour traffic. The average delay ranges from 11.4 seconds to 14.0 seconds with the maximum queue length of 0.3 cars.

The operation of the upgraded intersection has minimal impact on through traffic on the Mid-Western Highway and vehicles using Airport Road.

A summary of the SIDRA modelling for the operation of the intersection of the Boundary Road and Olympic Way is indicated in **Table 4.12**.

Table 4.12 – Boundary Road and Olympic Way Intersection Operation

Traffic Movement	Average Delay (sec)	Queue Length (No. of Cars)	Level of Service	
Boundary Road East Bound				
Straight Through	4.9 sec	0.4 cars	LOS A	
Right Turn	12.0 sec	0.4 cars	LOS A	
Left Turn	5.9 sec	0.2 cars	LOS A	
Boundary Road West Bound				
Straight Through	4.8 sec	0.4 cars	LOS A	
Right Turn	11.5 sec	0.4 cars	LOS A	
Left Turn	6.2 sec	0.3 cars	LOS A	
Olympic Way North Bound				
Straight Through	4.9 sec	0.2 cars	LOS A	
Right Turn	11.8 sec	0.2 cars	LOS A	
Left Turn	6.8 sec	0.2 cars	LOS A	
Olympic Way South Bound				
Straight Through	5.0 sec	0.2 cars	LOS A	
Right Turn	11.7 sec	0.2 cars	LOS A	
Left Turn	6.7 sec	0.1 cars	LOS A	

The proposed upgrading to the intersection of Olympic Way and Boundary Road results in all traffic movements at the intersection operating efficiently at a Level of Service A for the estimated Year 2035 peak hour traffic. The average delay ranges from 4.8 seconds to 12.0 seconds with the maximum queue length of 0.4 cars.

The operation of the upgraded intersection has minimal impact on through traffic on Olympic Way and vehicles using Boundary Road.



A summary of the SIDRA modelling for the operation of the intersection of the bypass route and Lachlan Valley Way is indicated in **Table 4.13**.

Table 4.13 – Bypass Route and Lachlan Valley Way Intersection Operation

Traffic Movement	Average Delay (sec)	Queue Length (No. of Cars)	Level of Service	
Bypass Route East Bound				
Straight Through	4.8 sec	0.5 cars	LOS A	
Right Turn	11.9 sec	0.5 cars	LOS A	
Left Turn	6.3 sec	0.3 cars	LOS A	
Bypass Route West Bound				
Straight Through	4.9 sec	0.5 cars	LOS A	
Right Turn	11.9 sec	0.5 cars	LOS A	
Left Turn	6.6 sec	0.3 cars	LOS A	
Lachlan Valley Way North Bound				
Straight Through	5.1 sec	0.3 cars	LOS A	
Right Turn	12.2 sec	0.3 cars	LOS A	
Left Turn	6.9 sec	0.2 cars	LOS A	
Lachlan Valley Way South Bound				
Straight Through	5.2 sec	0.3 cars	LOS A	
Right Turn	12.1 sec	0.3 cars	LOS A	
Left Turn	6.7 sec	0.2 cars	LOS A	

The proposed upgrading to the intersection of Lachlan Valley Way and the Bypass Route results in all traffic movements at the intersection operating efficiently at a Level of Service A for the estimated Year 2035 peak hour traffic. The average delay ranges from 4.8 seconds to 12.2 seconds with the maximum queue length of 0.5 cars.

The operation of the upgraded intersection has minimal impact on through traffic on Lachlan Valley Way and vehicles using the Bypass Route.



A summary of the SIDRA modelling for the operation of the intersection of Campbell Street and the Mid-Western Highway is indicated in **Table 4.14**.

Table 4.14 - Campbell Street and Mid-Western Highway Intersection Operation

Traffic Movement	Average Delay (sec)	Queue Length (No. of Cars)	Level of Service	
Campbell Street				
Right Turn	17.2 sec	0.6 cars	LOS B	
Left Turn	15.8 sec	0.6 cars	LOS B	
Mid-Western Highway West Bound				
Straight Through	0.0 sec	0.0 cars	LOS A	
Left Turn	12.6 sec	0.0 cars	LOS A	
Mid-Western Highway East Bound				
Straight Through	0.0 sec	0.0 cars	LOS A	
Right Turn	11.8 sec	0.1 cars	LOS A	

The proposed upgrading to the intersection of the Mid-Western Highway and Campbell Street results in the Highway traffic movements at the intersection operating efficiently at a Level of Service A and the Campbell Street movements operating at a Level of Service B for the estimated Year 2035 peak hour traffic. The average delay ranges from 11.8 seconds to 17.2 seconds with the maximum queue length of 0.6 cars.

The operation of the upgraded intersection has minimal impact on through traffic on the Mid-Western Highway and a minor impact on vehicles using Campbell Street.

4.4.5 ROAD NETWORK HIERARCHY

Following the construction and operation of the Cowra heavy vehicle bypass, the functional classification of a number of the roads along the bypass route will change. Airport Road, Boundary Road, Fishburn Street and Campbell Street will see the roads classification under a functional road network hierarchy increase from the current Local Road status.

A comparison of the road classifications along the bypass route for the roads current status and for the operational bypass is indicated in **Table 4.15**.

Table 4.15 – Bypass Road Classification

Road	Existing Classification	Bypass Classification
Mid-Western Highway (Grenfell Road)	Arterial Road	Arterial Road
Airport Road	Local Road	Sub-Arterial Road
Boundary Road	Local Road	Sub-Arterial Road
Olympic Way	Arterial Road	Arterial Road
Fishburn Street	Local Road	Sub-Arterial Road
Lachlan Valley Way	Arterial Road	Arterial Road
Campbell Street	Local Road	Sub-Arterial Road
Mid-Western Highway	Arterial Road	Arterial Road



Bypass Traffic Impact Summary

The impact of the traffic using the Cowra heavy vehicle bypass on the roads forming the bypass route has been assessed in terms of:

- i) Traffic Volume:
- ii) Roadway Capacity; and
- iii) Intersection Operation.

The percentage increases in the daily traffic volumes on Airport Road and Campbell Street are very high, ranging from 212% to 7,400%, however, the immediate impact of the bypass traffic is being compared to very low existing local street traffic volumes.

Whilst the percentage increase in daily traffic on Airport Road and Campbell Street are very high, the operational capacity of the roads under existing roadway conditions ranges from 11.8% for Airport Road and 22.2% for Campbell Street. Allowing for the growth in the peak hour bypass traffic, the operational capacity for Airport Road and Campbell Street is 17.3% and 32.7% respectively for the Year 2035 peak hour traffic volumes operating on the existing roads.

Following the upgrading of Airport Road and Campbell Street, the operational capacity of the roads for the Year 2035 peak hour traffic volumes will drop to 13.0% and 16.3% respectively. On this basis, the streets along the bypass route are operating efficiently and well below capacity.

For the Year 2035 traffic volumes, Bypass Segment 1 and Bypass Segment 3 are both less than the environmental goal of 300 vehicles per hour and thus compliance with the environmental capacity performance standards is achieved.

The general roadway configuration along the bypass route will comprise a 3.5m travel lane in each direction with a 2.0m shoulder that includes 1m of bitumen seal on the shoulder.

Where the bypass route adjoins residential or industrial land uses, the bypass roadway adjacent to the residential or industrial land will incorporate a 3.0m wide parking lane outside the travel lane and concrete kerb and gutter will also be provided.

The implementation of the heavy vehicle bypass shall not preclude maintaining vehicular access to the driveways of any of the properties at any location along the bypass route.

The speed limits to be imposed on the roads forming the heavy vehicle bypass route will range from 60km/hr to 80km/hr and will be set on sections of the roadway as appropriate based on the adjoining land use and maintaining access to properties adjoining the bypass.

The design and construction of five (5) major intersections will be required for the development of the heavy vehicle bypass and include:

- Mid-Western Highway (Grenfell Road) and Airport Road
- Boundary Road and Olympic Way
- Bypass Route and Lachlan Valley Way
- Campbell Street and Darbys Falls Road
- Campbell Street and Mid-Western Highway



Each of the intersections, except for Darbys Falls Road has been assessed using SIDRA and the assessment has determined the following operational parameters:

1. The proposed upgrading to the intersection of the Mid-Western Highway and Airport Road results in all traffic movements at the intersection operating efficiently at a Level of Service A for the estimated Year 2035 peak hour traffic. The average delay ranges from 11.4 seconds to 14.0 seconds with the maximum queue length of 0.3 cars.

The operation of the upgraded intersection has minimal impact on through traffic on the Mid-Western Highway and vehicles using Airport Road.

2. The proposed upgrading to the intersection of Olympic Way and Boundary Road results in all traffic movements at the intersection operating efficiently at a Level of Service A for the estimated Year 2035 peak hour traffic. The average delay ranges from 4.8 seconds to 12.0 seconds with the maximum queue length of 0.4 cars.

The operation of the upgraded intersection has minimal impact on through traffic on Olympic Way and vehicles using Boundary Road.

3. The proposed upgrading to the intersection of Lachlan Valley Way and the Bypass Route results in all traffic movements at the intersection operating efficiently at a Level of Service A for the estimated Year 2035 peak hour traffic. The average delay ranges from 4.8 seconds to 12.2 seconds with the maximum queue length of 0.5 cars.

The operation of the upgraded intersection has minimal impact on through traffic on Lachlan Valley Way and vehicles using the Bypass Route.

4. The proposed upgrading to the intersection of the Mid-Western Highway and Campbell Street results in the Highway traffic movements at the intersection operating efficiently at a Level of Service A and the Campbell Street movements operating at a Level of Service B for the estimated Year 2035 peak hour traffic. The average delay ranges from 11.8 seconds to 17.2 seconds with the maximum gueue length of 0.6 cars.

The operation of the upgraded intersection has minimal impact on through traffic on the Mid-Western Highway and a minor impact on vehicles using Campbell Street.

Following the construction and operation of the Cowra heavy vehicle bypass, the functional classification of roads along the bypass route will change. The functional classification of all roads along the bypass route will be:

•	Mid-Western Highway (Grenfell Road)	Arterial Road
•	Airport Road	Sub-Arterial Road
•	Boundary Road	Sub-Arterial Road
•	Olympic Way	Arterial Road
•	Fishburn Street	Sub-Arterial Road
•	Lachlan Valley Way	Arterial Road
•	Campbell Street	Sub-Arterial Road
•	Mid-Western Highway	Arterial Road

The detailed design of the roads along the heavy vehicle bypass route and all intersections shall be carried out to the requirements of all relevant sections of the AUSTROADS Road Design Guide, the requirements and approval of RMS and in accordance with the standards of RMS and Cowra Shire Council.



Recommendations

The impact of the traffic using the Cowra heavy vehicle bypass on the roads forming the bypass route has been assessed and the following impacts have been determined:

- The percentage increases in the daily traffic volumes on Airport Road and Campbell Street are very high, ranging from 212% to 7,400%, however, the immediate impact of the bypass traffic is being compared to very low existing local street traffic volumes.
- Whilst the percentage increase in daily traffic on Airport Road and Campbell Street are very high, the operational capacity of the roads under existing roadway conditions ranges from 11.8% for Airport Road and 22.2% for Campbell Street. Allowing for the growth in the peak hour bypass traffic, the operational capacity for Airport Road and Campbell Street is 17.3% and 32.7% respectively for the Year 2035 peak hour traffic volumes operating on the existing roads.
- Following the upgrading of Airport Road and Campbell Street, the operational capacity of the roads for the Year 2035 peak hour traffic volumes will drop to 13.0% and 16.3% respectively. On this basis, the streets along the bypass route are operating efficiently and well below capacity.
- For the Year 2035 traffic volumes, Bypass Segment 1 and Bypass Segment 3 are both less than the environmental goal of 300 vehicles per hour and thus compliance with the environmental capacity performance standards is achieved

The proposed roadway configuration of the roads forming the heavy vehicle bypass route shall be as follows:

- The general roadway configuration along the bypass route will comprise a 3.5m travel lane in each direction with a 2.0m shoulder that includes 1m of bitumen seal on the shoulder.
- Where the bypass route adjoins residential or industrial land uses, the bypass roadway adjacent
 to the residential or industrial land will incorporate a 3.0m wide parking lane outside the travel
 lane and concrete kerb and gutter will also be provided.
- The implementation of the heavy vehicle bypass shall not preclude maintaining vehicular access to the driveways of any of the properties at any location along the bypass route.
- The speed limits to be imposed on the roads forming the heavy vehicle bypass route will range from 60km/hr to 80km/hr and will be set on sections of the roadway as appropriate based on the adjoining land use and maintaining access to properties adjoining the bypass.

The design and construction of five (5) major intersections will be required for the development of the heavy vehicle bypass and include:

- Mid-Western Highway (Grenfell Road) and Airport Road
- Boundary Road and Olympic Way
- Bypass Route and Lachlan Valley Way
- Campbell Street and Darbys Falls Road
- Campbell Street and Mid-Western Highway

The proposed configuration of each intersection along the bypass route is summarised below:

Mid-Western Highway (Grenfell Road) and Airport Road

To cater for the various vehicle movements at this intersection the following configuration of intersection should be provided in accordance with the requirements of AUSTROADS Part 4A: Unsignalised and Signalised Intersections.

CHR – Channelised Right Turn Lane from the Mid-Western Highway into Airport Road.



AUL – Auxiliary Left Turn Lane from the Mid-Western Highway into Airport Road.

AUL – Auxiliary Acceleration Lane for the left turn from Airport Road onto the Mid-Western Highway.

Boundary Road and Olympic Way

The intersection of Boundary Road and Olympic Way will form a 4 way intersection and a large diameter roundabout is to be designed and constructed at this location in accordance with the requirements of AUSTROADS Part 4B: Roundabouts.

The roundabout should be provided with two (2) entry lanes, circulating lanes and exit lanes on all legs of the roundabout. The provision of two (2) lanes for all components of the roundabout will allow oversize heavy vehicles to negotiate the roundabout on occasions as necessary.

It is anticipated that the central island of the roundabout will be in the order of 16m to 20m in diameter.

Bypass Route and Lachlan Valley Way

The intersection of the bypass route and Lachlan Valley Way will form a 4 way intersection and a large diameter roundabout is to be designed and constructed at this location in accordance with the requirements of AUSTROADS Part 4B: Roundabouts.

The geometry of the roundabout at this location will be complicated by the need for the bypass route to pass beneath the elevated rail bridge of the Blayney to Demondrille Rail Line to continue its alignment over the Lachlan River and along the southern side of the rail corridor.

The roundabout should be provided with two (2) entry lanes, circulating lanes and exit lanes on all legs of the roundabout. The provision of two (2) lanes for all components of the roundabout will allow oversize heavy vehicles to negotiate the roundabout on occasions as necessary.

It is anticipated that the central island of the roundabout will be in the order of 16m to 20m in diameter

Campbell Street and Darbys Falls Road

The intersection of Campbell Street and Brougham Street/Darbys Falls Road will form a 4 way intersection and a large diameter roundabout is to be designed and constructed at this location in accordance with the requirements of AUSTROADS Part 4B: Roundabouts.

The roundabout should be provided with two (2) entry lanes, circulating lanes and exit lanes on all legs of the roundabout. The provision of two (2) lanes for all components of the roundabout will allow oversize heavy vehicles to negotiate the roundabout on occasions as necessary.

It is anticipated that the central island of the roundabout will be in the order of 14m to 16m in diameter.

Campbell Street and Mid-Western Highway

To cater for the various vehicle movements at this intersection the following configuration of intersection should be provided in accordance with the requirements of AUSTROADS Part 4A: Unsignalised and Signalised Intersections.

AUL – Auxiliary Left Turn Lane from the Mid-Western Highway into Campbell Street.

Seagull Turn Lane and Acceleration Lane – Right Turn Lane from the Mid-Western Highway into Campbell Street and Right Turn and Acceleration Lane from Campbell Street onto the Mid-Western Highway.

Airport Road and Boundary Road

The existing intersection of Airport Road and Boundary Road forms a 90 degree angle bend and will not be appropriate for the operation of heavy vehicles along the bypass route.



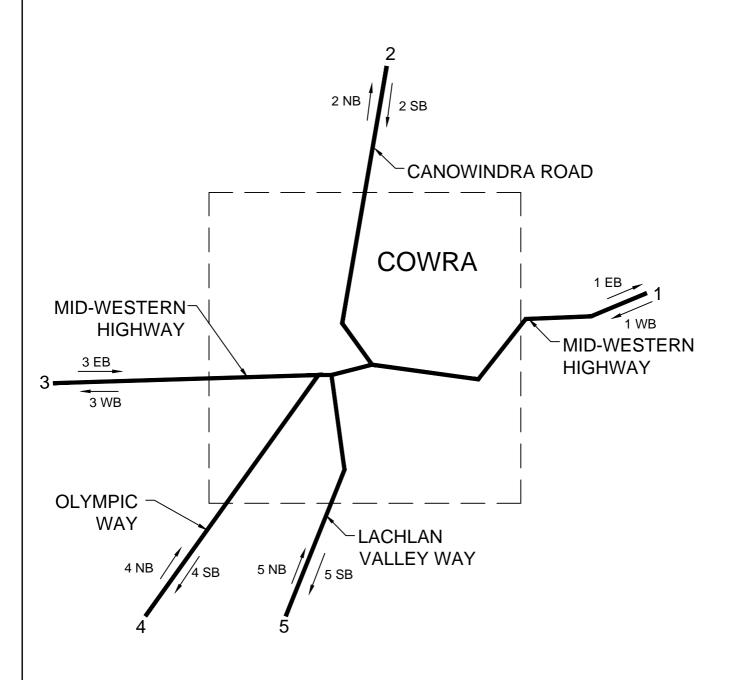
Investigations are to be carried out during the detailed design of the bypass route roadway to acquire the adjacent property at this intersection so that a curved alignment with a larger radius can be provided to better accommodate the turning movement and operation of heavy vehicles at this section of the bypass.

The detailed design of the roads along the heavy vehicle bypass route and all intersections shall be carried out to the requirements of all relevant sections of the AUSTROADS Road Design Guide, the requirements and approval of RMS and in accordance with the standards of RMS and Cowra Shire Council.

The implementation of the recommendations of this Traffic Study during the approval, design and construction of the Cowra heavy vehicle bypass route will see the development of the bypass that achieves the objectives for the project and will have minimal impact on the surrounding road network.

Figures





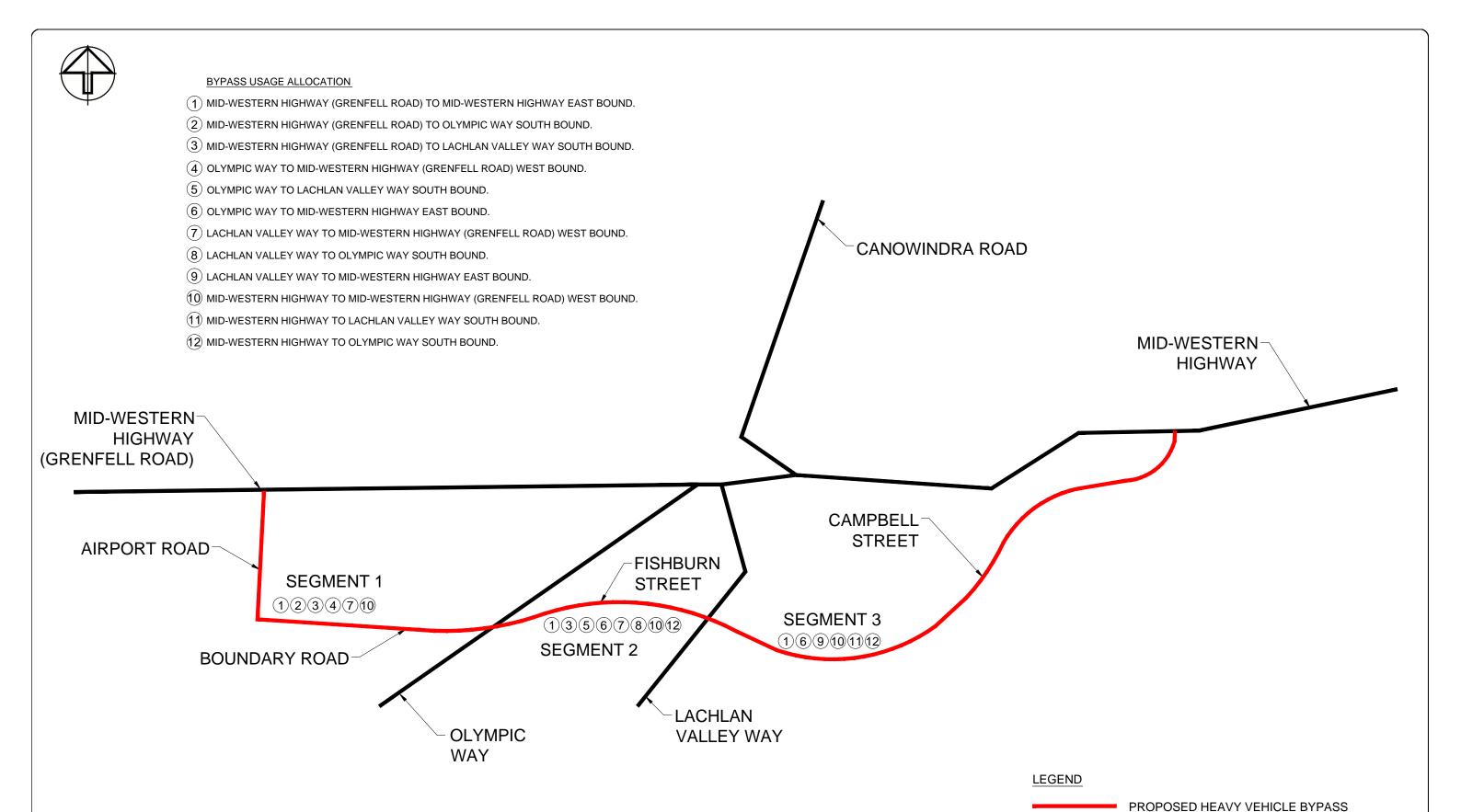




FIGURE 2

PROPOSED COWRA HEAVY VEHICLE

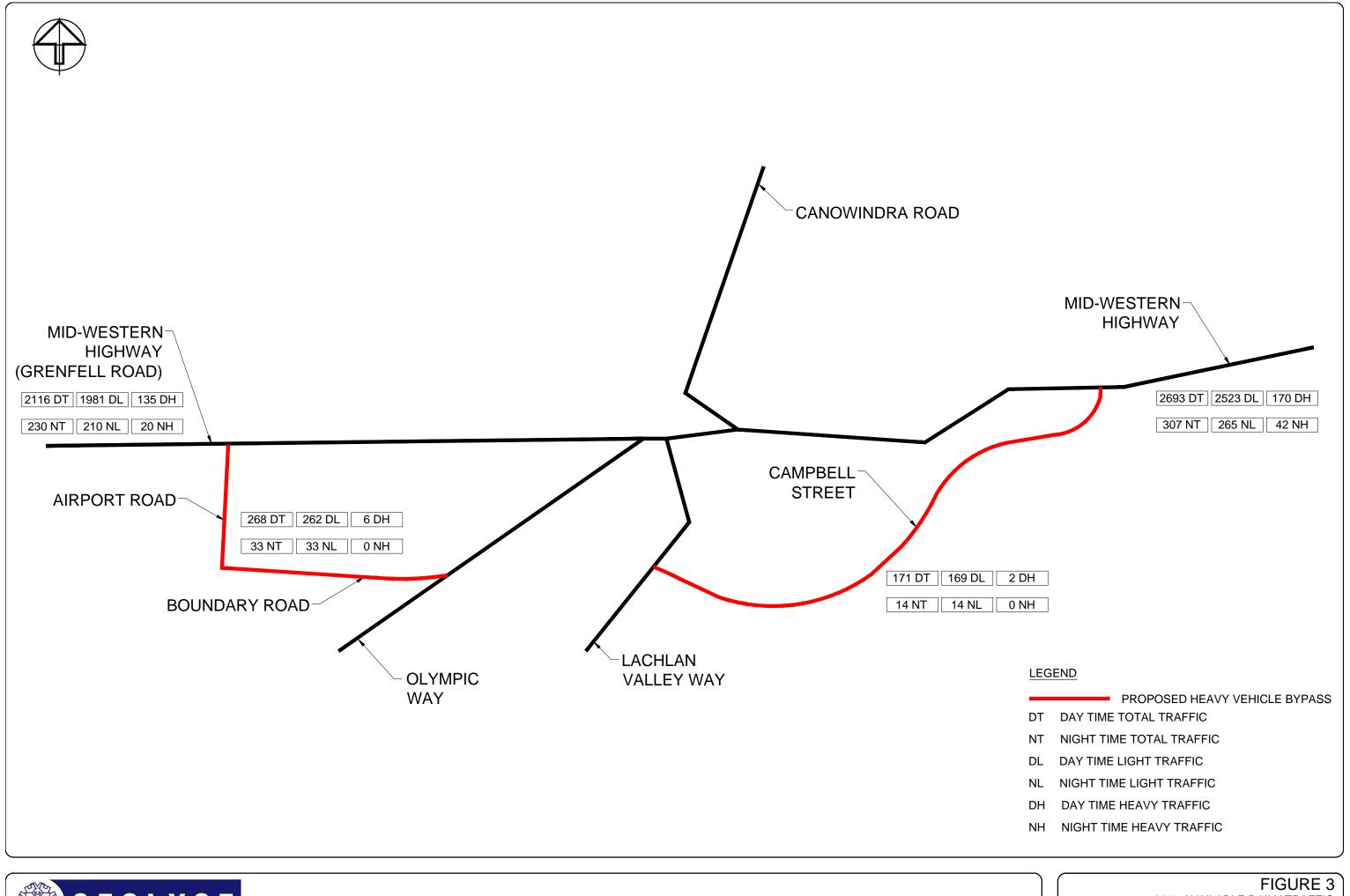
NOT TO SCALE
DATE: 01/07/2015
REF: 214346_01A_FIG01-FIG14.dwg

PROPOSED COWRA HEAVY VEHICLE
BYPASS ROUTE SEGMENTS AND
USAGE ALLOCATION

ALLOCATION OF BYPASS USAGE

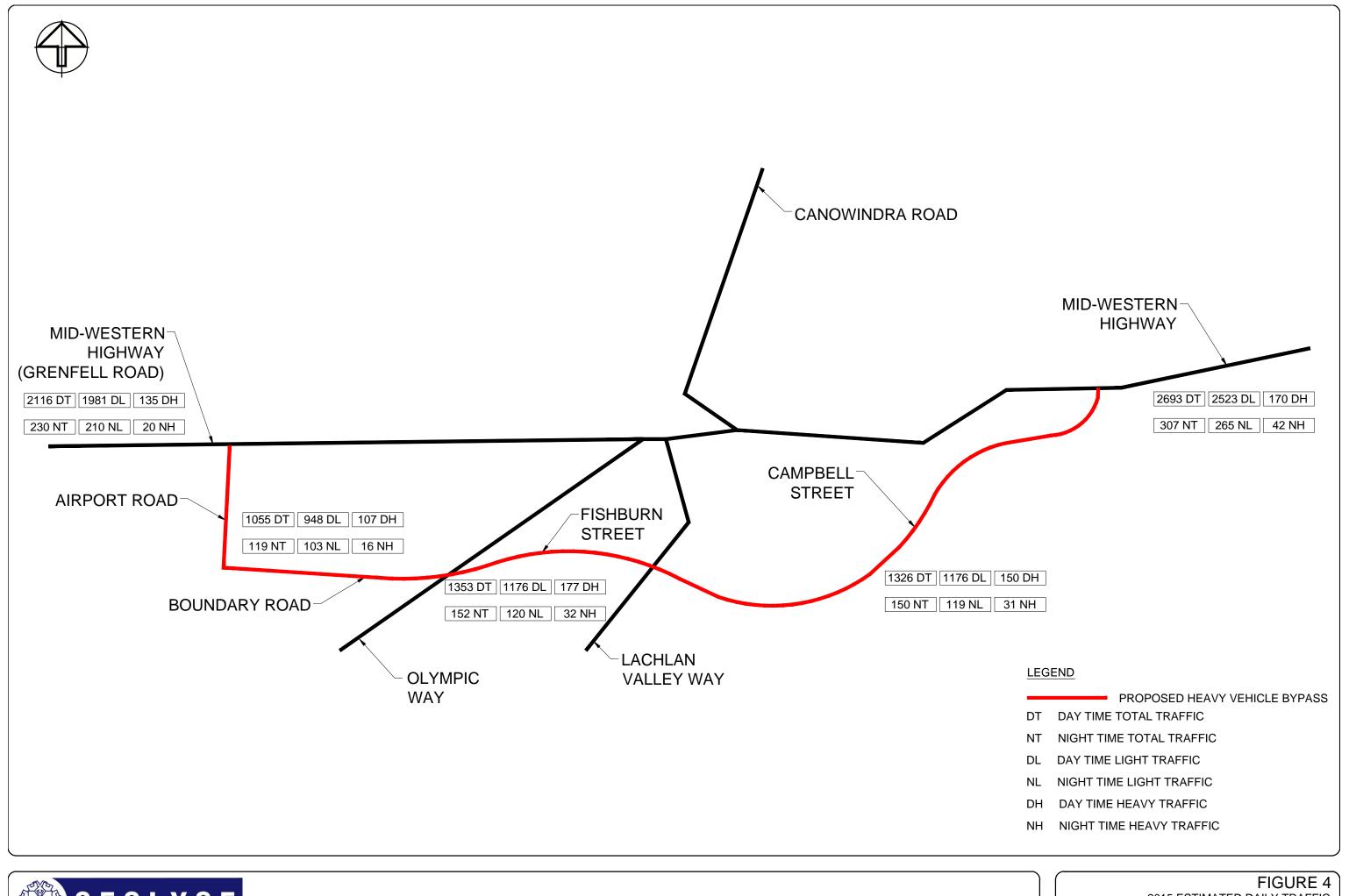
TO A SEGMENT

(1)



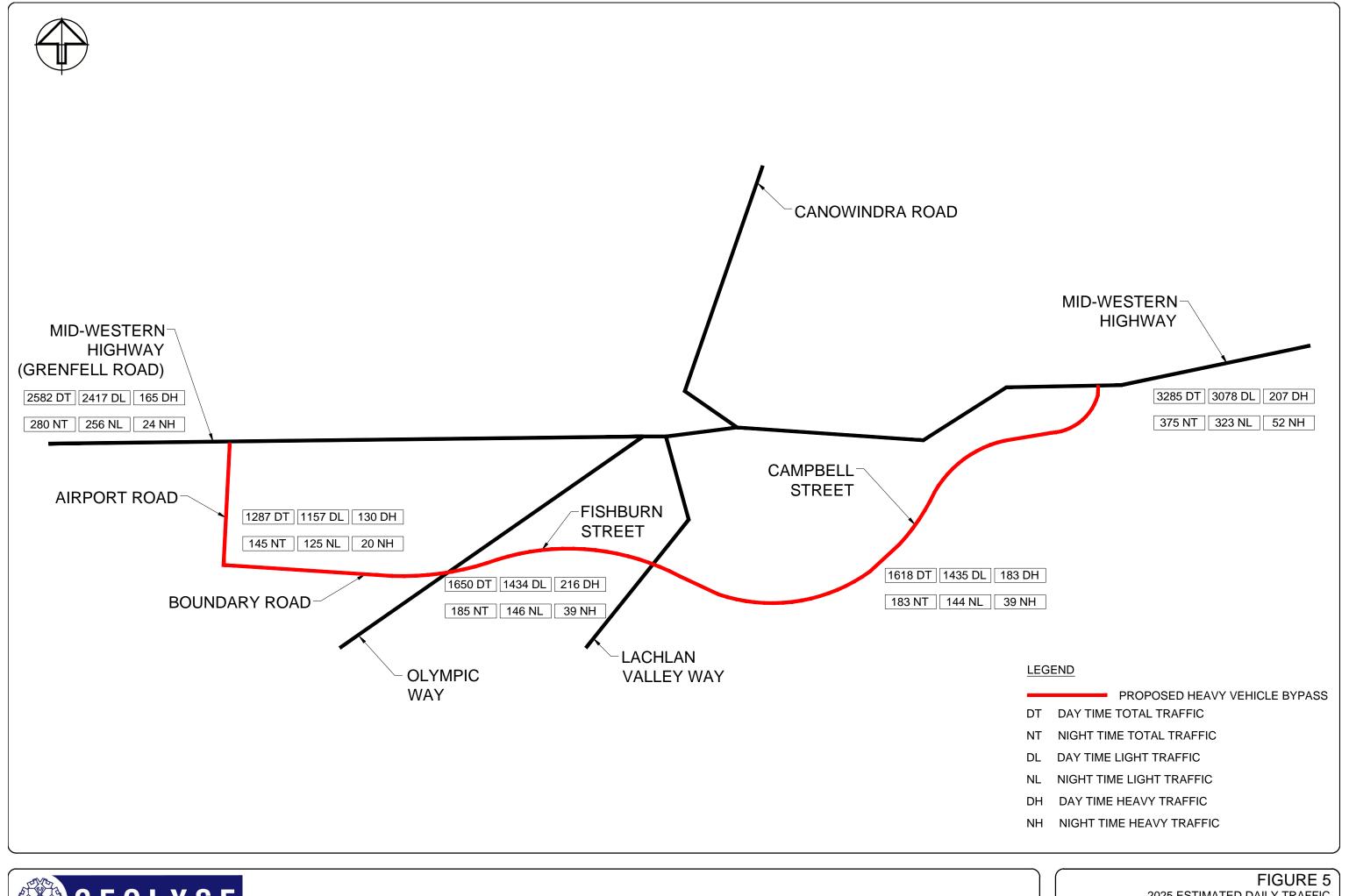


2015 AVAILABLE DAILY TRAFFIC VOLUMES (NO BYPASS)



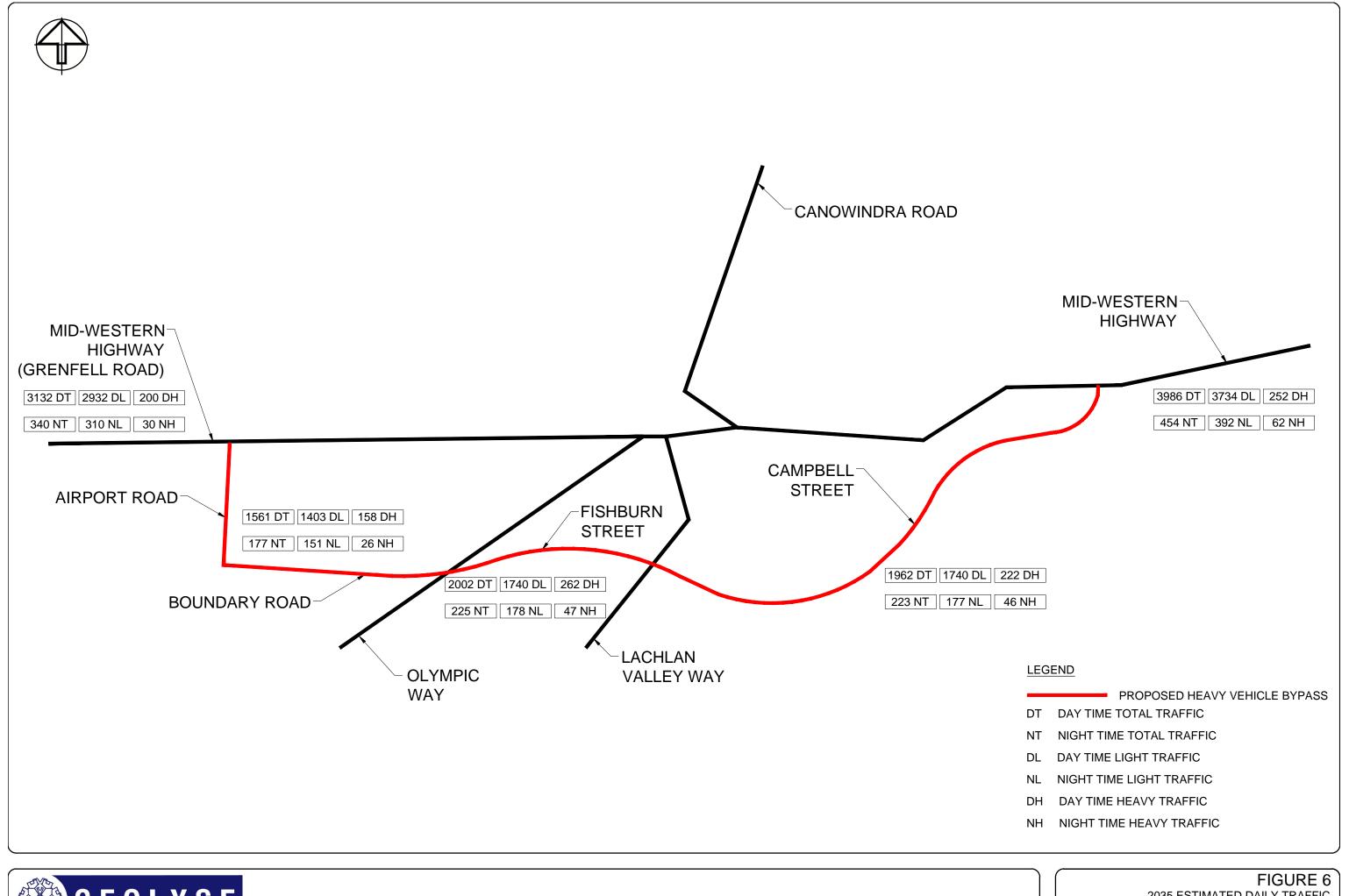


2015 ESTIMATED DAILY TRAFFIC VOLUMES (WITH BYPASS)



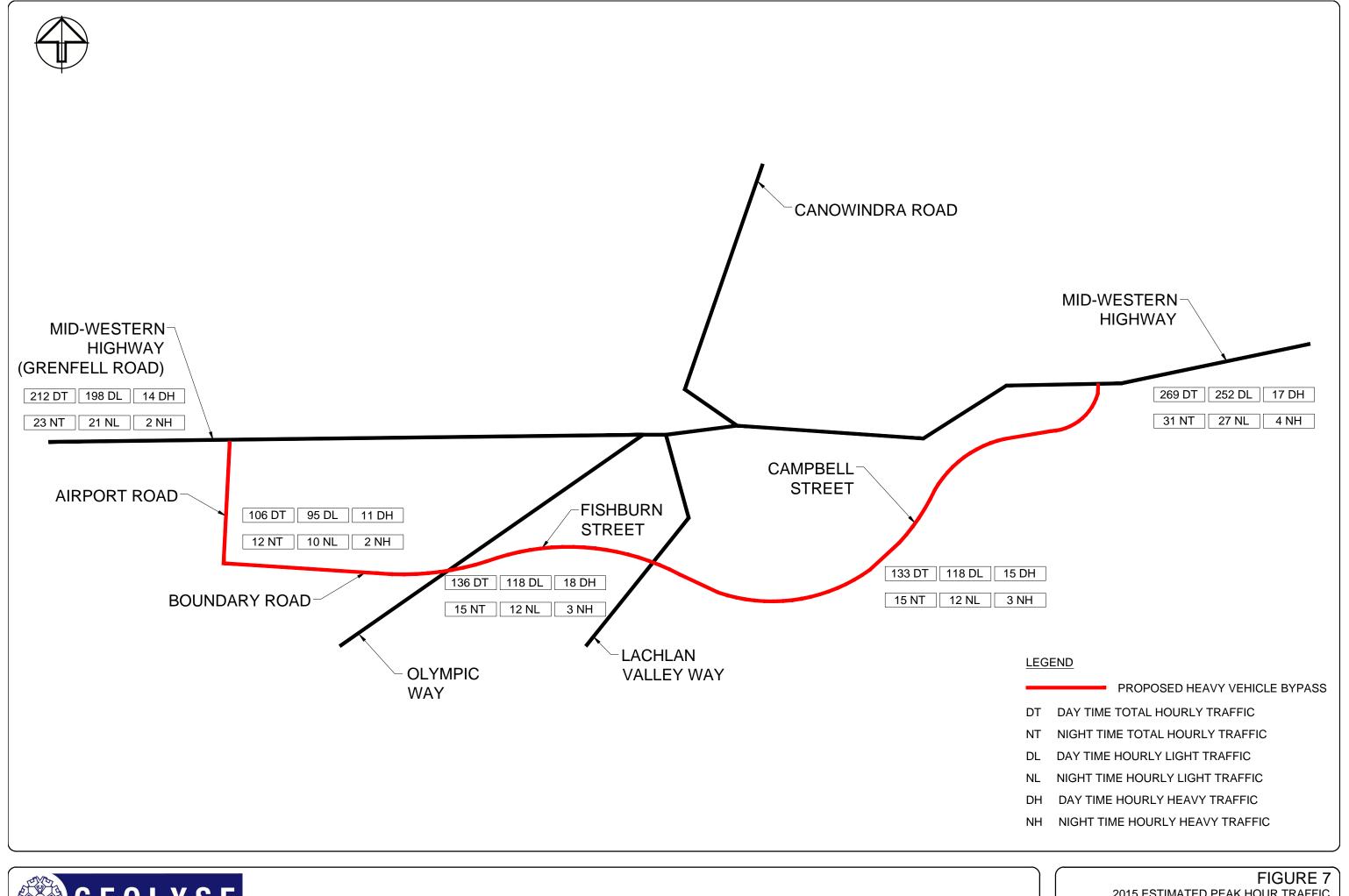


2025 ESTIMATED DAILY TRAFFIC VOLUMES (WITH BYPASS)
DATE: 01/07/2015
REF: 214346_01A_FIG01-FIG14.dwg



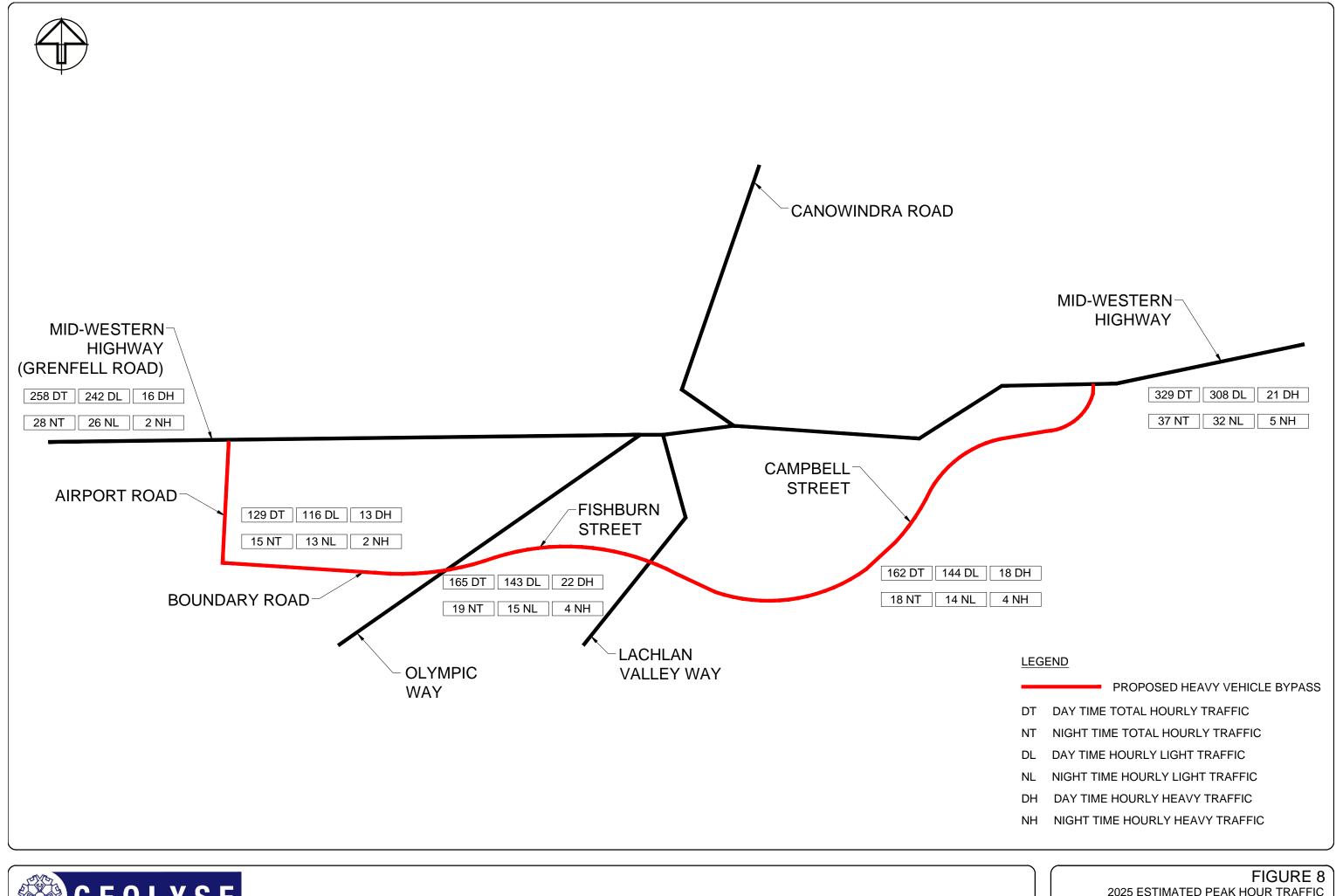


2035 ESTIMATED DAILY TRAFFIC VOLUMES (WITH BYPASS)



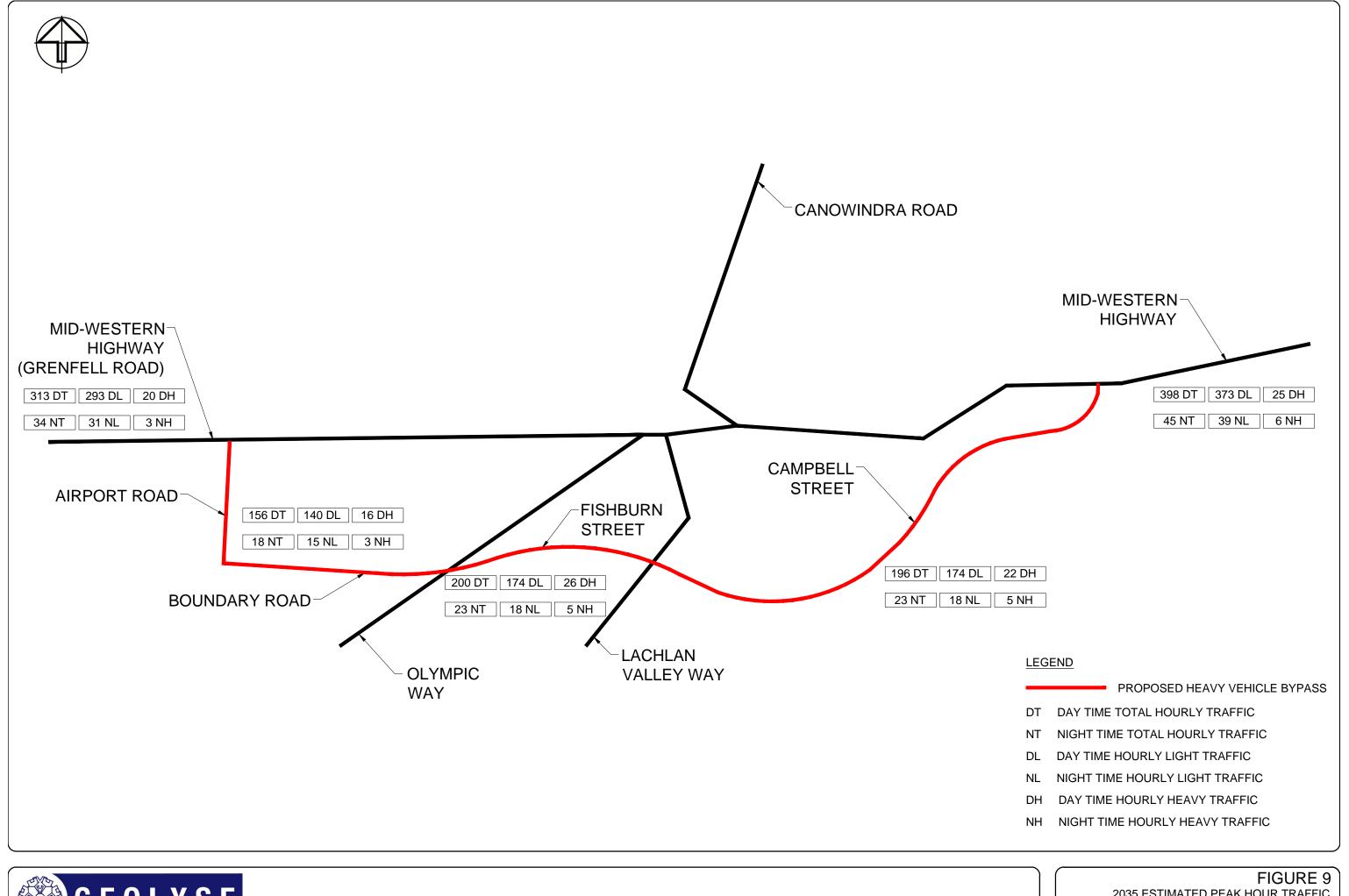


2015 ESTIMATED PEAK HOUR TRAFFIC VOLUMES (WITH BYPASS)



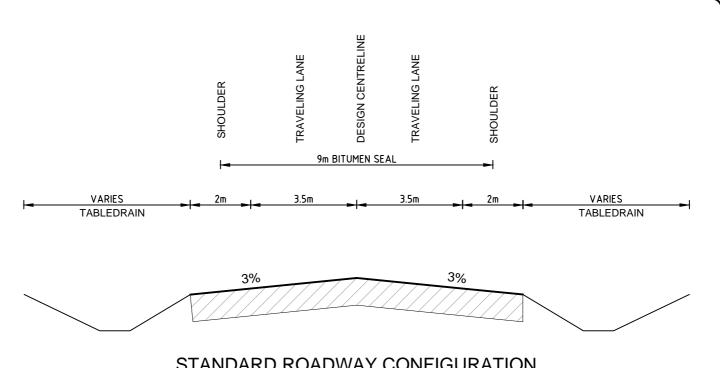


2025 ESTIMATED PEAK HOUR TRAFFIC VOLUMES (WITH BYPASS)

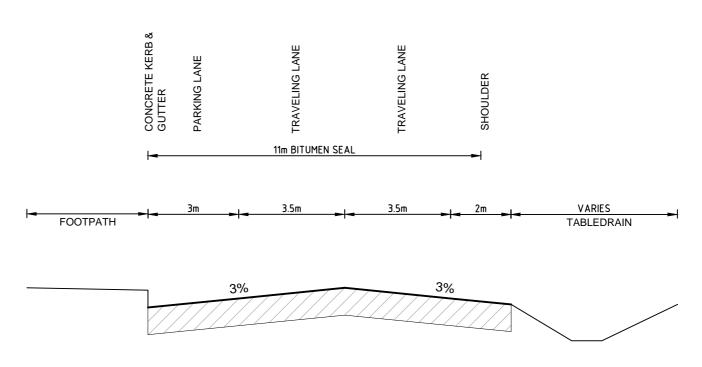




2035 ESTIMATED PEAK HOUR TRAFFIC VOLUMES (WITH BYPASS)

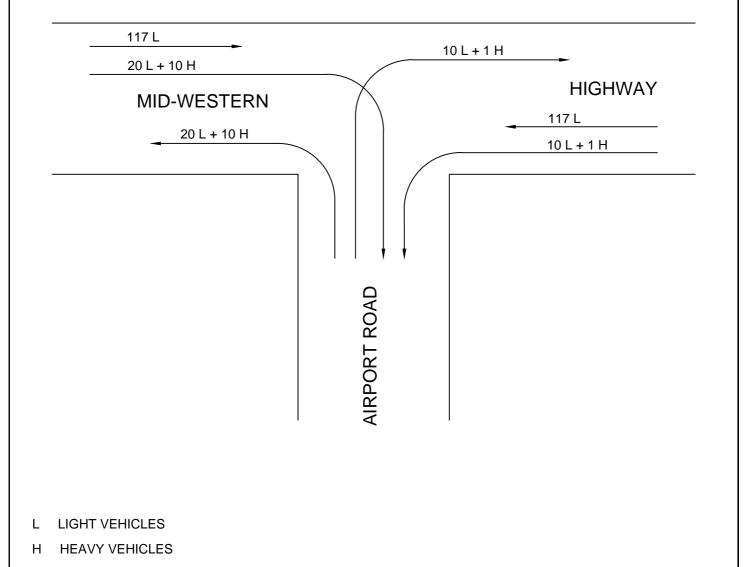


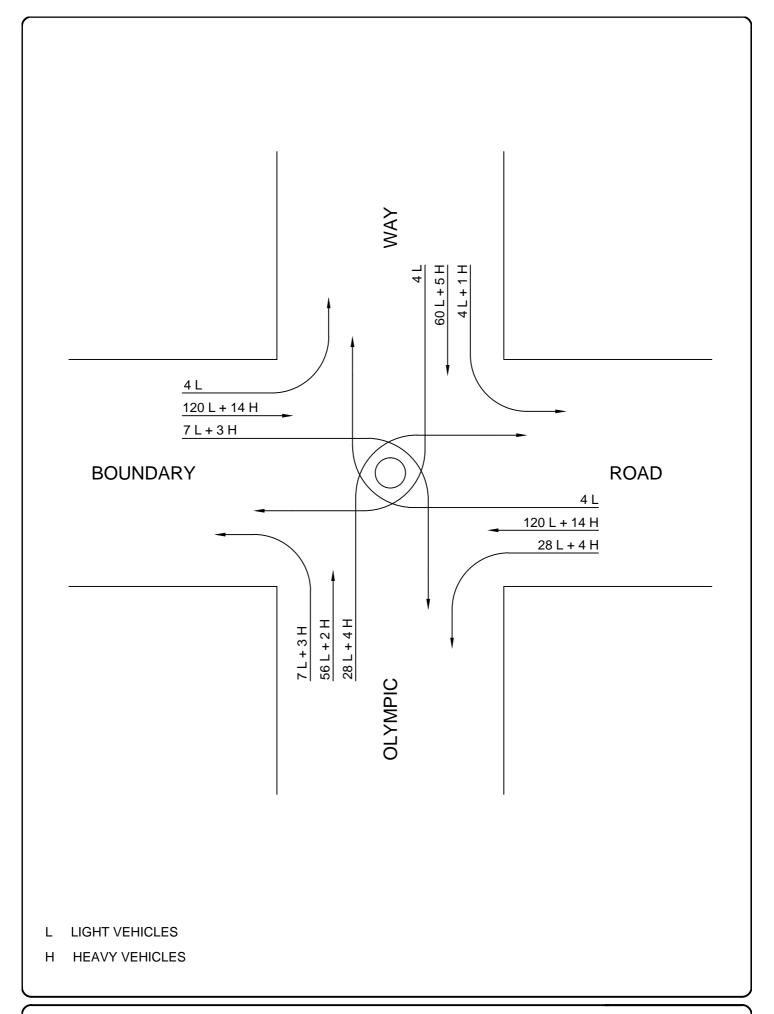
STANDARD ROADWAY CONFIGURATION

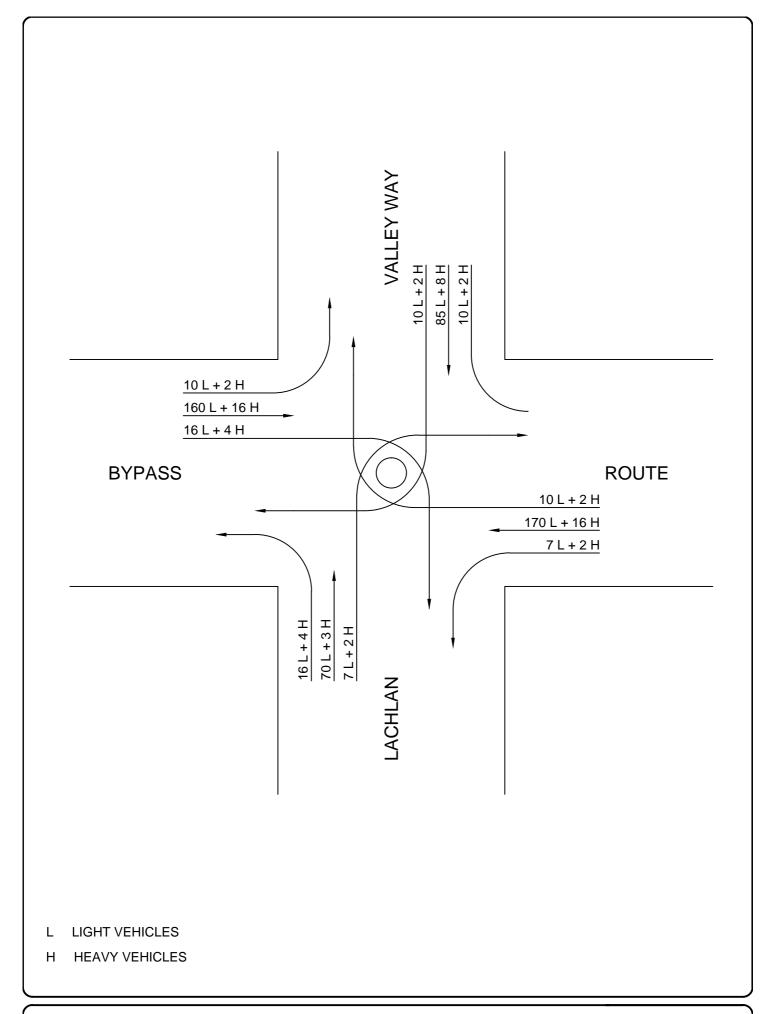


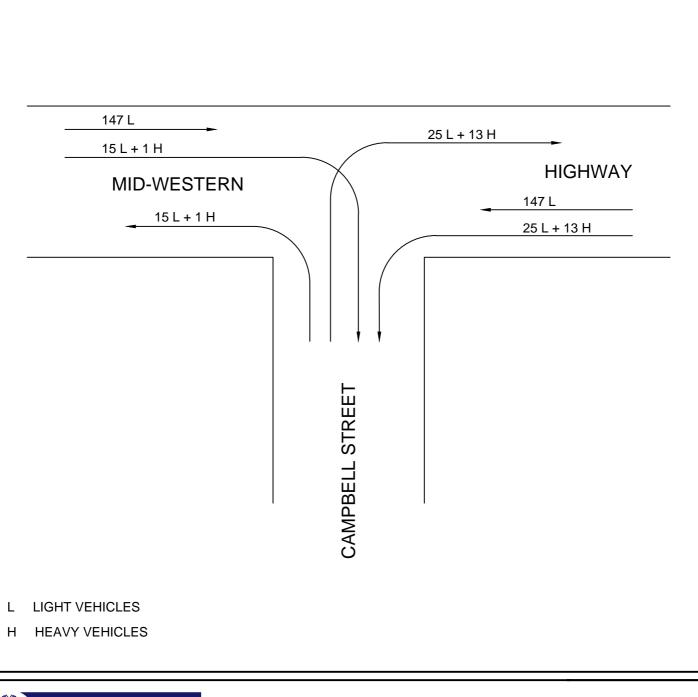
ROADWAY CONFIGURATION ADJACENT TO RESIDENTIAL AREA











Plates





Plate 1: Mid Western Highway (Grenfell Road) west bound



Plate 2: Intersection of the Mid-Western Highway and Airport Road





Plate 3: Mid-Western Highway (Grenfell Road) east bound



Plate 4: Airport Road at the intersection with the Mid-Western Highway





Plate 5: Airport Road speed limited to 50km/hr



Plate 6: Intersection of Airport Road and Waratah Street





Plate 7: Waratah Street at the intersection with Airport Road



Plate 8: Intersection of Airport Road and Calare Street





Plate 9: Calare Street at the intersection with Airport Road



Plate 10: Intersection of Airport Road and the access to Cowra Airport





Plate 11: Access to Cowra Airport



Plate 12: Intersection of Airport Road and Boundary Road





Plate 13: Boundary Road at the intersection with Airport Road



Plate 14: Boundary Road east bound





Plate 15: Intersection of Boundary Road and Hartley Street and Service Road



Plate 16: Service Road at the intersection with Boundary Road





Plate 17: Hartley Street at the intersection with Boundary Road



Plate 18: Boundary Road at the approach to the intersection with Olympic Way





Plate 19: Boundary Road at the intersection with Olympic Way



Plate 20: Fishburn Street at the intersection with Olympic Way





Plate 21: The four way intersection of Boundary Road and Fishburn Street with Olympic Way



Plate 22: Olympic Way south bound at the intersection with Boundary Road





Plate 23: Olympic Way north bound at the intersection with Boundary Road



Plate 24: Bypass Route across private land adjacent to Fishburn Street





Plate 25: Intersection of Fishburn Street and Bulkhead Road



Plate 26: General view of Fishburn Street





Plate 27: Intersection of Fishburn Street and the rail crossing access road



Plate 28: Fishburn Street adjacent to the location where the bypass route follows the alignment of the rail corridor on its northern side





Plate 29: Bypass route east bound towards Lachlan Valley Way



Plate 30: Bypass route east bound towards Lachlan Valley Way





Plate 31: Bypass route east bound towards Lachlan Valley Way



Plate 32: Bypass route at the approach to the future intersection with Lachlan Valley Way





Plate 33: Bypass route at the future intersection with Lachlan Valley Way



Plate 34: Lachlan Valley Way south bound





Plate 35: Lachlan Valley Way north bound



Plate 36: Bypass route on the approach to the future bridge location over the Lachlan River





Plate 37: Bypass route at the future bridge location over the Lachlan River



Plate 38: Blayney to Demondrille Rail Line bridge over the Lachlan River





Plate 39: Location where the bypass route crosses to the eastern side of the Lachlan River



Plate 40: Bypass route on the southern side of the rail corridor





Plate 41: Bypass route on the southern side of the rail corridor



Plate 42: Bypass route on the southern side of the rail corridor





Plate 43: Bypass route on the southern side of the rail corridor



Plate 44: Bypass route on the southern side of the rail corridor





Plate 45: Bypass route on the southern side of the rail corridor



Plate 46: Bypass route on the southern side of the rail corridor





Plate 47: Bypass route on the southern side of the rail corridor



Plate 48: Bypass route where it joins the Campbell Street road reserve corridor





Plate 49: Campbell Street east bound



Plate 50: Campbell Street east bound





Plate 51: Campbell Street at the approach to the intersection with Parkes Street



Plate 52: Campbell Street at the approach to the intersection with Darbys Falls Road and Brougham Street





Plate 53: Campbell Street west bound at the intersection with Darbys Falls Road with the entrance to the Cowra Railway Museum in the background



Plate 54: Brougham Street at the intersection with Campbell Street





Plate 55: Darbys Falls Road at the intersection with Campbell Street



Plate 56: End of the section of kerb and gutter in Campbell Street





Plate 57: Change of speed limit in Campbell Street to 80km/hr



Plate 58: Campbell Street alignment





Plate 59: Reduction of speed limit in Campbell Street to 50km/hr



Plate 60: Intersection of Campbell Street and Day Street





Plate 61: Day Street at the intersection with Campbell Street



Plate 62: Campbell Street alignment





Plate 63: Intersection of Campbell Street and Pack Street



Plate 64: Pack Street at the intersection with Campbell Street





Plate 65: Campbell Street at the entry to Europa Park



Plate 66: Causeway in Campbell Street over Waugoola Creek





Plate 67: Change in speed limit on Campbell Street in Europa Park to 80km/hr



Plate 68: Campbell Street at the approach to the intersection with the Mid-Western Highway





Plate 69: The intersection of Campbell Street and the Mid-Western Highway



Plate 70: The Mid-Western Highway west bound





Plate 71: Existing passing lane for east bound traffic on the Mid-Western Highway



Plate 72: The Mid-Western Highway west bound at the approach to the intersection with Campbell Street





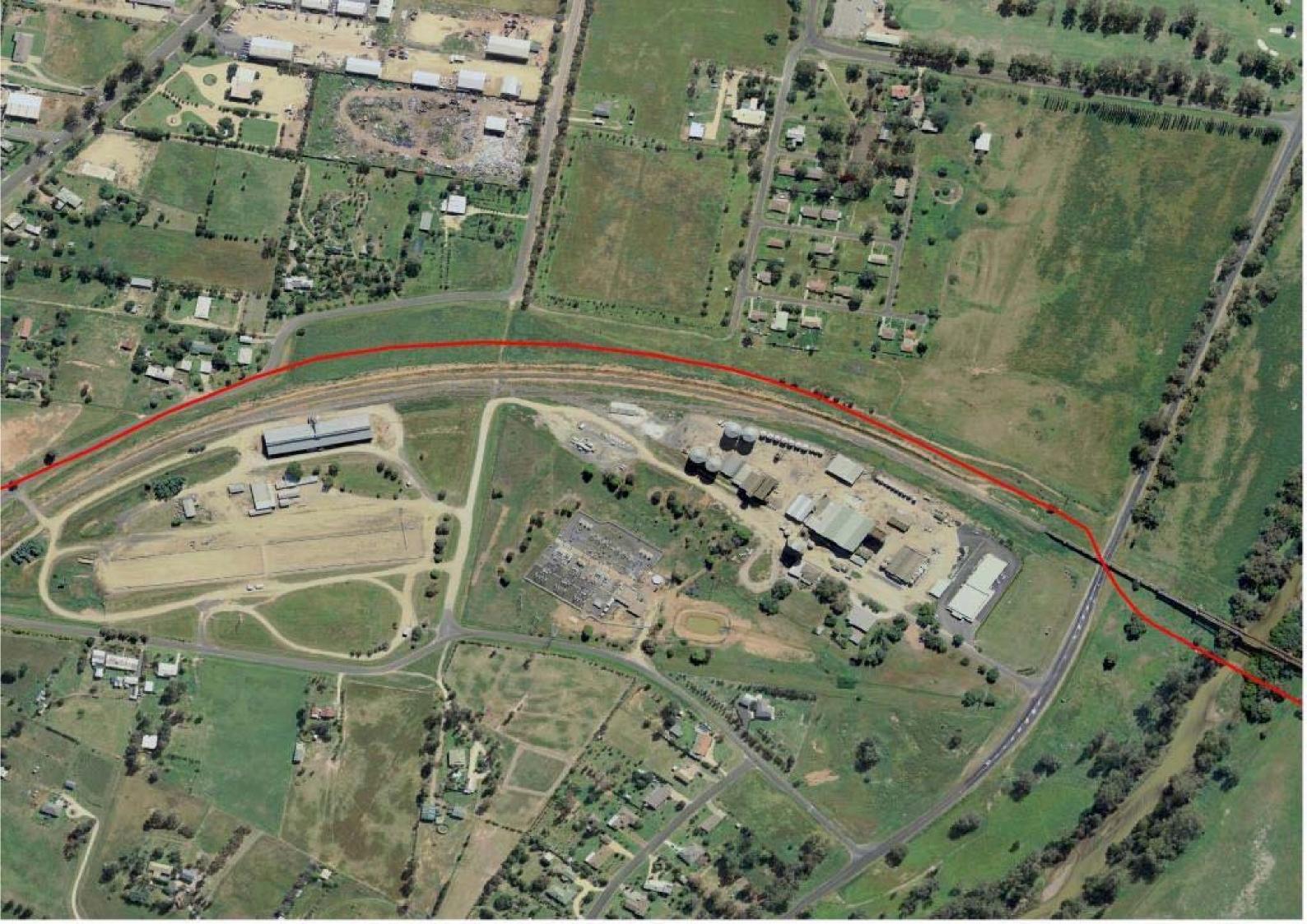
Plate 73: The Mid- Western Highway east bound

Appendix A
AERIAL IMAGES OF BYPASS ROUTE















Appendix B
AVAILABLE BYPASS TRAFFIC DATA

MetroCount Traffic Executive Hourly Breakdown with Night and Day

CustomList-49 -- English (ENA)

Datasets:

Site: [5001] MID WESTERN HWY - 120m W Airport Road

Attribute: [-33.835377,148.654529]

Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0

Survey Duration: 14:44 Friday, 24 April 2015 => 11:29 Thursday, 28 May 2015,

Zone:

File: 500128May2015.EC0 (Plus)

Identifier: A596FRT9 MC56-L5 [MC55] (c)Microcom 19Oct04

Algorithm: Factory default axle (v4.06)

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Saturday, 25 April 2015 => 0:00 Thursday, 28 May 2015 (33)

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12

Speed range: 10 - 160 km/h.

Direction: North, East, South, West (bound), P = <u>East</u> **Separation:** Headway > 0 sec, Span 0 - 100 metre

Name: Whole Days

Scheme: Vehicle classification (AustRoads94)

Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)

Column Legend:

0 [Time]24-hour time (0000 - 2359)1 [Total]Number in time step

2 [CIs] Class totals

* Cat	Jan. 05 A.	:I 001E											
^ Saturo	day, 25 A	Ols	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
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0000	11	8	2	0	0	0	0	0	0	0	1	0	0
0100	10	8	1	0	0	0	0	0	0	1	0	0	0
0200	14	10	0	2	0	0	0	0	0	1 0	1	0	0
0300 0400	7 9	5 4	0 1	1 3	0	0	0	0	0	0	1 1	0 0	0
0500	47	44	1	1	0	0	0	0	0	0	1	0	0
0600	46	39	3	0	0	0	0	1	Ö	0	3	0	0
0700	71	59	2	9	1	0	0	0	0	0	0	0	0
0800	111	84	9	9	2	0	0	2	3	1	1	0	0
0900	135	114	8	9	0	0	1	0	1	0	2	0	0
1000 1100	177 169	152 136	9 13	11 11	1 3	0	0 2	1 0	0 1	0 2	3 1	0	0
1200	152	122	14	11	0	0	0	1	2	2	0	0	0
1300	134	112	11	5	0	0	0	0	1	1	4	0	0
1400	125	102	10	10	2	0	0	0	0	1	0	0	0
1500	111	99	4	3	2	0	0	0	0	2	1	0	0
1600	111	101	5	4	0	0	0	0	0	0	1	0	0
1700 1800	107 69	95 63	7 4	5 1	0	0	0	0 1	0	0	0	0 0	0
1900	61	55	2	2	0	0	1	0	0	0	1	0	0
2000	41	38	2	1	0	0	0	0	0	0	0	0	0
2100	21	19	1	0	0	0	0	0	0	0	1	0	0
2200	18	15	0	2	1	0	0	0	0	0	0	0	0
2300	15	15	0	0	0	0	0	0	0	0	0	0	0
00-06	98	79	5	7	0	0	0	0	0	2	5	0	0
06-18 18-00	1449 225	1215 205	95 9	87 6	11 1	0 0	3 1	5 1	8 0	9 0	16 2	0 0	0 0
00-00	1772	1499	109	100	12	0	4	6	8	11	23	0	0
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* Sunda Time	y, 26 Apı Total	Cls	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
7ime			Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000 0100	Total 5 6	Cls 1 3 6	1 0	1 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	0 0	11 0 0	12 0 0
0000 0100 0200	Total 5 6 3	Cls 1 3 6 3	1 0 0	1 0 0	4 0 0 0	5 0 0 0	0 0 0	7 0 0 0	8 0 0 0	9 0 0 0	0 0 0 0	0 0 0	12 0 0 0
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0000 0100 0200 0300 0400	Total 5 6 3 5 5	Cls 1 3 6 3 4 3	1 0 0 0 0	1 0 0 0 1	4 0 0 0 0 0 0 0	5 0 0 0 0	6 0 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0 1 0	0 0 0 0 0 1	0 0 0 0 0	12 0 0 0 0 0
0000 0100 0200 0300	Total 5 6 3 5	Cls 1 3 6 3 4	1 0 0 0	1 0 0 0	4 0 0 0 0 0	5 0 0 0	0 0 0 0	7 0 0 0 0 0	8 0 0 0 0 0	9 0 0 0 1	0 0 0 0	0 0 0 0	0 0 0 0
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71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300 00-06	566335551331840821221621921666192147717738813097733328816611111377	C1s 1 3 6 3 4 3 8 14 37 65 107 137 164 140 171 119 151 119 117 84 29 22 12 7 9 27	1 0 0 0 0 0 0 2 8 8 11 14 13 8 14 8 9 2 2 2 1 0 0 0 0 0	1 0 0 0 1 3 2 1 4 3 9 10 8 9 8 12 5 8 6 2 0 2 1 0 5 5 5 8 6 6 7 8 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 1 0 1 0 0 2 2 0 0 1 1 1 0 2 2 1 1 0 0 3 1 1 0 0 1 1 0 0 1 1 0 0 1 0 0 1 0 0 0 1 0	10 0 0 0 0 1 1 2 0 2 2 3 3 2 1 0 2 2 2 1 0 1 1 1 2 2 2 2 2 1 1 1 1 1 2 2 2 2 2 1 1 1 1 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300 00-06 06-18	566335553138408212216219216661921477177388130973332816611113771566	C1s 1 3 6 3 4 3 8 14 37 65 107 137 164 140 171 119 151 119 117 84 29 22 12 7 9 27 1341	1 0 0 0 0 0 0 2 8 8 11 14 13 8 9 2 2 1 2 1 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1	1 0 0 0 1 3 2 1 4 3 9 10 8 9 8 12 5 8 6 2 0 2 1 0 5 7 7 9	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 1 0 1 0 0 2 2 0 0 1 1 1 0 2 2 1 1 0 2 2 1 1 0 0 2 1 1 0 0 2 1 1 0 0 1 0 1	10 0 0 0 0 1 1 2 0 2 2 2 3 3 2 1 0 2 2 2 1 0 1 1 1 2 2 2 2 2 1 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300 00-06	566335551331840821221621921666192147717738813097733328816611111377	C1s 1 3 6 3 4 3 8 14 37 65 107 137 164 140 171 119 151 119 117 84 29 22 12 7 9 27	1 0 0 0 0 0 0 2 8 8 11 14 13 8 14 8 9 2 2 2 1 0 0 0 0 0	1 0 0 0 1 3 2 1 4 3 9 10 8 9 8 12 5 8 6 2 0 2 1 0 5 5 5 8 6 6 7 8 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 1 0 1 0 0 2 2 0 0 1 1 1 0 2 2 1 1 0 0 3 1 1 0 0 1 1 0 0 1 1 0 0 1 0 0 1 0 0 0 1 0	10 0 0 0 0 1 1 2 0 2 2 3 3 2 1 0 2 2 2 1 0 1 1 1 2 2 2 2 2 1 1 1 1 1 2 2 2 2 2 1 1 1 1 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

* Monda	ay, 27 Ap	ril 2015											
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
0000	3	1 0	2	3	4	5	6	7	8	9	10	11 0	<u>12</u>
0000 0100	2	2	0	0	0	0	0	0	0	0	0	0	0
0200	1	0	0	1	0	0	0	0	0	0	0	0	0
0300	9	4	0	0	0	0	0	0	0	1	4	0	0
0400	9	4	0	1	0	0	0	0	0	1	3	0	0
0500	28 79	21 52	0	4	0	0	0	0	0	1 2	2	0	0
0600 0700	128	96	4 0	14 19	2 2	0	1 1	1 0	1 0	5	2 5	0	0
0800	210	168	10	21	5	1	0	1	0	2	2	0	0
0900	179	129	9	23	1	2	1	2	1	3	8	0	0
1000	168	129	7	13	2	1	2	0	4	4	6	0	0
1100	169	135	7	9	4	1	1	3	1	1 7	6	1	0
1200 1300	209 182	141 138	12 19	20 16	8 0	2	2	4 0	4 1	4	9 4	0	0
1400	205	159	17	13	3	2	2	1	0	4	4	0	0
1500	205	152	7	25	2	0	0	0	2	8	9	0	0
1600	228	170	14	24	2	0	1	3	0	7	6	1	0
1700	200	160	7	21	1	0	0	1	3	5	2	0	0
1800 1900	108 64	99 48	1 3	6 7	1 0	0	0 0	0	0	1 4	0 2	0 0	0
2000	44	32	2	2	0	0	0	0	0	7	1	0	0
2100	31	20	1	3	Ō	Ō	Ō	Ō	Ō	1	6	0	Ō
2200	13	4	0	4	1	0	0	0	0	2	2	0	0
2300	12	8	0	0	0	0	0	0	0	2	2	0	0
00-06 06-18	52 2162	31 1629	0 113	6 218	0 32	0 9	0 11	0 16	0 17	3 52	12 63	0 2	0
18-00	2102	211	7	218	32 2	0	0	0	0	17	13	0	0
00-00	2486	1871	120	246	34	9	11	16	17	72	88	2	0
* Tuesd	av. 28 Ar	oril 2015											
* Tuesd Time	ay, 28 Ap Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Time	Total	Cls 1	2	3	4	5	6	7	8	9	10	11	12
0000	Total 2	2 Cls	2	3	4	5	6	7	8	9	10	11	12
Time	Total	Cls 1	2	3	4	5	6	7	8	9	10	11	12
0000 0100 0200 0300	2 3 6 7	Cls 1 2 1 5 5	0 0 0 0 1	0 0 0 0	4 0 0 0 0 0	5 0 0 0 0	6 0 0 0	7 0 0 0 0	8 0 0 0	9 0 1 1 1	0 1 0 0 0	0 0 0 0	0 0 0 0 0
0000 0100 0200 0300 0400	2 3 6 7 8	2 1 5 5 5	0 0 0 1 0	3 0 0 0 0	4 0 0 0 0 0 0	5 0 0 0 0	6 0 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 1 1 1	10 0 1 0 0 2	0 0 0 0 0	12 0 0 0 0 0
0000 0100 0200 0300 0400 0500	2 3 6 7 8 24	2 1 5 5 5	0 0 0 0 1 0 0	3 0 0 0 0 0 0	0 0 0 0 0 0	5 0 0 0 0 0	6 0 0 0 0	7 0 0 0 0 0	8 0 0 0 0 0 0	9 0 1 1 1 1 2	0 1 0 0 0 2 3	0 0 0 0 0 0	0 0 0 0 0 0 0
0000 0100 0200 0300 0400	2 3 6 7 8	2 1 5 5 5	0 0 0 1 0	0 0 0 0 0 0 1 8	4 0 0 0 0 0 0	5 0 0 0 0	6 0 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 1 1 1	10 0 1 0 0 2	0 0 0 0 0	12 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600	2 3 6 7 8 24 66	2 1 5 5 5 15 46	0 0 0 0 1 0 0 0 4	3 0 0 0 0 0 0	0 0 0 0 0 0 1 2	5 0 0 0 0 0 0	0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0	8 0 0 0 0 0 0 1 0 1 2	9 0 1 1 1 1 2 2	0 1 0 0 0 2 3 3	0 0 0 0 0 0 0	12 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900	2 3 6 7 8 24 66 129 230 164	2 1 5 5 5 15 46 96 174 123	2 0 0 0 1 0 0 4 4 7 8	3 0 0 0 0 0 1 8 15 22 11	0 0 0 0 0 0 1 2 2 7 4	5 0 0 0 0 0 0 1 0 0 0	0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 1 2 1	0 0 0 0 0 0 1 0 1 2 2	9 0 1 1 1 2 2 5 4	10 0 1 0 0 2 3 3 3 11 9	0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000	2 3 6 7 8 24 66 129 230 164 174	2 1 5 5 5 15 46 96 174 123 125	0 0 0 1 0 0 4 4 7 8 10	3 0 0 0 0 0 1 8 15 22 11 18	0 0 0 0 0 0 1 2 2 2 7 4 2	5 0 0 0 0 0 0 1 0 0 0 1 4	0 0 0 0 0 0 0 0 0 0 1 2	7 0 0 0 0 0 0 0 1 2 1 0	8 0 0 0 0 0 1 0 1 2 2 1	9 0 1 1 1 2 2 2 5 4 4 7	10 0 1 0 0 2 3 3 3 11 9 6	0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100	2 3 6 7 8 24 66 129 230 164 174 180	2 1 5 5 15 46 96 174 123 125 134	2 0 0 0 1 0 0 4 4 7 8 10 9	3 0 0 0 0 0 1 8 15 22 11 18 17	0 0 0 0 0 0 1 2 2 7 4 2 5	5 0 0 0 0 0 1 0 0 1 1 4 1	0 0 0 0 0 0 0 0 0 0 1 2 0	7 0 0 0 0 0 0 1 2 1 0 1	8 0 0 0 0 0 1 0 1 2 2 1	9 0 1 1 1 2 2 2 5 4 4 7 8	10 0 1 0 0 2 3 3 3 11 9 6 5	0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200	2 3 6 7 8 24 66 129 230 164 174 180 165	2 1 5 5 15 46 96 174 123 125 134 118	0 0 0 1 0 0 4 4 7 8 10	3 0 0 0 0 0 1 8 15 22 11 18 17	0 0 0 0 0 0 1 2 2 7 4 2 5	5 0 0 0 0 0 0 1 0 0 1 4	0 0 0 0 0 0 0 0 0 0 1 2	7 0 0 0 0 0 0 0 1 2 1 0	8 0 0 0 0 0 1 0 1 2 2 1	9 0 1 1 1 2 2 2 5 4 4 7	10 0 1 0 0 2 3 3 3 11 9 6	0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400	2 3 6 7 8 24 66 129 230 164 174 180 165 190 202	2 1 5 5 15 46 96 174 123 125 134 118 144 147	2 0 0 0 1 0 0 4 4 7 8 10 9	0 0 0 0 0 1 8 15 22 11 18 17 14 19 21	0 0 0 0 0 1 2 2 7 4 2 5 1 3	5 0 0 0 0 0 1 0 0 1 1 4 1	0 0 0 0 0 0 0 0 0 1 2 0 0 0	0 0 0 0 0 0 0 1 2 1 0 1 0 2 2 1	8 0 0 0 0 0 1 0 1 2 2 1 1	9 0 1 1 1 2 2 2 5 4 4 7 8 8	10 0 1 0 0 2 3 3 3 11 9 6 5	0 0 0 0 0 0 0 0 1 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500	2 3 6 7 8 24 66 129 230 164 174 180 165 190 202 214	2 1 5 5 5 15 46 96 174 123 125 134 118 144 147 161	0 0 0 1 0 0 4 4 7 8 10 9 8 11 9	0 0 0 0 0 1 8 15 22 11 18 17 14 19 21 20	0 0 0 0 0 1 2 2 7 4 2 5 1 3 2 6	0 0 0 0 0 0 1 0 0 1 1 4 1 0 0 0	0 0 0 0 0 0 0 0 0 1 2 0 0 0 0	0 0 0 0 0 0 0 1 2 1 0 1 0 2 2 1 2	0 0 0 0 0 1 0 1 2 2 1 1 1 0 1	9 0 1 1 1 2 2 5 4 4 7 8 8 8 3 10 6	0 1 0 0 2 3 3 3 11 9 6 5 12 6 8 10	0 0 0 0 0 0 0 0 1 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600	2 3 6 7 8 24 66 129 230 164 174 180 165 190 202 214 232	2 1 5 5 5 15 46 96 174 123 125 134 118 144 147 161 192	0 0 0 1 0 0 4 4 7 8 10 9 8 11 9 8	3 0 0 0 0 0 1 8 15 22 11 18 17 14 19 21 20 22	0 0 0 0 0 1 2 2 7 4 2 5 1 3 2 6 0	0 0 0 0 0 0 1 0 0 1 1 4 1 0 0 0	0 0 0 0 0 0 0 0 0 1 2 0 0 0 0 0	0 0 0 0 0 0 0 1 2 1 0 1 0 2 2 1 2 1	0 0 0 0 0 1 0 1 2 2 1 1 1 0 1	9 0 1 1 1 2 2 5 4 4 7 8 8 8 3 10 6 3	0 1 0 0 2 3 3 3 11 9 6 5 12 6 8 10 6	0 0 0 0 0 0 0 0 1 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600	2 3 6 7 8 24 66 129 230 164 174 180 165 190 202 214 232	2 1 5 5 5 15 46 96 174 123 125 134 118 144 147 161 192	0 0 0 1 0 0 4 4 7 8 10 9 8 11 9 8	3 0 0 0 0 0 1 8 15 22 11 18 17 14 19 21 20 22	0 0 0 0 0 1 2 2 7 4 2 5 1 3 2 6 0	0 0 0 0 0 0 1 0 0 1 1 4 1 0 0 0	0 0 0 0 0 0 0 0 0 1 2 0 0 0 0 0	0 0 0 0 0 0 0 1 2 1 0 1 0 2 2 1 2 1	0 0 0 0 0 1 0 1 2 2 1 1 1 0 1	9 0 1 1 1 2 2 5 4 4 7 8 8 8 3 10 6 3	0 1 0 0 2 3 3 3 11 9 6 5 12 6 8 10 6	0 0 0 0 0 0 0 0 1 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100	2 3 6 7 8 24 66 129 230 164 174 180 165 190 202 214 232 210 126 77 41 40	2 1 5 5 5 15 46 96 174 123 125 134 118 144 147 161 192 163 98 58 32 28	0 0 0 1 0 0 4 4 7 8 10 9 8 11 9 8 7 6 9 2 1	3 0 0 0 0 0 1 8 15 22 11 18 17 14 19 21 20 22 26 9 7	0 0 0 0 0 1 2 2 7 4 2 5 1 3 2 6 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 1 0 0 1 1 4 1 0 0 0 1 0 0 0 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 1 2 1 0 2 2 1 2 2 1 2 0 0	0 0 0 0 0 1 0 1 2 2 1 1 1 0 1 1 1 1 0 1	9 0 1 1 1 2 2 5 4 4 7 8 8 8 3 10 6 3 3 1 4 3	10 0 1 0 0 2 3 3 3 11 9 6 5 12 6 8 10 6 7 4 7 2 4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100	2 3 6 7 8 24 66 129 230 164 174 180 165 190 202 214 232 210 126 77 41 40 20	2 1 5 5 5 15 46 96 174 123 125 134 118 144 147 161 192 163 98 58 32 28 17	0 0 0 0 1 0 0 4 4 7 8 10 9 8 11 9 8 7 6 9 2 1	3 0 0 0 0 1 8 15 22 11 18 17 14 19 21 20 22 26 9 7	0 0 0 0 0 1 2 2 7 4 2 5 1 3 2 6 0 0 0 1 1 2 1	0 0 0 0 0 1 0 0 1 1 4 1 0 0 0 0 1 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 1 2 0 0 0 0 0 0 0	0 0 0 0 0 0 0 1 2 1 0 1 0 2 2 1 2 1 0 0 0 0	0 0 0 0 0 1 0 1 2 2 1 1 1 1 0 1 1 1 0 0 0 0	9 0 1 1 1 2 2 5 4 4 7 8 8 8 3 10 6 3 3 1 4 3 0	0 1 0 0 2 3 3 3 11 9 6 5 12 6 8 10 6 7 4 7 2 4 0	0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 1000 1100 1200 1300 1400 1500 1700 1800 1900 2200 2300	2 3 6 7 8 24 66 129 230 164 174 180 165 190 202 214 232 210 126 77 41 40 20 15	2 1 5 5 15 46 96 174 123 125 134 118 144 147 161 192 163 98 58 32 28 17 12	0 0 0 1 0 0 4 4 7 8 10 9 8 11 9 8 7 6 9 2 1	3 0 0 0 0 1 8 15 22 11 18 17 14 19 21 20 22 26 9 7	0 0 0 0 0 1 2 2 7 4 2 5 1 3 2 6 0 0 0 1 1 2 1 1 0 1 1 0 0 0 0 1 1 0 0 0 0	0 0 0 0 0 1 0 0 1 1 4 1 0 0 0 1 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 1 2 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 1 2 1 0 2 2 1 2 2 1 2 0 0	0 0 0 0 0 1 0 1 2 2 1 1 1 1 0 1 1 1 0 0 0 0	9 0 1 1 1 2 2 5 4 4 7 8 8 8 3 10 6 3 3 1 4 3 0 0	0 1 0 0 2 3 3 3 11 9 6 5 12 6 8 10 6 7 4 7 2 4 0	0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100	2 3 6 7 8 24 66 129 230 164 174 180 165 190 202 214 232 210 126 77 41 40 20	2 1 5 5 5 15 46 96 174 123 125 134 118 144 147 161 192 163 98 58 32 28 17	0 0 0 0 1 0 0 4 4 7 8 10 9 8 11 9 8 7 6 9 2 1	3 0 0 0 0 1 8 15 22 11 18 17 14 19 21 20 22 26 9 7	0 0 0 0 0 1 2 2 7 4 2 5 1 3 2 6 0 0 0 1 1 2 1	0 0 0 0 0 1 0 0 1 1 4 1 0 0 0 0 1 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 1 2 0 0 0 0 0 0 0	0 0 0 0 0 0 1 2 1 0 1 0 2 2 1 2 1 0 0 0 0	0 0 0 0 0 1 0 1 2 2 1 1 1 1 0 1 1 1 0 0 0 0	9 0 1 1 1 2 2 5 4 4 7 8 8 8 3 10 6 3 3 1 4 3 0	0 1 0 0 2 3 3 3 11 9 6 5 12 6 8 10 6 7 4 7 2 4 0	0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 1000 1100 1200 1300 1400 1500 1700 1800 1900 2200 2300 00-06	2 3 6 7 8 24 66 129 230 164 174 180 165 190 202 214 232 210 126 77 41 40 20 15 50	2 1 5 5 15 46 96 174 123 125 134 118 144 147 161 192 163 98 58 32 28 17 12 33	0 0 0 0 1 0 0 4 4 7 8 10 9 8 11 9 8 7 6 9 9 2 1	3 0 0 0 0 1 8 15 22 11 18 17 14 19 21 20 22 26 9 7 1 3 2 2	0 0 0 0 0 1 2 2 7 4 2 5 1 3 2 6 0 0 0 1 1 2 1 1 1 0 1 1 0 0 1 1 0 1 1 0 1 0	0 0 0 0 0 0 1 0 0 1 1 4 1 0 0 0 1 1 0 0 0 1 0 0 0 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 1 2 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 1 2 1 0 1 0 2 2 1 2 1 0 0 0 0	0 0 0 0 0 1 0 1 2 2 1 1 1 1 0 1 1 1 0 1 1 0 1 1 0 0 1 1 0 0 0 1 1 1 0	9 0 1 1 1 2 2 5 4 4 7 8 8 3 10 6 3 3 3 1 4 3 0 0 0 6	10 0 1 0 0 2 3 3 3 11 9 6 5 12 6 8 10 6 7 4 7 2 4 0 1 6	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

	esday, 29												
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
0000	26	1 20	2	3	4	5	6	7	8	9 0	10 1	11	12 0
0100	7	2	0	2	0	0	0	0	0	0	3	0	0
0200	9	6	0	2	1	0	0	0	0	0	0	0	0
0300	9	8	0	0	0	0	0	0	0	0	1	0	0
0400	7	4	0	0	1	0	0	0	0	1	1	0	0
0500	28	18	2	2	0	0	0	0	0	4	2	0	0
0600	62	45	3	6	2	0	0	0	1	2	3	0	0
0700	129	96	3	21	2	0	1	1	0	2	3	0	0
0800	259	208	11	22	4	3	0	3	1	0	7	0	0
0900	201	151	10	21	3	2	1	0	4	2	6	1	0
1000	191	154	9	15	4	1	0	0	1	6	1	0	0
1100	182	147	6	12	5	0	0	1	1	5	5	0	0
1200	171	114	12	20	4	1	0	2	2	9	6	1	0
1300	178	136	8	18 27	5	0	2	1	0	3	5 7	0	0
1400 1500	214 198	162 146	11 13	25	3 4	0 1	0	1 0	0 1	3 4	4	0	0
1600	235	184	9	27	4	0	0	1	0	8	2	0	0
1700	210	165	8	17	2	0	0	0	1	11	6	0	0
1800	146	124	3	7	1	0	0	0	1	5	5	0	0
1900	62	50	0	5	0	0	1	0	1	3	2	0	0
2000	37	33	0	0	0	0	0	0	0	1	3	0	0
2100	33	25	0	3	2	0	0	0	0	0	3	0	0
2200	13	9	1	2	0	0	0	0	0	0	1	0	0
2300	12	6	0	0	0	0	0	0	0	3	3	0	0
00-06	86	58	2	8	4	0	0	0	1	5	8	0	0
06-18	2230	1708	103	231	42	8	4	10	12	55	55	2	0
18-00	303	247	4	17	3	0	1	0	2	12	17	0	0
00-00	2610	つハコつ	100	256	10		5	10	16	72	00	2	_ ^
00 00	2619	2013	109	256	49	8	3	10	15	72	80	2	0
				256	49	0	3	10	13	12	80	2	U
	day, 30 A Total	pril 2015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
* Thurs	day, 30 A Total	pril 201 5 Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
* Thurse Time	day, 30 A Total	Cls 1 3	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
* Thurse Time 0000 0100	day, 30 A Total 5 3	1 2015 Cls 1 3	Cls 2 0 0	Cls 3 0	Cls 4 0 0	Cls 5 0	Cls 6 0	Cls 7 0 0	Cls 8 0 0	Cls 9 1 0	Cls 10 1 2	Cls 11 0 0	Cls 12 0 0
* Thursday Time 0000 0100 0200	day, 30 A Total 5 3 6	April 2018 Cls 1 3 1 4	Cls 2 0 0	Cls 3 0 0	Cls 4 0 0	Cls 5	Cls 6 0 0	Cls 7 0 0	Cls 8 0 0	Cls 9 1 0	Cls 10 1 2 1	Cls 11 0 0	Cls 12 0 0
* Thurse Time 0000	5 3 6 3	3 1 4 3	Cls 2 0 0 0 0 0 0 0	Cls 3 0 0 1	Cls 4 0 0 0	Cls 5 0 0 0	Cls 6 0 0 0	Cls 7 0 0 0 0 0 0 0	Cls 8 0 0 0	Cls 9 1 0 0	Cls 10 1 2 1 0	Cls 11 0 0 0	Cls 12 0 0 0
* Thursday Time 0000 0100 0200	5 3 6 3 9	3 1 4 3 4	Cls 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 3 0 0 1 0	Cls 4 0 0 0 0	Cls 5	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 7 0 0	Cls 8 0 0 0 0	Cls 9 1 0 0 0	Cls 10 1 2 1	Cls 11 0 0	Cls 12 0 0 0 0
* Thurse Time 0000 0100 0200 0300 0400	day, 30 A Total 5 3 6 3 9 25	3 1 4 3 4 20	Cls 2 0 0 0 0 0 0 0	Cls 3 0 0 1	Cls 4 0 0 0	Cls 5 0 0 0 0 0 1	Cls 6 0 0 0	Cls 7 0 0 0 0 0	Cls 8 0 0 0	Cls 9 1 0 0	Cls 10 1 2 1 0 1	Cls 11 0 0 0 0	Cls 12 0 0 0
* Thurst Time 0000 0100 0200 0300 0400 0500	5 3 6 3 9	3 1 4 3 4	Cls 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 3 0 0 1 0 1 2	Cls 4 0 0 0 0 0 0	Cls 5 0 0 0 0 0	Cls 6 0 0 0 0 0	Cls 7 0 0 0 0 0 1	Cls 8 0 0 0 0 0	Cls 9 1 0 0 0 1 2	Cls 10 1 2 1 0 1 0	Cls 11 0 0 0 0 0	Cls 12 0 0 0 0
* Thurst Time 0000 0100 0200 0300 0400 0500 0600	day, 30 A Total 5 3 6 3 9 25 69	3 1 4 3 4 20 48	Cls 2 0 0 0 0 0 0 0 5 8 5	Cls 3 0 0 1 0 1 2 7	Cls 4 0 0 0 0 0 0 1 4	Cls 5 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0	Cls 7 0 0 0 0 0 1 0	Cls 8 0 0 0 0 0	Cls 9 1 0 0 0 1 2 3	Cls 10 1 2 1 0 1 0 2	Cls 11 0 0 0 0 0 0	Cls 12 0 0 0 0 0
* Thurst Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900	day, 30 A Total 5 3 6 3 9 25 69 142 233 193	3 1 4 3 4 20 48 102 182 144	Cls 2 0 0 0 0 0 0 0 5 8 5 13	Cls 3 0 0 1 0 1 2 7 21 26 15	Cls 4 0 0 0 0 0 0 1 4 0 3 4	Cls 5 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 7 0 0 0 0 1 0 0 0 0 4	Cls 8 0 0 0 0 0 0 0 0 0 1 4 1 1	Cls 9 1 0 0 0 1 2 3 4 4 8	Cls 10 1 2 1 0 1 0 2 6 9 4	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Thurst Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000	day, 30 A Total 5 3 6 3 9 25 69 142 233 193 179	3 1 4 3 4 20 48 102 182 144 133	Cls 2 0 0 0 0 0 0 0 5 8 5 13 7	Cls 3 0 0 1 0 1 2 7 21 26 15 22	Cls 4 0 0 0 0 0 1 4 0 3 4 0	C1s 5 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 7 0 0 0 0 1 0 0 0 4 0	Cls 8 0 0 0 0 0 0 0 0 1 4 1	Cls 9 1 0 0 0 1 2 3 4 4 8 7	Cls 10 1 2 1 0 1 0 2 6 9 4	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Thurst Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100	5 3 6 3 9 25 69 142 233 193 179 175	3 1 4 3 4 20 48 102 182 144 133 120	Cls 2 0 0 0 0 0 0 0 5 8 5 13 7 13	C1s 3 0 0 1 0 1 2 7 21 26 15 22 17	Cls 4 0 0 0 0 0 1 4 0 3 4 0 1	C1s 5 0 0 0 0 1 0 0 0 0 0 1 1 1 0 0 1 1 1 1	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 7 0 0 0 0 1 0 0 0 4 0 2	Cls 8 0 0 0 0 0 0 0 1 4 1 1 2	Cls 9 1 0 0 0 1 2 3 4 4 8 7 11	Cls 10 1 2 1 0 1 0 2 6 9 4 9	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Thurst Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200	5 3 6 3 9 25 69 142 233 193 179 175 213	3 1 4 3 4 20 48 102 182 144 133 120 146	Cls 2 0 0 0 0 0 0 0 5 8 5 13 7 13 21	C1s 3 0 0 1 0 1 2 7 21 26 15 22 17 31	Cls 4 0 0 0 0 0 1 4 0 3 4 0 1 2	C1s 5 0 0 0 0 1 0 0 0 0 0 1 1 1 1	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 1	Cls 7 0 0 0 0 1 0 0 0 4 0 2 2	Cls 8 0 0 0 0 0 0 0 1 4 1 1 2	Cls 9 1 0 0 0 1 2 3 4 4 4 8 7 11 5	Cls 10 1 2 1 0 1 0 2 6 9 4 9 8 4	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Thurst Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300	5 3 6 3 9 25 69 142 233 193 179 175 213 152	3 1 4 3 4 20 48 102 182 144 133 120 146 118	Cls 2 0 0 0 0 0 0 0 5 8 8 5 13 7 7 13 21 9	Cls 3 0 0 1 0 1 2 7 21 26 15 22 17 31 8	Cls 4 0 0 0 0 0 1 4 0 3 4 0 1 2 6	Cls 5 0 0 0 0 0 1 0 0 0 0 0 1 1 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 1 2	Cls 7 0 0 0 0 1 0 0 0 4 0 2 2 0	Cls 8 0 0 0 0 0 0 0 1 4 1 1 2 0 0	Cls 9 1 0 0 1 2 3 4 4 8 7 11 5 8	Cls 10 1 2 1 0 1 0 2 6 9 4 9 8 4 1	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Thurst Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400	5 3 6 3 9 25 69 142 233 193 179 175 213 152 168	3 1 4 3 4 20 48 102 182 144 133 120 146 118 134	Cls 2 0 0 0 0 0 0 0 5 8 8 5 13 7 7 13 21 9 12	Cls 3 0 0 1 0 1 2 7 21 26 15 22 17 31 8 10	Cls	Cls 5 0 0 0 0 0 1 0 0 0 0 0 1 1 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 1 2 1	Cls 7 0 0 0 0 1 0 0 0 4 0 2 2 0 1	Cls 8 0 0 0 0 0 0 0 1 4 1 1 2 0 0	Cls 9 1 0 0 1 2 3 4 4 8 7 11 5 8 3	Cls 10 1 2 1 0 1 0 2 6 9 4 9 8 4 1 6	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Thurst Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500	5 3 6 3 9 25 69 142 233 193 179 175 213 152 168 206	3 1 4 3 4 20 48 102 182 144 133 120 146 118 134 155	Cls 2 0 0 0 0 0 0 0 5 8 5 13 7 13 21 9 12 12	Cls 3 0 0 1 0 1 2 7 21 26 15 22 17 31 8 10 21	Cls 0 0 0 0 0 1 4 0 3 4 0 1 2 6 1 0	Cls 5 0 0 0 0 1 0 0 0 0 1 0 0 0 1 1 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 1 2 1 5	Cls 7 0 0 0 0 1 0 0 0 4 0 2 2 0 1 1	Cls 8 0 0 0 0 0 0 0 1 4 1 1 2 0 0 0	Cls 9 1 0 0 0 1 2 3 4 4 4 8 7 11 5 8 3 6	Cls 10 1 2 1 0 1 0 2 6 9 4 9 8 4 1 6 5	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Thurst Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600	5 3 6 3 9 25 69 142 233 193 179 175 213 152 168 206 220	3 1 4 3 4 20 48 102 182 144 133 120 146 118 134 155 161	Cls 2 0 0 0 0 0 0 5 8 5 13 7 13 21 9 12 12 13	Cls 3 0 0 1 0 1 2 7 21 26 15 22 17 31 8 10 21 24	Cls 4 0 0 0 0 1 4 0 1 2 6 1 0 3	Cls 5 0 0 0 0 0 1 0 0 0 0 0 1 1 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 1 2 1 5 0	Cls 7 0 0 0 0 1 0 0 0 4 0 2 2 0 1 1 2	Cls 8 0 0 0 0 0 0 0 1 4 1 1 2 0 0 0 0	Cls 9 1 0 0 0 1 2 3 4 4 4 8 7 11 5 8 3 6 5	Cls 10 1 2 1 0 1 0 2 6 9 4 9 8 4 1 6	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Thurst Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500	5 3 6 3 9 25 69 142 233 193 179 175 213 152 168 206 220 220 138	3 1 4 3 4 20 48 102 182 144 133 120 146 118 134 155	Cls 2 0 0 0 0 0 0 0 5 8 5 13 7 13 21 9 12 12	Cls 3 0 0 1 0 1 2 7 21 26 15 22 17 31 8 10 21	Cls 0 0 0 0 0 1 4 0 3 4 0 1 2 6 1 0	Cls 5 0 0 0 0 0 1 0 0 0 0 1 0 0 0 1 1 0 0 1 1 1 0 0 1	Cls 6 0 0 0 0 0 0 0 0 0 0 1 2 1 5	Cls 7 0 0 0 0 1 0 0 0 4 0 2 2 0 1 1	Cls 8 0 0 0 0 0 0 0 1 4 1 1 2 0 0 0	Cls 9 1 0 0 0 1 2 3 4 4 4 8 7 11 5 8 3 6	Cls 10 1 2 1 0 1 0 2 6 9 4 9 8 4 1 6 5 8	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 2	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Thurst Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900	5 3 6 3 9 25 69 142 233 193 179 175 213 152 168 206 220 220 138 63	3 1 4 3 4 20 48 102 182 144 133 120 146 118 134 155 161 183 113 45	Cls 2 0 0 0 0 0 0 5 8 5 13 7 13 21 9 12 12 13 12	Cls 3 0 0 1 0 1 2 7 21 26 15 22 17 31 8 10 21 24 13	Cls 4 0 0 0 0 1 4 0 1 2 6 1 0 3 0	Cls 5 0 0 0 0 0 1 0 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 0 0 0 0 1 0 0 0 0 1 0	Cls 6 0 0 0 0 0 0 0 0 0 0 1 2 1 5 0 0 0	Cls 7 0 0 0 0 1 0 0 0 4 0 2 2 0 1 1 2 1	Cls 8 0 0 0 0 0 0 0 1 4 1 1 2 0 0 0 0	Cls 9 1 0 0 1 2 3 4 4 8 7 11 5 8 3 6 5 4	Cls 10 1 2 1 0 1 0 2 6 9 4 9 8 4 1 6 5 8 7	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 1 2 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Thurst Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1200 1300 1400 1500 1600 1700 1800 1900 2000	5 3 6 3 9 25 69 142 233 193 179 175 213 152 168 206 220 220 138 63 42	3 1 4 3 4 20 48 102 182 144 133 120 146 118 134 155 161 183 113 45 29	Cls 2 0 0 0 0 0 0 5 8 5 13 7 13 21 9 12 12 13 12 2 4 3	Cls 3 0 0 1 0 1 2 7 21 26 15 22 17 31 8 10 21 24 13 10 5 4	Cls 4 0 0 0 0 1 4 0 3 4 0 1 2 6 1 0 3 0 2 0 0	Cls 5 0 0 0 0 0 1 0 0 0 0 1 0 0 0 1 1 0	Cls 6 0 0 0 0 0 0 0 0 0 0 1 1 5 5 0 0 0 0 0 0	Cls 7 0 0 0 0 1 0 0 0 4 0 2 2 0 1 1 2 1 2 0 0 0	Cls 8 0 0 0 0 0 0 0 1 4 1 1 2 0 0 0 0 0 1 1 1 2 0 0 0 0 0 0 1 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 9 1 0 0 1 2 3 4 4 8 7 11 5 8 3 6 5 4 4 4 5	Cls 10 1 2 1 0 1 0 2 6 9 4 9 8 4 1 6 5 8 7 4 5 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Thurst Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100	5 3 6 3 9 25 69 142 233 193 179 175 213 152 168 206 220 220 138 63 42 33	3 1 4 3 4 20 48 102 182 144 133 120 146 118 134 155 161 183 113 45 29 25	Cls 2 0 0 0 0 0 0 0 0 5 8 5 13 7 13 21 9 12 12 13 12 2 4 3 1	Cls 3 0 0 1 0 1 2 7 21 26 15 22 17 31 8 10 21 24 13 10 5 4 5	Cls 4 0 0 0 0 0 1 4 0 0 1 2 6 6 1 0 0 3 0 0 2 0 0 0 0 0	Cls 5 0 0 0 0 0 1 0 0 0 0 1 1 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 1 1 5 5 0 0 0 0 0 0	Cls 7 0 0 0 0 1 0 0 0 4 0 2 2 0 1 1 2 1 2 0 0 0 0	Cls 8 0 0 0 0 0 0 1 4 1 1 2 0 0 0 0 1 0 1 0 1 0	Cls 9 1 0 0 1 2 3 4 4 8 7 11 5 8 3 6 5 4 4 4 5 1	Cls 10 1 2 1 0 1 0 2 6 9 4 9 8 4 1 6 5 8 7 4 5 0 1	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Thurst Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200	5 3 6 3 9 25 69 142 233 193 179 175 213 152 168 206 220 220 138 63 42 33 8	3 1 4 3 4 20 48 102 182 144 133 120 146 118 134 155 161 183 113 45 29 25 6	Cls 2 0 0 0 0 0 0 5 8 5 13 7 13 21 9 12 12 13 12 2 4 3 1 0	Cls 3 0 0 1 0 1 2 7 21 26 15 22 17 31 8 10 21 24 13 10 5 4 5 0	Cls 4 0 0 0 0 0 1 4 0 0 3 4 0 0 1 2 0 0 0 0 0 1 1	Cls 5 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 7 0 0 0 0 1 0 0 0 4 0 2 2 0 1 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0 0 0 1 4 1 1 2 0 0 0 1 0 1 0 0 1 0 0 0	Cls 9 1 0 0 1 2 3 4 4 8 7 11 5 8 3 6 5 4 4 4 5 1 1	Cls 10 1 2 1 0 1 0 2 6 9 4 9 8 4 1 6 5 8 7 4 5 0 1 0 0 1 0 0 1 0 0 0 0 0 0 0 0 0 0 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Thurst Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300	5 3 6 3 9 25 69 142 233 179 175 213 152 168 206 220 220 138 63 42 33 8	3 1 4 3 4 20 48 102 182 144 133 120 146 118 134 155 161 183 113 45 29 25 6	Cls 2 0 0 0 0 0 0 0 5 8 5 13 7 13 21 9 12 12 13 12 2 4 3 1 0 0	Cls 3 0 0 1 0 1 2 7 21 26 15 22 17 31 8 10 21 24 13 10 5 4 5 0 1	Cls 4 0 0 0 0 0 1 4 0 0 3 4 0 0 1 2 6 6 1 0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 1 0	Cls 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 7 0 0 0 0 1 0 0 0 4 0 2 2 0 1 1 2 1 2 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0 0 0 1 4 1 1 2 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	Cls 9 1 0 0 1 2 3 4 4 8 7 11 5 8 3 6 5 4 4 4 5 1 1	Cls 10 1 2 1 0 1 0 2 6 9 4 9 8 4 1 6 5 8 7 4 5 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Thurst Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 00-06	5 3 6 3 9 25 69 142 233 193 179 175 213 152 168 206 220 220 220 33 42 33 8 8 8	3 1 4 3 4 20 48 102 182 144 133 120 146 118 134 155 161 183 113 45 29 25 6 6	Cls 2 0 0 0 0 0 0 5 8 5 13 7 13 21 9 12 12 12 13 12 2 4 3 1 0 0 0	C1s 3 0 0 1 0 1 2 7 21 26 15 22 17 31 8 10 21 24 13 10 5 4 15 0 1	Cls 4 0 0 0 0 1 4 0 3 4 0 1 2 6 1 0 0 0 0 1 1 0 1	Cls 5 0 0 0 0 0 0 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 7 0 0 0 0 1 0 0 0 2 2 0 1 1 2 0 0 0 0 1 1 2 1 2	Cls 8 0 0 0 0 0 0 0 1 4 1 1 2 0 0 0 0 0 1 4 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 0 1 2 3 4 4 8 7 11 5 8 3 6 6 5 4 4 4 5 1 1 1 1 4	Cls 10 1 2 1 0 1 0 2 6 9 4 9 8 4 1 6 5 8 7 4 5 0 0 1 0 0 5 5	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Thurst Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300	5 3 6 3 9 25 69 142 233 179 175 213 152 168 206 220 220 138 63 42 33 8	3 1 4 3 4 20 48 102 182 144 133 120 146 118 134 155 161 183 113 45 29 25 6	Cls 2 0 0 0 0 0 0 0 5 8 5 13 7 13 21 9 12 12 13 12 2 4 3 1 0 0	Cls 3 0 0 1 0 1 2 7 21 26 15 22 17 31 8 10 21 24 13 10 5 4 5 0 1	Cls 4 0 0 0 0 0 1 4 0 0 3 4 0 0 1 2 6 6 1 0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 1 0	Cls 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 7 0 0 0 0 1 0 0 0 4 0 2 2 0 1 1 2 1 2 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0 0 0 1 4 1 1 2 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	Cls 9 1 0 0 1 2 3 4 4 8 7 11 5 8 3 6 5 4 4 4 5 1 1	Cls 10 1 2 1 0 1 0 2 6 9 4 9 8 4 1 6 5 8 7 4 5 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

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* Friday	, 1 May 2 Total	015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12
0000	4	4	0	0	0	0	0	0	0	0	0	0	0
0100 0200	2	0 1	0	1 0	0 1	0	0	0	0	1 0	0	0	0
0300	8	7	0	0	0	0	0	0	0	0	1 1	0	0
0400	8	5	0	0	0	1	1	0	0	1	0	0	0
0500	26	19	0	3	1	0	0	0	0	2	1	0	0
0600	54	34	4	10	2	0	1	1	0	1	1	0	0
0700	144	109	4	22	2	0	1	0	0	5	1	0	0
0800 0900	219 209	184 159	4 16	17 21	3 2	0	2 1	0 1	2 1	6 6	1 2	0	0
1000	231	174	20	16	3	0	1	3	1	8	4	1	0
1100	209	176	9	9	3	0	1	0	0	4	6	1	0
1200	208	159	13	19	2	0	1	2	1	8	3	0	0
1300 1400	187 237	143 184	14 8	18 28	2 2	0 1	1 1	1 6	0	5 6	3 1	0 0	0
1500	237	188	10	23	2	2	2	2	0	5	3	0	0
1600	270	220	12	23	2	0	1	4	4	2	2	0	0
1700	211	168	8	22	1	0	1	5	1	3	2	0	0
1800	139	102	7	15	2	0	1	4	0	4	4	0	0
1900	59 51	49 39	2	5	0	0	0	0	0	3	0	0	0
2000 2100	51 37	39	2 3	4 3	0	0	1 0	1 0	0	0	4 1	0	0
2200	32	26	3	1	1	0	0	0	0	1	0	0	0
2300	21	19	0	1	0	0	1	0	0	0	0	0	0
00-06	51	36	0	4	2	1	1	0	0	4	3	0	0
06-18 18-00	2416 339	1898 265	122 17	228 29	26 3	3 0	14 3	25 5	10 0	59 8	29 9	2 0	0 0
00-00	2806	2199	139	261	31	4	18	30	10	71	41	2	0
* • • •													
^ Saturo	lay, 2 Ma	v 2015											
^ Saturo	lay, 2 Ma Total	y 2015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Time	Total	Cls 1	2	3	4	5	6	7	8	9	10	11	12
0000	Total 5	Cls 1 3	2	3	4	5	6	7	8	9	10	11	12
0000 0100	Total 5 13	Cls 1 3 10	2 0 1	1 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 1	10 1 1	0 0	12 0 0
0000	Total 5	Cls 1 3	2	3	4	5	6	7	8	9	10	11	12
0000 0100 0200 0300 0400	5 13 6 8 6	3 10 4 6 2	0 1 0 0 1	1 0 0 0 3	4 0 0 0 0 0 0	5 0 0 0 0	6 0 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 1 1 0 0	10 1 1 1 2 0	0 0 0 0 0	12 0 0 0 0 0
0000 0100 0200 0300 0400 0500	5 13 6 8 6 8	3 10 4 6 2 5	0 1 0 0 1 0	1 0 0 0 3 2	4 0 0 0 0 0 0 0 0	5 0 0 0 0 0	6 0 0 0 0 0	7 0 0 0 0 0	8 0 0 0 0 0	9 0 1 1 0 0	10 1 1 1 2 0 1	0 0 0 0 0 0	0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600	Total 5 13 6 8 6 8 48	Cls 1 3 10 4 6 2 5 24	0 1 0 0 0 1 0 6	1 0 0 0 3 2 11	0 0 0 0 0 0	5 0 0 0 0 0 0	0 0 0 0 0 0 0	7 0 0 0 0 0 0	8 0 0 0 0 0 0	9 0 1 1 0 0 0	10 1 1 1 2 0 1 4	0 0 0 0 0 0 0	12 0 0 0 0 0 0 0
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* Sunda	y, 3 May	2015											
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
0000	11	<u>1</u> 8	2	3	4	5	6	7	8	9	10 1	11 0	<u>12</u>
0100	8	5	1	1	0	Ö	0	0	0	0	1	0	Ö
0200	4	4	0	0	0	0	0	0	0	0	0	0	0
0300 0400	11 2	6 1	1 0	2 1	0	0	0	0	0	1 0	1	0	0
0500	12	5	1	5	0	0	0	0	0	1	0	0	0
0600	30	24	1	3	0	0	1	0	Ō	0	1	0	0
0700	67	55	3	4	1	0	1	1	1	0	1	0	0
0800 0900	84 137	69 115	8 9	4 7	0 1	0	1 2	1 0	0 1	0 2	1	0	0
1000	158	131	15	8	0	0	0	1	0	1	2	0	0
1100	192	151	22	14	0	0	1	0	1	1	2	0	0
1200	144	120	11	4	0	1	0	2	2	3 4	1	0	0
1300 1400	171 161	139 118	10 15	11 14	3 2	0	1	3 6	0 1	3	1 1	0	0
1500	165	139	8	9	0	0	3	2	1	1	2	0	0
1600	192	163	11	9	1	1	0	3	1	0	3	0	0
1700 1800	136 106	116 76	11 8	7 7	0 2	0 1	0 4	0 2	2	0 3	0 3	0	0
1900	51	41	2	4	1	1	0	0	0	3 1	3 1	0	0
2000	30	18	0	5	0	0	1	0	1	2	3	0	0
2100	25	17	1	5	0	0	0	0	0	1	1	0	0
2200 2300	11 4	3 2	0	3 0	1 0	0	0	0 1	0	1 1	3 0	0	0
00-06	48	29	3	11	Ŏ	ŏ	ŏ	Ō	ŏ	2	3	ŏ	ŏ
06-18	1637	1340	124	94	8	2	10	19	10	15	15	0	0
18-00 00-00	227 1912	157 1526	11 138	24 129	4 12	2 4	5 15	3 22	1 11	9 26	11 29	0 0	0 0
* 1/100046	4 Mass	2015											
	ay, 4 May Total		Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
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0000	Total 3	2 Cls	2	3	4	5	6	7	0	9	10	11	12
0000 0100	Total 3 5	2 4	2 0 0	1 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 1	9 0 0	10 0 0	11 0 0	12 0 0
0000	Total 3	2 Cls	2	3	4	5	6	7	0	9	10	11	12
0000 0100 0200 0300 0400	3 5 1 9 10	2 4 1 4 6	2 0 0 0 0 0	3 1 0 0 3 0	4 0 0 0 0 0 0	5 0 0 0 0	6 0 0 0 0	7 0 0 0 0 0	8 0 1 0 0	9 0 0 0 0 2	0 0 0 0 2 1	0 0 0 0 0	0 0 0 0 0
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0000 0100 0200 0300 0400 0500 0600 0700 0800	3 5 1 9 10 22 72 133 206	2 4 1 4 6 15 52 96 147	2 0 0 0 0 0 0 2 3 6 3	1 0 0 3 0 2 9 22 38	0 0 0 0 0 0 0 1 4 1 2	5 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 1	7 0 0 0 0 0 1 0 0 0	0 1 0 0 0 0 0 0 0	9 0 0 0 0 2 1 2 3 5	0 0 0 2 1 1 1 2 8	0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0
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0100	3	2	0	0	0	0	0	0	0	0	1	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0
0300 0400	8	5 3	0	0	0	0 1	0	0	0	3 3	0 1	0	0
0500	23	17	3	1	1	0	0	0	0	3 1	0	0	0
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0700	146	95	8	27	1	1	0	2	0	8	4	0	0
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1100	174	128	3 7	18	5	0	0	0	1	12	3	0	0
1200	152	105	4	19	5	0	0	2	1	8	7	1	0
1300	153	114	6	15	3	0	2	1	1	4	7	0	0
1400	180	125	12	19	11	1	1	0	0	4	7	0	0
1500 1600	191 223	144 169	7 6	23 24	4 4	0	0	1 3	3 2	3 12	6 3	0	0
1700	207	161	12	22	2	0	0	0	0	6	3	1	0
1800	116	94	2	5	0	0	0	0	3	5	7	0	0
1900	64	49	4	5	0	0	0	0	0	3	3	0	0
2000	44	29	2	5	1	0	0	0	0	2	5	0	0
2100 2200	29 20	21 13	1 1	0 1	1 1	0	0	0 2	0 1	3 0	3 1	0	0
2300	14	12	1	1	0	0	0	0	0	0	0	0	0
00-06	45	29	3	2	1	1	0	0	0	7	2	0	0
06-18	2059	1503	93	234	47	2	4	13	12	81	68	2	0
18-00	287	218	11	17	3	0	0	2	4	13	19	0	0
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* Thurs	day, 7 Ma	w 2015											
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
111110	Iocai	1	2	3	4	5	6	7	8	9	10	11	12
0000	9	6	1	0	0	0	0	0	0	1	1	0	0
0100	5	3	0	1	0	0	0	0	0	0	1	0	0
0200	5	2	1	1	0	0	0	0	0	1	0	0	0
0300	6	3	0	0	0	0	0	0	0	2	1	0	0
0400	7	5	0	1	0	0	0	0	0	1	0	0	0
0500 0600	19 80	13 58	1 4	4	0 2	0	0	0	0	1 1	0 5	0	0
0700	138	93	4	10 24	7	0	1	1	0	4	4	0	0
0800	213	169	6	21	5	0	1	1	3	5	2	0	0
0900	169	125	7	20	3	0	0	2	1	6	5	0	0
1000	192	142	15	18	2	0	2	0	0	7	6	0	0
1100	178	134	6	20	1	0	3	2	1	9	2	0	0
1200	168	131	12	16	0	0	0	0	0	3	5	1	0
1300	162	116	7	19	7	0	0	0	0	9	4	0	0
1400	158	120	6	10	5	0	1	2	1	5	7	1	0
1500	209	155	10	24	6	0	0	1	0	7	6	0	0
1600	207	156	8	25	6	0	0	1	2	3	6	0	0
1700 1800	199 128	166 108	6 6	15 8	1 1	0 0	0 1	0	3 0	4 1	3 3	1 0	0
1900	57	42	6	4	1	0	0	0	0	1	3	0	0
2000	56	41	2	7	0	0	1	0	0	1	4	0	0
2100	32	22	2	3	1	0	1	0	2	0	1	0	0
2200	20	14	1	2	1	0	1	0	0	0	1	0	0
2300	14	8	2	2	0	0	0	0	0	1	1	0	0
00-06	51	32	3	7	0	0	0	0	0	6	3	0	0
06-18	2073	1565	91	222	45	0	8	10	11	63	55	3	0
18-00	307	235	19	26	4	0	4	0	2	4	13	0	0
00-00	2431	1832	113	255	49	0	12	10	13	73	71	3	0
* Friday	, 8 May 2	015											
* Friday Time	, 8 May 2 Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Time	Total	Cls 1	2	3	4	5	6	7	8	9	10	Cls 11	12
0000	Total 2	2 Cls	2	3	4	5	6	7	0	9	10	Cls 11	12 0
0000 0100	Total 2 6	2 2 2	2 0 0	3 0 1	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 3	10 0 0	Cls 11 0 0	12 0 0
0000 0100 0200	Total 2 6 3	2 2 2 0	2	0 1 1	4	5 0 0 0	6 0 0	7	0	9 0 3 0	0 0 0 1	Cls 11 0 0	12 0 0 0
0000 0100	Total 2 6	2 2 2	0 0 0	3 0 1	0 0 1	5 0 0	6 0 0	7 0 0 0	8 0 0 0	9 0 3	10 0 0	Cls 11 0 0	12 0 0
0000 0100 0200 0300	2 6 3 5	2 2 2 0 3	2 0 0 0 0 0	0 1 1 0	0 0 1 0	5 0 0 0 0	6 0 0 0	7 0 0 0 0 0	8 0 0 0 0	9 0 3 0 1	0 0 1 1	Cls 11 0 0 0	12 0 0 0 0
0000 0100 0200 0300 0400 0500 0600	Total 2 6 3 5 9 34 52	2 2 2 0 3 2 28 35	0 0 0 0 0 1 0 1	3 0 1 1 0 1 4 7	0 0 1 0 0 0 0 3	5 0 0 0 0 0	6 0 0 0 0 0 0	7 0 0 0 0 0 0 0	8 0 0 0 0 0 0	9 0 3 0 1 4 1 1	0 0 1 1 1 1 2	Cls 11 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700	2 6 3 5 9 34 52 109	2 2 2 0 3 2 28 35 81	0 0 0 0 0 1 0 1 4	3 0 1 1 0 1 4 7	0 0 1 0 0 0 0 3 3	5 0 0 0 0 0 0	0 0 0 0 0 0 0 2 1	7 0 0 0 0 0 0 0 1 2	8 0 0 0 0 0 0	9 0 3 0 1 4 1 1 5	0 0 1 1 1 1 2 1	Cls 11 0 0 0 0 0 0 0 0 1	12 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800	2 6 3 5 9 34 52 109 193	2 2 2 0 3 2 28 35 81 148	0 0 0 0 0 1 0 1 4 4	0 1 1 0 1 4 7 11 25	0 0 1 0 0 0 0 3 3 3	5 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 2 1 1	7 0 0 0 0 0 0 0 1 2 1	8 0 0 0 0 0 0 0 0 0	9 0 3 0 1 4 1 1 5 4	0 0 1 1 1 1 2 1 5	Cls 11 0 0 0 0 0 0 0 1 0 0	12 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900	2 6 3 5 9 34 52 109 193 198	2 2 2 0 3 2 28 35 81 148 150	2 0 0 0 0 1 0 1 4 4 8	3 0 1 1 0 1 4 7 11 25 19	0 0 1 0 0 0 0 3 3 2 5	5 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 2 1 1	7 0 0 0 0 0 0 0 1 2 1 2	8 0 0 0 0 0 0 0 0 0 3 3	9 0 3 0 1 4 1 1 5 4	0 0 1 1 1 1 2 1 5	Cls 11 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000	2 6 3 5 9 34 52 109 193 198 197	2 2 0 3 2 28 35 81 148 150 137	0 0 0 0 1 0 1 4 4 8 13	3 0 1 1 0 1 4 7 11 25 19 24	0 0 1 0 0 0 0 3 3 2 5 2	5 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 2 1 1 0 5	7 0 0 0 0 0 0 0 1 2 1 2	8 0 0 0 0 0 0 0 0 0 3 3 3	9 0 3 0 1 4 1 1 5 4 5 3	10 0 0 1 1 1 1 2 1 5 5	Cls 11 0 0 0 0 0 0 0 1 0 1	12 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100	2 6 3 5 9 34 52 109 193 198 197 202	2 2 0 3 2 28 35 81 148 150 137 148	0 0 0 0 1 0 1 4 4 8 13 17	3 0 1 1 0 1 4 7 11 25 19 24 19	0 0 1 0 0 0 0 3 3 3 2 5 2	5 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 2 1 1 0 5 4	7 0 0 0 0 0 0 1 2 1 2 1	8 0 0 0 0 0 0 0 0 0 3 3 2	9 0 3 0 1 4 1 1 5 4 5 3 7	10 0 0 1 1 1 1 2 1 5 5 9 4	Cls 11 0 0 0 0 0 0 0 1 0 0 1 0 0 1	12 0 0 0 0 0 0 0 0 0 0 0
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7 ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000	2 6 3 5 9 34 52 109 193 198 197 202 191 193 244 236 244 187 146 74 44	2 2 0 3 2 28 35 81 148 150 137 148 154 146 179 187 203 152 120 59 33	0 0 0 0 1 0 1 4 4 8 13 17 16 9 13 12 8 8 5 4 4	3 0 1 1 0 1 4 7 11 25 19 24 19 13 20 25 22 23 20 14 4	0 0 0 1 0 0 0 3 3 2 5 2 1 3 3 2 1 2 1 0 0	0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 2 1 1 0 5 4 0 2 4 1 1 0 1	0 0 0 0 0 0 1 2 1 2 1 1 0 2 2 2 2 0 0	0 0 0 0 0 0 0 0 0 3 3 2 0 0 0 1 1 1 1 1	9 0 3 0 1 4 1 1 5 4 5 3 7 1 6 11 5 3 1 2 4 0	0 0 1 1 1 1 2 1 5 9 4 2 4 5 4 2 3 3 3 1 2	Cls 11 0 0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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7 ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300 00-06	2 6 3 5 9 34 52 109 193 198 197 202 191 193 244 236 244 487 146 74 44 33 31 17 59	2 2 2 0 3 2 28 35 81 148 150 137 148 154 146 179 187 203 152 120 59 33 30 24 15 37	0 0 0 0 1 0 1 4 4 8 13 17 16 9 13 12 8 8 5 4 4 1 0 0 0 1	3 0 1 1 0 1 4 7 11 25 19 24 19 13 20 25 22 23 20 14 4 4 1 25	0 0 0 1 0 0 0 3 3 2 5 2 1 3 3 2 1 0 0 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 0 0 1 0	5 0 0 0 0 0 0 0 0 0 1 1 2 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 2 1 1 0 5 4 0 2 4 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 1 2 1 1 0 2 2 2 2 0 0 1 0 0 0 0	0 0 0 0 0 0 0 0 0 3 3 2 0 0 0 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0	9 0 3 0 1 4 1 1 5 4 5 3 7 1 6 11 5 3 1 2 4 0 0 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	0 0 1 1 1 2 1 5 9 4 2 4 5 4 2 3 3 1 2 0 1	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7 ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1700 1800 1900 2200 2300	2 6 3 5 9 34 52 109 193 198 197 202 191 193 244 236 244 48 33 31 17 59 2246	2 2 0 3 2 2 8 3 5 8 1 1 4 8 1 5 0 1 3 7 1 4 8 1 5 4 1 4 6 1 7 9 1 8 7 2 0 3 1 5 2 1 2 0 5 9 3 3 3 0 2 4 1 5 3 7 1 7 2 0	0 0 0 0 1 0 1 4 4 8 13 17 16 9 13 12 8 8 5 4 4 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	3 0 1 1 0 1 4 7 11 25 19 24 19 13 20 25 22 23 20 14 4 1 2 2 2 7	0 0 0 1 0 0 0 3 3 2 5 2 1 3 3 2 1 0 0 0 1 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 1 0	0 0 0 0 0 0 0 0 0 0 1 1 2 0 0 0 0 0 0 0	0 0 0 0 0 0 0 2 1 1 0 5 4 0 2 4 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 2 1 1 0 2 2 2 2 0 0 1 0 0 0	8 0 0 0 0 0 0 0 0 3 3 2 0 0 1 1 1 1 0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1	9 0 3 0 1 4 1 1 5 4 5 3 7 1 6 11 5 3 1 2 4 0 0 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	0 0 1 1 1 2 1 5 9 4 2 4 5 4 2 3 3 1 2 0 1	C1s 11 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7 ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300 00-06 06-18	2 6 3 5 9 34 52 109 193 198 197 202 191 193 244 236 244 487 146 74 44 33 31 17 59	2 2 2 0 3 2 28 35 81 148 150 137 148 154 146 179 187 203 152 120 59 33 30 24 15 37	0 0 0 0 1 0 1 4 4 8 13 17 16 9 13 12 8 8 5 4 4 1 0 0 0 1	3 0 1 1 0 1 4 7 11 25 19 24 19 13 20 25 22 23 20 14 4 4 1 25	0 0 0 1 0 0 0 3 3 2 5 2 1 3 3 2 1 0 0 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 0 0 1 0	0 0 0 0 0 0 0 0 0 0 1 1 2 0 0 0 0 0 0 0	0 0 0 0 0 0 0 2 1 1 0 5 4 0 2 4 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 2 1 2 1 1 0 2 2 2 2 0 0 1 0 0 0 0	0 0 0 0 0 0 0 0 0 3 3 2 0 0 0 1 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0	9 0 3 0 1 4 1 1 5 4 5 3 7 1 6 11 5 3 1 2 4 0 0 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	0 0 1 1 1 2 1 5 5 9 4 2 4 5 4 2 3 3 1 2 0 1 0 1 4 4 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

* Saturd	lay, 9 Ma	v 2015											
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
0000	7	1	2	3	4	5	6	7	8	9	10	11	12 0
0100	4	3	0	0	0	0	0	0	0	0	1	0	0
0200	3	1	0	2	0	0	0	0	0	0	0	0	0
0300	5	4	0	0	0	0	0	0	0	0	1	0	0
0400	9	6	1	1	0	0	0	0	0	0	1	0	0
0500	20	8	1	4	0	0	0	1	0	2	4	0	0
0600	34	22	2	4	0	1	0	0	1	4	0	0	0
0700	74	45	9	9	1	0	1	0	2	2	5	0	0
0800	105	90	5	5	2	0	0	2	0	0	1	0	0
0900 1000	158 224	127 178	13 20	9 16	3 1	0	1 1	0 1	0	3 1	2 6	0	0
1100	210	170	15	15	2	0	3	0	0	2	3	0	0
1200	197	165	12	14	1	0	0	1	0	2	2	0	0
1300	176	141	15	10	1	2	0	2	0	2	3	0	0
1400	157	138	5	11	0	0	0	0	0	2	1	0	0
1500	141	114	13	5	0	0	2	4	0	2	1	0	0
1600	165	141	14	8	0	0	2	0	0	0	0	0	0
1700	138	118	11	6	0	0	1	1	0	1	0	0	0
1800	84	75 46	5 0	2	0	0	0	1 0	0	0	1	0	0
1900 2000	50 40	37	2	0	0	0	0	0	1 0	0	0 1	0	0
2100	33	27	1	4	0	0	0	0	0	0	1	0	0
2200	35	30	1	4	0	0	0	0	0	0	0	0	0
2300	22	16	1	4	0	0	0	0	0	0	1	0	0
00-06	48	28	3	7	0	0	0	1	0	2	7	0	0
06-18	1779	1449	134	112	11	3	11	11	3	21	24	0	0
18-00	264	231	10	17	0	0	0	1	1	0	4	0	0
00-00	2091	1708	147	136	11	3	11	13	4	23	35	0	0
* Sunda	y, 10 Ma	y 2015											
* Sunda Time	y, 10 May Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Time	Total	Cls 1	2	3	4	5	6	7	8	9	10	11	12
7ime	Total 7	Cls 1 7	2	3	4	5	6	7	8	9	10	11	12
0000 0100	7 11	Cls 1 7 9	2 0 0	3 0 1	4 0 0	5 0 0	6 0 0	7 0 0	8 0	9 0 1	0 0	0 0	12 0 0
0000 0100 0200	7 11 1	7 9 0	2	0 1 1	0 0 0	5 0 0 0	6 0 0 0	7	8	9	0 0 0 0	0 0 0	12 0 0 0
0000 0100	7 11	Cls 1 7 9	0 0 0	3 0 1	4 0 0	5 0 0	6 0 0	7 0 0 0	8 0 0 0 0	9 0 1 0	0 0	0 0	12 0 0
0000 0100 0200 0300	7 11 1 5	7 9 0 3 1 6	0 0 0 0	0 1 1 2	4 0 0 0 0 0	5 0 0 0	6 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 1 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600	7 11 1 5 5 11 18	Cls 1 7 9 0 3 1 6 12	2 0 0 0 0 0 0	3 0 1 1 2 3 1 3	0 0 0 0 0 0 0	5 0 0 0 0 0	6 0 0 0 0 0	7 0 0 0 0 0 0 1	8 0 0 0 0 0 0	9 0 1 0 0 1 1 1	0 0 0 0 0 0 0 2 3	0 0 0 0 0 0 0	12 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700	7 11 1 5 5 11 18 38	7 9 0 3 1 6 12 32	2 0 0 0 0 0 0 0 0	3 0 1 1 2 3 1 3 2	0 0 0 0 0 0 0	5 0 0 0 0 0 0	6 0 0 0 0 0 0	7 0 0 0 0 0 0 1 0	8 0 0 0 0 0 0 0 0	9 0 1 0 0 1 1 0 1	0 0 0 0 0 0 2 3 1	0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800	7 11 1 5 5 11 18 38 89	7 9 0 3 1 6 12 32 74	2 0 0 0 0 0 0 0 0 0	3 0 1 1 2 3 1 3 2 4	0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0	7 0 0 0 0 0 0 1 0 0	8 0 0 0 0 0 0 0 0	9 0 1 0 0 1 1 0 1	0 0 0 0 0 0 2 3 1 3	0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900	7 11 1 5 5 11 18 38 89 123	7 9 0 3 1 6 12 32 74 103	2 0 0 0 0 0 0 0 0 0 1 6 8	3 0 1 1 2 3 1 3 2 4 8	0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0	7 0 0 0 0 0 0 1 0 0 0	8 0 0 0 0 0 0 0 0 0 1 0	9 0 1 0 0 1 1 0 1 1	10 0 0 0 0 0 0 2 3 1 3 1	0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000	7 11 1 5 5 11 18 38 89 123 149	7 9 0 3 1 6 12 32 74 103 127	2 0 0 0 0 0 0 0 0 1 6 8 7	3 0 1 1 2 3 1 3 2 4 8 11	0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 1 0 0 0 0	8 0 0 0 0 0 0 0 0 0 1 0 0	9 0 1 0 0 1 1 0 1 1 1 1	10 0 0 0 0 0 2 3 1 3 1	0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100	7 11 1 5 5 11 18 38 89 123 149 184	Cls 1 7 9 0 3 1 6 12 32 74 103 127 160	0 0 0 0 0 0 0 0 1 6 8 7	3 0 1 1 2 3 1 3 2 4 8 11 7	0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 1 0	0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 1 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0	9 0 1 0 0 1 1 0 1 1 1 1 1 3	10 0 0 0 0 0 2 3 1 3 1 1	0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000	7 11 1 5 5 11 18 38 89 123 149	7 9 0 3 1 6 12 32 74 103 127	2 0 0 0 0 0 0 0 0 1 6 8 7	3 0 1 1 2 3 1 3 2 4 8 11 7 13	0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 1 0 0 0 0	8 0 0 0 0 0 0 0 0 0 1 0 0	9 0 1 0 0 1 1 0 1 1 1 1	10 0 0 0 0 0 2 3 1 3 1	0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200	7 11 1 5 5 11 18 38 89 123 149 184 180	Cls 1 7 9 0 3 1 6 12 32 74 103 127 160 153	0 0 0 0 0 0 0 0 1 6 8 7 13 10	3 0 1 1 2 3 1 3 2 4 8 11 7	0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 1 0 1	0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 1 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 1 0 0 0 0	9 0 1 0 0 1 1 0 1 1 1 1 3 1	10 0 0 0 0 0 2 3 1 3 1 1 0 1	0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500	7 11 1 5 5 11 18 38 89 123 149 184 180 145 162 169	Cls 1 7 9 0 3 1 6 12 32 74 103 127 160 153 121 130 149	0 0 0 0 0 0 0 1 6 8 7 13 10 12 14 11	3 0 1 1 2 3 1 3 2 4 8 11 7 13 5 7	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 1 0 1 1 0 0 0	0 0 0 0 0 0 0 0 0 0 0 1 1 2 1	7 0 0 0 0 0 1 0 0 0 0 0 0 0 1 0 1 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 1 0 0 1 1 1 1 1 1 1 2 1 0	0 0 0 0 0 2 3 1 3 1 1 0 0 4 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600	7 11 1 5 5 5 11 18 38 89 123 149 184 180 145 162 169 181	Cls 1 7 9 0 3 1 6 12 32 74 103 127 160 153 121 130 149 158	0 0 0 0 0 0 0 0 1 6 8 7 13 10 12 14 11 9	3 0 1 1 2 3 1 3 2 4 8 11 7 13 5 7 6 8	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 1 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 1 0 0 1 2 1	0 0 0 0 0 0 1 0 0 0 0 0 0 0 1 3 2 1 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 1 0 0 1 1 1 1 1 1 1 2 1 0 1	0 0 0 0 0 2 3 1 3 1 1 0 0 4 1 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700	7 11 1 5 5 11 18 38 89 123 149 184 180 145 162 169 181 120	Cls 1 7 9 0 3 1 6 12 32 74 103 127 160 153 121 130 149 158 106	0 0 0 0 0 0 0 0 1 6 8 7 13 10 12 14 11 9	3 0 1 1 2 3 1 3 2 4 8 11 7 13 5 7 6 8 7	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 1 0 0 1 0 0	7 0 0 0 0 0 1 0 0 0 0 0 0 1 3 2 1 2	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 1 0 0 1 1 1 1 1 1 3 1 2 1 0 0	10 0 0 0 0 0 2 3 1 3 1 1 0 0 4 1 3 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800	7 11 1 5 5 11 18 38 89 123 149 184 180 145 162 169 181 120 101	Cls 1 7 9 0 3 1 6 12 32 74 103 127 160 153 121 130 149 158 106 84	0 0 0 0 0 0 0 0 1 6 8 7 13 10 12 14 11 9	3 0 1 1 2 3 1 3 2 4 8 11 7 13 5 7 6 8 7	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 1 0 0 1 0 0 0	0 0 0 0 0 0 1 0 0 0 0 0 0 1 3 2 1 2 1	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 1 0 0 1 1 1 1 1 1 2 1 0 1 0 3	10 0 0 0 0 0 2 3 1 3 1 1 0 4 1 3 0 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800 1900	7 11 1 5 5 11 18 38 89 123 149 184 180 145 162 169 181 120 101 52	Cls 1 7 9 0 3 1 6 12 32 74 103 127 160 153 121 130 149 158 106 84 41	0 0 0 0 0 0 0 0 1 6 8 7 13 10 12 14 11 9 3 4	3 0 1 1 2 3 1 3 2 4 8 11 7 13 5 7 6 8 7 7	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 1 0 0 1 0 0 0	0 0 0 0 0 0 1 0 0 0 0 0 0 1 3 2 1 2 1	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 1 0 0 1 1 1 1 1 1 3 1 2 1 0 0 3 1 1	10 0 0 0 0 0 2 3 1 3 1 1 0 0 4 1 3 0 4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7 ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000	7 11 1 5 5 11 18 38 89 123 149 184 180 145 162 169 181 120 101 52 26	Cls 1 7 9 0 3 1 6 12 32 74 103 127 160 153 121 130 149 158 106 84 41 22	0 0 0 0 0 0 0 0 1 6 8 7 13 10 12 14 11 9 3 4	3 0 1 1 2 3 1 3 2 4 8 11 7 13 5 7 6 8 7 7 4 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 1 0 0 1 0 0 0 0 0	0 0 0 0 0 0 1 0 0 0 0 0 0 0 1 3 2 1 1 2 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 1 0 0 1 1 1 1 1 3 1 2 1 0 1 0 1 1 0 0 3 1 1 0 0 1 0 0 1 0 0 0 1 0 0 0 0	10 0 0 0 0 0 2 3 1 3 1 1 0 0 4 1 3 0 4 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7 ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100	7 11 1 5 5 11 18 38 89 123 149 184 180 145 162 169 181 120 101 52	Cls 1 7 9 0 3 1 6 12 32 74 103 127 160 153 121 130 149 158 106 84 41	0 0 0 0 0 0 0 0 1 6 8 7 13 10 12 14 11 9 3 4	3 0 1 1 2 3 1 3 2 4 8 11 7 13 5 7 6 8 7 7 4 3 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 1 0 0 1 0 0 0	0 0 0 0 0 0 1 0 0 0 0 0 0 1 3 2 1 2 1	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 1 0 0 1 1 1 1 1 1 3 1 2 1 0 0 3 1 1	10 0 0 0 0 0 2 3 1 3 1 1 0 0 4 1 3 0 4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300	7 11 1 5 5 11 18 38 89 123 149 184 180 145 162 169 181 120 101 52 26 34	Cls 1 7 9 0 3 1 6 12 32 74 103 127 160 153 121 130 149 158 106 84 41 22 25 11 3	0 0 0 0 0 0 0 0 1 6 8 7 13 10 12 14 11 9 3 4	3 0 1 1 2 3 1 3 2 4 8 11 7 13 5 7 6 8 7 7 4 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 1 0 0 1 0 0 0 0 0	0 0 0 0 0 0 1 0 0 0 0 0 0 1 3 2 1 1 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 1 0 0 1 1 1 1 1 1 2 1 0 1 0 1 1 0 0 1 1 1 0 0 1 1 1 0 0 1 1 0 0 1 0 1 0 1 0 0 1 0 0 1 0 1 0 0 1 0 1 0 0 1	0 0 0 0 0 2 3 1 3 1 1 0 4 1 3 0 4 1 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7 ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200	7 11 1 5 5 11 18 38 89 123 149 184 180 145 162 169 181 120 101 52 26 34 14 6 40	7 9 0 3 1 6 12 32 74 103 127 160 153 121 130 149 158 106 84 41 22 25 11 3 26	0 0 0 0 0 0 0 0 1 6 8 7 13 10 12 14 11 9 3 4 1 0 0	3 0 1 1 2 3 1 3 2 4 8 11 7 13 5 7 6 8 7 7 4 3 1 1 2 4 8 7 7 4 8 7 7 8 7 8 7 8 7 8 7 8 8 7 8 7	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 1 0 0 1 2 1 0 0 0 0	0 0 0 0 0 0 1 0 0 0 0 0 0 1 3 2 1 1 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 1 0 0 1 1 1 1 1 1 2 1 0 1 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 0 0 0 1 0	0 0 0 0 0 2 3 1 3 1 0 1 0 4 1 3 0 1 3 1 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7 ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 00-06 06-18	7 11 1 5 5 11 18 38 89 123 149 184 180 145 162 169 181 120 101 52 26 34 14 6 40 1558	7 9 0 3 1 6 12 32 74 103 127 160 153 121 130 149 158 106 84 41 22 25 11 3 26 1325	0 0 0 0 0 0 0 0 1 6 8 7 13 10 12 14 11 9 3 4 1 0 0 0 0 0 0	3 0 1 1 2 3 1 3 2 4 8 11 7 13 5 7 6 8 7 7 4 3 1 1 2 8 8 7 7 4 8 8 7 7 8 8 8 8 8 8 8 8 8 8 8	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 1 0 0 1 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 1 3 2 1 1 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 1 0 0 1 1 1 1 1 1 2 1 0 1 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 0	0 0 0 0 0 2 3 1 3 1 1 0 4 1 3 0 1 4 1 2 1 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7 ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300 00-06	7 11 1 5 5 11 18 38 89 123 149 184 180 145 162 169 181 120 101 52 26 34 14 6 40	7 9 0 3 1 6 12 32 74 103 127 160 153 121 130 149 158 106 84 41 22 25 11 3 26	0 0 0 0 0 0 0 0 1 6 8 7 13 10 12 14 11 9 3 4 1 0 0 0	3 0 1 1 2 3 1 3 2 4 8 11 7 13 5 7 6 8 7 7 4 3 1 1 2 4 8 7 7 4 8 7 7 8 7 8 7 8 7 8 7 8 8 7 8 7	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 1 0 0 1 2 1 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0 1 3 2 1 1 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 1 0 0 1 1 1 1 1 1 2 1 0 1 0 1 1 0 0 1 1 0 0 1 1 0 0 0 1 0	0 0 0 0 0 0 2 3 1 3 1 1 0 0 4 1 3 0 1 2 2 3 1 2 2 3 1 2 4 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

* Monda Time	ay, 11 Ma Total	y 2015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12
0000 0100	3 2	1 0	0	2	0 0	0	0	0 0	0 0	0 0	0	0	0
0200	3	0	0	1 0	1	0	0	0	0	0	1 2	0	0
0300	7	6	0	0	0	0	0	0	0	0	1	0	0
0400	10	4	0	0	0	0	1	1	0	3	1	0	0
0500	24	19	2	3	0	0	0	0	0	0	0	0	0
0600	75	53	2	10	2	0	1	0	0	1	6	0	0
0700	117	91	4	16	2	0	0	2	0	2	0	0	0
0800	208	168	3	18	5	0	1	2	2	2	7	0	0
0900 1000	172 177	129 146	5 10	19 8	4 4	0	0	1 3	0 1	8 3	6 2	0	0
1100	183	142	10	16	1	0	0	0	0	5	9	0	0
1200	179	133	6	22	4	0	2	0	1	2	9	0	0
1300	169	128	7	15	2	0	0	1	1	8	6	1	0
1400	173	126	7	18	5	0	2	1	1	6	7	0	0
1500	213	170	6	21	2	1	0	1	1	5	6	0	0
1600	187	142	7	30	2	0	0	0	0	1	5	0	0
1700 1800	223 96	179 78	9 1	21 7	3 1	0 1	0	0	0	7 5	4 3	0 0	0
1900	53	38	0	5	0	1	0	0	0	4	5	0	0
2000	39	28	3	2	0	0	0	0	0	3	3	0	0
2100	26	14	1	2	0	0	0	0	0	2	7	0	0
2200	15	10	0	2	1	0	0	0	0	1	1	0	0
2300	5	4	0	1	0	0	0	0	0	0	0	0	0
00-06	49	30	2	6	1	0	1	1	0	3	5	0	0
06-18	2076 234	1607	76	214 19	36 2	1 2	6 0	11 0	7 0	50	67 19	1 0	0
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	_	1	0	0	0	0	0	0	0	0	0	0
3	2	0	0	0	0	0	0	0	1	0	0	0
5	3	0	0	0	0	0	0	0	1	1	0	0
3	2	0	0	0	0	0	0	0	1	0	0	0
10	8	0	0	0	0	0	0	0	2	0	0	0
17	13	0	2	1	0	0	0	0	1	0	0	0
72	53	1	9	3	0	0	0	0	2	4	0	0
131	97	3	15	4	0	1	0	1	5	5	0	0
212	163	5	25	7	0	1	1	0	2	8	0	0
147	112	3	14	2	0	0	1	0	8	7	0	0
188	132	10	31	0	0	0	2	0	7	6	0	0
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Time	, 15 May Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
0000	1	1	2	3	4	5	6	7	8	9	10	11	12
0000 0100	4 5	4 3	0	0	1	0	0 0	0	0	0	0 1	0	0
0200	1	0	0	0	1	0	0	0	0	0	0	0	0
0300	7	5	1	0	0	0	0	0	0	0	1	0	0
0400	9	8	0	0	0	0	0	0	0	1	0	0	0
0500	23	14	0	4	0	0	0	0	0	4	1	0	0
0600	63	42	4	9	2	0	2	0	0	0	4	0	0
0700	137	102	4	22	4	1	0	0	1	2	1	0	0
0800	215	162	5	27	7	1	0	2	0	7	4	0	0
0900	219	163	8	26	12	0	0	0	1	4	5	0	0
1000	216	161	13	23	3	0	0	5	0	4	6	1	0
1100	192	143	16	14	2	0	3	1	0	6	7	0	0
1200	213	162	7	23	3	0	0	2 1	4	4	8	0	0
1300 1400	200 228	157 181	11 9	21 23	2 4	0	0 2	0	1	2 4	5 5	0	0
1500	227	170	14	24	4	0	1	4	0	3	7	0	0
1600	217	179	7	23	2	0	0	1	1	3	1	0	0
1700	225	189	11	21	2	0	0	1	0	0	1	0	0
1800	125	102	6	12	0	0	1	0	0	2	2	0	0
1900	66	52	2	4	1	0	0	0	1	4	2	0	0
2000	61	51	7	0	0	0	0	1	0	1	1	0	0
2100	52	40	1	6	1	0	0	0	0	2	2	0	0
2200	23	19	2	1	1	0	0	0	0	0	0	0	0
2300 00-06	20 49	18 34	0 1	1 4	0 2	0 0	0 0	0 0	0 0	1 5	0 3	0 0	0 0
06-08	2352	1811	109	256	47	2	8	17	8	39	54	1	0
18-00	347	282	18	24	3	0	1	1	1	10	7	0	0
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* Saturo	day, 16 M	ay 2015											
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0000 0100 0200	7 2 5	7 0 2	0 0 1	0 0 1	0 0 0	5 0 0 0	6 0 0 0	7 0 0 0	8 0 0 0	9 0 1 1	0 1 0 0	0 0 0	12 0 0 0
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ay, 17 Ma Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
	1	2	3	4	5	6	7	8	9	10	11	12
							-	-		-		0
												0
11	8	0	2	0	Ö	Ö	Ö	Ö	1	0	0	0
5	3	2	0	0	0	0	0	0	0	0	0	0
3	0	0	3	0	0	0	0	0	0	0	0	0
												0
												0
												0
166	128	14	16	2	0	1	2	0	2	1	0	0
192	162	18	6	1	0	2	2	0	0	1	0	0
162	139	11	9	0	0	0	1	0	1	1	0	0
												0
												0
										_		0
	109	7			0	0	4	1		1	0	0
99	71	8	10	0	2	1	2	1	2	2	0	0
47	38	3	1	1	0	0	0	1	3	0	0	0
31	26	0				0	0		0		0	0
												0
												0
												0
	1528	152	114	6	Ö	8	19	6	15	12	Ö	0
235	182	12	22	2	2	1	2	2	6	4	0	0
2134	1737	166	145	8	2	9	21	8	22	16	0	0
ay, 18 Ma	y 2015											
ay, 18 Ma Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Total	Cls 1	2	3	4	5	6	7	8	9	10	11	12
Total 0	Cls 1	2	3	4	5	6	7	8	9	10	11	12
Total 0 1	Cls 1 0 1	2 0 0	3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	10 0 0	11 0 0	12 0 0
Total 0	Cls 1	2	3	4	5	6	7	8	9	10	11	12 0 0 0
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70tal 0 1 2 7 12 34 73 124	Cls	2 0 0 0 0 0 1 2 1 8	3 0 0 1 0 0 0 3 7 15	0 0 1 0 0 0 0 2 1	5 0 0 0 0 0 0	6 0 0 0 0 0 0 0 2	7 0 0 0 0 0 0 0 0 0 3	8 0 0 0 0 0 0 0 0 3	9 0 0 0 0 3 1 2 1	0 0 0 0 1 0 2 5	0 0 0 0 0 0 0 0 1	12 0 0 0 0 0 0 0
70tal 0 1 2 7 12 34 73 124 207	Cls 1 0 1 0 6 8 26 53 93 154	0 0 0 0 0 1 2 1 8 3	3 0 0 1 0 0 3 7 15 33	0 0 1 0 0 0 0 2 1 4	5 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 2 0	7 0 0 0 0 0 0 0 0 0 3 2	8 0 0 0 0 0 0 0 0 3 2	9 0 0 0 0 3 1 2 1 3	0 0 0 1 0 2 5 0 5	0 0 0 0 0 0 0 0 1 0	12 0 0 0 0 0 0 0 0
70tal 0 1 2 7 12 34 73 124	Cls 1 0 1 0 6 8 26 53 93 154 140	2 0 0 0 0 0 1 2 1 8	3 0 0 1 0 0 0 3 7 15	0 0 1 0 0 0 0 2 1	5 0 0 0 0 0 0	6 0 0 0 0 0 0 0 2	7 0 0 0 0 0 0 0 0 0 3 2	8 0 0 0 0 0 0 0 0 3	9 0 0 0 0 3 1 2 1	0 0 0 0 1 0 2 5	0 0 0 0 0 0 0 0 1	12 0 0 0 0 0 0 0
70tal 0 1 2 7 12 34 73 124 207 191 164 170	Cls 1 0 1 0 6 8 26 53 93 154 140 128 126	0 0 0 0 1 2 1 8 3 11	3 0 0 1 0 0 3 7 15 33 17	0 0 1 0 0 0 0 2 1 4 3	5 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 2 0 1 1	7 0 0 0 0 0 0 0 0 0 3 2	8 0 0 0 0 0 0 0 0 3 2	9 0 0 0 0 3 1 2 1 3 8	10 0 0 0 1 0 2 5 0 5	0 0 0 0 0 0 0 0 0 1 0 0	12 0 0 0 0 0 0 0 0
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Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
0000	5	1	2	3	4	5	6	7	8	9	10	11 0	12 0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0
0200	4	2	0	0	0	0	0	0	0	1	1	0	0
0300	9	7	0	0	0	0	0	0	0	1	1	0	0
0400	12	5	0	1	0	1	0	0	0	3	2	0	0
0500	29	20	1	4	1	0	0	0	0	0	3	0	0
0600	70	49	1	13	1	0	0	0	1	1	4	0	0
0700	121	85	2	20	6	0	0	0	0	3	4	1	0
0800	195	165	3	14	2	0	1	0	0	5	5	0	0
0900 1000	172 176	134 135	7 4	12 11	3 5	0	0 1	0	2	6 8	8 10	0	0
1100	157	118	4	15	3	0	2	1	2	5	7	0	0
1200	165	125	5	18	2	0	1	0	1	3	9	1	0
1300	150	115	4	15	4	0	0	0	1	2	8	1	0
1400	159	126	3	14	3	0	0	1	0	7	5	0	0
1500	190	154	4	19	0	1	0	0	1	5	6	0	0
1600	193	152	4	26	1	0	0	0	3	4	3	0	0
1700	168	143	4	9	1	0	0	0	0	4	7	0	0
1800 1900	102 65	83 56	1 0	10 6	1 0	0	0	0	0	3 2	4 1	0	0
2000	41	27	0	6	2	0	0	0	0	4	2	0	0
2100	26	17	0	3	0	0	0	0	1	3	2	0	0
2200	13	9	0	2	1	0	0	0	0	0	1	0	0
2300	10	9	0	0	0	0	0	0	0	0	1	0	0
00-06	60	39	1	6	1	1	0	0	0	5	7	0	0
06-18	1916	1501	45	186	31	1	5	2	13	53	76	3	0
18-00	257	201	1	27	4	0	0	0	1	12	11	0	0
00-00	2233	1741	47	219	36	2	5	2	14	70	94	3	0
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Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
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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
0000	4	3	0	0	0	0	0	0	0	1	0	0	0
0100	2	0	1	1	0	0	0	Ö	0	0	0	0	0
0200	7	4	0	2	0	0	0	0	0	1	0	0	0
0300	6	5	0	0	0	0	0	0	0	0	1	0	0
0400	9	7	1	0	0	0	0	0	0	1	0	0	0
0500	20	14	1	2	2	0	0	0	0	1	0	0	0
0600	66	49	0	5	2	0	0	0	0	3	7	0	0
0700	133	96	3	24	5	0	1	0	1	0	3	0	0
0800	200	157	5	23	5	0	1	0	1	3	5	0	0
0900	179	139	5	23	0	0	0	1	1	3	7	0	0
1000	139	121	6	7	0	0	0	0	0	5	0	0	0
1100	165 183	120	12	19	5 6	0	0	1 0	1	2	5	0	0
1200 1300	183 184	147 144	10 15	13 15	6	0	0 0	1	0	3 4	4 3	0	0
1400	189	144	13	10	4	0	1	1	1	12	5 5	1	0
1500	217	174	5	24	6	0	2	0	1	4	1	0	0
1600	206	167	5	24	2	0	1	0	0	3	4	0	0
1700	186	153	5	18	3	0	0	0	1	4	2	0	0
1800	118	105	2	3	0	0	0	1	1	3	2	1	0
1900	53	45	2	3	0	0	0	0	0	1	2	0	0
2000	58	47	1	5	0	0	0	0	0	4	1	0	0
2100	32	21	1	2	1	0	0	0	0	2	5	0	0
2200	21	17	0	1	0	0	0	0	1	1	1	0	0
2300	5	3	0	0	0	0	0	0	0	0	2	0	0
00-06	48	33	3	5	2	0	0	0	0	4	1	0	0
06-18	2047	1608	84	205	40	0	6	4	7	46	46	1	0
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* Friday	, 22 May	2015											
		2015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
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* Friday Time	7, 22 May Total	2015 Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
* Friday Time 0000 0100	7, 22 May Total	2015 Cls 1 2 2	Cls 2 0 0	Cls 3 0	Cls 4 0 0	Cls 5 0	Cls 6 0	Cls 7 0 0	Cls 8 0 0	Cls 9 1 0	Cls 10 0	Cls 11 0 0	Cls 12 0 0
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* Saturo	day, 23 M Total	ay 2015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
TIME	IOCAI	1	2	3	4	5	6	7	8	9	10	11	12
0000	10	9	0	0	0	0	0	0	0	1	0	0	0
0100	7	7	0	0	0	0	0	0	0	0	0	0	0
0200	6	3	0	1	0	0	0	0	0	0	2	0	0
0300	8	4	2	2	0	0	0	0	0	0	0	0	0
0400	5	1	1	2	0	0	0	0	0	0	1	0	0
0500	16	12	2	2	0	0	0	0	0	0	0	0	0
0600	26	21	0	3	0	0	0	0	0	2	0	0	0
0700 0800	61 138	46 115	6 10	4 12	2	0	1 1	2	0	0	0	0	0
0900	174	144	9	17	1	0	0	1	0	1	0	1	0
1000	208	174	9	17	0	1	0	0	0	1	6	0	0
1100	194	163	12	11	2	0	1	2	1	0	2	0	0
1200	220	173	19	20	1	0	2	2	1	0	2	0	0
1300	188	163	13	4	0	1	1	3	0	2	1	0	0
1400	204	166	19	15	0	0	1	2	0	0	1	0	0
1500	167	144	8	10	0	0	2	0	1	1	1	0	0
1600	173	149	12	8	0	0	1	2	0	1	0	0	0
1700	151	127	13	9	0	0	0	1	0	1	0	0	0
1800	83	78	2	3	0	0	0	0	0	0	0	0	0
1900	55	44	3	7	0	0	0	0	0	0	1	0	0
2000	41 30	37 23	0 2	3 5	0	0	1 0	0	0	0	0	0	0
2100 2200	21	18	0	2	1	0	0	0	0	0	0	0	0
2300	19	14	0	4	1	0	0	0	0	0	0	0	0
00-06	52	36	5	7	Ō	ŏ	ŏ	ŏ	0	1	3	Ŏ	Ö
06-18	1904	1585	130	130	6	2	10	15	3	9	13	1	0
18-00	249	214	7	24	2	0	1	0	0	0	1	0	0
00-00	2205	1835	142	161	8	2	11	15	3	10	17	1	0
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Time	Total	y 2015 Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	10	11	12
0000	Total	y 2015 Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	10	11	12 0
0000 0100	Total 10 2	y 2015 Cls 1	Cls 2 0 0	Cls 3 0 0	Cls 4 0 0	Cls 5 0 0	Cls 6 0	Cls 7 0 0	Cls 8 0 0	Cls 9 0 0	10 0 0	11 0 0	12 0 0
0000 0100 0200	10 2 2	y 2015 Cls 1 10 2	Cls 2 0 0	Cls 3 0 0	Cls 4 0 0	Cls 5	Cls 6 0 0	Cls 7	Cls 8 0 0	Cls 9 0 0	0 0 0 0	0 0 0	12 0 0 0
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0000 0100 0200 0300 0400	10 2 2 3 5	y 2015 Cls 1 10 2 0 1 3	Cls 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 3 0 0 1 1 2	Cls 4 0 0 0 0	Cls 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0	Cls 9 0 0 1 1 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
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0000 0100 0200 0300 0400	10 2 2 3 5 8 21	y 2015 Cls 1 10 2 0 1 3 6 16	Cls 2 0 0 0 0 0 0 0	Cls 3 0 0 1 1 2 1 2	Cls 4 0 0 0 0 0 0	Cls 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0	Cls 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0	Cls 9 0 0 1 1 0 1	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0
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0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000	10 2 2 3 5 8 21 54 101 128 183	y 2015 Cls 1 10 2 0 1 3 6 16 42 76 97 159	Cls 2 0 0 0 0 0 0 1 6 12 7 8	Cls 3 0 0 1 1 2 1 2 2 7 15 10	Cls 4 0 0 0 0 0 0 0 0 0 1 2 0 0 3	C1s 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 1 0 3 0 0 0	Cls 7 0 0 0 0 0 0 1 0 1	C1s 8 0 0 0 0 0 0 0 0 0	Cls 9 0 0 1 1 0 1 1 2 2 1	10 0 0 0 0 0 0 0 1 0 2 2 2	0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0
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71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300 00-06	10 2 2 3 5 8 21 54 101 128 183 179 200 199 219 190 204 144 93 41 46 48 13 10 30	y 2015 Cls 1 10 2 0 1 3 6 42 76 97 159 155 178 169 183 164 182 116 30 39 47	Cls 2 0 0 0 0 0 1 6 12 7 8 11 11 12 19 19 4 10 6 1 4 0 0 0 0 0	Cls 3 0 0 1 1 2 1 2 7 15 10 6 7 13 12 2 10 11 5 5 2	Cls 4 0 0 0 0 0 0 1 2 0 3 1 0 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	C1s 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 1 0 3 0 1 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 7 0 0 0 0 0 0 1 0 1 1 0 3 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0	C1s 9 0 0 1 1 0 1 1 2 2 1 1 0 1 1 2 4 3 2 1 1 0 0 1 1 3	10 0 0 0 0 0 1 0 2 2 1 1 2 0 2 2 1 1 0 2 2 1 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300	Total 10 2 2 3 5 8 21 54 101 128 183 179 200 199 219 190 204 144 93 41 46 48 13 10	y 2015 Cls 10 2 0 1 3 6 16 42 76 97 159 155 178 169 183 164 182 116 30 39 47 97	Cls 2 0 0 0 0 0 1 6 12 7 8 11 11 12 19 19 4 10 6 1 4 0 0 0	Cls 3 0 0 1 1 2 1 2 2 7 15 10 6 7 13 12 2 10 11 5 2 0 1 1	Cls 4 0 0 0 0 0 0 0 1 2 0 3 1 0 1 2 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0	C1s 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	Cls 7 0 0 0 0 0 0 1 0 1 1 0 3 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0	Cls 9 0 0 1 1 0 1 1 2 2 1 1 0 1 1 2 4 3 2 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	10 0 0 0 0 0 1 0 2 2 1 1 2 0 2 2 1 1 2 0 2 2 1 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

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* Monda	ay, 25 Ma	y 2015											
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	<u>6</u>	7	8	9	10	11	12
0000 0100	6 0	4 0	0	1 0	0 0	0 0	0	0 0	0	0	1 0	0	0
0200	2	0	0	0	1	0	0	0	0	1	0	0	0
0300	9	7	0	0	0	1	0	0	0	1	0	0	0
0400	9	6	0	2	0	0	0	0	0	1	0	0	0
0500	33	26	0	5	1	0	0	0	0	1	0	0	0
0600	78	52	3	13	2	0	1	1	0	3	3	0	0
0700 0800	119 223	92 171	2 7	14 29	5 3	0 1	0 1	1 3	1 0	2 4	2	0 1	0
0900	174	129	6	15	5	0	4	0	1	5	9	0	0
1000	205	151	12	23	4	0	1	1	1	4	8	0	0
1100	151	114	7	11	6	0	3	2	1	3	4	0	0
1200	185	127	16	22	4	0	0	0	0	12	4	0	0
1300	180	138	7	15	2	0	1	1	1	8	7	0	0
1400	193	145	14	21	3	0	0	0	1	5	3	1	0
1500 1600	209 209	151 165	11 6	33 23	3 2	1 0	0 2	1 3	0 1	6 3	3 4	0	0
1700	195	160	5	23 19	1	0	1	0	3	2	4	0	0
1800	119	90	6	12	3	0	0	1	0	2	5	0	0
1900	66	57	2	4	0	Ö	Ö	1	Ö	2	0	Ö	0
2000	40	30	4	3	0	0	0	0	0	3	0	0	0
2100	16	14	0	1	0	0	0	0	0	0	1	0	0
2200	16	8	1	1	1	0	0	0	0	3	2	0	0
2300 00-06	12 59	10 43	1	0 8	0 2	0 1	0	0 0	0	0 4	1	0	0
06-06	2121	43 1595	0 96	238	40	2	0 14	13	0 10	4 57	1 54	0 2	0
18-00	269	209	14	238	4	0	0	2	0	10	9	0	0
00-00	2449	1847	110	267	46	3	14	15	10	71	64	2	0
* T	OC NA	0045											
	ay, 26 Ma		Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
* Tuesd Time	ay, 26 Ma Total	ay 2015 Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
7ime	Total 4	2 Cls	2	3	4	5	6	7	8	9	10	11	12
0000 0100	Total 4 0	2 0	2 0 0	3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 1 0	10 1 0	0 0	12 0 0
0000 0100 0200	### Total 4	2 0 2	0 0 0	3 0 0 0	4 0 0 0	5 0 0 0	6 0 0	7 0 0 0	8 0 0 0	9 1 0 0	10 1 0 1	0 0 0	12 0 0 0
0000 0100 0200 0300	Total 4 0 3 7	Cls 1 2 0 2 5	0 0 0 0	0 0 0 0	4 0 0 0 0 0	5 0 0 0	6 0 0 0	7 0 0 0 0	8 0 0 0	9 1 0 0 2	10 1 0 1 0	0 0 0 0	0 0 0 0
0000 0100 0200 0300 0400	## Total 4	Cls 1 2 0 2 5 5	2 0 0 0 0	3 0 0 0 0	4 0 0 0 0 0 0	5 0 0 0 0	6 0 0 0 0	7 0 0 0 0	8 0 0 0 0	9 1 0 0 2 1	10 1 0 1 0 0	0 0 0 0 0	0 0 0 0 0
0000 0100 0200 0300	4 0 3 7 6 23	Cls 1 2 0 2 5	2 0 0 0 0 0	3 0 0 0 0 0 0 2	0 0 0 0 0 0 2	5 0 0 0	6 0 0 0	7 0 0 0 0	8 0 0 0	9 1 0 0 2 1 0	10 1 0 1 0	0 0 0 0	0 0 0 0
0000 0100 0200 0300 0400 0500	4 0 3 7 6 23 68 127	2 0 2 5 5	2 0 0 0 0	3 0 0 0 0 0 0 2 3 18	4 0 0 0 0 0 0	5 0 0 0 0 0	0 0 0 0 0 0	7 0 0 0 0 0	8 0 0 0 0 0	9 1 0 0 2 1	10 1 0 1 0 0 0 3	0 0 0 0 0 0	12 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800	4 0 3 7 6 23 68 127 232	2 0 2 5 5 15 53 94 176	0 0 0 0 0 0 0 0 5 3 4	3 0 0 0 0 0 2 3 18 27	0 0 0 0 0 0 2 2 2 3 8	5 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 0 0 2	7 0 0 0 0 0 0 0 1 0 3	8 0 0 0 0 0 0 0	9 1 0 0 2 1 0 3 3 6	10 1 0 1 0 0 3 1 5 6	0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900	4 0 3 7 6 23 68 127 232 203	2 0 2 5 5 15 53 94 176 145	0 0 0 0 0 0 0 5 3 4 16	3 0 0 0 0 0 2 3 18 27 20	0 0 0 0 0 0 2 2 2 3 8 5	5 0 0 0 0 0 0 0 0 0 1	0 0 0 0 0 0 1 0 0 2	7 0 0 0 0 0 0 0 1 0 3 0	8 0 0 0 0 0 0 0 0	9 1 0 0 2 1 0 3 3 6 5	10 1 0 1 0 0 3 1 5 6 11	11 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000	4 0 3 7 6 23 68 127 232 203 173	Cls 1 2 0 2 5 5 15 53 94 176 145 133	2 0 0 0 0 0 0 0 5 3 4 16 9	3 0 0 0 0 0 2 3 18 27 20 16	0 0 0 0 0 0 2 2 2 3 8 5 4	5 0 0 0 0 0 0 0 0 1 0 1 2	6 0 0 0 0 0 1 0 0 2 0	7 0 0 0 0 0 0 0 1 0 3 0	8 0 0 0 0 0 0 0 0 0 0 0	9 1 0 0 2 1 0 3 3 6 5 3	10 1 0 1 0 0 3 1 5 6 11 4	11 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100	4 0 3 7 6 23 68 127 232 203 173 148	Cls	0 0 0 0 0 0 0 5 3 4 16 9	3 0 0 0 0 2 3 18 27 20 16 14	0 0 0 0 0 0 2 2 2 3 8 5 4 2	5 0 0 0 0 0 0 0 0 1 0 1 2	0 0 0 0 0 0 1 0 0 2 0 1	0 0 0 0 0 0 0 1 0 3 0 0	8 0 0 0 0 0 0 0 0 0 0 0	9 1 0 0 2 1 0 3 3 6 5 3 5	10 1 0 1 0 0 3 1 5 6 11 4	11 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200	4 0 3 7 6 23 68 127 232 203 173 148 179	Cls	0 0 0 0 0 0 0 5 3 4 16 9 9	3 0 0 0 0 0 2 3 18 27 20 16 14 9	0 0 0 0 0 2 2 2 3 8 5 4 2 5	5 0 0 0 0 0 0 0 0 1 0 1 2	0 0 0 0 0 0 1 0 0 2 0 1 0	7 0 0 0 0 0 0 0 1 0 3 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0	9 1 0 0 2 1 0 3 3 6 5 3 5 6	10 1 0 1 0 0 3 1 5 6 11 4 4 3	0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100	4 0 3 7 6 23 68 127 232 203 173 148 179 176 191	Cls	0 0 0 0 0 0 0 5 3 4 16 9	3 0 0 0 0 2 3 18 27 20 16 14	0 0 0 0 0 2 2 3 8 5 4 2 5 3	5 0 0 0 0 0 0 0 0 1 0 1 2 0	0 0 0 0 0 0 1 0 0 2 0 1	0 0 0 0 0 0 0 1 0 3 0 0	8 0 0 0 0 0 0 0 0 0 0 0	9 1 0 0 2 1 0 3 3 6 5 3 5 6 4	10 1 0 1 0 0 3 1 5 6 11 4	11 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500	4 0 3 7 6 23 68 127 232 203 173 148 179 176 191 209	Cls	0 0 0 0 0 0 5 3 4 16 9 9 8 10 7	3 0 0 0 0 0 2 3 18 27 20 16 14 9 19 19	0 0 0 0 0 2 2 3 8 5 4 2 5 3 5	5 0 0 0 0 0 0 0 1 0 1 2 0 0	0 0 0 0 0 0 1 0 0 2 0 0 1 0 0 0 0 1 0 0 0 0	0 0 0 0 0 0 0 1 0 3 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 1 0 0 2 1 0 3 3 6 5 3 5 6 4 5 4	10 1 0 1 0 0 3 1 5 6 11 4 4 3 3 8 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600	4 0 3 7 6 23 68 127 232 203 173 148 179 176 191 209 243	Cls 1 2 0 2 5 5 15 15 17 145 133 113 148 137 142 169 191	0 0 0 0 0 0 5 3 4 16 9 9 8 10 7	3 0 0 0 0 0 2 3 18 27 20 16 14 9 19 19 20 36	0 0 0 0 0 2 2 3 8 5 4 2 5 3 5 4	0 0 0 0 0 0 0 0 1 0 1 2 0 0 0 0	0 0 0 0 0 1 0 0 2 0 1 0 0 0 1 2 0 0	7 0 0 0 0 0 0 1 0 3 0 0 0 0 0 0 1 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 1 0 0 2 1 0 3 3 6 5 3 5 6 4 5	10 1 0 1 0 0 3 1 5 6 11 4 4 4 3 3 8 1 4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700	4 0 3 7 6 23 68 127 232 203 173 148 179 176 191 209 243 199	Cls 1 2 0 2 5 5 15 7 17 145 133 113 1148 137 142 169 191 156	0 0 0 0 0 0 5 3 4 16 9 9 8 10 7	3 0 0 0 0 2 3 18 27 20 16 14 9 19 19 20 36 17	0 0 0 0 0 2 2 3 8 5 4 2 5 3 5 2 4 1	5 0 0 0 0 0 0 0 1 0 1 2 0 0 0 0 0	0 0 0 0 0 1 0 0 2 0 1 0 0 0 1 2 0 0	0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 1 0 0 2 1 0 3 3 6 5 3 5 4 5 9	10 1 0 1 0 0 3 1 5 6 11 4 4 4 3 3 8 1 4 4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
70000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800	4 0 3 7 6 23 68 127 232 203 173 148 179 176 191 209 243 199 106	Cls 1 2 0 2 5 5 15 6 176 145 133 113 1148 137 142 169 191 156 88	0 0 0 0 0 0 5 3 4 16 9 9 8 10 7 9 2 9	0 0 0 0 0 2 3 18 27 20 16 14 9 19 19 20 36 17 6	0 0 0 0 0 2 2 3 8 5 4 2 5 3 5 2 4 1 1	5 0 0 0 0 0 0 0 1 0 1 2 0 0 0 0 0	0 0 0 0 0 0 1 0 0 2 0 1 0 0 0 1 2 0 0 0	7 0 0 0 0 0 0 1 0 0 0 0 0 0 0 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 2 1 0 3 3 6 5 3 5 4 5 4 5 9 2	10 1 0 1 0 0 3 1 5 6 11 4 4 4 3 3 8 1 4 4 4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800 1900	4 0 3 7 6 23 68 127 232 203 173 148 179 176 191 209 243 199 106 65	Cls 1 2 0 2 5 5 15 53 94 176 145 133 113 148 137 142 169 191 156 88 45	0 0 0 0 0 0 5 3 4 16 9 9 8 10 7 9 2 9 4 4	3 0 0 0 0 0 2 3 18 27 20 16 14 9 19 19 20 36 17 6 7	0 0 0 0 0 2 2 3 8 5 4 2 5 3 5 2 4 1 1	5 0 0 0 0 0 0 0 1 0 1 2 0 0 0 0 0 0	0 0 0 0 0 0 1 0 0 2 0 1 0 0 0 1 2 0 0 0 0	7 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 1 0 0 2 1 0 3 3 6 5 3 5 6 4 5 9 2 2	10 1 0 1 0 0 3 1 5 6 11 4 4 4 3 3 8 1 4 4 4 4 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000	4 0 3 7 6 23 68 127 232 203 173 148 179 176 191 209 243 199 106 65 46	Cls 1 2 0 2 5 5 15 53 94 176 145 133 113 148 137 142 169 191 156 88 45 32	0 0 0 0 0 0 5 3 4 16 9 9 8 10 7 9 2 9	3 0 0 0 0 2 3 18 27 20 16 14 9 19 19 20 36 17 6 7 2	0 0 0 0 0 2 2 3 8 5 4 2 5 3 5 2 4 1 1	5 0 0 0 0 0 0 0 1 0 1 2 0 0 0 0 0	0 0 0 0 0 0 1 0 0 2 0 1 0 0 0 1 2 0 0 0	7 0 0 0 0 0 0 1 0 0 0 0 0 0 0 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 2 1 0 3 3 6 5 3 5 4 5 4 5 9 2	10 1 0 1 0 0 3 1 5 6 11 4 4 4 3 3 8 1 4 4 4 5 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800 1900	4 0 3 7 6 23 68 127 232 203 173 148 179 176 191 209 243 199 106 65	Cls 1 2 0 2 5 5 15 53 94 176 145 133 113 148 137 142 169 191 156 88 45	0 0 0 0 0 0 5 3 4 16 9 9 8 10 7 9 2 9 4 4 4 2	3 0 0 0 0 0 2 3 18 27 20 16 14 9 19 19 20 36 17 6 7	0 0 0 0 0 2 2 3 8 5 4 2 5 3 5 2 4 1 1 1	5 0 0 0 0 0 0 0 1 0 1 2 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 0 0 2 0 1 0 0 0 1 2 0 0 0 0	0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 1 0 0 2 1 0 3 3 6 5 3 5 6 4 5 9 2 2 2 2	10 1 0 1 0 0 3 1 5 6 11 4 4 4 3 3 8 1 4 4 4 4 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300	4 0 3 7 6 23 68 127 232 203 173 148 179 176 191 209 243 199 106 65 46 29 22 10	Cls	0 0 0 0 0 0 5 3 4 16 9 9 8 10 7 9 2 9 4 4 2 1	3 0 0 0 0 0 2 3 18 27 20 16 14 9 19 20 36 17 6 7 2 6 3 0	0 0 0 0 0 2 2 3 8 5 4 2 5 3 5 2 4 1 1 1 0 0 2	5 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 0 0 0 1 0 0 0 1 2 0 0 0 0	0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 2 1 0 3 3 6 5 3 5 6 4 5 9 2 2 2 0 0 3 3 3 5	10 1 0 1 0 0 3 1 5 6 11 4 4 3 3 8 1 4 4 4 4 5 5 5 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
70000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1700 1800 1900 2200 2300 00-06	4 0 3 7 6 23 68 127 232 203 173 148 179 176 191 209 243 199 106 65 46 29 22 10 43	Cls 1 2 0 2 5 15 53 94 176 145 133 113 148 137 142 169 191 156 88 45 32 16 16 5 29	0 0 0 0 0 0 5 3 4 16 9 9 8 10 7 9 2 9 4 4 2 1 0 0 0	3 0 0 0 0 0 2 3 18 27 20 16 14 9 19 20 36 17 6 7 2 6 3 0	0 0 0 0 0 2 2 3 8 5 4 2 5 3 3 5 2 4 1 1 1 0 2 2 2 3	5 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 1 0 0 0 0	7 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 2 1 0 3 3 6 5 3 5 6 4 5 9 2 2 2 0 0 3 3 4 5 6 6 7 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8 9 8	10 1 0 1 0 0 3 1 5 6 11 4 4 3 3 8 1 4 4 4 5 5 5 1 1 5 5 5 1 1 5 5 5 5 5 5 5 5 5 5 5 5 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300	4 0 3 7 6 23 68 127 232 203 173 148 179 176 191 209 243 199 106 65 46 29 22 10	Cls	0 0 0 0 0 0 5 3 4 16 9 9 8 10 7 9 2 9 4 4 2 1	3 0 0 0 0 0 2 3 18 27 20 16 14 9 19 20 36 17 6 7 2 6 3 0	0 0 0 0 0 2 2 3 8 5 4 2 5 3 5 2 4 1 1 1 0 0 2	5 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 0 0 0 1 0 0 0 1 2 0 0 0 0	0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1 0 0 2 1 0 3 3 6 5 3 5 6 4 5 9 2 2 2 0 0 3 3 3 5	10 1 0 1 0 0 3 1 5 6 11 4 4 3 3 8 1 4 4 4 4 5 5 5 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

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* Wedne	esday, 27	May 20											
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
0000	7	6	0	0	0	0	0	0	0	0	1	0	0
0100	7	4	1	1	0	0	0	0	0	0	1	0	0
0200	5	3	0	2	0	0	0	0	0	0	0	0	0
0300 0400	11 6	5 2	0 1	1 0	1 1	0	0	0	0	1	3 2	0 0	0
0500	22	16	0	2	0	0	0	0	0	0	4	0	0
0600	70	50	3	5	3	0	0	0	0	4	5	0	0
0700	138	102	0	21	4	0	1	0	0	2	8	0	0
0800 0900	222 234	164 170	6 6	23 18	12 15	1 1	1 1	1 1	0 3	5 9	9 10	0 0	0
1000	183	129	6	17	11	1	0	1	1	4	12	1	0
1100	195	150	6	11	15	2	0	1	1	5	4	0	0
1200	190	136	12	21	7	0	0	2	1	3	8	0	0
1300 1400	214 234	148 159	11 11	24 26	15 20	0	1 0	1 1	1 0	7 10	6 6	0 1	0
1500	188	133	9	29	5	0	0	1	1	7	3	0	0
1600	248	197	4	28	2	0	0	1	2	8	6	0	0
1700	201	173	3	15	3	0	0	1	0	4	2	0	0
1800 1900	91 62	75 45	2 1	6 9	1 0	0	0	2	0 2	4	1 2	0 0	0
2000	40	29	0	4	0	0	0	1	0	1	5	0	0
2100	29	19	1	4	0	0	0	0	0	3	2	0	0
2200	19	13	0	2	1	0	0	0	0	1	2	0	0
2300 00-06	10 58	7 36	1 2	0 6	0 2	0 0	1 0	0 0	0 0	1 1	0 11	0 0	0 0
06-18	2317	1711	77	238	112	5	4	11	10	68	79	2	Ö
18-00	251	188	5	25	2	0	1	3	2	13	12	0	0
00-00	2626	1935	84	269	116	5	5	14	12	82	102	2	0
* Virtua	I Day (33)	١											
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
0000	6	1 5	2	3	4	5	6	7	8	9	10	11 0	<u>12</u>
0100		J	U				()						
	4	3	0										
0200	4 4	3 2	0	0 1	0	0	0	0	0	0	1	0	0
0300	4 7	2 5	0	0 1 0	0 0	0 0	0 0	0 0 0	0 0 0	0 0 1	1 0 1	0 0	0 0 0
0300 0400	4 7 8	2 5 4	0 0 0	0 1 0 1	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 1 1	1 0 1 1	0 0 0 0	0 0 0
0300	4 7	2 5	0	0 1 0	0 0	0 0	0 0	0 0 0	0 0 0	0 0 1	1 0 1	0 0	0 0 0
0300 0400 0500 0600 0700	4 7 8 22 57 110	2 5 4 15 40 81	0 0 0 1 2 4	0 1 0 1 3 7 16	0 0 0 0 0 1 1 2	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 1 1 1 2 2	1 0 1 1 1 3 2	0 0 0 0 0 0 0	0 0 0 0 0
0300 0400 0500 0600 0700 0800	4 7 8 22 57 110 185	2 5 4 15 40 81 145	0 0 0 1 2 4 7	0 1 0 1 3 7 16 18	0 0 0 0 1 1 2 4	0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 1 1 1 2 2 3	1 0 1 1 1 3 2 5	0 0 0 0 0	0 0 0 0 0 0
0300 0400 0500 0600 0700 0800 0900	4 7 8 22 57 110 185 178	2 5 4 15 40 81 145 136	0 0 0 1 2 4 7 9	0 1 0 1 3 7 16 18 16	0 0 0 0 0 1 1 2 4 3	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 1 1	0 0 0 0 0 0 1 1	0 0 1 1 1 2 2 3 5	1 0 1 1 1 3 2 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0
0300 0400 0500 0600 0700 0800	4 7 8 22 57 110 185	2 5 4 15 40 81 145	0 0 0 1 2 4 7	0 1 0 1 3 7 16 18	0 0 0 0 1 1 2 4	0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 1 1 1 2 2 3	1 0 1 1 1 3 2 5	0 0 0 0 0	0 0 0 0 0 0
0300 0400 0500 0600 0700 0800 0900 1000 1100	4 7 8 22 57 110 185 178 183 181	2 5 4 15 40 81 145 136 141 141	0 0 1 2 4 7 9 10 11	0 1 0 1 3 7 16 18 16 16 15	0 0 0 0 1 1 2 4 3 3 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 1 1 1 1	0 0 0 0 0 0 0 1 1 1 1 1	0 0 0 0 0 0 1 1 1 1 1	0 0 1 1 1 2 2 2 3 5 4 4 4	1 0 1 1 1 3 2 5 5 5 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0
0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300	4 7 8 22 57 110 185 178 183 181 183	2 5 4 15 40 81 145 136 141 141 140 140	0 0 1 2 4 7 9 10 11 11	0 1 0 1 3 7 16 18 16 16 15 16	0 0 0 0 1 1 2 4 3 3 3 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 1 1 1 1 0 1	0 0 0 0 0 0 0 1 1 1 1 1 1	0 0 0 0 0 0 1 1 1 1 1 1 1	0 0 1 1 1 2 2 2 3 5 4 4 4 4	1 0 1 1 1 3 2 5 5 5 5 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0
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0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300	4 7 8 22 57 110 185 178 183 181 183	2 5 4 15 40 81 145 136 141 141 140 140	0 0 1 2 4 7 9 10 11 11	0 1 0 1 3 7 16 18 16 16 15 16	0 0 0 0 1 1 2 4 3 3 3 3 3	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 1 1 1 1 0 1	0 0 0 0 0 0 0 1 1 1 1 1 1	0 0 0 0 0 0 1 1 1 1 1 1 1	0 0 1 1 1 2 2 2 3 5 4 4 4 4	1 0 1 1 1 3 2 5 5 5 5 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0
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In profile: Vehicles = 77426 / 79605 (97.26%)

MetroCount Traffic Executive Direction Breakdown

CustomList-50 -- English (ENA)

Datasets:

Site: [5001] MID WESTERN HWY - 120m W Airport Road

Attribute: [-33.835377,148.654529]

Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0

Survey Duration: 14:44 Friday, 24 April 2015 => 11:29 Thursday, 28 May 2015,

Zone:

File: 500128May2015.EC0 (Plus)

Identifier: A596FRT9 MC56-L5 [MC55] (c)Microcom 19Oct04

Algorithm: Factory default axle (v4.06)

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Saturday, 25 April 2015 => 0:00 Thursday, 28 May 2015 (33)

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12

Speed range: 10 - 160 km/h.

Direction: North, East, South, West (bound), P = <u>East</u> **Separation:** Headway > 0 sec, Span 0 - 100 metre

Name: Whole Days

Scheme: Vehicle classification (AustRoads94)

Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)

Column Legend:

0 [Cd] Compass direction1 [Total] Number in time step

2 [CIs] Class totals

* Sat Cd	urday, 25 Total	April 20)15 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
E	869	763	2 54	3	4	5	6	7	8	9	10 14	11	12
W	903	736	55	74	7	0	3	6	6	7	9	0	0
Sur Cd	nday, 26 /	April 201 Cls	5 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
- Cu		1	2	3	4	5	6	7	8	9	10	11	12
E W	951 848	841 690	59 45	22 73	4 6	0 0	2 2	2 3	1 2	5 13	14 14	1 0	0
Mo	nday, 27 .	April 201	15										
Cd	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
E W	1268 1218	1003 868	68 52	75 171	16 18	6 3	3 8	5 11	6 11	35 37	49 39	2	0
* Tue	esday, 28	April 20	15										
Cd	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
E	1235	982	54	76	16	4 7	1	4	4	37	55	2	0
W	1290	919	51	162	23	/	5	12	11	43	55	2	0
Cd	dnesday, Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
E	1309	1 1053	2 57	3 82	24	5	<u>6</u>	7	8	9	10	11 1	12 0
W 	1310	960	52	174	25	5	4	7	7	32	43	11	0
* Thu Cd	ırsday, 30 Total	O April 20 Cls	015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
E	1252	997	2	3 79	4	5	6	7	8 5	9	10	11	12
W	1261	888	71	165	19	3	8	12	7	43	44	1	0
* Fric	day, 1 Ma Total	y 2015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12
E W	1395 1411	1146 1053	75 64	93 168	15 16	2 2	3 15	6 24	4 6	34 37	16 25	1 1	0 0
	urday, 2 l												
Cd	Total	Cls 1	Cls 2			Cls 5					Cls 10	Cls 11	Cls 12
E W	1047 1084	886 847	69 62	49 117	5 5	1 1	2 8	2 10	2 2	12 13	19 19	0	0 0
* Sur	nday, 3 M	ay 2015											
Cd	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
E W	979 933	795 731	89 49	35 94	6	2 2	3 12	15 7	3	12 14	19 10	0	0
	nday, 4 M												
Cd	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
E	1196	944	60	89	15	2	2	4	5	37	38	0	0
₩ + -	1216	869	53	177	20	2	4	10	11	35	35	0	0
Cd	esday, 5 M Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
E	1180	913	2 57	3 78	24	2	6	2	6	9 50	10	11	12
W	1211	837	50	175	27	1	3	13	10	51	44	0	0
* We Cd	dnesday, Total	6 May 2 Cls	015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
E	1200	1 957	2 53	3	4	5	6	7 5	8	9 26	10	11	12
W	1215	863	37	193	21	4	5	8	9	29	46	0	0

* Thu	ırsday, 7	May 201	5										
Cd	Total	Čls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
Е	1215	958	61	78	23	0	3	4	5	37	43	3	0
W	1216	874	52	177	26	0	9	6	8	36	28	0	0
	lay, 8 Ma		Q1 =	Q1 =	Q1 -	01 -	Q1 -	01 -	01 -	Q1 =	G1 =	G1 =	01 -
Cd	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
E W	1318 1332	1074 964	63 65	93 169	14 17	3 3	4 20	4 12	8 9	28 41	25 32	2	0
				103	<u> </u>		20				- 52		
° Sati	urday, 9 Total	May 201: Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
E	1049	900	2 72	3	4	5	6	7	8	9	10 17	11	12
W	1049	808	75	102	6	2	8	9	3	11	18	0	0
* Sur	nday, 10 I	May 2015	5										
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
E	912	1 795	2 61	3	4 5	5	6 2	7	8	9 7	10	11	12
W	919	742	38	84	4	3	4	12	4	13	15	0	0
	nday, 11	•											
Cd	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
E W	1149 1210	930 879	52 31	67 172	18 21	1 2	1 6	4 8	2 5	35 33	38 53	1 0	0
				1/2	<u> </u>		0	0	<u>J</u>				
* Tue	sday, 12 Total	May 201	5 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
	1120	1	2	3	4	5	6	7	8	9	10	11	12
E W	1138 1143	876 844	31 29	86 133	25 42	5 14	2 2	6 7	6 3	49 35	50 33	2 1	0
* We	dnesday,	13 Mav	2015										
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
E	1255	955	2 59	3 91	4 36	5	6	7 5	8	9	10 52	11	12
W	1257	917	42	153	37	6	3	8	9	38	41	3	0
	ırsday, 1	•		~ 1	~ 1	41	~ 1	~ 1	~ 1	~ 1	~1	61	61
Cd	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
E W	1204 1223	941 872	57 53	99 173	22 30	0	3 6	6 9	2 5	38 39	36 36	0	0 0
			- 55	175							- 50		
* Fric	lay, 15 M Total	ay 2015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
	1205	1 1 1 1 0	2	106	4	5	6	7	8	9	10	11	12
E W	1385 1363	1110 1017	65 63	106 178	25 27	1 1	2 7	11 7	4 5	29 25	31 33	1 0	0
* Sat	urday, 16	6 Mav 20	15										
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
E	1141	1 969	2 89	3	8	5	6	7	3	9	10 14	11	12
W	1058	828	72	108	9	0	6	7	3	11	14	0	0
	nday, 17 l	•		~ 1	~ 3	6 1	~ 3	~ 1	~ 1	~ 3	~1	61	61
Cd	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
E W	1061 1073	895 842	93 73	38 107	3 5	1 1	0 9	7 14	2 6	12 10	10 6	0	0
				101	<u> </u>					± 0			
* Moi Cd	nday, 18 Total	May 2019 Cls	5 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12
E W	1141 1186	890 849	53 42	85 148	16 18	0 0	2 8	3 15	4 6	41 49	47 48	0 3	0

* Tue	sday, 19	May 20	15										
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
E	1097	901	2	3	4	5	6	7	8	9	10 44	11	12
W	1136	840	25	149	18	1	4	2	10	36	50	1	0
± 147			2215										
* Wed	nesday Total	, 20 May Cls	2015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
cu	IOCAI	1	2	3	4	5	6	7	8	9	10	11	12
E	1235	988	50	83	15	2	0	7	4	39	45	2	0
W	1198	865	48	161	20	2	6	12	2	39	42	1	0
* Thu	rsdav, 2	1 May 20	015										
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
	1100	1	2	3	4	5	6	7	8	9	10	11	12
E W	1190 1192	972 907	49 44	80 144	21 22	0	2 4	0 5	3 6	32 29	29 31	2	0
											01		
* Frid	lay, 22 M Total	lay 2015	Cls	Cls	C1 a	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Ca	Total	Cls 1	2	3	Cls 4	CIS 5	6	7	CIS 8	9	10	11	12
E	1362	1111	72	88	19	1	2	7	5	31	26	0	0
W	1393	1050	61	166	22	1	8	11	5	35	33	1	0
* Sati	urday 2	3 May 20	15										
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12
Ε	1103	961	75	43	2	2	2	5	2	4	7	0	0
W	1102	874	67	118	6	0	9	10	1	6	10	1	0
* Sun	day, 24	May 201	5										
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
E	1061	905	2 78	3	4	5	6	7	8	9 18	10 14	11	12 0
W	1042	862	53	83	8	2	6	8	4	9	7	0	0
* 1.1.	adau OF	May 004	-										<u></u>
Cd	Total	May 201 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cu	IOCAI	1	2	3	4	5	6	7	8	9	10	11	12
Ε	1204	959	61	80	23	1	7	5	2	35	30	1	0
W	1245	888	49	187	23	2	7	10	8	36	34	1	0
* Tue	sdav. 26	May 20	15										
Cd	Total	Čls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12
E W	1239 1230	995 893	48 54	85 159	24 27	2 2	3 5	4 5	3 8	36 35	38 42	1	0
				100	2 /						12		
		, 27 May		61	61	~ 3	~ 1	~ 3	61	~ 3	~ 3	~ 1	
Cd	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
E	1315	1023	38	96	53	3	2	6	5	34	53	2	0
W	1311	912	46	173	63	2	3	8	7	48	49	0	0
* Gra	nd Total												
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12
E		31388	2013	2292	542	61	69	142	129	936	1051	32	0
W	38771	28788	1723	4787	644	74	217	308	207	968	1038	17	0

In profile: Vehicles = 77426 / 79605 (97.26%)

MetroCount Traffic Executive Hourly Breakdown with Night and Day

CustomList-42 -- English (ENA)

Datasets:

Site: [3001] AIRPORT RD - 50m S Mid Western Hwy

Attribute: [-33.835844,148.655870]

Direction: 5 - South bound A>B, North bound B>A. **Lane:** 0

Survey Duration: 14:59 Friday, 24 April 2015 => 11:37 Thursday, 28 May 2015,

Zone:

File: 300128May2015.EC0 (Plus)

Identifier: R635VNJZ MC56-L5 [MC55] (c)Microcom 19Oct04

Algorithm: Factory default axle (v4.06)

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Saturday, 25 April 2015 => 0:00 Thursday, 28 May 2015 (33)

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12

Speed range: 10 - 160 km/h.

Direction: North, East, South, West (bound), P = North

Separation: Headway > 0 sec, Span 0 - 100 metre

Name: Whole Days

Scheme: Vehicle classification (AustRoads94)

Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)

Column Legend:

0 [Time]24-hour time (0000 - 2359)1 [Total]Number in time step

2 [CIs] Class totals

* Saturo	lay, 25 Ap Total	oril 2015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12
0000	5	5	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 0300	0 1	0 1	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	3	3	0	0	0	0	0	0	0	0	0	0	0
0700	8	6	0	1	1	0	0	0	0	0	0	0	0
0800	12	11	0	0	0	0	0	0	1	0	0	0	0
0900	14	13	0	1	0	0	0	0	0	0	0	0	0
1000	19	17	1	1	0	0	0	0	0	0	0	0	0
1100 1200	12 16	10 10	2 1	0 5	0 0	0 0	0 0	0	0	0	0	0	0
1300	9	8	1	0	0	0	0	0	0	0	0	0	0
1400	14	14	0	0	0	0	0	0	0	0	0	0	0
1500	8	7	Ö	Ö	1	Ö	Ö	0	Ö	0	Ö	0	0
1600	13	12	1	0	0	0	0	0	0	0	0	0	0
1700	12	11	1	0	0	0	0	0	0	0	0	0	0
1800	14	12	1	0	0	0	0	1	0	0	0	0	0
1900	1	0	1	0	0	0	0	0	0	0	0	0	0
2000	3 2	2 2	1 0	0	0 0	0	0	0	0	0	0	0	0
2100 2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0
00-06	7	7	Ō	Ö	Ö	Ö	Ö	Ö	Ö	Ö	0	Ö	Ö
06-18	140	122	7	8	2	0	0	0	1	0	0	0	0
18-00	21	17	3	0	0	0	0	1	0	0	0	0	0
00-00	168	146	10	8	2	0	0	1	1	0	0	0	0
* Sunda													
Cullud	ıy, 26 Apr	il 2015											
Time	y, 26 Apr Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Time	Total	Cls 1	2	3	4	5	6	7	8	9	10	11	12
7ime	Total 0	1 0	2	3	4	5	6	7	8	9	10	11	12
0000 0100	Total 0 0	Cls 1 0 0	2 0 0	3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	0 0	0 0	12 0 0
7ime	Total 0	1 0	2	3	4	5	6	7	8	9	10	11	12
0000 0100 0200	Total 0 0 1	Cls 1 0 0 1	0 0 0	3 0 0 0	0 0 0	5 0 0 0	6 0 0	7 0 0 0	8 0 0 0	9 0 0 0	0 0 0 0	0 0 0	12 0 0 0
0000 0100 0200 0300 0400 0500	0 0 0 1 0 0	0 0 0 1 0 0 0	0 0 0 0 0 0	3 0 0 0 0 0	0 0 0 0 0 0	5 0 0 0 0 0	6 0 0 0 0 0	7 0 0 0 0 0	8 0 0 0 0 0	9 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	12 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600	0 0 0 1 0 0 0 0	0 0 0 1 0 0 0 0	2 0 0 0 0 0 0 0	3 0 0 0 0 0 0	0 0 0 0 0 0	5 0 0 0 0 0	6 0 0 0 0 0	7 0 0 0 0 0 0	8 0 0 0 0 0	9 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	12 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700	Total 0 0 0 1 0 0 0 0 0 1 3	0 0 0 1 0 0 1 3	2 0 0 0 0 0 0 0	3 0 0 0 0 0 0	0 0 0 0 0 0 0	5 0 0 0 0 0 0	6 0 0 0 0 0 0	7 0 0 0 0 0 0 0	8 0 0 0 0 0 0	9 0 0 0 0 0 0	0 0 0 0 0 0 0 0	11 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800	Total 0 0 0 1 0 0 0 0 1 3 5 5	0 0 0 1 0 0 0 0 1 3 5	2 0 0 0 0 0 0 0	3 0 0 0 0 0 0 0	4 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0	6 0 0 0 0 0 0	7 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0	9 0 0 0 0 0 0	0 0 0 0 0 0 0 0	11 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900	Total 0 0 0 1 0 0 1 3 5 16	0 0 0 1 0 0 0 1 3 5 1 4	2 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	4 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0	11 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000	Total 0 0 0 1 0 0 0 0 1 3 5 5	0 0 0 1 0 0 0 0 1 3 5	2 0 0 0 0 0 0 0	3 0 0 0 0 0 0 0	4 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0	6 0 0 0 0 0 0	7 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0	9 0 0 0 0 0 0	0 0 0 0 0 0 0 0	11 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200	Total 0 0 0 1 0 0 1 3 5 16 12 22 8	C1s 0 0 0 1 0 0 1 0 1 3 5 14 11 20 7	2 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	4 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300	Total 0 0 0 1 0 0 1 3 5 16 12 22 8 18	C1s 1 0 0 0 1 0 0 1 3 5 14 11 20 7 16	0 0 0 0 0 0 0 0 0 0 0 0 1 2 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	4 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400	Total 0 0 0 1 0 0 0 1 3 5 16 12 22 8 18 22	C1s 1 0 0 0 1 0 0 1 3 5 14 11 20 7 16 17	0 0 0 0 0 0 0 0 0 0 0 0 1 2 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500	Total 0 0 0 1 0 0 0 1 3 5 16 12 22 8 18 22 18	C1s 1 0 0 0 1 0 0 1 3 5 14 11 20 7 16 17 14	0 0 0 0 0 0 0 0 0 0 0 1 2 0 1 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600	Total 0 0 0 1 0 0 1 3 5 16 12 22 8 18 22 18 19	C1s 1 0 0 0 1 0 0 1 3 5 14 11 20 7 16 17 14 16	2 0 0 0 0 0 0 0 0 0 0 0 0 1 2 0 0 1 2 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700	Total 0 0 0 1 0 0 1 3 5 16 12 22 8 18 19 13	C1s 1 0 0 0 1 0 0 1 3 5 14 11 20 7 16 17 14 16 12	2 0 0 0 0 0 0 0 0 0 0 0 0 1 2 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600	Total 0 0 0 1 0 0 1 3 5 16 12 22 8 18 22 18 19	C1s 1 0 0 0 1 0 0 1 3 5 14 11 20 7 16 17 14 16	2 0 0 0 0 0 0 0 0 0 0 0 0 1 2 0 0 1 2 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000	Total 0 0 0 1 0 0 0 1 3 5 16 12 22 8 18 18 22 18 19 13 8 4 3	Cls 1 0 0 1 0 0 1 0 0 1 3 5 14 11 20 7 16 17 14 16 12 6 3 2	2 0 0 0 0 0 0 0 0 0 0 0 1 2 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1400 1500 1600 1700 1800 1900 2000 2100	Total 0 0 0 1 0 0 0 1 3 5 16 12 22 8 18 19 13 8 4 3 2	C1s 1 0 0 0 1 0 0 1 3 5 14 11 20 7 16 17 14 16 12 6 3 2 2	2 0 0 0 0 0 0 0 0 0 0 1 2 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200	Total 0 0 0 1 0 0 0 1 3 5 16 12 22 8 18 19 13 8 4 3 2 1	C1s 1 0 0 0 1 0 0 1 3 5 14 11 20 7 16 17 14 16 12 6 3 2 2 1	2 0 0 0 0 0 0 0 0 0 0 1 2 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 1000 1100 1200 1300 1400 1500 1700 1800 1900 2000 2200 2300	Total 0 0 0 1 0 0 1 3 5 16 12 22 8 18 22 18 19 13 8 4 3 2 1 1	C1s 1 0 0 0 1 0 0 1 3 5 14 11 20 7 16 17 14 16 12 6 3 2 2 1 1	2 0 0 0 0 0 0 0 0 0 0 1 2 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300 00-06	Total 0 0 0 1 0 0 0 1 3 5 16 12 22 8 18 22 18 19 13 8 4 3 2 1 1 1	C1s 1 0 0 0 1 0 0 1 3 5 14 11 20 7 16 17 14 16 12 6 3 2 1 1 1	2 0 0 0 0 0 0 0 0 0 0 1 2 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300 00-06 06-18	Total 0 0 0 1 0 0 0 1 3 5 16 12 22 8 18 22 18 19 13 8 4 3 2 1 1 1 157	C1s 1 0 0 0 1 0 0 1 3 5 14 11 20 7 16 17 14 16 12 6 3 2 2 1 1 1 136	2 0 0 0 0 0 0 0 0 0 0 1 2 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300 00-06	Total 0 0 0 1 0 0 0 1 3 5 16 12 22 8 18 22 18 19 13 8 4 3 2 1 1 1	C1s 1 0 0 0 1 0 0 1 3 5 14 11 20 7 16 17 14 16 12 6 3 2 1 1 1	2 0 0 0 0 0 0 0 0 0 0 1 2 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

* Monda	ay, 27 Apr	il 2015											
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
0.000		1	2	3	4	5	6	7	8	9	10	11	12
0000 0100	0	0 0	0	0 0	0 0	0	0 0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	11	7	3	1	Ö	Ö	Ö	Ō	Ō	Ō	0	0	0
0700	21	15	1	5	0	0	0	0	0	0	0	0	0
0800	24	15	0	5	1	1	0	1	0	1	0	0	0
0900	24	16	1	6	0	1	0	0	0	0	0	0	0
1000	21	20	0	1	0	0	0	0	0	0	0	0	0
1100	17	15	0	2	0	0	0	0	0	0	0	0	0
1200	23	19	1	2	1	0	0	0	0	0	0	0	0
1300	32	29	0	2	0	0	1	0	0	0	0	0	0
1400 1500	31 27	24 18	1 1	2 7	2	0	1 0	1 0	0	0	0	0	0
1600	38	30	1	6	1 1	0	0	0	0	0	0	0	0
1700	40	34	0	6	0	0	0	0	0	0	0	0	0
1800	13	12	0	1	0	0	0	0	0	0	0	0	0
1900	9	9	0	0	0	0	0	0	0	0	0	0	0
2000	2	2	0	0	0	0	0	0	0	0	0	0	0
2100	9	8	0	1	0	0	0	0	0	0	0	0	0
2200	1	1	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
00-06	1	1	0	0	0	0	0	0	0	0	0	0	0
06-18	309	242	9	45	6	2	2	2	0	1	0	0	0
18-00	34	32	0	2	0	0	0	0	0	0	0	0	0
00-00	344	275	9	47	6	2	2	2	0	1	0	0	0
	ay, 28 Ap		a 1	a 1	a 1	a 1	Cls	Cls	a 1	a 1	41	~ 1	Cls
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0000			2	3					Cls 8	Cls 9	Cls 10	Cls 11	
0100	1	1 1	2	3	4	5	6	7	8	9	10	11 0	12 0
	1 1	1 1			4	5	6	7	8	9	10	11	12
0200	1 0	1 1 0	0 0 0	0 0 0	4 0 0 0	5 0 0 0	6 0 0 0	7 0 0 0	8 0 0 0	9 0 0 0	0 0 0 0	0 0 0 0	12 0 0 0
0200 0300	1 0 0	1 1 0 0	0 0 0 0	0 0 0	4 0 0 0 0 0	5 0 0 0 0	6 0 0 0	7 0 0 0 0	8 0 0 0	9 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0 0
0200 0300 0400	1 0 0 3	1 1 0 0 2	0 0 0 0	0 0 0 0 1	4 0 0 0 0 0 0	5 0 0 0 0	6 0 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0 0	0 0 0 0 0	0 0 0 0 0	12 0 0 0 0 0
0200 0300 0400 0500	1 0 0 3 0	1 0 0 2 0	0 0 0 0 0	0 0 0 0 1 0	4 0 0 0 0 0 0 0 0	5 0 0 0 0 0	6 0 0 0 0	7 0 0 0 0 0	8 0 0 0 0 0	9 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0
0200 0300 0400 0500 0600	1 0 0 3 0 7	1 0 0 2 0 6	0 0 0 0 0	0 0 0 0 1 0	0 0 0 0 0 0	5 0 0 0 0 0	6 0 0 0 0 0	7 0 0 0 0 0 0	8 0 0 0 0 0	9 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0
0200 0300 0400 0500 0600 0700	1 0 0 3 0 7 28	1 1 0 0 2 0 6 17	0 0 0 0 0 0	0 0 0 0 1 0 1 7	0 0 0 0 0 0 0 0 0 4	5 0 0 0 0 0 0	6 0 0 0 0 0 0	7 0 0 0 0 0 0 0	8 0 0 0 0 0 0	9 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0
0200 0300 0400 0500 0600 0700 0800	1 0 0 3 0 7 28 27	1 0 0 2 0 6 17 21	0 0 0 0 0 0	0 0 0 0 1 0 1 7 6	0 0 0 0 0 0 0 0 0 0 4	5 0 0 0 0 0 0	6 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
0200 0300 0400 0500 0600 0700 0800 0900	1 0 0 3 0 7 28 27 25	1 0 0 2 0 6 17 21	0 0 0 0 0 0 0	0 0 0 0 1 0 1 7 6	0 0 0 0 0 0 0 0 0 0 4 0	5 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0
0200 0300 0400 0500 0600 0700 0800 0900 1000	1 0 0 3 0 7 28 27 25 28	1 0 0 2 0 6 17 21 21	0 0 0 0 0 0 0 0 0	0 0 0 0 1 0 1 7 6 3 1	0 0 0 0 0 0 0 0 0 0 4 0 1 5	5 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	11 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0
0200 0300 0400 0500 0600 0700 0800 0900 1000	1 0 0 3 0 7 28 27 25 28 19	1 0 0 2 0 6 17 21 21 18 17	0 0 0 0 0 0 0	0 0 0 0 1 0 1 7 6 3 1 2	0 0 0 0 0 0 0 0 0 0 4 0	5 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0
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0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500	1 0 0 3 0 7 28 27 25 28 19 18 26 26 31	1 0 0 2 0 6 17 21 21 18 17 16 19 21 27	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 1 0 1 7 6 3 1 2 2 4 5	0 0 0 0 0 0 0 0 4 0 1 5 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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* Wedn	esday, 29	April 20)15										
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
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	0	1	0	0	0	0	0	0	0	0	0	0
0500	1	0	0	0	0	0	1	0	0	0	0	0	0
0600	10	8	0	1	1	0	0	0	0	0	0	0	0
0700	26	22	0	4	0	0	0	0	0	0	0	0	0
0800	23	18	0	4	0	0	0	1	0	0	0	0	0
0900	20	19	0	0	1	0	0	0	0	0	0	0	0
1000	31	26	1	4	0	0	0	0	0	0	0	0	0
1100	29	23	0	5	1	0	0	0	0	0	0	0	0
1200	19	15	0	3	0	0	0	0	0	1	0	0	0
1300	26	18	1	4	2	0	0	1	0	0	0	0	0
1400	26	22	0	3	0	0	0	1	0	0	0	0	0
1500	25	20	1	3	0	0	1	0	0	0	0	0	0
1600	40	32	1	6	1	0	0	0	0	0	0	0	0
1700	24	19	0	4	1	0	0	0	0	0	0	0	0
1800	32	27	1	2	0	0	0	0	1	0	1	0	0
1900	5	5	0	0	0	0	0	0	0	0	0	0	0
2000	6	4	0	0	0	0	0	0	1	0	1	0	0
2100	17	11	0	2	2	0	0	0	1	0	1	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	3	2	0	0	0	0	0	0	0	0	1	0	0
00-06	2	0	1	0	0	0	1	0	0	0	0	0	0
06-18	299	242	4	41	7	0	1	3	0	1	0	0	0
18-00	63	49	1	4	2	0	0	0	3	0	4	0	0
00-00	364	291	6	45	9	0	2	3	3	1	4	0	0
	day, 30 A												
* Thurs	day, 30 A	Cls	Cls	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
				Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
Time	Total	Cls 1	Cls 2	3	4	5	6	7	8	9	10	11	12
7ime	Total 4	Cls 1 3	Cls 2	3	4	5	6	7	8	9	10	11	12 0
0000 0100	Total 4 0	Cls 1 3 0	Cls 2 0 0	3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 1 0	9 0 0	0 0	0 0	12 0 0
0000 0100 0200	Total 4 0 2	Cls 1 3 0 1	Cls 2 0 0 0	3 0 0 0	4 0 0 0	5 0 0 0	6 0 0 0	7 0 0 0	1 0 0	9 0 0 0	0 0 0 1	0 0 0	12 0 0 0
0000 0100 0200 0300	### Total 4 0 2 2 0 0	3 0 1 0	Cls 2 0 0 0 0	3 0 0 0 0	0 0 0 0	5 0 0 0 0	6 0 0 0	7 0 0 0 0	1 0 0 0	9 0 0 0 0	0 0 1 0	0 0 0 0	0 0 0 0 0
0000 0100 0200 0300 0400	### Total 4 0 2 0 0 0 0	Cls 1 3 0 1 0 0 2 7	Cls 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 0 0 0 0	4 0 0 0 0 0 0	5 0 0 0 0	6 0 0 0 0	7 0 0 0 0	8 1 0 0 0 0	9 0 0 0 0	0 0 1 0 0	0 0 0 0 0	0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700	4 0 2 0 0 3 9 18	Cls 1 3 0 1 0 0 2 7 15	Cls 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 2 2	0 0 0 0 0 0 0 0	5 0 0 0 0 0 0	6 0 0 0 0 0 0	7 0 0 0 0 0 0 0	1 0 0 0 0	9 0 0 0 0 0	0 0 0 1 0 0 0 0	0 0 0 0 0 0	12 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800	4 0 2 0 0 3 9 18 29	3 0 1 0 0 2 7 15 23	Cls 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 2 2 5	0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0	6 0 0 0 0 0 0	7 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0	0 0 0 1 0 0 0 0 0	0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900	4 0 2 0 0 3 9 18 29 27	3 0 1 0 0 2 7 15 23 22	Cls 2 0 0 0 0 0 0 0 0 0 0 1	3 0 0 0 0 0 1 2 2 5 3	0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0	1 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0	0 0 0 1 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0
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* Friday Time	, 1 May 20 Total	015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12
0000	1	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 0600	2 7	2 5	0 1	0 1	0	0	0	0	0	0	0	0	0
0700	27	22	2	3	0	0	0	0	0	0	0	0	0
0800	20	13	0	4	2	0	0	0	1	0	0	0	0
0900	33	26	2	4	0	0	0	0	1	0	0	0	0
1000	28	17	2	6	0	0	0	2	0	1	0	0	0
1100	25	20	0	4	1	0	0	0	0	0	0	0	0
1200	22	16	0	5	0	0	0	0	0	1	0	0	0
1300	15	9	3	0	1	0	0	1	0	1	0	0	0
1400	24	19	0	3	0	0	0	0	0	2	0	0	0
1500	27	23	1	2	0	0	1	0	0	0	0	0	0
1600	40	27	2	10	1	0	0	0	0	0	0	0	0
1700	25	18	0	5	0	1	0	1	0	0	0	0	0
1800	8	7	0	1	0	0	0	0	0	0	0	0	0
1900	6	5	0	1	0	0	0	0	0	0	0	0	0
2000 2100	2	1 3	1	0	0	0	0	0	0	0	0	0	0
2200	2	2	0	0	0	0	0	0	0	0	0	0	0
2300	5	5	0	0	0	0	0	0	0	0	0	0	0
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06-18	293	215	13	47	5	1	1	4	2	5	0	Ö	Ö
18-00	26	23	1	2	0	0	0	ō	0	0	0	0	0
00-00	322	241	14	49	5	1	1	4	2	5	0	0	0
* Satura													
Saturt	day, 2 May	2015											
Time	day, 2 May Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Time	Total	Cls 1	2	3	4	5	6	7	8	9	10	11	12
0000	Total 0	Cls 1 0	2	3	4	5	6	7	8	9	10	11	12
0000 0100	Total 0 0	Cls 1 0 0	2 0 0	3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	0 0	0 0	12 0 0
0000 0100 0200	0 0 0	0 0 0 0	0 0 0	3 0 0 0	4 0 0 0	5 0 0 0	6 0 0 0	7 0 0 0	8 0 0 0 0	9 0 0 0	0 0 0 0	0 0 0 0	12 0 0 0
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	y, 3 May												
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
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	1	1	0	0	0	0	0	0	0	0	0	0
0200	2	2	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 0600	1 3	1 3	0	0	0	0	0 0	0	0	0	0	0 0	0
0700	4	3 4	0	0	0	0	0	0	0	0	0	0	0
0800	9	8	0	1	0	0	0	0	0	0	0	0	0
0900	14	9	3	0	0	0	1	0	0	1	0	0	0
1000	18	17	1	0	0	0	0	0	0	0	0	0	0
1100	11	10	0	1	0	0	0	0	0	0	0	0	0
1200	18	17	0	1	0	0	0	0	0	0	0	0	0
1300 1400	10 19	9 16	0	0 2	0	0	0	0	0	1 1	0	0 0	0
1500	19	17	1	1	0	0	0	0	0	0	0	0	0
1600	12	10	1	1	0	0	0	0	0	0	0	0	0
1700	17	16	0	1	0	0	0	0	0	0	0	0	0
1800	13	8	1	2	1	1	0	0	0	0	0	0	0
1900	4	4	0	0	0	0	0	0	0	0	0	0	0
2000	0	0 7	0 1	0	0	0	0	0	0	0	0	0	0
2100 2200	8 1	1	0	0	0	0	0 0	0	0	0	0	0 0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
00-06	5	4	1	0	0	0	0	0	0	0	0	0	0
06-18	154	136	6	8	0	0	1	0	0	3	0	0	0
18-00	26	20	2	2	1	1	0	0	0	0	0	0	0
00-00	185	160	9	10	1	1	1	0	0	3	0	0	0
	ay, 4 May		Cle	Cle	Cl s	Cle	Cle	Cle	Cle	Cle	Cle	Cle	Cle
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7ime	Total 0	Cls 1 0	2	3	4	5	6	7	8	9	10	11	12
0000 0100	Total 0 10	Cls 1 0 7	2 0 0	3 0 3	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	10 0 0	0 0	12 0 0
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* Tuesd	lay, 5 May	2015											
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
0000	1	<u>1</u>	2	3	4	5	6	7	8	9	10	11 0	12 0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 0500	0 6	0 6	0	0	0	0	0	0	0	0	0	0 0	0
0600	8	6	0	2	0	0	0	0	0	0	0	0	0
0700	25	18	2	5	0	0	0	0	0	0	0	0	0
0800	32	24	1	6	Ö	Ö	Ö	Ö	Ö	1	Ö	Ö	0
0900	34	26	1	4	2	0	0	0	0	1	0	0	0
1000	18	16	0	1	0	0	0	0	0	1	0	0	0
1100	28	23	0	2	3	0	0	0	0	0	0	0	0
1200 1300	20 34	14 31	1	4 2	0	0	0	0	1	0 1	0	0 0	0
1400	22	15	0	4	2	0	0	0	0	1	0	0	0
1500	32	22	0	7	2	0	0	0	0	1	0	0	0
1600	32	24	0	7	1	0	0	0	0	0	0	0	0
1700	38	32	2	4	0	0	0	0	0	0	0	0	0
1800	16	15	0	1	0	0	0	0	0	0	0	0	0
1900	10 5	8 5	2	0	0	0	0	0	0	0	0	0 0	0
2000 2100	13	11	0	0	1	1	0	0	0	0	0	0	0
2200	2	2	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
00-06	7	7	0	0	0	0	0	0	0	0	0	0	0
06-18	323	251	7	48	10	0	0	0	1	6	0	0	0
18-00	46	41	2	1	1	1	0	0	0	0	0	0	0
00-00	376	299	9	49	11	1	0	0	1	6	0	0	0
	esday, 6 M			Cl a	Cle	Cl a	Cle	Cle	Cl s	Cle	Cl s	Cla	Cl e
* Wedne	esday, 6 M Total	May 2019 Cls 1	5 Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
7ime	Total	Cls 1	Cls 2	3	4	5	6	7	8	9	10	11	12 0
0000 0100	Total 1 0	Cls 1 1 0	Cls 2 0 0	3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0	9 0 0	10 0 0	0 0	12 0 0
0000 0100 0200	Total	Cls 1 0 0	Cls 2 0 0 0	3 0 0 0	4 0 0 0	5 0 0 0	6 0 0	7 0 0 0	8 0 0 0	9 0 0 0	0 0 0 0	0 0 0	12 0 0 0
0000 0100 0200 0300	Total	Cls 1 0 0	Cls 2 0 0 0 0	3 0 0 0 0	4 0 0 0 0 0	5 0 0 0	6 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0
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0000 0100 0200 0300 0400 0500 0600 0700	Total 1 0 0 1 1 3 9 30	Cls 1 0 0 1 0 2 8 23	Cls 2 0 0 0 0 0 0 1 0 0	0 0 0 0 0 0 0 0 1 7	0 0 0 0 0 0 0 0	5 0 0 0 0 0 0	6 0 0 0 0 0 0	7 0 0 0 0 0 1 0 0 0	8 0 0 0 0 0 0	9 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
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0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500	Total 1 0 0 1 1 1 3 9 30 20 32 13 22 18 13 16	Cls 1 0 0 1 0 2 8 23 14 29 22 8 18 13 7 11	C1s 2 0 0 0 0 0 0 1 0 0 1 0 0 1 0 2 1 1	0 0 0 0 0 0 0 1 7 3 2 5 1 2 1 5 3	0 0 0 0 0 0 0 0 0 2 0 4 2 2 1 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 1 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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Thurse Total Clas** Cl	* Thurs	day 7 Ma	v 2015											
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0300 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0100	0	0	0	0	0	0	0	0	0	0	0	0	0
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1800	1600	30	21	1	7	1	0	0	0	0	0	0	0	0
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*Friday, 8 May 2015 *Time Total Cls Cls Cls Cls Cls Cls Cls Cls Cls Cl														
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00000 0 <th></th> <th><i>ı</i>, 8 May 20</th> <th>015</th> <th></th>		<i>ı</i> , 8 May 20	015											
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0500 2 1 0 1 0	0000 0100	Total 0 0	Cls 1 0 0	2 0 0	3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0	9 0 0	0 0	0 0	12 0 0
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* Saturo	day, 9 May Total	/2015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
111116	IUCAI	1	2	3	4	5	6	7	8	9	10	11	12
0000	2	1	0	1	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	2	2	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	5	4	0	0	0	0	1	0	0	0	0	0	0
0700 0800	6 6	5 6	0	0	1 0	0	0	0	0	0	0	0	0
0900	15	14	0	1	0	0	0	0	0	0	0	0	0
1000	16	12	1	1	0	0	0	0	0	0	2	0	0
1100	21	15	1	1	2	2	0	0	0	0	0	0	0
1200	19	18	0	1	0	0	0	0	0	0	0	0	0
1300	16	13	1	2	0	0	0	0	0	0	0	0	0
1400	17	14	1	1	1	0	0	0	0	0	0	0	0
1500	13	12	1	0	0	0	0	0	0	0	0	0	0
1600	16	14	2	0	0	0	0	0	0	0	0	0	0
1700	17	15	2	0	0	0	0	0	0	0	0	0	0
1800	10	9	0	1	0	0	0	0	0	0	0	0	0
1900	3	2	0	1	0	0	0	0	0	0	0	0	0
2000 2100	3 3	3 3	0	0	0	0	0	0	0	0	0	0	0
2200	10	8	0	2	0	0	0	0	0	0	0	0	0
2300	2	1	0	1	0	0	0	0	0	0	0	0	0
00-06	4	3	Ö	1	Ö	Ö	Ö	Ö	Ö	Ö	Ö	Ö	Ō
06-18	167	142	9	7	4	2	1	0	0	0	2	0	0
18-00	31	26	0	5	0	0	0	0	0	0	0	0	0
00-00	202	171	9	13	4	2	1	0	0	0	2	0	0
	ıy, 10 May												
* Sunda Time	ny, 10 May Total	Cls	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
			Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
Time	Total	Cls 1 3 7	2	3	4	5	6	7	8	9	10	11	12
7ime	3 9 2	Cls 1 3 7 2	2	0 2 0	4	5	6	7	8	9	10	11	12 0 0 0
0000 0100 0200 0300	3 9 2 4	Cls 1 3 7 2 2	2 0 0 0 0 0	3 0 2 0 2	4 0 0 0 0 0	5 0 0 0 0	6 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0 0
0000 0100 0200 0300 0400	3 9 2 4 6	Cls 1 3 7 2 2 6	2 0 0 0 0	3 0 2 0 2 0	4 0 0 0 0 0 0	5 0 0 0 0	6 0 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0 0	0 0 0 0 0	0 0 0 0 0	12 0 0 0 0 0
0000 0100 0200 0300 0400 0500	3 9 2 4 6 1	Cls 1 3 7 2 2 6 0	2 0 0 0 0 0	3 0 2 0 2 0 0	0 0 0 0 0 0	5 0 0 0 0 0	6 0 0 0 0	7 0 0 0 0 0 0	8 0 0 0 0 0	9 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600	3 9 2 4 6 1 1	Cls 1 3 7 2 2 6 0 1	2 0 0 0 0 0 0	3 0 2 0 2 0 0 0	0 0 0 0 0 0 0	5 0 0 0 0 0	6 0 0 0 0 0	7 0 0 0 0 0 0 1	8 0 0 0 0 0 0	9 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	12 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700	3 9 2 4 6 1 1 7	Cls 1 3 7 2 2 6 0 1 7	2 0 0 0 0 0 0 0	3 0 2 0 2 0 0 0 0	0 0 0 0 0 0 0	5 0 0 0 0 0 0	6 0 0 0 0 0 0	7 0 0 0 0 0 0 0 1 0	8 0 0 0 0 0 0	9 0 0 0 0 0 0	0 0 0 0 0 0 0 0	11 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800	3 9 2 4 6 1 1 7 11	3 7 2 2 6 0 1 7	2 0 0 0 0 0 0 0	3 0 2 0 2 0 0 0 0	0 0 0 0 0 0 0 0	5 0 0 0 0 0 0	6 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 1 0 0	8 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900	3 9 2 4 6 1 1 7	3 7 2 2 6 0 1 7 10 15	2 0 0 0 0 0 0 0	3 0 2 0 2 0 0 0 0	0 0 0 0 0 0 0	5 0 0 0 0 0 0	6 0 0 0 0 0 0	7 0 0 0 0 0 0 0 1 0	8 0 0 0 0 0 0	9 0 0 0 0 0 0	0 0 0 0 0 0 0 0	11 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800	3 9 2 4 6 1 1 7 11 18	3 7 2 2 6 0 1 7	2 0 0 0 0 0 0 0 0 0	3 0 2 0 2 0 0 0 0 0 2 2 2 2 2 2 2 2 2 2	0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0	7 0 0 0 0 0 0 1 0 0 0	8 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200	3 9 2 4 6 1 1 7 7 11 18 16 27 19	Cls 3 7 2 2 6 0 1 7 10 15 13 23 19	0 0 0 0 0 0 0 0 0 0 0 0	0 2 0 2 0 0 0 0 0 0 2 2 2 0	4 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 1 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300	3 9 2 4 6 1 1 7 7 11 18 16 27 19 14	Cls 3 7 2 2 6 0 1 7 10 15 13 23 19 12	0 0 0 0 0 0 0 0 0 0 0 0 0	3 0 2 0 2 0 0 0 0 0 2 2 2 2 2 0 2	4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 1 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400	3 9 2 4 6 1 1 7 7 11 18 16 27 19 14 7	Cls 1 3 7 2 2 6 0 1 7 10 15 13 23 19 12 6	0 0 0 0 0 0 0 0 0 0 0 0 1 2 0 0	3 0 2 0 2 0 0 0 0 0 2 2 2 2 2 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500	3 9 2 4 6 1 1 7 11 18 16 27 19 14 7 14	Cls 1 3 7 2 2 6 0 1 7 10 15 13 23 19 12 6 12	0 0 0 0 0 0 0 0 0 0 0 0 1 2 0 0 0	3 0 2 0 2 0 0 0 0 0 2 2 2 2 2 0 0 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600	3 9 2 4 6 1 1 7 11 18 16 27 19 14 7 14	Cls 1 3 7 2 2 6 0 1 7 10 15 13 23 19 12 6 12 13	0 0 0 0 0 0 0 0 0 0 0 1 2 0 0 0	3 0 2 0 2 0 0 0 0 0 2 2 2 2 0 0 0 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700	3 9 2 4 6 1 1 7 11 18 16 27 19 14 7 14 15 15	Cls 1 3 7 2 2 6 0 1 7 10 15 13 23 19 12 6 12 13 12	0 0 0 0 0 0 0 0 0 0 0 1 2 0 0 0 1 1 1	0 2 0 2 0 0 0 0 0 0 2 2 2 2 0 0 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600	3 9 2 4 6 1 1 7 11 18 16 27 19 14 7 14 15 15	Cls 1 3 7 2 2 6 0 1 7 10 15 13 23 19 12 6 12 13 12 4	0 0 0 0 0 0 0 0 0 0 0 1 2 0 0 0	3 0 2 0 2 0 0 0 0 0 2 2 2 2 0 0 0 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800	3 9 2 4 6 1 1 7 11 18 16 27 19 14 7 14 15 15	Cls 1 3 7 2 2 6 0 1 7 10 15 13 23 19 12 6 12 13 12	0 0 0 0 0 0 0 0 0 0 0 1 2 0 0 0 1 1 1	0 2 0 2 0 0 0 0 0 0 2 2 2 0 2 0 0 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100	3 9 2 4 6 1 1 7 11 18 16 27 19 14 15 15 4 5 8 5	Cls 1 3 7 2 2 6 0 1 7 10 15 13 23 19 12 6 12 13 12 4 4 7 5	0 0 0 0 0 0 0 0 0 0 0 0 1 1 1 1 0 0 0	0 2 0 2 0 0 0 0 0 0 2 2 2 0 0 2 2 0 0 0 0 0 0 0 0 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200	3 9 2 4 6 1 1 7 11 18 16 27 19 14 7 14 15 15 4 5 8 5 1	Cls 1 3 7 2 2 6 0 1 7 10 15 13 23 19 12 6 12 13 12 4 4 7 5 1	0 0 0 0 0 0 0 0 0 0 0 1 1 1 0 0 0 0	0 2 0 2 0 0 0 0 0 0 2 2 2 0 2 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300	Total 3 9 2 4 6 1 1 7 11 18 16 27 19 14 7 14 5 15 4 5 8 5 1 4	Cls 3 7 2 2 6 0 1 7 10 15 13 23 19 12 6 12 13 12 4 4 7 5 1 4	0 0 0 0 0 0 0 0 0 0 0 1 1 1 0 0 0 0 0	0 2 0 2 0 0 0 0 0 0 2 2 2 0 2 0 0 0 0 0	4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300 00-06	Total 3 9 2 4 6 1 1 7 11 18 16 27 19 14 7 14 15 15 4 5 8 5 1 4 25	C1s 3 7 2 2 6 0 1 7 10 15 13 23 19 12 6 12 13 12 4 4 7 5 1 4 20	0 0 0 0 0 0 0 0 0 0 0 1 1 1 0 0 0 0 0 0	3 0 2 0 0 0 0 0 0 0 2 2 2 0 0 2 2 0	4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 00-06 06-18	Total 3 9 2 4 6 1 1 7 11 18 16 27 19 14 7 14 15 15 4 5 8 5 1 4 25 164	C1s 3 7 2 2 6 0 1 7 10 15 13 23 19 12 6 12 13 12 4 4 7 5 1 4 20 143	0 0 0 0 0 0 0 0 0 0 0 1 1 1 0 0 0 0 0 0	0 2 0 2 0 0 0 0 0 0 2 2 2 0 2 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300 00-06	Total 3 9 2 4 6 1 1 7 11 18 16 27 19 14 7 14 15 15 4 5 8 5 1 4 25	C1s 3 7 2 2 6 0 1 7 10 15 13 23 19 12 6 12 13 12 4 4 7 5 1 4 20	0 0 0 0 0 0 0 0 0 0 0 1 1 1 0 0 0 0 0 0	3 0 2 0 0 0 0 0 0 0 2 2 2 0 0 2 2 0	4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

	ay, 11 May												
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
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	2	0	0	0	1	1	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 0600	3 6	2	0	0 1	0 0	0 0	0 0	1 0	0	0	0 2	0	0
0700	30	24	0	5	0	0	0	1	0	0	0	0	0
0800	38	31	0	6	0	0	0	1	0	0	0	0	0
0900	14	10	0	1	2	1	0	0	0	0	0	0	0
1000	24	19	0	3	1	0	0	0	1	0	0	0	0
1100	19	14	1	1	1	1	0	0	0	1	0	0	0
1200	17	13	0	2	1	0	0	0	0	0	1	0	0
1300 1400	40 23	33 15	1 2	4 2	2 2	0 1	0	0	0	0	0 1	0 0	0
1500	37	28	1	7	1	0	0	0	0	0	0	0	0
1600	24	17	1	6	0	0	Ō	Ö	0	Ō	Ō	Ö	Ō
1700	27	22	1	4	0	0	0	0	0	0	0	0	0
1800	13	11	0	2	0	0	0	0	0	0	0	0	0
1900	4	4	0	0	0	0	0	0	0	0	0	0	0
2000 2100	4 2	4 2	0	0	0	0 0	0 0	0	0	0	0	0	0
2200	1	1	0	0	0	0	0	0	0	0	0	0	0
2300	2	1	0	0	1	0	0	0	0	0	0	0	0
00-06	5	2	0	0	1	1	0	1	0	0	0	0	0
06-18	299	229	7	42	10	3	0	2	1	1	4	0	0
18-00	26	23	0	2	1	0	0	0	0	0	0	0	0
00-00	330	254	7	44	12	4	0	3	1	1	4	0	0
	ay, 12 Ma		Cl e	Cle	Cle	Cle	Cle	Cle	Cle	Cle	Cle	Cle	Cle
* luesd Time	ay, 12 Ma Total	2015 Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
7ime	Total	Cls 1	2	3	4	5	6	7	8	9	10	11	12
0000 0100	Total	Cls 1 1 0	2 0 0	3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	0 0	0 0	12 0 0
0000 0100 0200	Total	Cls 1 1 0 0	0 0 0	3 0 0 0	4 0 0 0	5 0 0 0	6 0 0	7 0 0 0	8 0 0 0	9 0 0 0	0 0 0 0	0 0 0	12 0 0 0
0000 0100 0200 0300	Total 1 0 0 0 0	Cls 1 0 0 0	0 0 0 0	3 0 0 0 0	4 0 0 0 0 0	5 0 0 0 0	6 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0 0
0000 0100 0200	Total	Cls 1 1 0 0	0 0 0	3 0 0 0	4 0 0 0	5 0 0 0	6 0 0	7 0 0 0	8 0 0 0	9 0 0 0	0 0 0 0	0 0 0	12 0 0 0
0000 0100 0200 0300 0400 0500 0600	1 0 0 0 1 1 1 8	Cls 1 0 0 0 0 1 6	0 0 0 0 0 1 0 1	0 0 0 0 0 0 0	0 0 0 0 0 0	5 0 0 0 0 0	6 0 0 0 0 0	7 0 0 0 0 0 0	8 0 0 0 0 0 0	9 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0	12 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700	Total 1 0 0 0 1 1 8 29	Cls 1 0 0 0 0 1 6 23	0 0 0 0 0 1 0 1	0 0 0 0 0 0 0 0 1 4	0 0 0 0 0 0 0 0	5 0 0 0 0 0 0	6 0 0 0 0 0 0	7 0 0 0 0 0 0 0	8 0 0 0 0 0 0	9 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800	Total 1 0 0 0 1 1 8 29 23	Cls 1 0 0 0 0 1 6 23 16	0 0 0 0 0 1 0 1 1	0 0 0 0 0 0 0 0 1 4	0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900	Total 1 0 0 0 1 1 8 29 23 28	1 0 0 0 0 1 6 23 16 22	0 0 0 0 1 0 1 1 0	0 0 0 0 0 0 0 0 1 4 6 4	0 0 0 0 0 0 0 0 0 1 1	5 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
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Time	esday, 13 Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12
0000	1	0	0	0	0	0	0	0	0	1	0	0	0
0100 0200	0	0	0	0	0 0	0	0	0	0	0	0	0 0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	9	7	0	1	1	0	0	0	0	0	0	0	0
0700	32	26	0	3	0	1	Ö	1	1	0	0	0	0
0800	32	22	3	5	2	0	0	0	0	0	0	0	0
0900	24	21	1	2	0	0	0	0	0	0	0	0	0
1000	14	9	0	4	0	0	0	1	0	0	0	0	0
1100	29	20	1	5	3	0	0	0	0	0	0	0	0
1200	29	19	2	4	1	0	2	0	1	0	0	0	0
1300 1400	33 21	24 17	1 0	7 3	1 1	0	0 0	0 0	0	0	0	0 0	0
1500	25	17	1	2	3	0	0	1	0	1	0	0	0
1600	34	23	1	10	0	0	0	0	0	0	0	0	0
1700	39	34	0	4	1	0	0	0	0	0	0	0	0
1800	18	15	0	3	0	0	0	0	0	0	0	0	0
1900	4	4	0	0	0	0	0	0	0	0	0	0	0
2000	9	7	1	1	0	0	0	0	0	0	0	0	0
2100	5	4	0	1	0	0	0	0	0	0	0	0	0
2200	2	1	0	1	0	0	0	0	0	0	0	0	0
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06-06	321	239	10	50	13	1	2	3	0 2	1	0 0	0	0
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* Friday	, 15 May 2 Total	2015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
TIME	TOLAT	1	2	3	4	5	6	7	8	9	10	11	12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	2	0	0	0	0	0	0	0	0	0	0	0
0600	8	7	0	1	0	0	0	0	0	0	0	0	0
0700	32	22	0	6	3	0	0	1	0	0	0	0	0
0800	44	29	0	9	3	0	0	1	0	2	0	0	0
0900	33	25	0	4	4	0	0	0	0	0	0	0	0
1000	34	26	0	6	2	0	0	0	0	0	0	0	0
1100	35	29	2	1	2	0	0	1	0	0	0	0	0
1200	30	21	3	3	2	1	0	0	0	0	0	0	0
1300 1400	42 37	29 28	3 0	3 3	0 2	1 1	2 1	1 1	0	1 0	2 1	0	0
1500	35	26	3	6	0	0	0	0	0	0	0	0	0
1600	27	24	1	2	0	0	0	0	0	0	0	0	0
1700	18	12	2	4	0	0	0	0	0	0	0	0	0
1800	14	14	0	0	0	0	0	0	0	0	0	0	0
1900	4	4	0	0	0	0	0	0	0	0	0	0	0
2000	9	8	0	1	0	0	0	0	0	0	0	0	0
2100	9	8	0	0	0	0	0	0	0	1	0	0	0
2200	2	2	0	0	0	0	0	0	0	0	0	0	0
2300	2	1	0	1	0	0	0	0	0	0	0	0	0
00-06	2	2	0	0	0	0	0	0	0	0	0	0	0
06-18	375	278	14	48	18	3	3	5	0	3	3	0	0
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Time		Cls 1	2	3	4	5	6	7	8	9	10	11	
0000	Total 1	Cls 1	2	3	4	5	6	7	8	9	10	11	12 0
0000 0100 0200 0300	Total	1 0 2 1	0 0 0 0	3 0 0 0 0	0 0 0 0	5 0 0 0 0	0 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0 0	0 0 0 0 0	11 0 0	0 0 0 0 0
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7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1700 1800 1900 2200 2300	Total 1 0 2 1 0 0 3 8 15 28 31 21 13 15 31 25 11 14 13 5 4 1 3 3 3	1 0 2 1 0 0 3 7 13 27 23 13 12 15 26 20 9 13 11 5 2 1 3 3 3	0 0 0 0 0 0 0 0 0 1 1 3 4 0 0 0 1 2 0 0 0	0 0 0 0 0 0 0 0 1 1 0 4 3 0 0 0 3 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

* Sunda Time	ay, 17 May Total	2015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
TIME	TOLAT	1	2	3	4	5	6	7	CIS 8	9	10	11	12
0000	1	0	0	1	0	0	0	0	0	0	0	0	0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0
0200	2	1	0	1	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	2	0	0	0	0	0	0	0	0	0	0	0
0700	10	8	0	2	0	0	0	0	0	0	0	0	0
0800	21	17	0	3	0	0	0	1	0	0	0	0	0
0900	17	15	2	0	0	0	0	0	0	0	0	0	0
1000	25	22	1	2	0	0	0	0	0	0	0	0	0
1100	23	19	1	2	0	0	0	1	0	0	0	0	0
1200	22	19	0	3	0	0	0	0	0	0	0	0	0
1300	23	21	1	1	0	0	0	0	0	0	0	0	0
1400	23	18	3	2	0	0	0	0	0	0	0	0	0
1500	11	9	2	0	0	0	0	0	0	0	0	0	0
1600 1700	15 14	13 12	2 2	0	0 0	0	0	0	0	0	0	0	0
1800	5	4	1	0	0	0	0	0	0	0	0	0	0
1900	4	2	1	0	1	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	3	2	0	1	0	0	0	0	0	0	0	0	0
2200	2	2	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
00-06	4	2	0	2	0	0	0	0	0	0	0	0	0
06-18	206	175	14	15	0	0	0	2	0	0	0	0	0
18-00 00-00	14	10 187	2 16	1 18	1 1	0 0	0 0	0 2	0 0	0 0	0 0	0 0	0
00-00	224	107	10	10		U	U		U	U	U	U	U
* Monda	ay, 18 Ma												
* Monda Time	ay, 18 May Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Time	Total	Cls 1	2	3	4	5	6	7	8	9	10	11	12
7ime	Total 0	Cls 1	2	3	4	5	6	7	8	9	10	11	12
0000 0100	Total 0 2	Cls 1 0 2	2 0 0	3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	0 0	0 0	12 0 0
7ime	Total 0	Cls 1	2	3	4	5	6	7	8	9	10	11	12
0000 0100 0200	Total 0 2 0	0 2 0	0 0 0	0 0 0	4 0 0 0	5 0 0 0	6 0 0 0	7 0 0 0	8 0 0 0 0	9 0 0 0	0 0 0 0	0 0 0	12 0 0 0
0000 0100 0200 0300 0400 0500	0 2 0 1 0 4	0 2 0 1 0 3	2 0 0 0 0 0	3 0 0 0 0 0	4 0 0 0 0 0 0 0 0	5 0 0 0 0 0	6 0 0 0 0	7 0 0 0 0 0 0	8 0 0 0 0	9 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	12 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600	7 Total 0 2 0 1 0 4 7	Cls 1 0 2 0 1 0 3 6	2 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	5 0 0 0 0 0	6 0 0 0 0 0	7 0 0 0 0 0 0 1	8 0 0 0 0 0 0	9 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	12 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700	Total 0 2 0 1 0 4 7 21	Cls 1 0 2 0 1 0 3 6 16	2 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	5 0 0 0 0 0 0	6 0 0 0 0 0 0	7 0 0 0 0 0 0 1 0	8 0 0 0 0 0 0	9 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800	Total 0 2 0 1 0 4 7 21 28	Cls 1 0 2 0 1 0 3 6 16 17	2 0 0 0 0 0 0 0 0 0 2	0 0 0 0 0 0 0 1 2 7	0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0	0 0 0 0 0 0 0 1 0 0	8 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900	Total 0 2 0 1 0 4 7 21 28 24	0 2 0 1 0 3 6 16 17 20	2 0 0 0 0 0 0 0 0 0 2 0	3 0 0 0 0 0 0 0 1 2 7 3	0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0	7 0 0 0 0 0 0 1 0 0 0	8 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000	Total 0 2 0 1 0 4 7 21 28 24 25	0 2 0 1 0 3 6 16 17 20 20	0 0 0 0 0 0 0 0 0 0 0	3 0 0 0 0 0 0 0 1 2 7 3 2	0 0 0 0 0 0 0 0 0 0 2	5 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 1 0 0 0 1 0 0	8 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100	Total 0 2 0 1 0 4 7 21 28 24 25 16	0 2 0 1 0 3 6 16 17 20 20 14	2 0 0 0 0 0 0 0 0 0 0 0 0	3 0 0 0 0 0 0 0 1 2 7 3 2 1	0 0 0 0 0 0 0 0 0 0 2 0 2	5 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 1 0 0 0 1 0 0	8 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000	Total 0 2 0 1 0 4 7 21 28 24 25	0 2 0 1 0 3 6 16 17 20 20	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 1 2 7 3 2 1 1	0 0 0 0 0 0 0 0 0 0 2	5 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 1 0 0 0 1 0 0	8 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400	Total 0 2 0 1 0 4 7 21 28 24 25 16 14 25 21	Cls 1 0 2 0 1 0 3 6 16 17 20 20 14 10 20 16	2 0 0 0 0 0 0 0 0 2 0 0 0 0	0 0 0 0 0 0 0 1 2 7 3 2 1 1 2 2	0 0 0 0 0 0 0 0 0 0 2 0 2	5 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 1 0 0 1 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500	Total 0 2 0 1 0 4 7 21 28 24 25 16 14 25 21 20	Cls 1 0 2 0 1 0 3 6 16 17 20 20 14 10 20 16 15	0 0 0 0 0 0 0 0 2 0 0 0 0 0 0	0 0 0 0 0 0 0 1 2 7 3 2 1 1 2 2 4	0 0 0 0 0 0 0 0 0 2 0 2 0 1 2 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600	Total 0 2 0 1 0 4 7 21 28 24 25 16 14 25 21 20 24	Cls 1 0 2 0 1 0 3 6 16 17 20 20 14 10 20 16 15 19	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 1 2 7 3 2 1 1 2 2 4 5	0 0 0 0 0 0 0 0 0 2 0 0 2 0 1 2 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 0 0 0 1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600	Total 0 2 0 1 0 4 7 21 28 24 25 16 14 25 21 20 24 25	Cls 1 0 2 0 1 0 3 6 16 17 20 20 14 10 20 16 15 19 21	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 1 2 7 3 2 1 1 2 2 4 5	0 0 0 0 0 0 0 0 0 2 0 2 0 1 2 1 0 0	0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800	Total 0 2 0 1 0 4 7 21 28 24 25 16 14 25 21 20 24 25 11	Cls 1 0 2 0 1 0 3 6 16 17 20 20 14 10 20 16 15 19 21 9	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 1 2 7 3 2 1 1 2 2 4 5 1	0 0 0 0 0 0 0 0 0 2 0 0 2 0 0 1 2 1 0 0	0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1700 1800 1900	Total 0 2 0 1 0 4 7 21 28 24 25 16 14 25 21 20 24 25 11 3	Cls 1 0 2 0 1 0 3 6 16 17 20 20 14 10 20 16 15 19 21 9 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 0 0 0 0 0 0 1 2 7 3 2 1 1 2 2 4 5 1	0 0 0 0 0 0 0 0 0 2 0 2 0 1 2 1 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000	Total 0 2 0 1 0 4 7 21 28 24 25 16 14 25 21 20 24 25 11	Cls 1 0 2 0 1 0 3 6 16 17 20 20 14 10 20 16 15 19 21 9 2 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 1 2 7 3 2 1 1 2 2 4 5 1	0 0 0 0 0 0 0 0 0 2 0 0 2 0 0 1 2 1 0 0	0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1700 1800 1900	Total 0 2 0 1 0 4 7 21 28 24 25 16 14 25 21 20 24 25 11 3 2	Cls 1 0 2 0 1 0 3 6 16 17 20 20 14 10 20 16 15 19 21 9 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 2 7 3 2 1 1 2 2 4 5 1 1 0 0	0 0 0 0 0 0 0 0 0 2 0 2 0 1 2 1 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1700 1800 1700 1800 1900 2200 2300	Total 0 2 0 1 0 4 7 21 28 24 25 16 14 25 21 20 24 25 11 3 2 4 2 0	Cls 1 0 2 0 1 0 3 6 16 17 20 20 14 10 20 16 15 19 21 9 2 2 3 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 0 0 0 0 0 0 1 2 7 3 2 1 1 2 2 4 5 1 1 0 0 0	0 0 0 0 0 0 0 0 0 2 0 2 0 1 2 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1700 1800 1700 1800 2000 2200 2300 00-06	Total 0 2 0 1 0 4 7 21 28 24 25 16 14 25 21 20 24 25 11 3 2 4 2 0 7	Cls 1 0 2 0 1 0 3 6 16 17 20 20 14 10 20 16 15 19 21 9 2 2 3 1 0 6	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 0 0 0 0 0 0 1 2 7 3 2 1 1 2 2 4 5 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 2 0 2 0 1 2 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0 1 1 1 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1700 1800 1700 2000 22100 2300 00-06 06-18	Total 0 2 0 1 0 4 7 21 28 24 25 16 14 25 21 20 24 25 11 3 2 4 2 0 7 250	C1s 1 0 2 0 1 0 3 6 16 17 20 20 14 10 20 16 15 19 21 9 22 3 1 0 6 194	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 0 0 0 0 0 1 2 7 3 2 1 1 2 2 4 5 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 2 0 0 2 0 0 1 2 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0 1 1 1 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1700 1800 1700 1800 2000 2200 2300 00-06	Total 0 2 0 1 0 4 7 21 28 24 25 16 14 25 21 20 24 25 11 3 2 4 2 0 7	Cls 1 0 2 0 1 0 3 6 16 17 20 20 14 10 20 16 15 19 21 9 2 2 3 1 0 6	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 0 0 0 0 0 0 1 2 7 3 2 1 1 2 2 4 5 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 2 0 2 0 1 2 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0 1 1 1 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

* Tuesd	ay, 19 Ma Total	y 2015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
11110	10041	1	2	3	4	5	6	7	8	9	10	11	12
0000	1	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	1	0	0	1	0	0	0	0	0	0	0	0
0600	14	11	0	2	1	0	0	0	0	0	0	0	0
0700	15	12	0	3	0	0	0	0	0	0	0	0	0
0800	17	14	0	3	Ō	Ö	0	Ö	0	Ö	0	0	0
0900	10	8	1	1	0	0	0	0	0	0	0	0	0
1000	18	15	1	2	0	0	0	0	0	0	0	0	0
1100	17	11	1	5	0	0	0	0	0	0	0	0	0
1200	15	14	0	1	0	0	0	0	0	0	0	0	0
1300	18	15	0	3	0	0	0	0	0	0	0	0	0
1400	27	20	0	6	1	0	0	0	0	0	0	0	0
1500	23	16 20	0	6 7	0	0	0	0	0	1	0	0	0
1600 1700	28 30	24	1	5	0	0	0	0	0	1	0	0	0
1800	12	8	0	2	1	1	0	0	0	0	0	0	0
1900	6	5	0	1	0	0	0	0	0	0	0	0	0
2000	6	5	0	0	0	0	0	0	0	1	0	0	0
2100	7	7	0	Ö	Ō	Ö	0	Ö	0	0	0	0	0
2200	2	2	0	0	0	0	0	0	0	0	0	0	0
2300	2	2	0	0	0	0	0	0	0	0	0	0	0
00-06	3	2	0	0	1	0	0	0	0	0	0	0	0
06-18	232	180	4	44	2	0	0	0	0	2	0	0	0
18-00	35	29	0	3	1	1	0	0	0	1	0	0	0
00-00	270	211	4	47	4	1	0	0	0	3	0	0	0
* Wedn	esday, 20	May 20	15										
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
0000			•										
0000	Λ	<u> 1</u>	2	3	4	5	6	7	8	9	10	11	12
0100	0	0	0	3	4	5	6	7	8	9	10	11	12 0
0100 0200	1	0 1	0	3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0	9 0 0	0 0	0 0	12 0 0
0100 0200 0300		0	0	3	4	5	6	7	8	9	10	11	12 0
0200	1 0	0 1 0	0 0 0	3 0 0 0	4 0 0 0	5 0 0 0	6 0 0	7 0 0 0	8 0 0 0	9 0 0 0	0 0 0 0	0 0 0 0	12 0 0 0
0200 0300	1 0 0	0 1 0 0	0 0 0 0	3 0 0 0 0	4 0 0 0 0 0 0	5 0 0 0	6 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0
0200 0300 0400 0500 0600	1 0 0 0 0 0	0 1 0 0 0 0 0 7	0 0 0 0 0 0	3 0 0 0 0 0 0 0	0 0 0 0 0 0 0	5 0 0 0 0 0	6 0 0 0 0 0	7 0 0 0 0	8 0 0 0 0 0 0	9 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0 0
0200 0300 0400 0500 0600 0700	1 0 0 0 0 9 26	0 1 0 0 0 0 0 7 19	0 0 0 0 0 0 0	3 0 0 0 0 0 0 0 2 5	0 0 0 0 0 0 0 0	5 0 0 0 0 0 0	6 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0	9 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0
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0200 0300 0400 0500 0600 0700 0800 0900 1000	1 0 0 0 9 26 22 23 22 24	0 1 0 0 0 0 7 19 16 22 19	0 0 0 0 0 0 0 0 1 0 0	3 0 0 0 0 0 0 2 5 4 0 2 3	0 0 0 0 0 0 0 0 0 0 2 1 0 3	5 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0
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* Thurs	day, 21 Ma	ay 2015											
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	2	1	0	1	0	0	0	0	0	0	0	0	0
0300 0400	0	0	0	0	0	0	0	0	0	0	0	0 0	0
0500	2	2	0	0	0	0	0	0	0	0	0	0	0
0600	7	5	0	2	0	0	0	0	0	0	0	0	0
0700	23	13	0	6	3	1	0	0	0	0	0	0	0
0800	19	11	1	7	0	0	0	0	0	0	0	0	0
0900	12	6	1	5	0	0	0	0	0	0	0	0	0
1000	14	13	0	1	0	0	0	0	0	0	0	0	0
1100	23	17	0	5	1	0	0	0	0	0	0	0	0
1200	22	17	0	2	3	0	0	0	0	0	0	0	0
1300	29	21	0	6	1	0	0	0	0	1	0	0	0
1400	29	20	2	4	2	0	0	1	0	0	0	0	0
1500	28	22	1	4	1	0	0	0	0	0	0	0	0
1600	38	31	2	4	1	0	0	0	0	0	0	0	0
1700 1800	22 16	21 16	0	1	0	0	0	0	0	0	0	0 0	0
1900	5	4	0	1	0	0	0	0	0	0	0	0	0
2000	5	5	0	0	0	0	0	0	0	0	0	0	0
2100	1	1	Ö	Ō	Ö	Ö	Ō	Ō	Ö	Ō	Ō	Ö	0
2200	2	1	0	1	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0
00-06	4	3	0	1	0	0	0	0	0	0	0	0	0
06-18	266	197	7	47	12	1	0	1	0	1	0	0	0
18-00	30	28	0	2	0	0	0	0	0	0	0	0	0
00-00	300	228	7	50	12	1	0	1	0	1	0	0	0
* Friday	22 May 2	2015											
	, 22 May 2 Total		Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
* Friday Time	, 22 May 2 Total	2015 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											
0000 0100	Total 1 0	1 1 0	2 0 0	3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	0 0	0 0	12 0 0
0000 0100 0200	Total	1 0 0	2 0 0 0	0 0 0	4 0 0 0	5 0 0 0	6 0 0	7 0 0 0	8 0 0 0	9 0 0 0	0 0 0 0	0 0 0	12 0 0 0
0000 0100 0200 0300	Total 1 0 0 0 0	1 0 0 0	0 0 0 0	3 0 0 0 0	4 0 0 0 0 0	5 0 0 0 0	6 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0	0 0 0 0	0 0 0 0	12 0 0 0 0
0000 0100 0200 0300 0400	1 0 0 0 0 0 0	1 0 0 0 0	2 0 0 0 0	3 0 0 0 0	4 0 0 0 0 0 0	5 0 0 0 0	6 0 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0 0	0 0 0 0 0	0 0 0 0 0	12 0 0 0 0 0
0000 0100 0200 0300 0400 0500	1 0 0 0 0 0 2	1 0 0 0 0 0 2	2 0 0 0 0 0	3 0 0 0 0 0	4 0 0 0 0 0 0 0 0	5 0 0 0 0 0	6 0 0 0 0 0	7 0 0 0 0 0	8 0 0 0 0 0	9 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	12 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600	1 0 0 0 0 0 2 9	1 0 0 0 0 0 2 8	2 0 0 0 0 0 0	3 0 0 0 0 0 0	0 0 0 0 0 0 0	5 0 0 0 0 0	6 0 0 0 0 0	7 0 0 0 0 0 0	8 0 0 0 0 0	9 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700	Total 1 0 0 0 2 9 21	1 0 0 0 0 0 2 8 14	0 0 0 0 0 0 0 0	3 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	5 0 0 0 0 0 0	6 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0	9 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	12 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800	Total 1 0 0 0 2 9 21 30	1 0 0 0 0 2 8 14 23	2 0 0 0 0 0 0 0 0 0 2	3 0 0 0 0 0 0	0 0 0 0 0 0 0	5 0 0 0 0 0	6 0 0 0 0 0	7 0 0 0 0 0 0	8 0 0 0 0 0	9 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900	Total 1 0 0 0 2 9 21 30 30	1 0 0 0 0 2 8 14 23 23	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 4 5	0 0 0 0 0 0 0 0 1 0 2 1	5 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800	Total 1 0 0 0 2 9 21 30	1 0 0 0 0 2 8 14 23	2 0 0 0 0 0 0 0 0 2	0 0 0 0 0 0 0 0 0 4 5 3	0 0 0 0 0 0 0 0 1 0 2	5 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 1 0	8 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0
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7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300	Total 1 0 0 0 2 9 21 30 30 26 33 23 33	1 0 0 0 0 2 8 14 23 23 22 26 20 26	2 0 0 0 0 0 0 0 2 0 2 0 1 0 2	0 0 0 0 0 0 0 0 4 5 3 1 6 3 3	0 0 0 0 0 0 0 1 0 2 1 3 0 0	5 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 1 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0
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* Saturo	day, 23 Ma	ay 2015											
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12
0000	1	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 0300	0	0	0	0	0 0	0 0	0	0 0	0	0	0	0 0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	2	2	0	0	0	0	0	0	0	0	0	0	0
0700	2	2	0	0	0	0	0	0	0	0	0	0	0
0800	16	$^{-}$	1	1	Ö	Ö	Ö	Ö	Ō	Ö	0	Ö	0
0900	13	12	0	1	0	0	0	0	0	0	0	0	0
1000	17	13	2	1	0	0	0	0	0	0	1	0	0
1100	19	16	0	2	0	1	0	0	0	0	0	0	0
1200	19	15	1	2	0	0	0	1	0	0	0	0	0
1300	14	13	0	1	0	0	0	0	0	0	0	0	0
1400	21 26	20 23	0	1	0 0	0	0	0	0	0	0	0 0	0
1500 1600	28	23 24	1 2	2 2	0	0	0	0	0	0	0	0	0
1700	17	11	1	5	0	0	0	0	0	0	0	0	0
1800	5	5	0	0	0	0	0	0	0	0	0	0	0
1900	4	4	0	0	0	0	0	0	0	0	0	0	0
2000	5	4	0	1	0	0	0	0	0	0	0	0	0
2100	4	3	1	0	0	0	0	0	0	0	0	0	0
2200	12	10	0	2	0	0	0	0	0	0	0	0	0
2300	2	2	0	0	0	0	0	0	0	0	0	0	0
00-06	1	1	0	0	0	0	0	0	0	0	0	0	0
06-18	194	165	8	18	0	1	0	1	0	0	1	0	0
18-00 00-00	32	28	1 9	3	0 0	0 1	0	0	0	0 0	0 1	0	0 0
00-00	227	194	9	21	U		0	1	0	U		0	U
* Sunda	av, 24 May	2015											
* Sunda	ay, 24 May Total	2015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Time	Total	Cls 1	2	3	4	5	6	7	8	9	10	11	12
0000	Total 2	2 Cls	2	3	4	5	6	7	8	9	10	11	12
0000 0100	Total 2 1	2 1	2 0 0	3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	0 0	0 0	12 0 0
0000 0100 0200	Total 2 1 0	2 1 0	0 0 0	0 0 0	4 0 0 0	5 0 0 0	0 0 0	7 0 0 0	8 0 0 0	9 0 0 0	0 0 0 0	0 0 0	12 0 0 0
0000 0100 0200 0300	7otal 2 1 0 0 0	2 1 0 0	0 0 0 0	3 0 0 0 0	4 0 0 0 0 0	5 0 0 0 0	0 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0	0 0 0 0 0	0 0 0 0	12 0 0 0 0
0000 0100 0200 0300 0400	Total 2 1 0 0 1	2 1 0 0 1	2 0 0 0 0	3 0 0 0 0	4 0 0 0 0 0 0	5 0 0 0 0	6 0 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0 0	0 0 0 0 0	0 0 0 0 0	12 0 0 0 0 0
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0000 0100 0200 0300 0400	Total 2 1 0 0 1	2 1 0 0 1	2 0 0 0 0	3 0 0 0 0	4 0 0 0 0 0 0	5 0 0 0 0	6 0 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0 0	0 0 0 0 0	0 0 0 0 0	12 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600	2 1 0 0 1 1 1	Cls 1 2 1 0 0 1 1 1	2 0 0 0 0 0 0	3 0 0 0 0 0 0	0 0 0 0 0 0 0	5 0 0 0 0 0	6 0 0 0 0 0	7 0 0 0 0 0 0	8 0 0 0 0 0	9 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900	7otal 2 1 0 0 0 1 1 1 1 4	2 1 0 0 1 1 1 4 6 11	2 0 0 0 0 0 0 0	3 0 0 0 0 0 0	4 0 0 0 0 0 0 0	5 0 0 0 0 0 0	6 0 0 0 0 0 0	7 0 0 0 0 0 0 0	8 0 0 0 0 0 0	9 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000	7otal 2 1 0 0 0 1 1 1 4 8 1 4 9	2 1 0 0 1 1 1 4 6 11 8	0 0 0 0 0 0 0 0 0 0 0	3 0 0 0 0 0 0 0 0 0 1 2 0	0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0
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0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1200 1300 1400 1500 1600 1700 1800 2000 2100	Total 2 1 0 0 1 1 1 4 8 14 9 18 24 27 15 21 15 14 10 6 4 3 1	2 1 0 0 1 1 1 4 6 11 8 16 23 24 14 20 14 11 7 6 4	0 0 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 1 2 0 2 0 2 1 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1700 1800 1700 1800 1900 2200 2300	Total 2 1 0 0 1 1 1 4 8 14 9 18 24 27 15 21 15 14 10 6 4 3 1 1	2 1 0 0 1 1 1 4 6 11 8 16 23 24 14 20 14 11 7 6 4 2	0 0 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 1 2 0 2 0 2 1 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300 00-06	Total 2 1 0 0 1 1 1 4 8 14 9 18 24 27 15 21 15 14 10 6 4 3 1 1 5	2 1 0 0 1 1 1 4 6 11 8 16 23 24 14 20 14 11 7 6 4 5	0 0 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 1 2 0 2 0 2 1 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300 00-06 06-18	Total 2 1 0 0 1 1 1 4 8 14 9 18 24 27 15 21 15 14 10 6 4 3 1 1 5 170	2 1 0 0 1 1 1 4 6 11 8 16 23 24 14 20 14 11 7 6 4 5	0 0 0 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 1 2 0 2 0 2 1 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300 00-06	Total 2 1 0 0 1 1 1 4 8 14 9 18 24 27 15 21 15 14 10 6 4 3 1 1 5	2 1 0 0 1 1 1 4 6 11 8 16 23 24 14 20 14 11 7 6 4 5	0 0 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 1 2 0 2 0 2 1 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

* 8.0	OF M	. 0045											
^ Monda Time	ay, 25 May Total	2015 Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	1	1	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	12	9	0	3	0	0	0	0	0	0	0	0	0
0700 0800	19 25	14 16	1	3 6	1 2	0 1	0	0	0	0	0	0	0
0900	17	9	0	4	1	1	1	0	0	1	0	0	0
1000	39	26	0	8	3	1	0	0	0	1	0	0	0
1100	25	19	2	1	3	0	0	0	0	0	0	0	0
1200	19	17	0	1	0	0	0	0	0	1	0	0	0
1300	32	23	0	5	3	1	0	0	0	0	0	0	0
1400	23	19	0	1	3	0	0	0	0	0	0	0	0
1500	27	20	1	5	1	0	0	0	0	0	0	0	0
1600	30	24	0	5	1	0	0	0	0	0	0	0	0
1700	25	22	0	3	0	0	0	0	0	0	0	0	0
1800	7	5	1	1	0	0	0	0	0	0	0	0	0
1900	11	11	0	0	0	0	0	0	0	0	0	0	0
2000 2100	1 4	1 4	0	0	0	0	0	0	0	0	0	0	0
2200	1	1	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
00-06	2	2	Ö	Ö	Ö	Ŏ	Ö	Ö	Ö	Ö	ŏ	ŏ	Ö
06-18	293	218	4	45	18	4	1	0	0	3	0	0	0
18-00	24	22	1	1	0	0	0	0	0	0	0	0	0
00-00	319	242	5	46	18	4	1	0	0	3	0	0	0
	la <u>y,</u> 26 Ma												
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
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	17	11	0	6	0	0	0	0	0	0	0	0	0
0700	26	17	1	6	1	1	0	0	0	0	0	0	0
0800	33	24	1	5	2	0	1	0	0	0	0	0	0
0900	31	18	4	4	5	0	0	0	0	0	0	0	0
1000	25	20	0	5	0	0	0	0	0	0	0	0	0
1100	.2 /	26	2	6	0		(1)		0	0	0	0	0
1000	34					0	0	0					
1200	29	27	0	0	2	0	0	0	0	0	0	0	0
1300	29 26	27 18	0 0	0 6	2	0	0	0	0	0	0 0	0 0	0
1300 1400	29 26 34	27 18 25	0 0 1	0 6 6	2 2 2	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0
1300 1400 1500	29 26 34 25	27 18 25 18	0 0 1 2	0 6 6 2	2 2 2 1	0 0 0 0	0 0 0 2	0 0 0	0 0 0 0	0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
1300 1400	29 26 34	27 18 25	0 0 1	0 6 6	2 2 2	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0 0
1300 1400 1500 1600	29 26 34 25 36	27 18 25 18 24	0 0 1 2 0	0 6 2 8	2 2 2 1 4	0 0 0 0	0 0 0 2 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
1300 1400 1500 1600 1700 1800 1900	29 26 34 25 36 32 20 9	27 18 25 18 24 25 16 8	0 0 1 2 0 1 1 0	0 6 2 8 4 3	2 2 2 1 4 2 0	0 0 0 0 0 0 0	0 0 0 2 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0
1300 1400 1500 1600 1700 1800 1900 2000	29 26 34 25 36 32 20 9 4	27 18 25 18 24 25 16 8 3	0 0 1 2 0 1 1 0	0 6 6 2 8 4 3 0	2 2 2 1 4 2 0 0	0 0 0 0 0 0 0 0	0 0 2 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0
1300 1400 1500 1600 1700 1800 1900 2000 2100	29 26 34 25 36 32 20 9 4	27 18 25 18 24 25 16 8 3	0 0 1 2 0 1 1 0 0	0 6 6 2 8 4 3 0 0	2 2 2 1 4 2 0 0 0	0 0 0 0 0 0 0 0	0 0 0 2 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0
1300 1400 1500 1600 1700 1800 1900 2000 2100 2200	29 26 34 25 36 32 20 9 4 9	27 18 25 18 24 25 16 8 3 8	0 0 1 2 0 1 1 0 0	0 6 2 8 4 3 0 0	2 2 1 4 2 0 0 0 0	0 0 0 0 0 0 0 0 1 0	0 0 0 2 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0
1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300	29 26 34 25 36 32 20 9 4 9	27 18 25 18 24 25 16 8 3 8 2	0 0 1 2 0 1 1 0 0 0	0 6 6 2 8 4 3 0 0 1 1	2 2 2 1 4 2 0 0 0 0 0	0 0 0 0 0 0 0 0 1 0 0	0 0 0 2 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0
1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 00-06	29 26 34 25 36 32 20 9 4 9	27 18 25 18 24 25 16 8 3 8 2 0	0 0 1 2 0 1 1 0 0 0 0	0 6 6 2 8 4 3 0 0 1 1 0	2 2 2 1 4 2 0 0 0 0 0 0	0 0 0 0 0 0 0 0 1 0 0 0	0 0 0 2 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0
1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 00-06 06-18	29 26 34 25 36 32 20 9 4 9 3 0 1	27 18 25 18 24 25 16 8 3 8 2 0 1	0 0 1 2 0 1 1 0 0 0 0 0 0	0 6 6 2 8 4 3 0 0 1 1 0 0 5	2 2 2 1 4 2 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 1 0 0 0 0 0 0	0 0 0 2 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0
1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 00-06	29 26 34 25 36 32 20 9 4 9	27 18 25 18 24 25 16 8 3 8 2 0	0 0 1 2 0 1 1 0 0 0 0	0 6 6 2 8 4 3 0 0 1 1 0	2 2 2 1 4 2 0 0 0 0 0 0	0 0 0 0 0 0 0 0 1 0 0 0	0 0 0 2 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0

* Wedne	esday, 27	May 20	15										
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
0000	0	1	2	3	4	5	6	7	8	9	10	11 0	<u>12</u>
0100	1	1	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	16	8	0	8	0	0	0	0	0	0	0	0	0
0700 0800	22 25	14 17	0	8 5	0 3	0	0	0	0	0	0	0 0	0
0900	18	14	0	1	1	0	0	0	0	0	2	0	0
1000	16	12	2	1	1	0	0	0	0	0	0	0	0
1100	18	15	0	1	0	0	0	1	0	0	1	0	0
1200	21	15	1	4	1	0	0	0	0	0	0	0	0
1300	22	17	2	3	0	0	0	0	0	0	0	0	0
1400	20	13	2	5	0	0	0	0	0	0	0	0	0
1500 1600	27 31	21 20	1	3 9	2 1	0	0	0	0	0 1	0	0 0	0
1700	41	34	0	3	3	0	0	0	0	1	0	0	0
1800	25	22	1	1	1	0	0	0	0	0	0	0	0
1900	7	7	0	0	0	0	Ō	0	Ō	Ō	Ō	Ö	0
2000	8	7	0	1	0	0	0	0	0	0	0	0	0
2100	11	10	0	1	0	0	0	0	0	0	0	0	0
2200	4	4	0	0	0	0	0	0	0	0	0	0	0
2300	3	3	0	0	0	0	0	0	0	0 0	0	0	0
00-06 06-18	2 277	2 200	0 8	0 51	0 12	0 0	0 0	0 1	0 0	2	0 3	0 0	0
18-00	58	53	1	3	1	0	0	0	0	0	0	0	0
00-00	337	255	9	54	13	Ö	0	1	0	2	3	0	Ö
	I Day (33)												
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
0000	1	1	0	0	0	0	0	0	0	0	0	0	0
0000 0100	1 1	1 1	0	0	0 0	0 0	0 0	0 0	0	0	0	0	0
0100 0200	1 1	1 1	0	0	0	0	0	0	0	0	0	0	0
0100 0200 0300	1 1 0	1 1 0	0 0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0 0	0 0	0 0 0
0100 0200 0300 0400	1 1 0 1	1 1 0 0	0 0 0	0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
0100 0200 0300 0400 0500	1 1 0 1 1	1 1 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0
0100 0200 0300 0400 0500 0600	1 1 0 1 1 7	1 1 0 0 1 5	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0 0	0 0 0 0 0
0100 0200 0300 0400 0500	1 1 0 1 1	1 1 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0
0100 0200 0300 0400 0500 0600 0700 0800 0900	1 1 0 1 1 7 19 23 23	1 0 0 1 5 14 17	0 0 0 0 0 0	0 0 0 0 0 1 3	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000	1 1 0 1 1 7 19 23 23 23	1 0 0 1 5 14 17 18	0 0 0 0 0 0 0 1 0	0 0 0 0 0 0 1 3 4 3 3	0 0 0 0 0 0 0 0 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000	1 1 0 1 1 7 19 23 23 22 23	1 0 0 1 5 14 17 18 17	0 0 0 0 0 0 0 1 0 1 1	0 0 0 0 0 1 3 4 3 3 3	0 0 0 0 0 0 0 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0
0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200	1 1 0 1 1 7 19 23 23 22 23 22	1 0 0 1 5 14 17 18 17 17	0 0 0 0 0 0 0 1 0 1 1 1	0 0 0 0 0 0 1 3 4 3 3 3 3	0 0 0 0 0 0 0 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0
0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300	1 1 0 1 1 7 19 23 23 22 23 21 25	1 0 0 1 5 14 17 18 17 17	0 0 0 0 0 0 0 1 1 1 1	0 0 0 0 0 1 3 4 3 3 3 2 3	0 0 0 0 0 0 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0
0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400	1 1 0 1 1 7 19 23 23 22 23 21 25 23	1 0 0 1 5 14 17 18 17 17 17 20	0 0 0 0 0 0 0 1 0 1 1 1	0 0 0 0 0 1 3 4 3 3 3 3 2 3 3	0 0 0 0 0 0 0 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0
0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300	1 1 0 1 1 7 19 23 23 22 23 21 25	1 0 0 1 5 14 17 18 17 17	0 0 0 0 0 0 0 1 1 1 1 1	0 0 0 0 0 1 3 4 3 3 3 2 3	0 0 0 0 0 0 1 1 1 1 1 1 1	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0
0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700	1 1 0 1 1 7 19 23 23 22 23 21 25 23 24 28 26	1 0 0 1 5 14 17 18 17 17 20 17	0 0 0 0 0 0 0 1 1 1 1 1 1 1	0 0 0 0 0 1 3 4 3 3 3 2 3 3 3 4 3 3	0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 0 0				0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0				0 0 0 0 0 0 0 0 0 0
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1300 1400 1500 1600 1700	1 1 0 1 1 7 19 23 23 22 23 21 25 23 24 28 26 13	1 0 0 1 5 14 17 18 17 17 17 20 17 18 22 21	0 0 0 0 0 0 1 0 1 1 1 1 1 1	0 0 0 0 0 1 3 4 3 3 3 2 3 3 3 4 3 3	0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 0 0								0 0 0 0 0 0 0 0 0 0 0
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1400 1500 1600 1700 1800	1 1 0 1 1 7 19 23 23 22 23 21 25 23 24 28 26 13 6	1 0 0 1 5 14 17 18 17 17 17 20 17 18 22 21 11	0 0 0 0 0 0 1 0 1 1 1 1 1 1 1	0 0 0 0 0 1 3 4 3 3 3 2 3 3 3 4 3 3 1 0	0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 0 0								
0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000	1 1 0 1 1 7 19 23 23 22 23 21 25 23 24 28 26 13 6 4	1 0 0 1 5 14 17 18 17 17 20 17 18 22 21 11 6 4	0 0 0 0 0 0 1 1 1 1 1 1 1 1	0 0 0 0 0 1 3 4 3 3 3 2 3 3 3 4 3 3 0 0	0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 0 0 0								
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0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1200 1300 1400 1500 1600 1700 1800 1900 2200	1 1 0 1 1 7 19 23 23 22 23 21 25 23 24 28 26 13 6 4	1 0 0 1 5 14 17 18 17 17 20 17 18 22 21 11 6 4	0 0 0 0 0 0 1 1 1 1 1 1 1 1	0 0 0 0 0 1 3 4 3 3 3 2 3 3 3 4 3 3 0 0	0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 0 0 0								
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100	1 1 0 1 1 7 19 23 23 22 23 21 25 23 24 28 26 13 6 4 6 3	1 0 0 1 5 14 17 18 17 17 20 17 18 22 21 11 6 4 5	0 0 0 0 0 0 1 0 1 1 1 1 1 1 1 1 0 0	0 0 0 0 0 1 3 4 3 3 3 3 2 3 3 3 4 3 1 0 0 0 1	0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 0 0 0 0 0								
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1200 1300 1400 1500 1600 1700 1800 1900 2200 2200 2300	1 1 0 1 1 7 19 23 23 22 23 21 25 23 24 28 26 13 6 4 6 3 2	1 0 0 1 5 14 17 18 17 17 20 17 18 22 21 11 6 4 5	0 0 0 0 0 0 0 1 1 0 1 1 1 1 1 1 1 0 0 0 0	0 0 0 0 0 1 3 4 3 3 3 3 2 3 3 3 4 3 1 0 0 0	0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 0 0 0 0 0								
0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 2000 2100 2200 2300 00-06 06-18 18-00	1 1 0 1 1 7 19 23 23 22 23 21 25 23 24 28 26 13 6 4 6 3 2 5	1 1 0 0 1 5 14 17 18 17 17 20 17 18 22 21 11 6 4 5 2 1	0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 0	0 0 0 0 0 1 3 4 3 3 3 3 3 4 3 3 3 4 3 1 0 0 0 1 0 0 1 0 0 0 1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	000000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0100 0200 0300 0400 0500 0600 0700 0800 1000 1200 1300 1400 1500 1600 1700 2000 2100 2200 2300 00-06 06-18	1 1 0 1 1 7 19 23 23 22 23 21 25 23 24 28 26 13 6 4 6 3 2	1 1 0 0 1 5 14 17 18 17 17 20 17 18 22 21 11 6 4 5 2 1 4	0 0 0 0 0 0 0 1 1 0 1 1 1 1 1 1 1 1 0	0 0 0 0 0 1 3 4 3 3 3 3 3 3 4 3 3 1 0 0 0 1 0 0 1 0 0 1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	000000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	000000000000000000000000000000000000000	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 2000 2100 2200 2300 00-06 06-18 18-00 00-00	1 1 0 1 1 7 19 23 23 22 23 21 25 23 24 28 26 13 6 4 6 3 2 5 5 2 6 2 7	1 1 0 0 1 5 14 17 18 17 17 20 17 18 22 21 11 6 4 5 2 1	0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 0	0 0 0 0 0 1 3 4 3 3 3 3 3 4 3 3 3 4 3 1 0 0 0 1 0 0 1 0 0 0 1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 2000 2100 2200 2300 00-06 06-18 18-00	1 1 0 1 1 7 19 23 23 22 23 21 25 23 24 28 26 13 6 4 6 3 2 5 5 2 6 2 7	1 1 0 0 1 5 14 17 18 17 17 20 17 18 22 21 11 6 4 5 2 1	0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 0 0 0 0	0 0 0 0 0 1 3 4 3 3 3 3 3 4 3 3 3 4 3 1 0 0 0 1 0 0 1 0 0 1 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1200 1300 1400 1500 1600 1700 2000 2100 2200 2300 00-06 06-18 18-00 00-00 * Grand	1 1 0 1 1 7 19 23 23 22 23 21 25 23 24 28 26 13 6 4 6 3 2 5 2 2 3 2 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 0 0 1 5 14 17 18 17 17 20 17 18 22 21 11 6 4 20 4 29 237	0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 1 0	0 0 0 0 0 1 3 4 3 3 3 3 3 4 3 3 3 4 3 1 0 0 0 1 0 0 1 0 0 0 1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1200 1300 1400 1500 1600 1700 2000 2100 2200 2300 00-06 06-18 18-00 00-00 * Grand	1 1 0 1 1 7 19 23 23 22 23 21 25 23 24 28 26 13 6 4 6 3 2 5 2 2 3 2 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1 1 0 0 1 5 14 17 18 17 17 20 17 18 22 21 11 6 4 5 2 2 1 4 20 4 29 237	0 0 0 0 0 0 1 1 1 1 1 1 1 1 1 0 0 0 0 0	0 0 0 0 0 1 3 4 3 3 3 3 3 3 3 4 3 3 1 0 0 0 1 0 1 0 0 1 0 0 1 0 0 0 0 0	0 0 0 0 0 0 0 1 1 1 1 1 1 1 1 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							

In profile: Vehicles = 9936 / 10241 (97.02%)

MetroCount Traffic Executive Direction Breakdown

CustomList-44 -- English (ENA)

Datasets:

Site: [3001] AIRPORT RD - 50m S Mid Western Hwy

Attribute: [-33.835844,148.655870]

Direction: 5 - South bound A>B, North bound B>A. **Lane:** 0

Survey Duration: 14:59 Friday, 24 April 2015 => 11:37 Thursday, 28 May 2015,

Zone:

File: 300128May2015.EC0 (Plus)

Identifier: R635VNJZ MC56-L5 [MC55] (c)Microcom 19Oct04

Algorithm: Factory default axle (v4.06)

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 15:00 Friday, 24 April 2015 => 11:37 Thursday, 28 May 2015 (33.8595)

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12

Speed range: 10 - 160 km/h.

Direction: North, East, South, West (bound), $P = \underline{North}$

Separation: Headway > 0 sec, Span 0 - 100 metre

Name: Default Profile

Scheme: Vehicle classification (AustRoads94)

Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)

Column Legend:

0 [Cd] Compass direction1 [Total] Number in time step

	day, 24 Ap												
Cd	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
N	68	52	3	11	1	0	0	1	0	0	0	0	C
S	42	36	2	3	0	0	0	0	0	1	0	0	0
	urday, 25			C1 a	C1 a	C1 a	C1 a	C1 a	C1 a	C1 a	C1 ~	C1 a	C1 ~
Cd	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
N	88	76	3	6	1	0	0	1	1	0	0	0	0
S	80	70	7	2	1	0	0	0	0	0	0	0	0
	nday, 26 A												
Cd	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
N	94	80	5	7	1	0	0	1	0	0	0	0	0
S	83	72	4	4	2	0	0	0	0	1	0	0	0
	nday, 27 A	•											
Cd	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
N	170	128	3	33	4	1	0	1	0	0	0	0	0
S	174	147	6	14	2	1	2	1	0	1	0	0	0
	sday, 28												_
Cd	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
N	203	148	3	42	8	1	0	1	0	0	0	0	0
S	175	155	2	11	5	1	1	0	0	0	0	0	0
* We	dnesday,	29 April	2015										
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
N	204	155	2 5	3	4	5	6	7	8	9	10 0	11 0	12
S	160	136	1	12	4	0	1	1	0	1	4	0	0
* Thu	ırsday, 30	April 20	015										
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls 10	Cls	Cls
N	169	1 121	2 5	3	4	5	6	7	8	9	0	11 0	12
S	161	131	7	18	1	0	1	0	0	2	1	0	0
* Fric	day, 1 May	2015											
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
N	172	121	2	3 33	4	5 0	6	3	8	9 5	10 0	11 0	12 0
S	150	120	8	16	3	1	1	1	0	0	0	0	0
* Sat	urday, 2 N	/lay 2015	5										
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
N	118	1 92	2 5	3 19	4	5	6	7	8	9	10	11	12
S	106	97	3	4	1	0	0	1	0	0	0	0	0
* Sur	nday, 3 Ma	ay 2015											
Cd		Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
N	106	1 88	2 5	8	4	5	6	7	8	9	10	11	12
S	79	72	4	2	0	0	0	0	0	1	0	0	0
* Moi	nday, 4 Ma	ay 2015											
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
N	174	118	2	3	4	5	6	7	8	9	10	11	12
S	153	120	7	22	3	0	0	0	0	1	0	0	0
* Tue	esday, 5 M	lay 2015	•										
Cd		Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
N	205	151	2	3	8	5	6	7	8	9 5	10	11	12
S	171	148	3	15	3	1	0	0	0	1	0	0	0

* We	dnesday,	6 May 2	015										
Cd	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
N	164	118	8	29	7	0	1	1	0	0	0	0	0
S	160	134	3	14	5	1	0	0	1	2	0	0	0
	ırsday, 7 l	-											
Cd	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
N	193	129	8	38	12	1	0	1	0	4	0	0	0
S	173	141	7	16	8	0	0	0	0	1	0	0	0
	lay, 8 May		Q1 =	G1 =	Q1 -	01 -	Q1 =	01 -	Q1 -	Q1 =	G1 =	01 =	01 -
Cd	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
N	174 176	127 144	7 8	31 15	5 9	0	2	0	2 0	0	0	0	C
S				15	9	U	0	0	0	U	0	0	C
* Sati	urday, 9 N Total	May 2015 Cls	5 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cu	10041	1	2	3	4	5	6	7	8	9	10	11	12
N S	104 98	84 87	2 7	11 2	4	2	1	0	0	0	0 2	0	0
* Sur Cd	nday, 10 M Total	ay 2015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
	105	1	2	3	4	5	6	7	8	9	10	11	12
N S	105 111	88 100	2 6	12 3	2 1	0	0	1 0	0	0 1	0	0	0
* Mai	nday, 11 N	lay 201	5										
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
N	166	119	2 5	3	4	5	6	7	8	9	10 2	11 0	12
S	164	135	2	17	5	1	0	1	1	0	2	0	0
* Tue	sday, 12	May 201	5										
Cd	Total	Cls 1	Cls	Cls 3	Cls 4	Cls	Cls 6	Cls 7	Cls	Cls 9	Cls 10	Cls 11	Cls 12
N	179	128	2	34	9	5	0	2	0	0	1	0	0
S	167	135	10	17	1	1	1	1	0	1	0	0	0
	dnesday,												
Cd	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
N	179	125	6	36	5	1	2	2	2	0	0	0	0
S	184	148	5	20	8	0	0	1	0	2	0	0	0
	ırsday, 14			~ 1	~ 1	41	~ 1	~ 3	~ 1	~ 1	~1	a 1	
Cd	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
N	188	122	7	40	11	0	2	2	0	3	1	0	0
S	162	131	11	15	5	0	0	0	0	0	0	0	0
* Fric	lay, 15 Ma Total	2015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12
N S	211 206	152 165	4 10	35 15	9 9	1 2	2 1	4 1	0 0	2 2	2 1	0	0
				10							т_		
* Sat	urday, 16 Total	May 20°	15 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12
N S	128 120	103 107	8 9	13 3	1 1	0	1 0	2	0	0 0	0	0	0
	nday, 17 M												
Cd	-	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
N	112	1 91	2	3	4	5	6	7	8	9	10	11	12
S	112	96	10	5	0	0	0	1	0	0	0	0	0

* Mo i	nday, 18 Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
N	144	1 107	2	3	4	5	6	7	8	9	10	11	12
S	135	110	5	11	6	0	0	0	1	1	1	0	0
	esday, 19	-		C1 a	C1 a	C1 a	C1 a	C1 a	Cl a	C1 a	C1 ~	C1 ~	C1 a
Cd	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
N	140 130	103 108	0	33 14	2 2	1	0	0	0	1 2	0	0	0
S			4	14		0	0	0	U		0	0	0
* We Cd	dnesday, Total	20 May Cls	2015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
	1.50	1	2	3	4	5	6	7	8	9	10	11	12
N S	152 151	110 127	6 5	28 14	5 4	0 0	0 1	3 0	0	0	0	0	0
* Thu	ırsday, 2 [.]	1 Mav 20	15										
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
N	151	1 112	2	3 29	4	5	6	7	8	9	10	11 0	12
S	149	116	6	21	6	0	0	0	0	0	0	0	0
	day, 22 M												
Cd	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
N	193	152	5	28	4	1	1	2	0	0	0	0	0
S	183	154	4	17	6	0	0	0	0	2	0	0	0
* Sat	urday, 23 Total	May 20°	15 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
	Total	1	2	3	4	5	6	7	8	9	10	11	12
N S	116 111	96 98	3 6	15 6	0	1	0	1	0	0	0 1	0	0
	nday, 24 I	May 2018	5										
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
N	90	<u>1</u> 77	2	3	4	5	6	7	8	9	10	11	12
S	110	101	5	1	0	1	0	0	0	0	2	0	0
* Mo	nday, 25		5										
Cd	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
N	162	117	2	31	7	3	1	0	0	1	0	0	0
S	157	125	3	15	11	1	0	0	0	2	0	0	0
* Tue	esday, 26 Total	May 201	l5 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
	10041	1	2	3	4	5	6	7	8	9	10	11	12
N S	204 190	135 156	9 4	48 15	10 11	1 1	1 2	0	0	0 1	0	0	0
									-				
Cd	dnesday, Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
N	163	1 117	2	3	4	5	6	7	8	9	10	11	12
S	174	138	6	18	6	0	0	1	0	2	3	0	0
* Thu	ırsday, 2	8 May 20											
Cd	•	Cls	Cls	Cls	Cls	Cls	Cls 6	Cls	Cls	Cls 9	Cls	Cls	Cls
N	58	41	1	3	1	0	0	7	0	0	0	11	12
S	70	59	2	9	0	0	0	0	0	0	0	0	0
	nd Total		C1 -	C1 -	C1 -	C1 -	C1 -	C1 -	C1 -	C1 -	C1 -	C1 -	01 -
Cd	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
N	5247	3883	150	917	160	22	19	43	13	31	9 17	0	0
S	4927	4119	192	406	129	12	11	10	3	28	17	0	0

In profile: Vehicles = 10174 / 10241 (99.35%)

MetroCount Traffic Executive Hourly Breakdown with Night and Day

CustomList-46 -- English (ENA)

Datasets:

Site: [4009] CAMPBELL ST - 30m E Pack St

Attribute: [-33.831026,148.706781]

Direction: 6 - West bound A>B, East bound B>A. **Lane:** 0

Survey Duration: 16:24 Friday, 24 April 2015 => 16:28 Wednesday, 27 May 2015,

Zone:

File: 400927May2015.EC0 (Plus)

Identifier: EG24YQVY MC56-L5 [MC55] (c)Microcom 19Oct04

Algorithm: Factory default axle (v4.06)

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Saturday, 25 April 2015 => 0:00 Wednesday, 27 May 2015 (32)

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12

Speed range: 10 - 160 km/h.

Direction: North, East, South, West (bound), P = <u>East</u> **Separation:** Headway > 0 sec, Span 0 - 100 metre

Name: Whole Days

Scheme: Vehicle classification (AustRoads94)

Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)

Column Legend:

0 [Time]24-hour time (0000 - 2359)1 [Total]Number in time step

	lay, 25 Ap												
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
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	4	4	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0 0	0	0	0	0	0	0	0	0
0300 0400	0	0	0	0	0	0	0	0	0	0	0	0 0	0
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0600	1	1	0	0	0	0	0	0	0	0	0	0	0
0700	1	0	0	1	0	0	0	0	0	0	0	0	0
0800	6	5	1	0	0	0	0	0	0	0	0	0	0
0900 1000	15 10	12 10	1 0	2	0	0	0	0	0	0	0	0	0
1100	19	17	2	0	0	0	0	0	0	0	0	0	0
1200	14	12	2	0	0	0	0	0	0	0	0	0	0
1300	25	22	2	1	0	0	0	0	0	0	0	0	0
1400 1500	21 10	17 10	1 0	2	0	0	1 0	0	0	0	0	0	0
1600	9	8	0	0	0	0	0	1	0	0	0	0	0
1700	2	2	0	0	0	0	0	0	0	0	0	0	0
1800	4	4	0	0	0	0	0	0	0	0	0	0	0
1900	1	1	0	0	0	0	0	0	0	0	0	0	0
2000 2100	3 4	3 3	0	0 1	0 0	0	0	0	0	0	0	0 0	0
2200	5	5 5	0	0	0	0	0	0	0	0	0	0	0
2300	4	4	Ö	Ö	0	Ö	0	Ö	Ö	0	0	Ö	Ö
00-06	4	4	0	0	0	0	0	0	0	0	0	0	0
06-18	133	116	9	6	0	0	1	1	0	0	0	0	0
18-00 00-00	21 158	20 140	0 9	1 7	0 0	0 0	0 1	0 1	0 0	0 0	0 0	0 0	0 0
* Sunda	ıy, 26 Apr	004 E											
Carraa		ロンロコケ											
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Time	Total	Cls 1	2	3	4	5	6	7	8	9	10	11	12
7ime	Total 1	1 1	2	3	4	5	6	7	8	9	10	11	12
Time	Total	Cls 1	2	3	4	5	6	7	8	9	10	11	12
0000 0100 0200 0300	Total	1 0 0 0	0 0 0 0	3 0 0 0	4 0 0 0 0 0	5 0 0 0	6 0 0 0	7 0 0 0 0	8 0 0 0 0 0	9 0 0 0	0 0 0 0	0 0 0 0	12 0 0 0 0
0000 0100 0200 0300 0400	1 0 0 0 0 0 0	1 0 0 0 0	2 0 0 0 0	3 0 0 0 0	4 0 0 0 0 0 0	5 0 0 0 0	6 0 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
0000 0100 0200 0300 0400 0500	1 0 0 0 0 0 1	1 0 0 0 0 1	2 0 0 0 0 0 0	3 0 0 0 0 0	0 0 0 0 0 0	5 0 0 0 0 0	6 0 0 0 0 0	7 0 0 0 0 0	8 0 0 0 0 0	9 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	12 0 0 0 0 0 0
0000 0100 0200 0300 0400	1 0 0 0 0 0 0	1 0 0 0 0	2 0 0 0 0	3 0 0 0 0	4 0 0 0 0 0 0	5 0 0 0 0	6 0 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800	1 0 0 0 0 0 1 0 4 4 4	1 0 0 0 0 1 0 4 4	2 0 0 0 0 0 0 0	3 0 0 0 0 0 0 0	4 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	11 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900	Total 1 0 0 0 0 1 0 4 4 18	1 0 0 0 0 1 0 4 4 18	2 0 0 0 0 0 0 0 0	3 0 0 0 0 0 0 0 0	4 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000	Total 1 0 0 0 0 1 0 4 4 18 14	Cls 1 0 0 0 0 1 1 0 4 4 18 11	2 0 0 0 0 0 0 0 0 0 0 0	3 0 0 0 0 0 0 0 0 0 0	4 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0
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7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400	Total 1 0 0 0 1 0 4 4 18 14 12 15 15 13	Cls 1 0 0 0 1 0 4 18 11 12 14 12 12	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800	Total 1 0 0 0 0 1 0 4 4 18 14 12 15 15 13 10 13 10 2	Cls 1 0 0 0 0 1 0 4 4 18 11 12 14 12 12 12 9 13 8 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800 1900	Total 1 0 0 0 0 1 0 4 4 18 14 12 15 15 13 10 13 10 2 7	1 0 0 0 0 1 0 4 4 18 11 12 14 12 12 12 9 13 8 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000	Total 1 0 0 0 0 1 0 4 4 18 14 12 15 15 13 10 13 10 2 7 5	1 0 0 0 0 1 0 4 4 18 11 12 14 12 12 9 13 8 2 7	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300	Total 1 0 0 0 0 1 0 4 4 18 14 12 15 15 13 10 2 7 5 1 0 0 0	Cls 1 0 0 0 0 1 0 4 4 18 11 12 14 12 12 15 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300 00-06	Total 1 0 0 0 0 1 0 4 4 18 14 12 15 15 13 10 2 7 5 1 0 0 0 2	Cls 1 0 0 0 1 0 4 4 18 11 12 14 12 12 12 9 13 8 2 7 5 1 0 0 0 2	2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300 00-06 06-18	Total 1 0 0 0 0 1 0 4 4 18 14 12 15 15 13 10 2 7 5 1 0 0 2 128	Cls 1 0 0 0 0 1 0 4 4 18 11 12 14 12 12 17 5 1 0 0 2 117	2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300 00-06	Total 1 0 0 0 0 1 0 4 4 18 14 12 15 15 13 10 2 7 5 1 0 0 0 2	Cls 1 0 0 0 1 0 4 4 18 11 12 14 12 12 12 9 13 8 2 7 5 1 0 0 0 2	2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

* Monds	ay, 27 Apr	il 2015											
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	2	1	0	0	1	0	0	0	0	0	0	0	0
0700	2	2	0	0	0	0	0	0	0	0	0	0	0
0800	8	8	0	0	0	0	0	0	0	0	0	0	0
0900	14	12	0	1	0	0	0	0	1	0	0	0	0
1000	9	8	0	1	0	0	0	0	0	0	0	0	0
1100	10	6	3	1	0	0	0	0	0	0	0	0	0
1200	23	12	2	6	1	0	0	0	1	0	1	0	0
1300	15	13	0	0	0	0	0	0	2	0	0	0	0
1400	18	13	0	3	2	0	0	0	0	0	0	0	0
1500	25	17	0	4	3	0	0	0	0	1	0	0	0
1600	12	11	0	1	0	0	0	0	0	0	0	0	0
1700	20	19	0	0	1	0	0	0	0	0	0	0	0
1800	4	4	0	0	0	0	0	0	0	0	0	0	0
1900	5	4	0	0	0	0	0	0	0	1	0	0	0
2000	2	2 3	0	0	0	0	0	0	0	0	0	0	0
2100	3			0		0	0	0	0	0	0	0	0
2200 2300	1 0	1 0	0	0	0	0	0	0	0	0	0	0	0
00 - 06	1	1	0 0	0	0	0 0	0 0	0	0 0	0 0	0	0	0 0
06-18							0	0			1		0
	158	122	5	17	8	0			4	1		0	
18-00 00-00	15 174	14 137	0 5	0 17	0 8	0 0	0 0	0 0	0 4	1 2	0 1	0 0	0
		137	3	1,	0	U	U	U	4	2	_	U	U
	ay, 28 Ap		G1 =	01 -	01 -	01 -	01 a	01 -	01 -	01 -	01 -	01 -	G1 =
* Tuesd Time	ay, 28 Ap Total	Cls	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
			Cls 2	Cls 3		Cls 5	Cls 6	Cls 7	Cls 8		Cls 10	Cls 11	Cls 12
Time	Total	Cls 1	2	3	4	5	6	7	8	9	10	11	12
7ime	Total 0	1 0	2	3	4	5	6	7	8	9	10	11	12
0000 0100	Total 0 0	Cls 1 0 0	2 0 0	3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	0 0	0 0	12 0 0
0000 0100 0200	0 0 0	Cls 1 0 0 0	0 0 0	3 0 0 0	0 0 0	5 0 0 0	6 0 0 0	7 0 0 0	8 0 0 0 0	9 0 0 0	0 0 0 0	0 0 0 0	12 0 0 0
0000 0100 0200 0300	0 0 0 0	Cls 1 0 0 0 0	0 0 0 0	0 0 0 0	4 0 0 0 0 0	5 0 0 0	6 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0
0000 0100 0200 0300 0400 0500 0600	0 0 0 0 0	Cls 1 0 0 0 0 0 0 2 4	2 0 0 0 0	3 0 0 0 0	4 0 0 0 0 0 0	5 0 0 0 0	6 0 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0 0	0 0 0 0 0	0 0 0 0 0	12 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700	Total 0 0 0 0 0 0 0 0 0 3 5 6	Cls	2 0 0 0 0 0 0	3 0 0 0 0 0	0 0 0 0 0 0 0 0	5 0 0 0 0 0	6 0 0 0 0 0 0	7 0 0 0 0 0	8 0 0 0 0 0	9 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	12 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800	Total 0 0 0 0 0 0 0 0 0 3 5 6 6 17	0 0 0 0 0 0 2 4 5	2 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 1	0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 1 0 0	0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0	9 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900	Total 0 0 0 0 0 0 0 0 3 5 6 6 17 20	0 0 0 0 0 0 2 4 5 13	2 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 1 0 1	0 0 0 0 0 0 0 0 0 1 2 2	5 0 0 0 0 0 0 1 0 0 0	0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	11 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000	Total 0 0 0 0 0 0 3 5 6 17 20 11	0 0 0 0 0 0 2 4 5 13 16 10	2 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 1 0 1	0 0 0 0 0 0 0 0 0 1 2 2	5 0 0 0 0 0 0 1 0 0 0 0	0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0	11 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0
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7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200	Total 0 0 0 0 0 3 5 6 17 20 11 12 15	C1s 1 0 0 0 0 0 2 4 5 13 16 10 10 13	2 0 0 0 0 0 0 0 0 0 0 2 0 1 2	0 0 0 0 0 0 0 1 0 1 0 1	0 0 0 0 0 0 0 0 0 1 2 2 0 0	5 0 0 0 0 0 1 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	11 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
0000	0	1	2	3	4	5	6	7	8	9	10	11 0	12 0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	1	Ö	0	0	0	0	Ö	0	Ö	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	3	2	0	0	0	1	0	0	0	0	0	0	0
0600	4	2	1	1	Ö	0	Ö	0	0	0	0	Ö	0
0700	6	5	0	0	1	0	0	0	0	0	0	0	0
0800	9	9	0	Ö	0	0	0	0	0	Ö	0	Ö	0
0900	14	12	0	2	0	0	0	0	0	0	0	0	0
1000	21	19	0	1	1	0	0	0	0	0	0	0	0
1100	41	36	1	3	1	0	0	0	0	0	0	0	0
1200	17	15	1	0	1	0	0	0	0	0	0	0	0
1300	22	16	0	4	2	0	0	0	0	0	0	0	0
1400	16	12	1	2	1	0	0	0	0	0	0	0	0
1500	22	16	2	1	2	1	0	0	0	0	0	0	0
1600	12	10	0	2	0	0	0	0	0	0	0	0	0
1700	16	15	1	0	0	0	0	0	0	0	0	0	0
1800	6	6	0	0	0	0	0	0	0	0	0	0	0
1900	1	0	0	1	0	0	0	0	0	0	0	0	0
2000	5	5	0	0	0	0	0	0	0	0	0	0	0
2100	2	2	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	2	1	0	1	0	0	0	0	0	0	0	0	0
00-06	4	2	0	1	0	1	0	0	0	0	0	0	0
06-18	200	167	7	16	9	1	0	0	0	0	0	0	0
18-00	16	14	0	2	0	0	0	0	0	0	0	0	0
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* Thurst Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600	0 0 0 0 0 0 4 3 4 13 9 14 12 12 17 14 14 24	pril 2018 Cls 0 0 0 0 0 0 3 3 3 11 7 14 9 11 15 10 11 23	Cls 2 0 0 0 0 0 0 0 0 0 0 0 1 0 1 0 1	Cls 3 0 0 0 0 0 0 0 0 0 1 0 0 1 1 4 2 0	Cls 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 5 0 0 0 0 0 0 0 1 2 1 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Thurst Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700	0 0 0 0 0 0 4 3 4 13 9 14 12 12 17 14	pril 2018 Cls 0 0 0 0 0 0 3 3 3 11 7 14 9 11 15 10 11 23 19	Cls 2 0 0 0 0 0 0 0 0 0 0 0 1 0 1	Cls 3 0 0 0 0 0 0 0 0 1 0 0 1 1 4 2	Cls 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 5 0 0 0 0 0 0 0 1 1 2 1 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0 0 0 0 0 0 0 0	Cls 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Thurse Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800	0 0 0 0 0 0 4 3 4 13 9 14 12 12 17 14 14 24 21	pril 2018 Cls 0 0 0 0 0 0 3 3 3 11 7 14 9 11 15 10 11 23 19 5	Cls 2 0 0 0 0 0 0 0 0 0 0 0 1 0 1 0 0 0 0 0	Cls 3 0 0 0 0 0 0 0 0 0 1 0 0 1 1 4 2 0 1 0	Cls 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 5 0 0 0 0 0 0 1 2 1 0 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Thurse Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900	0 0 0 0 0 0 4 3 4 13 9 14 12 12 17 14 14 24 21 5 8	pril 2018 Cls 0 0 0 0 0 0 3 3 3 11 7 14 9 11 15 10 11 23 19 5	Cls 2 0 0 0 0 0 0 0 0 0 0 1 0 1 0 0 0 0 0 0	Cls 3 0 0 0 0 0 0 0 0 0 1 0 0 1 1 4 2 0 1 0 0 0	Cls 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 5 0 0 0 0 0 0 0 1 2 1 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Thurse Time 0000 0100 0200 0300 0400 0500 0600 0700 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000	0 0 0 0 0 0 4 3 4 13 9 14 12 12 17 14 14 24 21 5 8	0 0 0 0 0 0 0 3 3 3 11 7 14 9 11 15 10 11 23 19 5	Cls 2 0 0 0 0 0 0 0 0 0 0 1 0 1 0 0 0 0 0 0	Cls 3 0 0 0 0 0 0 0 0 0 1 0 0 1 1 4 2 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	C1s 5 0 0 0 0 0 0 1 2 1 0 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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* Thursd Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2200 2300	0 0 0 0 0 0 4 3 4 13 9 14 12 12 17 14 14 24 21 5 8 5 0 0	Pril 2015 Cls 0 0 0 0 0 0 3 3 3 11 7 14 9 11 15 10 11 23 19 5 8 5 0 0	Cls 2 0 0 0 0 0 0 0 0 0 0 1 0 0 1 0 0 0 0 0	Cls 3 0 0 0 0 0 0 0 0 0 1 1 4 2 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 4 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	Cls 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Thurse Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200	0 0 0 0 0 0 4 3 4 13 9 14 12 12 17 14 14 24 21 5 8 5	0 0 0 0 0 0 0 3 3 3 11 7 14 9 11 15 10 11 23 19 5 8 5	Cls 2 0 0 0 0 0 0 0 0 0 0 1 0 1 0 0 0 0 0 0	Cls 3 0 0 0 0 0 0 0 0 0 1 1 4 2 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 4 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	C1s 5 0 0 0 0 0 0 1 2 1 0 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

* Friday, 1 May 2015 Time Total Cls Cls Cls Cls Cls Cls Cls Cls		ls Cls
1 2 3 4 5 6 7 8 9		11 12
0000 0 0 0 0 0 0 0 0	0	0 0
0100 0 0 0 0 0 0 0 0	0	0 0
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0400 0 0 0 0 0 0 0 0	0	0 0
0500 1 1 0 0 0 0 0 0 0	0	0 0
0600 3 3 0 0 0 0 0 0 0	0	0 0
0700 13 8 0 2 1 1 0 0 0	1	0 0
0800 15 13 0 0 0 1 0 0 0	1	0 0
0900 27 17 2 3 2 1 0 0 0	2	0 0
1000 16 14 1 1 0 0 0 0 0	0	0 0
1100 7 6 0 1 0 0 0 0 0	0	0 0
1200 11 8 0 1 1 1 0 0 0	0	0 0
1300 14 11 0 2 1 0 0 0 0	0	0 0
1400 16 13 0 3 0 0 0 0 0	0	0 0
1500	0	0 0
1600 23 20 1 0 0 0 1 0 0 1 1700 23 21 1 1 0 0 0 0 0	0	0 0
1800 4 4 0 0 0 0 0 0 0	0	0 0
1900 3 3 0 0 0 0 0 0 0	0	0 0
2000 7 7 0 0 0 0 0 0 0	0	0 0
2100 6 6 0 0 0 0 0 0 0	0	0 0
2200 2 2 0 0 0 0 0 0 0	0	0 0
2300 2 1 0 1 0 0 0 0 0	0	0 0
00-06 1 1 0 0 0 0 0 0 0	0	0 0
06-18 183 144 5 19 5 4 1 0 0 1	4	0 0
18-00 24 23 0 1 0 0 0 0 0	0	0 0
00-00 208 168 5 20 5 4 1 0 0 1	4	0 0
* Saturday, 2 May 2015		
Time Total Cls Cls Cls Cls Cls Cls Cls	Cls Cl	
		ls Cls
1 2 3 4 5 6 7 8 9	10 1	11 12
		11 12 0 0
1 2 3 4 5 6 7 8 9 0000 0	10 1	11 12 0 0
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1 2 3 4 5 6 7 8 9 0000 0	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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1 2 3 4 5 6 7 8 9 0000 0	10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11 12 0

*0		0045											
^ Sunda Time	ay, 3 May 2 Total	2015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12
0000 0100	0 1	0	0	0 1	0 0	0	0 0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	2	2	0	Ö	Ö	Ō	Ö	0	Ō	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	1	1	0	0	0	0	0	0	0	0	0	0	0
0700	2	2	0	0	0	0	0	0	0	0	0	0	0
0800	5	5	0	0	0	0	0	0	0	0	0	0	0
0900 1000	13 12	12 10	0 1	1 1	0 0	0	0	0	0	0	0	0	0
1100	12	11	0	1	0	0	0	0	0	0	0	0	0
1200	21	18	3	0	0	0	0	0	0	0	0	0	0
1300	19	18	1	0	0	0	0	0	0	0	0	0	0
1400	15	13	2	0	0	0	0	0	0	0	0	0	0
1500	13	13	0	0	0	0	0	0	0	0	0	0	0
1600	13	13	0	0	0	0	0	0	0	0	0	0	0
1700	16	15	0	1	0	0	0	0	0	0	0	0	0
1800 1900	5	5 2	0	0	0	0	0	0	0	0	0	0	0
2000	2 2	2	0	0	0	0	0	0	0	0	0	0	0
2100	3	3	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
00-06	4	3	0	1	0	0	0	0	0	0	0	0	0
06-18	142	131	7	4	0	0	0	0	0	0	0	0	0
18-00	12	12	0	0	0	0	0	0	0	0	0	0	0
00-00	158	146	7	5	0	0	0	0	0	0	0	0	0
* Monda	ay, 4 May												
* Monda Time	ay, 4 May Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Time	Total	Cls 1	2	3	4	5	6	7	8	9	10	11	12
7ime	Total 0	Cls 1 0	2	3	4	5	6	7	8	9	10	11	12
Time	Total	Cls 1	2	3	4	5	6	7	8	9	10	11	12
0000 0100	Total 0 0	0 0 0	2 0 0	3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	0 0	0 0	12 0 0
0000 0100 0200 0300 0400	Total 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 1 0 0 0 0 0	2 0 0 0 0	3 0 0 0 0	4 0 0 0 0 0 0	5 0 0 0 0	6 0 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0 0	0 0 0 0 0	0 0 0 0 0	12 0 0 0 0 0
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0000 0100 0200 0300 0400 0500 0600	7otal 0 0 0 0 0 0 0 1 3	Cls 1 0 0 0 0 0 0 1 3	2 0 0 0 0 0 0 0	3 0 0 0 0 0 0	0 0 0 0 0 0 0	5 0 0 0 0 0	6 0 0 0 0 0	7 0 0 0 0 0 0	8 0 0 0 0 0 0	9 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	12 0 0 0 0 0 0 0
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0000 0100 0200 0300 0400 0500 0600 0700 0800	Total 0 0 0 0 0 1 3 14 11	0 0 0 0 0 0 1 3 10	2 0 0 0 0 0 0 0 0 0	3 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900	Total 0 0 0 0 0 1 3 14 11 15	0 0 0 0 0 0 1 3 10 6 14	0 0 0 0 0 0 0 0 0 1 0	0 0 0 0 0 0 0 0 0 0 2 1	0 0 0 0 0 0 0 0 0 1 2	5 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 1 0	8 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0
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* Tuesd Time	ay, 5 May Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
0000	1	1	2	3	4	5	6	7	8	9	10	11	12 0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	1	0	0	1	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	2	0	1	0	1	0	0	0	0	0	0	0
0600 0700	4 13	2 5	1 0	0 2	0 5	0	0	0	0	1 1	0	0	0
0800	13	12	1	0	4	0	0	0	0	1	0	0	0
0900	14	9	0	0	4	0	0	0	0	1	0	0	0
1000	14	10	0	1	3	0	0	0	0	0	0	0	0
1100	10	7	0	1	2	0	0	0	0	0	0	0	0
1200	20	15	0	0	2	0	0	0	1	1	1	0	0
1300	20	16	0	2	2	0	0	0	0	0	0	0	0
1400	20	14	4	2	0	0	0	0	0	0	0	0	0
1500 1600	20 10	13 9	2	3 1	0 0	0	2 0	0	0	0	0	0	0
1700	17	17	0	0	0	0	0	0	0	0	0	0	0
1800	11	8	1	2	0	0	0	0	0	0	0	0	0
1900	3	3	0	0	0	Ö	0	0	0	Ö	0	0	0
2000	2	2	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	1	1	0	0	0	0	0	0	0	0	0	0	0
2300	3	3	0	0	0	0	0	0	0	0	0	0	0
00-06	100	2	1	2 12	0 22	1	0	0	0	0	0	0	0
06-18 18-00	180 20	129 17	8 1	2	0	0 0	2 0	0 0	1 0	5 0	1 0	0 0	0 0
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^ Inurs	day, 7 Ma Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
0000	1	1 1	2	3	4	5	6	7	8	9	10	11	12 0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	Ö	0	Ö	0	0	Ö	0	Ö	Ö	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	3	3	0	0	0	0	0	0	0	0	0	0	0
0700	17	14	0	0	1	2	0	0	0	0	0	0	0
0800	15	8	1	1	3	2	0	0	0	0	0	0	0
0900	17	14	0	2	1	0	0	0	0	0	0	0	0
1000	11	7	1	0	2	1	0	0	0	0	0	0	0
1100	16	9	0	2	5	0	0	0	0	0	0	0	0
1200	14	8	0	3	2	1	0	0	0	0	0	0	0
1300	16	9	0	5	2	0	0	0	0	0	0	0	0
1400	14	11	1	1	0	1	0	0	0	0	0	0	0
1500	9	9	0	0	0	0	0	0	0	0	0	0	0
1600	13	9	0	4	0	0	0	0	0	0	0	0	0
1700	27	26	0	1	0	0	0	0	0	0	0	0	0
1800	11	10	0	1	0	0	0	0	0	0	0	0	0
1900	9	9	0	0	0	0	0	0	0	0	0	0	0
2000	6	5	0	0	0	0	0	1	0	0	0	0	0
2100	3	3	0	0	0	0	0	0	0	0	0	0	0
2200	4	3	1	0	0	0	0	0	0	0	0	0	0
2300	8	8	0	0	0	0	0	0	0	0	0	0	0
00-06	3	3	0	0	0	0	0	0	0	0	0	0	0
06-18	172	127	3	19	16	7	0	0	0	0	0	0	0
18-00	41	38	1	1	0	0	0	1	0	0	0	0	0
00-00	216	168	4	20	16	7	0	1	0	0	0	0	0
* Eridav													
-	v, 8 May 20		Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Time	y, 8 May 20 Total	015 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											
Time	Total	Cls 1	2	3	4	5	6	7	8	9	10	11	12
0000 0100 0200	Total 0	0 1 0 1 0	2	3 0 0 0	4	5 0 0 0	6	7	8	9	10	0 0 0	12 0 0 0
0000 0100 0200 0300	Total 0 1 0 0 0	0 1 0 1 0 0	0 0 0 0	3 0 0 0 0	0 0 0 0	5 0 0 0	6 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0 0	0 0 0 0 0	0 0 0 0	12 0 0 0 0
0000 0100 0200 0300 0400	0 1 0 0 0	Cls 1 0 1 0 0 0	2 0 0 0 0	3 0 0 0 0	4 0 0 0 0 0 0	5 0 0 0 0	6 0 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0 0	0 0 0 0 0	0 0 0 0 0	12 0 0 0 0 0
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71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1700 1800 1700 2000 22100 2300 00-06 06-18	Total 0 1 0 0 1 0 0 1 6 10 13 17 9 15 16 19 20 27 18 19 5 3 1 3 4 2 189	C1s 1 0 1 0 0 1 4 8 10 13 4 12 11 15 12 22 18 19 5 3 1 3 3 2 148	0 0 0 0 0 0 0 0 0 0 0 1 1 2 0 0 0 0 0 0	3 0 0 0 0 0 0 2 0 1 3 3 3 0 0 0 4 6 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 2 2 1 0 0 2 2 2 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1700 1800 1700 2000 2200 2300 00-06 06-18 18-00	Total 0 1 0 0 1 0 0 1 6 10 13 17 9 15 16 19 20 27 18 19 5 3 1 3 4 2	C1s 0 1 0 0 1 0 1 4 8 10 13 4 12 11 15 12 22 18 19 5 3 1 3 3 2	0 0 0 0 0 0 0 0 0 0 0 1 1 2 0 0 0 0 0 0	3 0 0 0 0 0 0 2 0 1 1 3 3 0 0 0 4 6 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 2 2 1 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1700 1800 1700 2000 22100 2300 00-06 06-18	Total 0 1 0 0 1 0 0 1 6 10 13 17 9 15 16 19 20 27 18 19 5 3 1 3 4 2 189	C1s 1 0 1 0 0 1 4 8 10 13 4 12 11 15 12 22 18 19 5 3 1 3 3 2 148	0 0 0 0 0 0 0 0 0 0 0 1 1 2 0 0 0 0 0 0	3 0 0 0 0 0 0 2 0 1 3 3 3 0 0 0 4 6 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 2 2 1 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

* Saturo	day, 9 May Total	/ 2015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
111116	IUCAI	1	2	3	4	5	6	7	8	9	10	11	12
0000	3	3	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 0500	0	0	0	0	0	0	0 0	0	0	0	0	0	0
0600	2	0	0	2	0	0	0	0	0	0	0	0	0
0700	3	0	0	0	3	0	0	0	0	0	0	0	0
0800	6	5	0	Ō	1	Ō	Ö	Ö	Ō	Ō	0	0	0
0900	14	11	0	0	3	0	0	0	0	0	0	0	0
1000	16	9	1	3	1	0	0	1	1	0	0	0	0
1100	13	11	0	0	2	0	0	0	0	0	0	0	0
1200	20	19	0	1	0	0	0	0	0	0	0	0	0
1300 1400	18 16	14 13	3 2	0	0	0	0	0	1 0	0	0	0	0
1500	22	20	1	1 1	0	0	0	0	0	0	0	0	0
1600	12	11	0	1	0	0	0	0	0	0	0	0	0
1700	11	9	2	0	0	0	0	0	0	0	0	0	0
1800	4	3	0	0	0	0	1	0	0	0	0	0	0
1900	5	4	0	1	0	0	0	0	0	0	0	0	0
2000	4	4	0	0	0	0	0	0	0	0	0	0	0
2100	2	1	0	1	0	0	0	0	0	0	0	0	0
2200	4	3	0	1	0	0	0	0	0	0	0	0	0
2300 00-06	2 3	2 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
06-08	153	122	9	9	10	0	0	1	2	0	0	0	0
18-00	21	17	Ó	3	0	0	1	0	0	0	0	0	0
00-00	177	142	9	12	10	Ö	1	1	2	Ö	Ö	0	0
* Sunda	y, 10 May	2015											
* Sunda Time	y, 10 May Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Time	Total	Cls 1	2	3	4	5	6	7	8	9	10	11	12
7ime	Total 0	Cls 1 0	2	3	4	5	6	7	8	9	10	11	12
0000 0100	Total 0 2	0 1 1	2 0 1	3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	0 0	11 0 0	12 0 0
7ime	Total 0	Cls 1 0	2	3	4	5	6	7	8	9	10	11	12 0 0 0
0000 0100 0200	Total 0 2 0	0 1 0 1 0	0 1 0	0 0 0	0 0 0	5 0 0 0	6 0 0 0	7 0 0 0	8 0 0 0 0	9 0 0 0	0 0 0 0	0 0 0	12 0 0
0000 0100 0200 0300 0400 0500	Total 0 2 0 0 0 1 1 1	0 1 0 1 0 0 0 0	0 1 0 0	3 0 0 0 0 0 1	4 0 0 0 0 0 0 0 0	5 0 0 0 0 0	6 0 0 0 0	7 0 0 0 0 0	8 0 0 0 0 0	9 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600	7otal 0 2 0 0 0 1 1 1 0 0	Cls 1 0 1 0 0 0 0 1 0	0 1 0 0 0 0 0	0 0 0 0 0 1 0	0 0 0 0 0 0 0	5 0 0 0 0 0	6 0 0 0 0 0	7 0 0 0 0 0 0	8 0 0 0 0 0 0	9 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	12 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700	Total 0 2 0 0 0 1 1 1 0 3	Cls 1 0 1 0 0 0 1 0 3	2 0 1 0 0 0 0 0	0 0 0 0 0 1 0 0	0 0 0 0 0 0 0	5 0 0 0 0 0 0	6 0 0 0 0 0 0	7 0 0 0 0 0 0 0	8 0 0 0 0 0 0	9 0 0 0 0 0 0	0 0 0 0 0 0 0 0	11 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800	Total 0 2 0 0 0 1 1 1 0 3 3 9	0 1 0 1 0 0 0 1 0 3 9	0 1 0 0 0 0 0 0	0 0 0 0 0 1 0 0 0	0 0 0 0 0 0 0 0	5 0 0 0 0 0 0	6 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900	Total 0 2 0 0 1 1 1 0 3 3 9 9 9	0 1 0 1 0 0 0 1 0 3 9 9	0 1 0 0 0 0 0 0 0	0 0 0 0 0 1 0 0 0 0	0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000	Total 0 2 0 0 1 1 0 3 9 9 14	Cls 1 0 1 0 0 1 0 1 0 3 9 9 14	0 1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 1 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900	Total 0 2 0 0 1 1 1 0 3 3 9 9 9	0 1 0 1 0 0 0 1 0 3 9 9	0 1 0 0 0 0 0 0 0	0 0 0 0 0 1 0 0 0 0	0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300	Total 0 2 0 0 0 1 1 0 0 3 9 9 14 13 14 15	Cls 1 0 1 0 0 1 0 3 9 9 14 12 13 15	0 1 0 0 0 0 0 0 0 0 0	0 0 0 0 0 1 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400	Total 0 2 0 0 0 1 1 0 0 3 9 9 14 13 14 15 15	Cls 1 0 0 0 0 1 0 3 9 14 12 13 15 15	0 1 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 1 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500	Total 0 2 0 0 1 1 0 3 9 9 14 13 14 15 15 15	0 1 0 0 0 1 0 0 3 9 9 14 12 13 15 15 13	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 1 0 0 0 0 0 0 0 0 1 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600	Total 0 2 0 0 1 1 0 3 9 9 14 13 14 15 15 15 14	0 1 0 0 0 0 1 0 3 9 9 14 12 13 15 15 13 13	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700	Total 0 2 0 0 1 1 0 3 9 9 14 13 14 15 15 15 14 7	0 1 0 0 0 0 1 0 0 0 1 0 0 0 1 1 0 1	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800	Total 0 2 0 0 1 1 0 3 9 9 14 13 14 15 15 15 14 7 4	0 1 0 0 0 0 1 0 0 0 1 0 0 0 1 1 0 1	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700	Total 0 2 0 0 1 1 0 3 9 9 14 13 14 15 15 15 14 7	0 1 0 0 0 0 1 0 0 0 1 0 0 0 1 1 0 1	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 1 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100	Total 0 2 0 0 1 1 0 3 9 9 14 13 14 15 15 15 14 7 4 5	0 1 0 0 0 0 1 0 0 0 1 0 0 0 1 1 0 1	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200	Total 0 2 0 0 1 1 0 3 9 9 14 13 14 15 15 15 14 7 4 5 1 0 0	0 1 0 0 0 0 1 0 0 3 9 9 14 12 13 15 15 13 13 7 3 5 1 0 0 0	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300	Total 0 2 0 0 1 1 0 3 9 14 13 14 15 15 15 14 7 4 5 1 0 0 0	0 1 0 0 0 0 1 0 0 0 1 1 0 0 0 1 1 1 1 1	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300 00-06	Total 0 2 0 0 1 1 0 3 9 9 14 13 14 15 15 15 15 14 7 4 5 1 0 0 0 0 4	0 1 0 0 0 0 1 0 3 9 9 14 12 13 15 15 13 13 7 3 5 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
71me 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200 2300 00-06 06-18	Total 0 2 0 0 1 1 0 3 9 9 14 13 14 15 15 15 15 14 7 4 5 1 0 0 0 4 128	0 1 0 0 0 0 1 0 3 9 9 14 12 13 15 15 13 13 7 3 5 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300 00-06	Total 0 2 0 0 1 1 0 3 9 9 14 13 14 15 15 15 15 14 7 4 5 1 0 0 0 0 4	0 1 0 0 0 0 1 0 3 9 9 14 12 13 15 15 13 13 7 3 5 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

* Monda	ay, 11 Ma <u>y</u>	v 2015											
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
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	4	4	0	0	0	0	0	0	0	0	0	0	0
0700 0800	6 7	5 6	0	0	1 1	0	0	0	0	0	0	0	0
0900	9	8	0	0	0	0	0	0	0	1	0	0	0
1000	12	11	0	0	0	0	0	0	0	1	0	0	0
1100	15	13	0	2	0	0	0	0	0	0	0	0	0
1200	15	13	2	0	0	0	0	0	0	0	0	0	0
1300	12	11	1	0	0	0	0	0	0	0	0	0	0
1400	12	10	0	2	0	0	0	0	0	0	0	0	0
1500	15	12	0	3	0	0	0	0	0	0	0	0	0
1600	18	12	1	0	5	0	0	0	0	0	0	0	0
1700	20	18	0	0	0	0	0	0	0	2	0	0	0
1800	10	9	0	0	0	1	0	0	0	0	0	0	0
1900	8	8	0	0	0	0	0	0	0	0	0	0	0
2000	5	5	0	0	0	0	0	0	0	0	0	0	0
2100 2200	3 3	2 2	1	0 1	0 0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0
00-06	2	2	Ŏ	Ö	Ŏ	Ŏ	0	Ö	Ö	0	Ŏ	Ŏ	0
06-18	145	123	4	7	7	Ö	Ö	Ö	Ö	4	Ö	Ö	0
18-00	30	27	1	1	0	1	0	Ö	Ö	0	Ö	0	0
00-00	177	152	5	8	7	1	0	0	0	4	0	0	0
	lay, 12 Ma												
* Tuesd Time	ay, 12 Ma Total	2015 Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	Total 0	Cls 1	2	3	4	5	6	7	8	9	10	11	12 0
0000 0100	Total 0 0	Cls 1 0 0	2 0 0	3 0 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	0 0	0 0	12 0 0
0000 0100 0200	0 0 0	Cls 1 0 0 0	0 0 0	3 0 0 0	4 0 0 0	5 0 0 0	6 0 0	7 0 0 0	8 0 0 0 0	9 0 0 0	0 0 0 0	0 0 0	12 0 0 0
0000 0100 0200 0300	0 0 0 0	Cls 1 0 0 0	0 0 0 0	3 0 0 0 0	0 0 0 0	5 0 0 0 0	6 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0 0
0000 0100 0200 0300 0400	0 0 0 0 0	Cls	2 0 0 0 0	3 0 0 0 0	4 0 0 0 0 0 0	5 0 0 0 0	6 0 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0
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* Wedno	esday, 13 Total	May 20 ⁻ Cls	15 Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	1	1	0	0	0	0	0	0	0	0	0	0	0
0500	1 2	1	0	0	0	0	0	0	0	0	0	0	0
0600 0700	13	2 8	1	0	0 3	0 1	0	0	0	0	0	0	0
0800	18	8	0	0	7	2	0	0	0	1	0	0	0
0900	14	9	0	0	2	2	0	0	0	1	0	0	0
1000	21	14	1	1	4	1	0	0	0	0	0	0	0
1100	18	8	0	2	7	1	0	0	0	0	0	0	0
1200	17	11	0	2	3	0	0	0	0	1	0	0	0
1300	16	13	1	2	0	0	0	0	0	0	0	0	0
1400	18	14	0	2	0	0	0	1	0	1	0	0	0
1500 1600	12 13	11 13	0	1 0	0	0	0	0	0	0	0	0	0
1700	11	11	0	0	0	0	0	0	0	0	0	0	0
1800	4	4	0	0	0	0	0	0	0	0	0	0	0
1900	4	3	1	Ō	Ō	Ō	Ö	0	0	0	0	0	0
2000	9	9	0	0	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
00-06	173	2 122	0	0 10	0 26	0 7	0	0 1	0 0	0	0	0	0
06-18 18-00	173 18	17	3 1	0	26 0	0	0 0	0	0	4 0	0 0	0 0	0
00-00	193	141	4	10	26	7	0	1	0	4	0	0	0
* Thurs	dav. 14 M	av 2015											
* Thurs	day, 14 M Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Time	Total	Cls 1	2	3	4	5	6	7	8	9	10	11	12
7ime	Total 2	Cls 1	2	3	4	5	6	7	8	9	10	11	12 0
0000 0100	Total 2 0	1 1 0	2 0 0	1 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	0 0	0 0	12 0 0
0000 0100 0200	Total 2 0 0	Cls 1 0 0	0 0 0	1 0 0	0 0 0	5 0 0 0	6 0 0 0	7 0 0 0	8 0 0 0	9 0 0 0	0 0 0 0	0 0 0	12 0 0 0
0000 0100	Total 2 0	1 1 0	2 0 0	1 0	4 0 0	5 0 0	6 0 0	7 0 0	8 0 0	9 0 0	0 0	0 0	12 0 0
0000 0100 0200 0300	2 0 0 0	Cls 1 0 0 0	0 0 0 0	1 0 0 0	0 0 0 0	5 0 0 0 0	0 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0
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* Friday Time	, 15 May 2 Total	2015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
0.000	2	1	2	3	4	5	6	7	8	9	10	11	12 0
0000 0100	2	2	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	5	3	0	0	0	2	0	0	0	0	0	0	0
0700	15	5	1	1	5	1	0	0	0	1	1	0	0
0800 0900	17 19	9 12	0 1	0 1	4 3	2 1	0	0	0	1 1	1 0	0	0
1000	20	15	0	3	1	1	0	0	0	0	0	0	0
1100	18	16	0	0	1	1	0	0	0	0	0	0	0
1200	19	15	0	1	2	1	0	0	0	0	0	0	0
1300	18	16	0	1	1	0	0	0	0	0	0	0	0
1400	21	18	0	1	1	0	0	1	0	0	0	0	0
1500	22	20	0	1	0	0	1	0	0	0	0	0	0
1600	36	31	0	2	0	1	2	0	0	0	0	0	0
1700	15	13	0	2	0	0	0	0	0	0	0	0	0
1800 1900	6	6	0	0	0	0	0	0	0	0	0	0	0
2000	5 4	5 4	0	0	0	0	0	0	0	0	0	0	0
2100	2	2	0	0	0	0	0	0	0	0	0	0	0
2200	5	5	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0
00-06	3	3	0	0	0	0	0	0	0	0	0	0	0
06-18	225	173	2	13	18	10	3	1	0	3	2	0	0
18-00	23	23	0	0	0	0	0	0	0	0	0	0	0
00-00	251	199	2	13	18	10	3	1	0	3	2	0	0
	day, 16 Ma												
* Saturo	day, 16 Ma Total	Cls	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
			Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
0000 0100	Total	Cls 1	2	3	4	5	6	7	8	9	10	11	12 0 0
0000 0100 0200	3 0 0	3 0 0	0 0 0	3 0 0 0	4 0 0 0	5 0 0 0	6 0 0 0	7 0 0 0	8 0 0 0	9 0 0 0	0 0 0 0	0 0 0	12 0 0 0
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* Sunday, 17 May 2015 Time Total Cls Cls Cls Cls Cls Cls Cls Cls	Cls	Cls Cl	
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1200 17 17 0 0 0 0 0 0 0 0	0	0	0
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00-06 8 8 0 0 0 0 0 0 0	0	0	0
06-18 110 97 6 7 0 0 0 0 0	0	0	0
18-00 15 14 0 1 0 0 0 0 0	0	0	0
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Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
0000	1	1 1	2	3	4	5	6	7	8	9	10	11 0	12 0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	4	3	0	0	0	1	0	0	0	0	0	0	0
0600	3	2	0	0	0	1	0	0	0	0	0	0	0
0700 0800	6 8	5 7	0	1 0	0	0	0 1	0	0	0	0	0	0
0900	0 15	12	0	3	0	0	0	0	0	0	0	0	0
1000	14	10	1	2	1	0	0	0	0	0	0	0	0
1100	11	9	0	0	1	Ō	Ö	1	0	0	0	0	0
1200	17	14	0	3	0	0	0	0	0	0	0	0	0
1300	14	11	0	1	2	0	0	0	0	0	0	0	0
1400	19	15	0	2	2	0	0	0	0	0	0	0	0
1500	16	14	0	1	0	0	0	0	0	1	0	0	0
1600 1700	14 11	14 10	0	0 1	0	0	0 0	0	0	0	0	0	0
1800	5	5	0	0	0	0	0	0	0	0	0	0	0
1900	4	4	0	0	0	0	0	0	0	0	0	0	0
2000	4	4	0	0	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0
00-06	5	4	0	0	0	1	0	0	0	0	0	0	0
06-18	148	123	1	14	6	1	1	1	0	1	0	0	0
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0100 0200 0300	0 0 0	0 0 0 0 0	Cls 2 0 0 0 0	3 0 0 0 0	4 0 0 0 0 0	5 0 0 0 0	6 0 0 0	7 0 0 0 0	8 0 0 0 0	9 0 0 0 0	0 0 0 0	0 0 0 0	12 0 0 0 0
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	day, 21 M												
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
0000	3	3	0	0	0	0	0	0	0	0	0	0	0
0100	0	0	Ö	0	Ö	0	Ö	Ö	Ö	0	Ö	Ö	0
0200	1	1	0	0	0	0	0	0	0	0	0	0	0
0300	1	1	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	4	3	0	0	0	0	0	0	0	1	0	0	0
0700 0800	6 11	5 9	0	0 1	0	1 1	0	0	0	0	0	0	0
0900	19	10	2	3	2	0	1	0	0	1	0	0	0
1000	6	5	0	1	0	0	0	0	0	0	0	0	0
1100	20	12	0	5	2	0	0	0	0	1	0	0	0
1200	15	13	1	0	0	0	0	1	0	0	0	0	0
1300	16	14	2	0	0	0	0	0	0	0	0	0	0
1400	17	14	0	3	0	0	0	0	0	0	0	0	0
1500	14	11	0	2	0	0	1	0	0	0	0	0	0
1600	23	22	0	1	0	0	0	0	0	0	0	0	0
1700	17	16	0	1	0	0	0	0	0	0	0	0	0
1800	8	8	0	0	0	0	0	0	0	0	0	0	0
1900 2000	1 5	1 5	0	0	0	0	0	0	0	0	0	0	0
2100	1	1	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
00-06	6	6	0	0	0	0	0	0	0	0	0	0	0
06-18	168	134	5	17	4	2	2	1	0	3	0	0	0
18-00	15	15	0	0	0	0	0	0	0	0	0	0	0
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00-00	189	155	5	17	4	2	2	1	0	3	0	0	0
			5	17	4	2	2	1	U	3	U	U	U
	189 7, 22 May 2 Total	2015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
* Friday Time	, 22 May 2 Total	2015 Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
* Friday Time	Total	2015 Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12
* Friday Time 0000 0100	7, 22 May 2 Total	2015 Cls 1 0	Cls 2 0 0	Cls 3 0 0	Cls 4 0 0	Cls 5 0 0	Cls 6 0	Cls 7	Cls 8 0 0	Cls 9 0 0	Cls 10	Cls 11 0 0	Cls 12 0 0
* Friday Time	Total	2015 Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7 0 0	Cls 8	Cls 9	Cls 10 0	Cls 11	Cls 12
* Friday Time 0000 0100 0200	7, 22 May 2 Total	2015 Cls 1 0 0	Cls 2 0 0 0 0	Cls 3 0 0	Cls 4 0 0	Cls 5	Cls 6 0 0	Cls 7 0 0 0	Cls 8 0 0	Cls 9 0 0	Cls 10 0 0	Cls 11 0 0	Cls 12 0 0
* Friday Time 0000 0100 0200 0300 0400 0500	7, 22 May 2 Total 0 0 0 0 0 1	2015 Cls 1 0 0 0 0 0	Cls 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 3 0 0 0 0 0	Cls 4 0 0 0 0 0 0	Cls 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0	Cls 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0	Cls 9 0 0 0 0 0	Cls 10 0 0 0 0	Cls 11 0 0 0 0 0	Cls 12 0 0 0 0
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* Friday Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000 1200 1300 1400 1500 1600 1700 1800 1900 2000	0 0 0 0 0 0 0 1 7 8 13 24 16 19 15 23 25 18 21 16 4	2015 Cls 1 0 0 0 0 0 0 1 6 3 10 15 12 18 12 18 19 16 21 14 4	Cls 2 0 0 0 0 0 0 0 1 2 1 0 1 4 1 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 3 0 0 0 0 0 0 0 1 0 3 3 0 1 1 3 0 0 0 0	Cls 4 0 0 0 0 0 0 0 1 3 0 0 1 1 1 0 0 2 2 2 0 0 0 0 0 0 0 0 0 0	C1s 5 0 0 0 0 0 0 1 2 1 0 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Friday Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100	0 0 0 0 0 0 0 1 7 8 13 24 16 19 15 23 25 18 21 16 4	2015 Cls 1 0 0 0 0 0 1 6 3 10 15 12 18 12 18 19 16 21 14 4 4 0 8	Cls 2 0 0 0 0 0 0 1 2 1 0 1 4 1 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 3 0 0 0 0 0 0 0 1 0 3 3 0 1 1 3 0 0 0 0	Cls 4 0 0 0 0 0 0 0 1 3 0 0 1 1 1 0 0 2 2 2 0 0 0 0 0 0 0 0 0 0	C1s 5 0 0 0 0 0 0 1 2 1 0 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Friday Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 1000 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100 2200	0 0 0 0 0 0 0 1 7 8 13 24 16 19 15 23 25 18 21 16 4	2015 Cls 1 0 0 0 0 0 0 1 6 3 10 15 12 18 12 18 19 16 21 14 4	Cls 2 0 0 0 0 0 0 0 1 2 1 0 1 4 1 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 3 0 0 0 0 0 0 0 1 0 3 3 0 1 1 3 0 0 0 0	Cls 4 0 0 0 0 0 0 0 1 3 0 0 1 1 1 0 0 2 2 2 0 0 0 0 0 0 0 0 0 0	C1s 5 0 0 0 0 0 0 1 2 1 0 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Friday Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100	0 0 0 0 0 0 0 1 7 8 13 24 16 19 15 23 25 18 21 16 4	2015 Cls 0 0 0 0 0 1 6 3 10 15 12 18 12 18 12 18 19 16 21 14 4 4 0 8 2	Cls 2 0 0 0 0 0 0 1 2 1 0 1 4 1 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 3 0 0 0 0 0 0 0 1 0 3 3 0 1 1 3 0 0 0 0	Cls 4 0 0 0 0 0 0 1 3 0 1 1 0 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	C1s 5 0 0 0 0 0 0 1 2 1 0 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
* Friday Time 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800 1900 2200 2300	0 0 0 0 0 0 0 1 7 8 13 24 16 19 15 23 25 18 21 16 4 4 0 8	2015 Cls 0 0 0 0 0 1 6 3 10 15 12 18 12 18 12 18 12 14 4 4 0 8 2 4	Cls 2 0 0 0 0 0 0 1 2 1 0 1 4 1 0 0 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 3 0 0 0 0 0 0 0 1 0 3 3 0 1 1 1 3 0 0 0 0	Cls 4 0 0 0 0 0 0 1 3 0 1 1 0 2 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 5 0 0 0 0 0 0 0 1 2 1 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Time	day, 23 Ma Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12
0000 0100	3 0	3 0	0	0 0	0 0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	1	0	0	1	0	0	0	0	0	0	0	0
0600	2	2	Ö	0	0	0	0	0	0	Ö	0	0	0
0700	2	2	0	0	0	0	0	0	0	0	0	0	0
0800	8	6	1	0	0	0	0	0	0	1	0	0	0
0900	8	8	0	0	0	0	0	0	0	0	0	0	0
1000	14	13	1	0	0	0	0	0	0	0	0	0	0
1100	10	8	0	1	0	0	0	0	0	1	0	0	0
1200	14	12	1	1	0	0	0	0	0	0	0	0	0
1300	12	9	2	1	0	0	0	0	0	0	0	0	0
1400	17	14	2	1	0	0	0	0	0	0	0	0	0
1500	12	12	0	0	0	0	0	0	0	0	0	0	0
1600	7	7	0	0	0	0	0	0	0	0	0	0	0
1700 1800	7 5	6 5	0	1 0	0	0	0	0	0	0	0	0	0
1900	2	2	0	0	0	0	0	0	0	0	0	0	0
2000	6	6	0	0	0	0	0	0	0	0	0	0	0
2100	2	2	0	0	0	0	0	0	0	0	0	0	0
2200	1	1	0	0	0	0	0	0	0	0	0	0	0
2300	2	1	0	1	0	0	0	0	0	0	0	0	0
00-06	5	4	0	0	1	0	0	0	0	0	0	0	0
06-18	113	99	7	5	0	0	0	0	0	2	0	0	0
18-00	18	17	0	1	0	0	0	0	0	0	0	0	0
00-00	136	120	7	6	1	0	0	0	0	2	0	0	0
* Sunds	ay, 24 May	2015											
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		-	_										
0000		1	2	3	4	5	6	7	8	9	10	11	12
	0	0	0	0	4	5	6	7	8	0			0
0100	1	0 1	0	0	0	0	0	0	0 0	0	0 0	11 0 0	0
0200	1	0 1 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0 0	0 0 0	0 0 0
0200 0300	1 0 0	0 1 0 0	0 0 0 0	0 0 0	0 0 0	0 0 0 0	0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0
0200 0300 0400	1 0 0 0	0 1 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0
0200 0300 0400 0500	1 0 0 0 0	0 1 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0
0200 0300 0400 0500 0600	1 0 0 0 1	0 1 0 0 0 1	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0
0200 0300 0400 0500 0600 0700	1 0 0 0 0 1 0 4	0 1 0 0 0 0 1 0 4	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0
0200 0300 0400 0500 0600 0700 0800	1 0 0 0 0 1 0 4 1	0 1 0 0 0 0 1 0 4 1	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0
0200 0300 0400 0500 0600 0700 0800 0900	1 0 0 0 1 0 4 1 8	0 1 0 0 0 0 1 0 4 1 8	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	11 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0
0200 0300 0400 0500 0600 0700 0800 0900 1000	1 0 0 0 1 0 4 1 8 19	0 1 0 0 0 1 0 4 1 8 18	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	11 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0
0200 0300 0400 0500 0600 0700 0800 0900	1 0 0 0 1 0 4 1 8	0 1 0 0 0 0 1 0 4 1 8	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0	11 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0
0200 0300 0400 0500 0600 0700 0800 0900 1000	1 0 0 0 1 0 4 1 8 19	0 1 0 0 0 1 0 4 1 8 18	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	10 0 0 0 0 0 0 0 0 0 0	11 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0
0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400	1 0 0 0 1 0 4 1 8 19 17 14 15	0 1 0 0 0 1 0 4 1 8 18 15 14 15	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0
0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500	1 0 0 0 1 0 4 1 8 19 17 14 15 14	0 1 0 0 0 1 0 4 1 8 18 15 14 15 13	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0
0200 0300 0400 0500 0600 0700 0800 1000 1100 1200 1300 1400 1500 1600	1 0 0 0 1 0 4 1 8 19 17 14 15 14 15	0 1 0 0 0 1 0 4 1 8 18 15 14 15 13 13	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0
0200 0300 0400 0500 0600 0700 0800 0900 1000 1100 1300 1400 1500 1600 1700	1 0 0 0 1 0 4 1 8 19 17 14 15 14 15 16 10	0 1 0 0 0 1 0 4 1 8 18 15 14 15 13 13 15	0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0
0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800	1 0 0 0 1 0 4 1 8 19 17 14 15 14 15 16 10 6	0 1 0 0 0 1 0 4 1 8 18 15 14 15 13 13 15	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800	1 0 0 0 1 0 4 1 8 19 17 14 15 14 15 16 10 6 4	0 1 0 0 0 1 0 4 1 8 18 15 14 15 13 13 15 10 5 4	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0
0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000	1 0 0 0 1 0 4 1 8 19 17 14 15 14 15 16 10 6 4	0 1 0 0 0 1 0 4 1 8 18 15 14 15 13 13 15 10 5 4 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0200 0300 0400 0500 0600 0700 0800 0900 1000 1200 1300 1400 1500 1600 1700 1800 1900 2000 2100	1 0 0 0 1 0 4 1 8 19 17 14 15 14 15 16 10 6 4	0 1 0 0 0 1 0 4 1 8 18 15 14 15 13 13 15 10 5 4 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0 0 0 0 0 0 0 0 0 0 0 0			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800 1900 2000	1 0 0 0 1 0 4 1 8 19 17 14 15 14 15 16 10 6 4	0 1 0 0 0 1 0 4 1 8 18 15 14 15 13 13 15 10 5 4 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0200 0300 0400 0500 0600 0700 0800 0900 1000 1200 1300 1400 1500 1600 1700 1800 1900 2200	1 0 0 0 1 0 4 1 8 19 17 14 15 14 15 16 10 6 4	0 1 0 0 0 1 0 4 1 8 18 15 14 15 13 13 15 10 5 4 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0 0 0 0 0 0 0 0 0 0 0 0 0			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800 2000 2200 2300	1 0 0 0 1 0 4 1 8 19 17 14 15 16 10 6 4 0 1	0 1 0 0 0 1 0 4 1 8 18 15 14 15 13 13 15 10 5 4 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

148

139

* Monda	ay, 25 May	y 2015											
Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
0000	0	1	2	3	4	5	6	7	8	9	10	11 0	12 0
0100	1	1	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	1	1	0	0	0	0	0	0	0	0	0	0	0
0600	6	5	0	1	0	0	0	0	0	0	0	0	0
0700 0800	11 15	8 8	0	0 0	2 6	1 1	0	0	0	0	0	0	0
0900	12	8	0	1	2	1	0	0	0	0	0	0	0
1000	22	13	1	6	2	0	0	0	0	0	0	0	0
1100	15	10	0	3	1	1	0	0	0	0	0	0	0
1200	19	11	2	1	3	2	0	0	0	0	0	0	0
1300	19	15	2	0	2	0	0	0	0	0	0	0	0
1400	24 25	20	2	2	0	0	0	0	0	0	0	0	0
1500 1600	20	22 18	1 1	1 1	0	0	1 0	0	0	0	0	0	0
1700	12	10	1	1	0	0	0	0	0	0	0	0	0
1800	14	13	1	0	0	0	0	0	0	0	0	0	0
1900	4	4	0	0	0	0	0	0	0	0	0	0	0
2000	2	2	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
2200 2300	0 1	0 1	0	0 0	0	0	0	0	0	0	0	0	0
00-06	2	2	0	0	0	0	0	0	0	0	0	o	0
06-18	200	148	10	17	18	6	1	Ö	Ö	Ö	Ö	Ö	Ö
18-00	21	20	1	0	0	0	0	0	0	0	0	0	0
00-00	223	170	11	17	18	6	1	0	0	0	0	0	0
					10	•	_	U	U	U	U	U	·
	ay, 26 <u>M</u> a	y 2015											
* Tuesd Time	ay, 26 Ma Total		Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls
		2015 Cls 1	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls 12
0000 0100	Total 0 1	0 1	Cls 2 0 0	Cls 3 0	Cls 4 0 0	Cls 5 0	Cls 6 0	Cls 7 0 0	Cls 8 0 0	Cls 9 0	Cls 10 0	Cls 11 0 0	Cls 12 0 0
0000 0100 0200	0 1 0	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 2 0 0	Cls 3 0 0	Cls 4 0 0	Cls 5 0 0	Cls 6 0 0	Cls 7 0 0	Cls 8 0 0	Cls 9 0 0	Cls 10 0 0	Cls 11 0 0	Cls 12 0 0
0000 0100 0200 0300	0 1 0 0	0 0 0 0 0	Cls 2 0 0 0	C1s 3 0 0 0	Cls 4 0 0 0	C1s 5 0 0 0	Cls 6 0 0 0	Cls 7 0 0 0 0 0 0	Cls 8 0 0 0	Cls 9 0 0 0	Cls 10 0 0 0	Cls 11 0 0 0	Cls 12 0 0 0
0000 0100 0200 0300 0400	0 1 0 0 0	0 0 0 0 0 0	C1s 2 0 0 0 0	Cls 3 0 0 0 0	Cls 4 0 0 0 0	C1s 5 0 0 0	Cls 6 0 0	Cls 7 0 0	Cls 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	C1s 9 0 0 0	Cls 10 0 0	Cls 11 0 0	Cls 12 0 0 0 0
0000 0100 0200 0300	0 1 0 0	0 0 0 0 0	Cls 2 0 0 0	C1s 3 0 0 0	Cls 4 0 0 0	C1s 5 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0	Cls 9 0 0 0	Cls 10 0 0 0 0	Cls 11 0 0 0 0	Cls 12 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700	Total 0 1 0 0 2 5 15	0 1 0 0 0 0 1 4 8	C1s 2 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 3 0 0 0 0 0 1 1	Cls 4 0 0 0 0 0 0 0 0 0	Cls 5 0 0 0 0 0 0 0 0 1	Cls 6 0 0 0 0 0 0 0	Cls 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 9 0 0 0 0 0 0 0 0 1	Cls 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800	Total 0 1 0 0 2 5 15 21	0 1 0 0 0 0 1 4 8 16	C1s 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 3 0 0 0 0 0 1 1 1	Cls 4 0 0 0 0 0 0 0 0 0 0 0 0 3 4	Cls 5 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 1 0 0 0	Cls 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 9 0 0 0 0 0 0 0 0 1 1 1	Cls 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900	Total 0 1 0 0 2 5 15 21 16	0 1 0 0 0 0 0 1 4 8 16 13	Cls 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 3 0 0 0 0 0 1 1 1 0 1	Cls 4 0 0 0 0 0 0 0 0 0 0 0 3 4 2	Cls 5 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	Cls 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	C1s 8 0 0 0 0 0 0 0	C1s 9 0 0 0 0 0 0 0 1 1	Cls 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1000	Total 0 1 0 0 2 5 15 21 16 14	0 1 0 0 0 0 1 4 8 16 13 10	Cls 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 3 0 0 0 0 0 1 1 1 0 1	Cls 4 0 0 0 0 0 0 0 0 0 0 0 3 4 2 2 2	C1s 5 0 0 0 0 0 0 1 0 0 1	Cls 6 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	C1s 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	C1s 8 0 0 0 0 0 0 0 0	C1s 9 0 0 0 0 0 0 1 1 0 0 0	Cls 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300	Total 0 1 0 0 2 5 15 21 16 14 19 17 19	0 1 0 0 0 0 1 4 8 16 13 10 13 13 14	Cls 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 3 0 0 0 0 1 1 1 0 1 3 1 2	Cls 4 0 0 0 0 0 0 0 0 0 0 3 4 2 2 2 3	C1s 5 0 0 0 0 0 0 1 0 0 1 0 0	Cls 6 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	Cls 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	C1s 8 0 0 0 0 0 0 0 0 0	Cls 9 0 0 0 0 0 0 1 1 0 0 0 1 2	Cls 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400	Total 0 1 0 0 2 5 15 21 16 14 19 17 19 19	0 1 0 0 0 1 4 8 16 13 10 13 14 16	Cls 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 1 0 1	Cls 3 0 0 0 0 1 1 1 1 0 1 1 2 1	Cls 4 0 0 0 0 0 0 0 3 4 2 2 3 1 1	Cls 5 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 9 0 0 0 0 0 0 1 1 0 0 0 1 2 0	Cls 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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7ime 0000 0100 0200 0300 0400 0500 0600 0700 0800 0900 1100 1200 1300 1400 1500 1600 1700 1800 1900	Total 0 1 0 0 2 5 15 21 16 14 19 17 19 19 22 23	0 1 0 0 0 1 4 8 16 13 13 14 16 15 22	Cls 2 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0	Cls 3 0 0 0 0 1 1 1 1 0 1 1 2 1 4 0	Cls 4 0 0 0 0 0 0 0 3 4 2 2 3 1 1 1 1	Cls 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0	Cls 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 9 0 0 0 0 0 0 1 1 0 0 0 1 2 0 0 0 0 0 0	Cls 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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7ime 0000 0100 0200 0300 0400 0500 0600 0700 1000 1100 1200 1300 1400 1500 1700 1800 1900 2000 2100 2200	Total 0 1 0 0 2 5 15 21 16 14 19 17 19 19 22 23 15 8 6 1 0 2	0 1 0 0 0 1 4 8 16 13 13 14 16 15 22 14 7 7 6 1 0 2	Cls 2 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0	Cls 3 0 0 0 0 1 1 1 1 0 1 1 2 1 4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 4 0 0 0 0 0 0 0 0 3 4 2 2 3 1 1 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 5 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	Cls 6 0 0 0 0 0 0 0 0 0 0 0 0 1 0 0 0 0 0 0	Cls 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 8 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 9 0 0 0 0 0 0 0 1 1 0 0 0 1 1 0 0 0 0 0	Cls 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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* Virtua	I Day (32)											
Time	Total	Cls	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls
0000	1	<u>1</u>	0	0	0	0	0	0	0	0	0	0	12 0
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0500	2	1	0	0	0	0	0	0	0	0	0	0	0
0600	3	2	0	Ō	0	Ō	0	0	Ō	0	Ō	0	0
0700	7	5	0	0	1	0	0	0	0	0	0	0	0
0800	12	9	0	1	1	1	0	0	0	0	0	0	0
0900	15	12	0	1	1	0	0	0	0	0	0	0	0
1000	14	11	1	1	1	0	0	0	0	0	0	0	0
1100	15	12	1	1	1	0	0	0	0	0	0	0	0
1200	16	13	1	1	1	0	0	0	0	0	0	0	0
1300	16	13	1	1	1	0	0	0	0	0	0	0	0
1400	17	14	1	2	0	0	0	0	0	0	0	0	0
1500	17	14	1	2	0	0	0	0	0	0	0	0	0
1600	17	15	0	1	0	0	0	0	0	0	0	0	0
1700	14	13	0	1	0	0	0	0	0	0	0	0	0
1800	6	6	0	0	0	0	0	0	0	0	0	0	0
1900	4	4	0	0	0	0	0	0	0	0	0	0	0
2000	4	3	0	0	0	0	0	0	0	0	0	0	0
2100	2	2	0	0	0	0	0	0	0	0	0	0	0
2200	2	1	0	0	0	0	0	0	0	0	0	0	0
2300	1	1	0	0	0	0	0	0	0	0	0	0	0
00-06	3	3	0	0	0	0	0	0	0	0	0	0	0
06-18	163	132	6	12	9	2	1	0	0	1	0	0	0
18-00	18	17	0	1	0	0	0	0	0	0	0	0	0
00-00	185	152	6	13	9	3	1	0	0	2	0	0	0
* Grand	l Total												
Time	Total	Cls	Cls	Cls									
		1	2	3	4	5	6	7	8	9	10	11	12
	5912	4851	190	405	283	80	22	14	11	48	8	0	0

In profile: Vehicles = 5912 / 6120 (96.60%)

MetroCount Traffic Executive Direction Breakdown

CustomList-47 -- English (ENA)

Datasets:

Site: [4009] CAMPBELL ST - 30m E Pack St

Attribute: [-33.831026,148.706781]

Direction: 6 - West bound A>B, East bound B>A. **Lane:** 0

Survey Duration: 16:24 Friday, 24 April 2015 => 16:28 Wednesday, 27 May 2015,

Zone:

File: 400927May2015.EC0 (Plus)

Identifier: EG24YQVY MC56-L5 [MC55] (c)Microcom 19Oct04

Algorithm: Factory default axle (v4.06)

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 16:25 Friday, 24 April 2015 => 16:28 Wednesday, 27 May 2015 (33.0026)

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12

Speed range: 10 - 160 km/h.

Direction: North, East, South, West (bound), P = <u>East</u> **Separation:** Headway > 0 sec, Span 0 - 100 metre

Name: Default Profile

Scheme: Vehicle classification (AustRoads94)

Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)

Column Legend:

0 [Cd] Compass direction1 [Total] Number in time step

	day, 24 Ap												
Cd	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
E	18	16	1	0	0	0	1	0	0	0	0	0	0
W	17	16	1	0	0	0	0	0	0	0	0	0	0
	urday, 25	•											
Cd	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
E	91	82	3	5	0	0	0	1	0	0	0	0	0
W	67	58	6	2	0	0	1	0	0	Ō	0	0	0
* Sur	nday, 26 A	pril 201	5										
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
E	73	1 66	2	3	4	5	6	7	8	9	10	11	12
W	72	68	2	2	0	0	0	0	0	0	0	0	0
* Moi	nday, 27 <i>A</i>	April 201	15										
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
	100	1	2	3	4	5	6	7	8	9 1	10 0	11	12
E W	100 74	84 53	2	12	4	0 0	0 0	0	3 1	1	1	0	0
* Tue	esday, 28	April 20	15										
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12
E W	93 82	82 67	1 5	6 4	2 5	1 0	1 1	0 0	0 0	0 0	0	0	0
* We	dnesday,	29 Anril	2015										
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12
E W	112 108	92 91	4	10 9	5 4	1 1	0	0	0	0	0	0	0
Cd	ırsday, 30 Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
-		1	2	3	4	5	6	7	8	9	10	11	12
E W	92 90	80 80	2 1	5 5	1 1	2 2	0	2 1	0	0	0	0	0
-													
* Fric	day, 1 May Total	/2015 Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
cu	IOCAI	1	_	3	4	5	6	7	8	9	10	11	12
Ε	103	85	2 3	7	3	3	0	0	0	0	2	0	0
W	105	83	2	13	2	1	1	0	0	1	2	0	0
	urday, 2 M												
Cd	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
E	88	69	3	3	10	2	0	0	0	1	0	0	0
W	74	53	3	5	10	2	0	0	0	1	0	0	0
	nday, 3 Ma												
Cd	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
E	75	69	3	3	0	0	0	0	0	0	0	0	0
W	83	77	4	2	0	0	0	0	0	0	0	0	0
* Mo	nday, 4 Ma												
Cd	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
E	91	71	6	5	5	2	0	0	0	2	0	0	0
W	90	72	3	8	4	1	0	1	0	1	0	0	0
* Tue	esday, 5 M		Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	C1 ~	C1 ~	C1 ~
ca	Total	Cls 1	2	3	4	5	6	7	CIS 8	9	Cls 10	Cls 11	Cls 12
E	107	75	5	8	12	1	1	0	1	3	1	0	0
W	99	73	5	8	10	0	1	0	0	2	0	0	0

* We	dnesday,	6 May 2	015										
Cd	Total	Cls 1	Cls 2	Cls	Cls 4	Cls	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls
E	114	98	2	3	4	5	0	0	0	2	0	0	12
W	120	99	3	8	8	1	0	0	0	1	0	0	0
	ırsday, 7			01 -									
Cd	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
Е	102	82	0	7	9	4	0	0	0	0	0	0	0
W	114	86	4	13	7	3	0	11	0	0	0	0	0
* Fric	day, 8 May Total	/2015 Cls	Cls										
Ju	10001	1	2	3	4	5	6	7	8	9	10	11	12
E W	109 103	89 81	3 5	11 11	5 5	0	1 0	0	0 1	0	0	0	C
" Sat	urday, 9 N Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12
E W	93 84	80 62	4 5	4 8	5 5	0 0	0 1	0 1	0 2	0 0	0	0	C
* Sur	nday, 10 N	Nav 2015											
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
E	69	1	2	3	4	5	6	7	8	9	10	11 0	12
W	73	68	2	3	0	0	0	0	0	0	0	0	0
* Moi	nday, 11 N	May 201	5										
Cd	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
E	77	66	3	2	4	1	0	0	0	1	0	0	0
W	100	86	2	6	3	0	0	0	0	3	0	0	0
	sday, 12												
Cd	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
E	87 92	69 72	0 2	5 7	7	4 4	0	0	1 0	1 0	0	0	0
W				/	/		- 0		0	0	0		0
* We	dnesday, Total	13 May	2015 Cls	Cls									
cu	IOCAI	1	2	3	4	5	6	7	8	9	10	11	12
E W	91 102	66 75	2 2	5 5	11 15	4	0	0 1	0	3 1	0	0	0
					10	<u> </u>							
* Thu	ırsday, 14 Total	May 20	15 Cls	Cls									
		1	2	3	4	5	6	7	8	9	10	11	12
E W	85 81	71 62	4 4	5 7	4 3	1 1	0 2	0	0 2	0 0	0	0	0
* Fric	day, 15 Ma												
Cd	-	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
E	123	1 97	2	3	10	5	6	7	8	9	10	11 0	12
W	123	102	0	8	8	5	2	0	0	2	1	0	0
* Sat	urday, 16	May 20	15										
	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
E	80	1 68	2	3	4	5	6	7	8	9	10	11	12
W	86	76	2	6	1	0	1	0	0	0	0	0	0
	nday, 17 N												
Cd	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls
E	67	61	2	4	0	0	0	0	0	0	0	0	12
W	66	58	4	4	0	0	0	0	0	0	0	0	0

* Moi	nday, 18	May 201	5										
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
E	100	73	2	8	4	5	6	7	8	9	10	11 0	12
W	97	73	4	9	8	3	0	0	0	2	0	0	0
* Tue	sday, 19	May 201	5										
Cd	Total	Čls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls
E	82	<u>+</u> 75	0	<u> </u>	2	<u> </u>	0	0	0	0	0	0	<u>12</u>
W	86	67	1	10	4	1	1	1	0	1	0	0	0
* We	dnesday,	20 May	2015										
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12
E	89	75	5	8	0	0	0	0	0	1	0	0	0
W	91	72	3	14	1	0	0	1	0	0	0	0	0
	ırsday, 2												
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
E	89	1 75	2	3	4	5	6	7	8	9	10	11 0	12
W	100	80	3	10	4	1	1	1	0	0	0	0	0
* Fria	lay, 22 M	av 2015											
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
- Cu	10041	1	2	3	4	5	6	7	8	9	10	11	12
Ε	116	98	4	5	7	2	0	0	0	0	0	0	0
W	114	89	8	9	6	2	0	0	0	0	0	0	0
* Sat	urday, 23	May 20	15										
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12
E W	61 75	55 65	2 5	2 4	1 0	0	0	0	0	1 1	0	0	0
* 0	04 !	M 004	_										
° Sur	nday, 24 I Total	Way 2018 Cls	Cls	Cls	Cls								
		1	2	3	4	5	6	7	8	9	10	11	12
Е	63	60	0	2	1	0	0	0	0	0	0	0	0
W	85	79	1	5	0	0	0	0	0	0	0	0	0
* Moi	nday, 25	May 201	5										
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
	- 110	1	2	3	4	5		7		9	10	11	12
E W	113 110	89 81	7 4	5 12	8 10	3 3	1 0	0	0	0	0	0	0
								-		-	-		
* Tue	sday, 26 Total	May 201	5 Cls	Cls	Cls	Cls							
Ca	TOLAT	1	2	3	4	5	6	7	CIS 8	9	10	11	12
E	113	92	1	6	8	1	1	0	0	4	0	0	0
W	113	85	1	11	11	1	1	1	0	2	0	0	0
* We	dnesday,	27 Mav	2015										
Cd	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		1	2	3	4	5	6	7	8	9	10	11	12
E W	89 83	69 64	2	7 5	6 9	3 3	0 1	0 1	0	2	0	0	0
			-						-	-	-	-	
	nd Total		63	63	63	63	63	63	63	67	63	63	63
Cd	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
E	3055	2545	92	172	143	48	10	5	5	31	4	0	0
W	3064	2471	102	245	155	38	14	10	6	19	4	0	0

In profile: Vehicles = 6119 / 6120 (99.98%)

45B

MetroCount Traffic Executive Class Bins Virtual Day and Week

CustomList-271 -- English (ENA)

<u>Datasets:</u>

Site: [5002] OLYMPIC HWY - 110m S Abbitoir Ent (100/80 sign)

Direction: 5 - South bound A>B, North bound B>A. Lane: 0

Survey Duration: 12:00 Wednesday, 16 May 2012 => 15:02 Monday, 16 July 2012

Zone: Australia (VIC ACT NSW)
File: 500216Jul2012.EC0 (Plus)

Identifier: K3619C28 MC56-6 [MC55] (c)Microcom 02/03/01

Algorithm: Factory default (v3.21 - 15275)

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 12:00 Wednesday, 16 May 2012 => 7:49 Sunday, 1 July 2012

included classes: 1, 2, 3

Speed range: 10 - 160 km/h.

Direction: AB

Separation: All - (Headway)
Name: Default Profile

Scheme: Vehicle classification (AustRoads94 Aggregate (0 1 1 2 2 2 3 3 3 3 3 3 3 3 3))

Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)

1 [-/n] Normalise divisor2 [Total] Number in time step

3 [CIs] Class totals

* Virtual Day (Partial days = 45.83)

Time	-/n	Total	Cls	\mathtt{Cls}	${\tt Cls}$
			1	2	3
0000	46	2	2	0	0
0100	46	2	1	0	1
0200	46	1	1	0	1
0300	46	1	0	0	0
0400	46	3	1	0	2
0500	46	5	3	1	2
0600	46	10	7	1	1
0700	46	21	17	2	2
0800	45	28	22	4	2
0900	45	37	31	4	2
1000	45	36	3 0	4	3
1100	45	39	32	4	3
1200	46	35	29	3	3
1300	46	36	31	3	3
1400	46	37	31	3	3
1500	46	44	37	4	3
1600	46	42	36	3	3
1700	46	43	3 7	3	3
1800	46	23	19	2	2
1900	46	15	12	1	2
2000	46	12	9	1	2
2100	46	9	7	0	1
2200	46	6	4	0	1
2300	46	3	2	0	1

* Virtual Week (Partial weeks = 6.57)

Time	-/n	Total	Cls	Cls	Cls
			1	2	3
Mon	6	507	411	47	49
Tue	6	498	399	40	58
Wed	7	502	407	40	54
Thu	7	560	439	60	61
Fri	7	554	440	62	51
Sat	7	372	329	30	14
Sun	6	403	356	28	19

In profile: Vehicles = 22361 / 44712 (50.01%)

MetroCount Traffic Executive Class Bins Virtual Day and Week

CustomList-271 -- English (ENA)

Datasets:

Site: [5002] OLYMPIC HWY - 110m S Abbitoir Ent (100/80 sign)

Direction: Survey Duration: 5 - South bound A>B, North bound B>A. Lane: 0

12:00 Wednesday, 16 May 2012 => 15:02 Monday, 16 July 2012

Zone: File:

Australia (VIC ACT NSW) 500216Jul2012.EC0 (Plus)

Identifier:

K3619C28 MC56-6 [MC55] (c)Microcom 02/03/01

Algorithm:

Factory default (v3.21 - 15275)

Data type:

Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:

12:00 Wednesday, 16 May 2012 => 7:49 Sunday, 1 July 2012

Included classes:

1, 2, 3

Speed range:

10 - 160 km/h.

Direction:

ВА

Separation:

All - (Headway) Default Profile

Name: Scheme:

Vehicle classification (AustRoads94 Aggregate (0 1 1 2 2 2 3 3 3 3 3 3 3 3))

Units:

Metric (meter, kilometer, m/s, km/h, kg, tonne)

Column Legend:

0 [Time]

24-hour time (0000 - 2359)

1 [-/n]

Normalise divisor

2 [Total] 3 [Cls]

Number in time step Class totals

* Virtual Day (Partial days = 45.83)

Time	-/n	Total	Cls	Cĺs	Cls	
			1	2	3	
0000	46	2	1	0	1	
0100	46	1	1	0	0	
0200	46	1	1	0	1	
0300	46	1	1	0	1	
0400	46	4	3	0	1	
0500	46	9	January Town	0	ana Line	CONT.
0600	46	15	12	1	2	
0700	46	27	23	2	2	
0800	45	46	42	2	2	
0900	45	43	38	2	3	
1000	45	39	36	2	2	
1100	45	39	35	2	2	
1200	46	31	28	2	2	
1300	46	30	27	2	1	
1400	46	36	32	2	2	
1500	46	36	32	2	2	
1600	46	38	33	3	2	
1700	46	32	28	1	2	
1800	46	21	18	1	2	
1900	46	12	10	0	2	
2000	46	8	7	0	1	
2100	46	8	6	0	2	
2200	46	4	3	0	1	
2300	46	2	1	0	1	

* Virtual Week (Partial weeks = 6.57)

Time	-/n	Total	Cls	Cls	Cls
			1	2	3
Mon	6	493	425	28	41
Tue	6	495	417	31	46
Wed	7	490	415	30	44
Thu	7	544	463	35	47
Fri	7	557	485	31	41
Sat	7	384	357	11	16
Sun	6	411	385	13	13

In profile: Vehicles = 22216 / 44712 (49.69%)

4NB

5NB

MetroCount Traffic Executive Class Bins Virtual Day and Week

CustomList-271 -- English (ENA)

Datasets:

Site: [5003] LACHLAN VALLEY WAY S - 70m S OLD BOOROWA RD (Bridge MELT)

Direction:

7 - North bound A>B, South bound B>A. Lane: 0

Survey Duration:

12:00 Wednesday, 16 May 2012 => 15:19 Monday, 16 July 2012 Australia (VIC ACT NSW)

Zone: File:

500316Jul2012.EC0 (Plus)

Identifier:

A596FRT9 MC56-L5 [MC55] (c)Microcom 19Oct04

Algorithm:

Factory default (v3.21 - 15275)

Data type:

Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:

12:00 Wednesday, 16 May 2012 => 7:49 Sunday, 1 July 2012

Included classes:

1, 2, 3

Speed range:

10 - 160 km/h.

Direction:

ΑB

Separation:

All - (Headway) Default Profile

Name: Scheme:

Vehicle classification (AustRoads94 Aggregate (0 1 1 2 2 2 3 3 3 3 3 3 3 3))

Units:

Metric (meter, kilometer, m/s, km/h, kg, tonne)

Column Legend:

0 [Time]

24-hour time (0000 - 2359)

1 [-/n]

Normalise divisor

2 [Total]

Number in time step

3 [Cls]

Class totals

* Virtual Day (Partial days = 45.83)

Time	-/n	Total	Cls	Cĺs	Cls	
			1	2	3	
0000	46	3	2	0	1	
0100	46	2	1	0	1	
0200	46	1	1	0	1	
0300	46	3	1	0	2	
0400	46	3	2	0	1	
0500	46	gradestates de l'attendant la distribution de l'attendant de l'att	4	1	1	
0600	46	17	13	1	2	20.34.000pg
0700	46	25	21	1	3	
0800	45	53	45	4	3	
0900	45	56	48	3	4	
1000	45	57	50	3	4	
1100	45	61	54	3	4	
1200	46	61	54	3	4	
1300	46	60	52	3	5	
1400	46	62	55	3	4	
1500	46	66	57	4	5	
1600	46	61	54	4	4	
1700	46	56	50	3	4	Southern Commence of the State
1800	46	44	39	2	3	
1900	46	27	24	1	2	
2000	46	20	16	1	3	
2100	46	12	10	0	2	
2200	46	8	6	0	2	
2300	46	5	4	0	1	

* Virtual Week (Partial weeks = 6.57)

-/n	Total	Cls	Cls	Cls
		1	2	3
6	776	660	43	73
6	649	524	44	81
7	601	481	42	78
7	717	584	52	82
7	1012	882	52	79
7	815	755	28	32
6	762	708	28	26
	6 6 7 7 7	6 776 6 649 7 601 7 717 7 1012 7 815	1 6 776 660 6 649 524 7 601 481 7 717 584 7 1012 882 7 815 755	1 2 6 776 660 43 6 649 524 44 7 601 481 42 7 717 584 52 7 1012 882 52 7 815 755 28

In profile: Vehicles = 35142 / 70421 (49.90%)

MetroCount Traffic Executive Class Bins Virtual Day and Week

CustomList-271 -- English (ENA)

Datasets:

Site: [5003] LACHLAN VALLEY WAY S - 70m S OLD BOOROWA RD (Bridge MELT)

Direction:

7 - North bound A>B, South bound B>A. Lane: 0

Survey Duration:

12:00 Wednesday, 16 May 2012 => 15:19 Monday, 16 July 2012

Zone:

Australia (VIC ACT NSW)

File: Identifier: 500316Jul2012.EC0 (Plus)

A596FRT9 MC56-L5 [MC55] (c)Microcom 19Oct04

Algorithm:

Factory default (v3.21 - 15275)

Data type:

Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:

12:00 Wednesday, 16 May 2012 => 7:21 Tuesday, 19 June 2012

Included classes:

1, 2, 3

Speed range:

10 - 160 km/h.

Direction:

ВА

Separation:

All - (Headway)

Name:

Default Profile

Scheme:

Vehicle classification (AustRoads94 Aggregate (0 1 1 2 2 2 3 3 3 3 3 3 3 3))

Units:

Metric (meter, kilometer, m/s, km/h, kg, tonne)

Column Legend:

0 [Time]

24-hour time (0000 - 2359)

1 [-/n]

Normalise divisor

2 [Total]

Number in time step

3 [Cls]

Class totals

* Virtual Day (Partial days = 33.83)

		,	' arriar a	ayo oc	,.00,	
	Time	-/n	Total	Cls	Cls	Cls
				1	2	3
	0000	34	2	1	0	0
	0100	34	1	1	0	0
	0200	34	1	1	0	0
	0300	34	2	1	0	0
	0400	34	4	3	0	1
×.	0500	34	7	5		, 1 var
	0600	34	18	15	1	2
	0700	34	31	26	2	2
	0800	33	43	37	2	4
	0900	33	51	45	2	4
	1000	33	56	49	3	5
	1100	33	65	56	3	6
	1200	34	64	56	2	5
	1300	34	65	58	2	5
	1400	34	70	63	3	4
	1500	34	75	65	4	5
	1600	34	70	64	2	4
-	1700	34	57	53	2	3
	1800	34	37	33	1	3
	1900	34	24	21	1	3
	2000	34	14	13	0	2
	2100	34	12	10	0	2
	2200	34	5	5	0	1.
	2300	34	3	2	0	1

* Virtual Week (Partial weeks = 4.86)

Time	-/n	Total	Cls	Cls	Cls
			1	2	3
Mon	5	846	741	34	71
Tue	4	678	550	41	88
Wed	5	580	471	37	73
Thu	5	727	607	39	82
Fri	5	905	798	41	66
Sat	5	742	692	19	30
Sun	5	898	849	22	27

In profile: Vehicles = 26199 / 52187 (50.20%)

MetroCount Traffic Executive CSC Split Direction Class Bins

CustomList-291 -- English (ENA)

Datasets:

Site: [5005] MID WESTERN HWY E - 140m E RAILWAY LINE (Bridge MELT)

Direction: 6 - West bound A>B, East bound B>A. **Lane:** 0

Survey Duration: 11:31 Friday, 16 November 2012 => 9:32 Tuesday, 27 November 2012

Zone: Australia (VIC ACT NSW)
File: 500527Nov2012.EC0 (Plus)

Identifier: EF52K8XT MC56-L5 [MC55] (c)Microcom 19Oct04

Algorithm: Factory default (v3.21 - 15275)

Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 11:32 Friday, 16 November 2012 => 9:32 Tuesday, 27 November 2012

Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12

Speed range: 10 - 160 km/h.

Direction: North, East, South, West (bound)

Separation: All - (Headway) **Name:** Default Profile

Scheme: Vehicle classification (AustRoads94)

Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)

1 [Dir] Direction code2 [Total] Number in time step

Tuesday, 20 November 2012 Time Dir Total Cls Cls Cls Cls Cls Cls Cls Cls Cls Cl	Cls 10 21 30 Cls 10 40 23	Cls 11 0 2 Cls 11 0 Cls 11 1 0 1	Cls 12 0 0 0 Cls 12 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Note	Cls 10 21 30 Cls 10 13 9 Cls 10 40	Cls 11 0 Cls 11 0 1	Cls 12 0 Cls 12 0
* Saturday, 17 November 2012 Time Dir Total Cls Cls Cls Cls Cls Cls Cls Cls Cls 1 2 3 4 5 6 7 8 9 0000 AB 1459 1183 42 152 8 3 12 9 5 23 0000 BA 1443 1241 78 52 8 5 4 5 1 19 * Sunday, 18 November 2012 Time Dir Total Cls Cls Cls Cls Cls Cls Cls Cls Cls 1 2 3 4 5 6 7 8 9 0000 AB 1421 1143 64 141 9 4 9 17 8 13 0000 BA 1414 1225 84 45 6 6 3 5 9 21 * Monday, 19 November 2012 Time Dir Total Cls Cls Cls Cls Cls Cls Cls Cls Cls Cl	Cls 10 21 30 Cls 10 13 9 Cls 10 40	Cls 11 0 Cls 11 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Cls 12 0 0 Cls 12
Time Dir Total Cls Cls Cls Cls Cls Cls Cls Cls Cls Cl	21 30 Cls 10 13 9	11 1 0 Cls 11 0 1	12 0 0 Cls 12
Tuesday, 20 November 2012 Time Dir Total Cls Cls Cls Cls Cls Cls Cls Cls Cls Cl	21 30 Cls 10 13 9	11 1 0 Cls 11 0 1	12 0 0 Cls 12
0000 AB 1459 1183 42 152 8 3 12 9 5 23 0000 BA 1443 1241 78 52 8 5 4 5 1 19 * Sunday, 18 November 2012 Time Dir Total Cls Cls Cls Cls Cls Cls Cls Cls Cls Cl	21 30 Cls 10 13 9	1 0 Cls 11 0	0 0 Cls 12
*Sunday, 18 November 2012 Time Dir Total Cls Cls Cls Cls Cls Cls Cls Cls 1 2 3 4 5 6 7 8 9 0000 AB 1421 1143 64 141 9 4 9 17 8 13 0000 BA 1414 1225 84 45 6 6 3 5 9 21 *Monday, 19 November 2012 Time Dir Total Cls Cls Cls Cls Cls Cls Cls Cls Cls 1 2 3 4 5 6 7 8 9 0000 AB 1632 1164 46 228 22 5 16 13 12 81 0000 BA 1566 1262 69 98 23 3 5 3 9 70 *Tuesday, 20 November 2012 Time Dir Total Cls Cls Cls Cls Cls Cls Cls Cls Cls 1 2 3 4 5 6 7 8 9 0000 AB 1566 1262 69 98 23 3 5 3 9 70	Cls 10 13 9 Cls 10	Cls 11 0 1	Cls 12
Time Dir Total Cls Cls Cls Cls Cls Cls Cls Cls Cls Cl	10 13 9 Cls 10	11 0 1	12
1 2 3 4 5 6 7 8 9	10 13 9 Cls 10	11 0 1	12
0000 AB 1421 1143 64 141 9 4 9 17 8 13 0000 BA 1414 1225 84 45 6 6 3 5 9 21 * Monday, 19 November 2012 Time Dir Total Cls R 9 0000 AB 1632 1164 46 228 22 5 16 13 12 81 0000 BA 1566 1262 69 98 23 3 5 3 9 70 * Tuesday, 20 November 2012 Time Dir Total Cls 6 7 8 9	13 9 Cls 10	0 1	0
* Monday, 19 November 2012 Time Dir Total Cls Cls Cls Cls Cls Cls Cls Cls Cls 1 2 3 4 5 6 7 8 9 0000 AB 1632 1164 46 228 22 5 16 13 12 81 0000 BA 1566 1262 69 98 23 3 5 3 9 70 * Tuesday, 20 November 2012 Time Dir Total Cls Cls Cls Cls Cls Cls Cls Cls Cls 1 2 3 4 5 6 7 8 9 0000 AB 1536 1091 46 195 28 6 8 17 9 79	Cls 10		^
Time Dir Total Cls Cls Cls Cls Cls Cls Cls Cls Cls Cl	10		0
1 2 3 4 5 6 7 8 9 0000 AB 1632 1164 46 228 22 5 16 13 12 81 0000 BA 1566 1262 69 98 23 3 5 3 9 70 * Tuesday, 20 November 2012 Time Dir Total Cls Cls Cls Cls Cls Cls Cls Cls Cls Cl	10		
0000 AB 1632 1164 46 228 22 5 16 13 12 81 0000 BA 1566 1262 69 98 23 3 5 3 9 70 *Tuesday, 20 November 2012 Time Dir Total Cls Cls Cls Cls Cls Cls Cls Cls Cls Cl	40	Cls	Cls
*Tuesday, 20 November 2012 Time Dir Total Cls Cls Cls Cls Cls Cls Cls Cls Cls Cl	2.3	11 5	12
Time Dir Total Cls P 0000 AB 1536 1091 46 195 28 6 8 17 9 79		1	0
Time Dir Total Cls Cls			
0000 AB 1536 1091 46 195 28 6 8 17 9 79	Cls	Cls	Cls
	10 54	11	12
0000 BA 1534 1192 63 98 26 7 3 7 6 80	51	1	0
* Wednesday, 21 November 2012			
Time Dir Total Cls Cls Cls Cls Cls Cls Cls Cls	Cls	Cls	Cls
1 2 3 4 5 6 7 8 9 0000 AB 1650 1171 49 215 32 9 8 13 12 83	10 53	11 5	12
0000 BA 1634 1307 47 103 23 8 5 5 14 76	46	0	0
* Thursday, 22 November 2012			
Time Dir Total Cls Cls Cls Cls Cls Cls Cls Cls	Cls	Cls	Cls
1 2 3 4 5 6 7 8 9 0000 AB 1626 1192 42 206 21 8 9 5 10 87	10 44	11	12
0000 BA 1550 1259 55 88 15 6 4 5 6 75	37	0	0
* Friday, 23 November 2012			
Time Dir Total Cls Cls Cls Cls Cls Cls Cls Cls	Cls	Cls	Cls
1 2 3 4 5 6 7 8 9 0000 AB 1827 1358 56 225 25 7 9 13 11 75	10	11	12
0000 BA 1775 1469 71 97 25 4 4 7 5 54	38	1	0
* Saturday, 24 November 2012			
	Cls	Cls	Cls
1 2 3 4 5 6 7 8 9 0000 AB 1352 1112 59 126 11 1 5 4 4 19	10 10	11	12
0000 BA 1318 1169 50 50 7 2 1 9 0 17	12	1	0
* Sunday, 25 November 2012			
	Cls	Cls	Cls
1 2 3 4 5 6 7 8 9 0000 AB 1265 1016 61 112 12 4 4 11 5 21	10	11	12
0000 AB 1265 1016 61 112 12 4 4 11 5 21 0000 BA 1278 1094 82 36 7 5 2 6 5 25	17 15	2 1	0
* Monday, 26 November 2012			
	Cls	Cls	Cls
	10	11 7	12
1 2 3 4 5 6 7 8 9	コン	4	0
1 2 3 4 5 6 7 8 9 0000 AB 1621 1153 43 216 30 9 7 11 13 83 0000 BA 1581 1265 56 103 30 7 4 13 12 55	32		
0000 AB 1621 1153 43 216 30 9 7 11 13 83 0000 BA 1581 1265 56 103 30 7 4 13 12 55	32		
0000 AB 1621 1153 43 216 30 9 7 11 13 83 0000 BA 1581 1265 56 103 30 7 4 13 12 55 * Tuesday, 27 November 2012 Time Dir Total Cls Cls Cls Cls Cls Cls Cls Cls	Cls	Cls	Cls
0000 AB 1621 1153 43 216 30 9 7 11 13 83 0000 BA 1581 1265 56 103 30 7 4 13 12 55 * Tuesday, 27 November 2012		Cls 11	Cls 12

* Virtua		(Partial	days = 1	1.42) Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
TIME			1	2	3	4	5	6	7	8	9	10	11	12
0000	AB BA	7 5	6 4	0	1	0	0	0	0	0	0	0	0	0 0
0100	AB	5	3	0	0	0	0	0	0	1	0	0	0	0
0100	BA	3	2	0	0	0	0	0	0	0	0	0	0	0
0200	AB	4	2	0	1	0	0	0	0	0	0	1	0	0
0200 0300	BA AB	4	2 2	0	0 1	0	0	0	0	0	1 0	0 1	0	0
0300	BA	3	2	0	0	0	0	0	0	0	1	0	0	0
0400	AB	8	4	0	1	0	0	0	0	0	1	1	0	0
0400	BA	7	5	0	1	0	0	0	0	0	1	1	0	0
0500 0500	AB BA	23 17	15 13	0	3 1	0	0	1 0	0	0	2 2	1 1	0	0
0600	AB	49	34	1	8	1	0	0	1	0	3	1	0	0
0600	BA	35	27	1	1	2	0	0	0	0	1	2	0	0
0700	AB	56	39	2	7	1	1	1	1	0	2	2	0	0
0700 0800	BA AB	59 119	44 94	1 3	6 13	2 2	0	0 1	0 1	1 0	3 2	1 2	0	0
0800	BA	73	59	3	5	1	1	0	0	0	2	2	0	0
0900	AB	112	90	3	13	1	0	1	1	0	3	1	0	0
0900	BA	97	77	5	5	2	1	0	1	0	3	2	0	0
1000	AB BA	119 98	92 81	5 6	14 4	1 1	0	0	1 1	0	3 3	1 1	0	0 0
1100	AB	111	80	5	14	2	0	1	1	1	5	2	0	0
1100	BA	113	95	5	6	1	0	0	1	0	2	2	0	0
1200	AB	107	80	4	13	1	0	0	1	1	5	2	0	0
1200 1300	BA AB	111 100	93 73	6 4	5 12	1 2	0	0 1	1	0	3 4	2	0	0
1300	BA	125	103	7	6	2	1	0	1	0	4	2	0	0
1400	AB	119	90	3	13	2	1	1	0	1	5	2	0	0
1400	BA	120	97	6	7	2	1	1	0	1	5	1	0	0
1500 1500	AB BA	112 133	85 110	4 6	13 7	2 2	0	1 0	1 1	1 0	3 4	2 2	0	0
1600	AB	121	89	5	16	1	0	1	1	1	4	2	0	0
1600	BA	123	106	5	5	1	0	0	0	0	3	2	0	0
1700	AB	101	79	3	12	1	0	0	1	1	3	1	0	0
1700 1800	BA AB	128 83	110 66	5 2	5 9	0	0	0	0 1	1	3 3	2 1	0	0
1800	BA	85	74	3	3	0	0	0	0	1	2	1	0	0
1900	AB	56	45	2	5	0	0	0	0	0	2	1	0	0
1900 2000	BA AB	55 40	48 29	2 2	2 4	0 1	0	0	0	0	2 4	1 1	0	0
2000	BA	41	34	1	1	0	0	0	0	1	2	2	0	0
2100	AB	22	16	1	3	0	0	0	0	0	1	1	0	Ō
2100	BA	31	26	1	1	0	0	0	0	1	2	1	0	0
2200 2200	AB BA	17 21	11 18	1 1	2 1	1 0	0	0	0	0	1 1	1 0	0	0
2300	AB	10	7	0	1	0	0	0	0	0	0	1	0	0
2300	BA	8	7	0	0	0	0	0	0	0	0	1	0	0
* Virtua	ıl Wee	ek (Partia	al weeks	= 1.71)										
Time	Dir	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
Mon	AB	1627	1159	45	222	26	7	12	12	13	82	45	6	0
Mon	BA	1574	1264	63	101	27	5	5	8	11	63	28	3	0
Tue Tue	AB BA	993 937	710 724	28 34	126 62	20 19	4 6	6 2	12 4	6 4	46 53	36 31	2 1	0
Wed	AB	1650	1171	49	215	32	9	8	13	12	83	53	5	0
Wed	BA	1634	1307	47	103	23	8	5	5	14	76	46	0	0
Thu	AB	1626	1192	42	206	21	8	9	5	10	87	44	2	0
Thu Fri	BA AB	1550 1460	1259 1090	55 53	88 175	15 20	6 7	4 7	5 12	6 8	75 57	37 32	0 2	0
Fri	BA	1543	1278	70	78	19	5	3	7	5	46	32	2	0
Sat	AB	1406	1148	51	139	10	2	9	7	5	21	16	1	0
Sat Sun	BA AB	1381 1343	1205 1080	64 63	51 127	8 11	4 4	3 7	7 14	1 7	18 17	21 15	1 1	0 0
Sun	BA	1343	1160	83	41	7	6	3	6	7	23	12	1	0
* Grand	l Tota	ıl												
Time		Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
		16932	12734	<u>2</u> 566	3 1996	225	5 64	<u>6</u> 95	7 129	<u>8</u> 97	9 616	10 381	<u>11</u> 29	12
	BA	16743		728	853	195	64	37	72	74	555	328	12	Ö

In profile: Vehicles = 33675 / 33701 (99.92%)

Appendix C
RMS LETTER



SF2012/026176; WST15/00061

Mr David Walker Geolyse Pty Ltd PO Box 1963 ORANGE NSW 2800

Dear Mr Walker

Proposed Cowra Heavy Vehicle Bypass
Preparation of Review of Environmental Factors (REF)

Thank you for your letter dated 22 April 2015 requesting Roads and Maritime Services provide advice to assist you in the preparation of an REF for a proposed heavy vehicle town bypass at Cowra.

The route proposed by Council has been reviewed. The bypass is located on existing and proposed public roads including a new bridge over the Lachlan River. The proposal will also involve new intersections or upgrades to existing intersections with State classified roads, being, Mid Western Highway (HW6), Olympic Highway (HW78) and Lachlan Valley Way (MR56). The proposed route also crosses Darbys Falls Road (MR576) which is a regional classified road.

Roads and Maritime notes Council has engaged Geolyse to prepare an REF for this route only. Therefore, the comments you seek are confined to environmental and safety aspects of the route, as now proposed, and not in relation to the suitability of the route itself.

To assist in the development of an REF, Roads and Maritime provides the following comments:

- Mid Western Highway, Olympic Highway, Lachlan Valley Way and Darbys Falls Road are classified roads. Under Section 138(2) of the *Roads Act 1993* the concurrence of Roads and Maritime is required prior to a consent being issued for any new connections or upgrading of intersections to these roads.
- Proposed bypass route intersections with classified roads will need to be designed and constructed in accordance with Austroads Guide to Road Design and Roads and Maritime Supplements. To understand the impacts of and intersection requirements for the bypass route, a Traffic Study will need to be prepared which identifies vehicle types, volumes and origin/destination projected to access and travel the bypass. To assist you in the development of the Traffic Study, Roads and Maritime suggests the standard format for preparing traffic impact studies provided in Table 2.1 Section 2 of the RTA's Guide to Traffic Generating Developments 2002.

Roads and Maritime Services

- Intersections (private and public) with the bypass route will need to achieve Safe
 Intersection Sight Distance (SISD). Table 3.2 Part 4A of Austroads Guide to Road
 Design is attached which provides SISD minimum measurements. Intersections
 with classified roads will need to provide for a 2 second reaction time. Careful
 attention needs to be given to providing SISD, in particular, at the intersection of
 the bypass route and the Olympic Highway.
- Consideration of, and adequate provision for, school bus stops need to be included in the design of the bypass route.
- Adequate vertical and horizontal clearances should be provided along the route to accommodate over-size and over-mass vehicles.
- Where the bypass route intersects with classified roads, traffic on the classified road will have priority over traffic on the proposed bypass road.
- 90 degree bends in the route should be avoided by providing curves with larger radii to better accommodate heavy vehicles.

Roads and Maritime welcomes the opportunity to provide assistance in the development of an REF. The proposed bypass will interface with 3 state roads in 4 locations and is designed to attract heavy vehicles currently using the State road network. In this regard, it is important Council continues to engage with Roads and Maritime to ensure both Council and Roads and Maritime's obligations and objectives are understood and accommodated in this project. To this end, Roads and Maritime seeks further opportunities to discuss this project with Council and their representatives.

Please keep Roads and Maritime informed on the progress of this proposal. Should you require further information please contact Andrew McIntyre on 02 6861 1453.

Yours faithfully

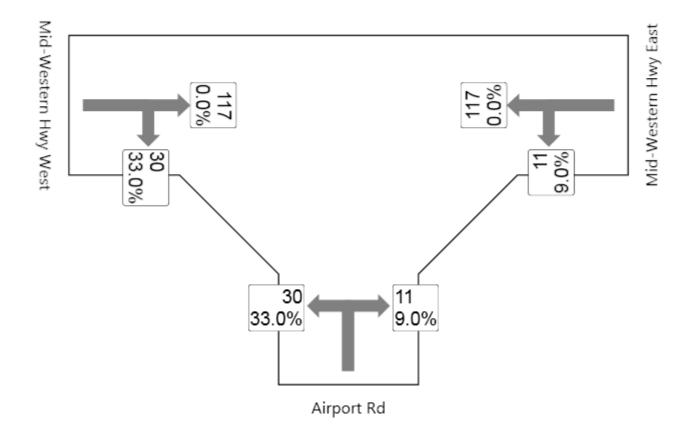
Peta Smith

Acting Network & Safety Manager

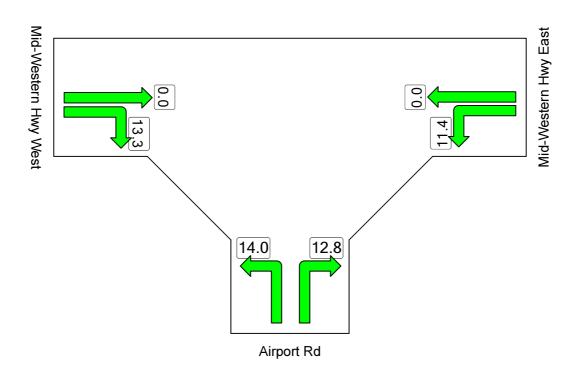
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Western

Appendix D SIDRA MODELLING RESULTS



Airport Road Intersection Giveway / Yield (Two-Way)



Colour code based on Level of Service

LOSA LOS B LOS C LOS D LOS F LOS E Continuous

Level of Service Method used in this display: Delay (RTA NSW)

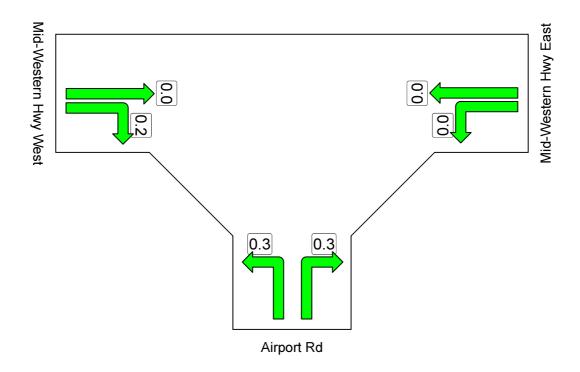
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8000782, Geolyse, SINGLE

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Airport Road Intersection Giveway / Yield (Two-Way)



Colour code based on Queue Storage Ratio

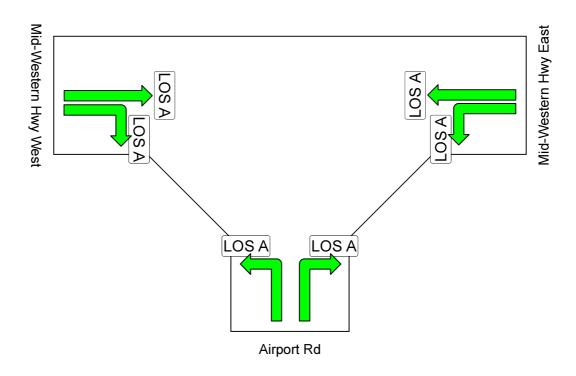
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8000782, Geolyse, SINGLE



Airport Road Intersection Giveway / Yield (Two-Way)



Colour code based on Level of Service

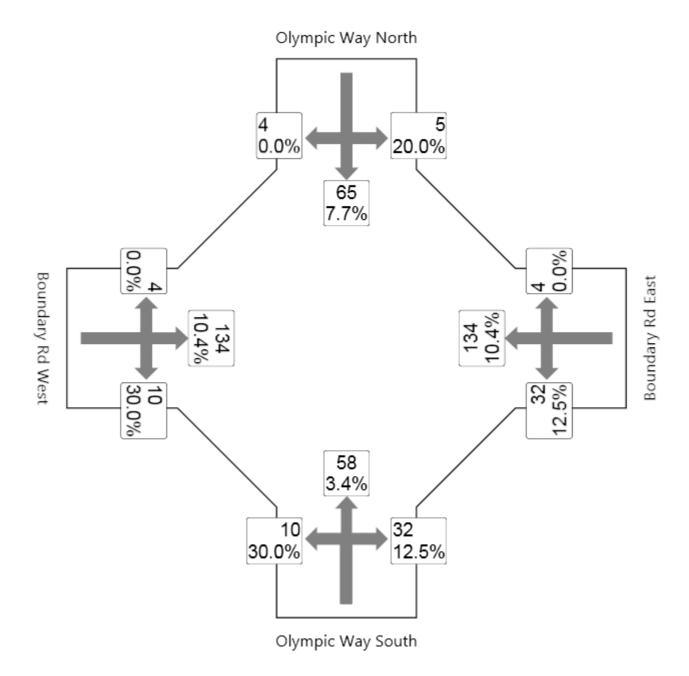
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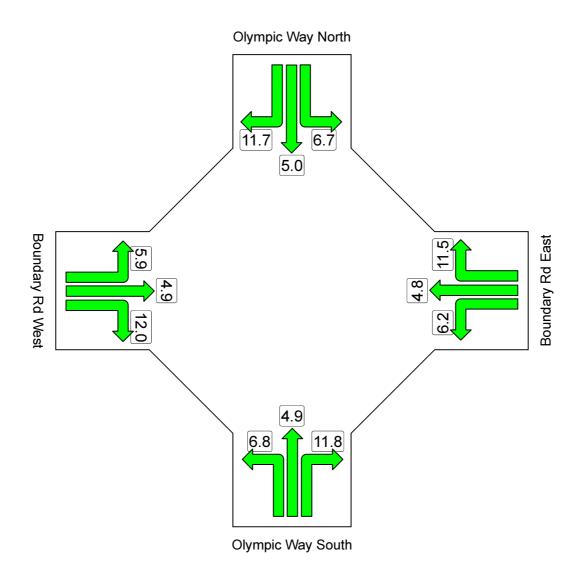
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Average control delay per vehicle, or average pedestrian delay (seconds)

Olympic Way - Boundary Rd Roundabout Roundabout



Colour code based on Level of Service

LOS A LOS B LOS C LOS D LOS E LOS F Continuous Level of Service Method used in this display: Delay (RTA NSW)

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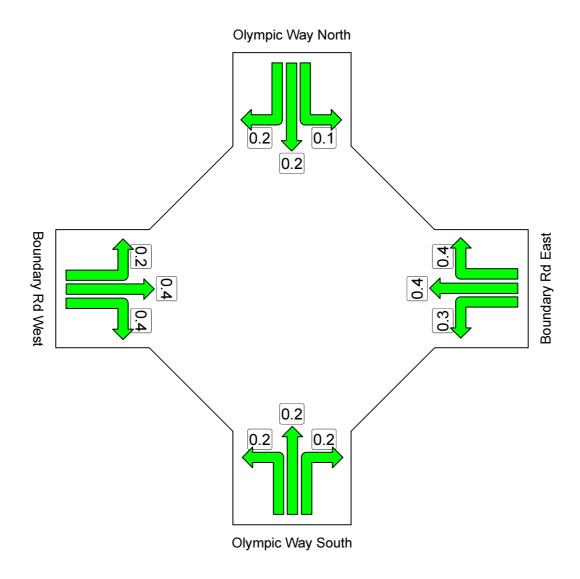
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Project: O:\Projects\214346\Internal\SIDRA\OLYMPIC WAY BOUNDARY RD ROUNDABOUT.sip

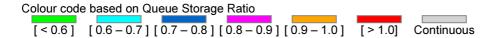
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Largest 95% Back of Queue for any lane used by movement (vehicles)

Olympic Way - Boundary Rd Roundabout Roundabout



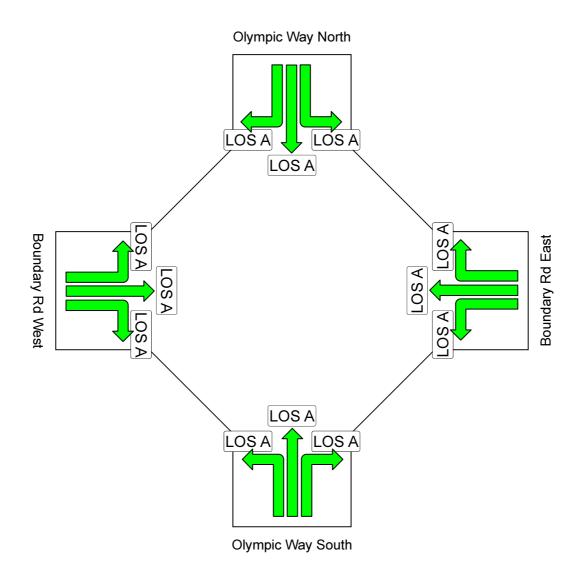


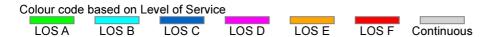




Level of Service Method: Delay (RTA NSW)

Olympic Way - Boundary Rd Roundabout Roundabout



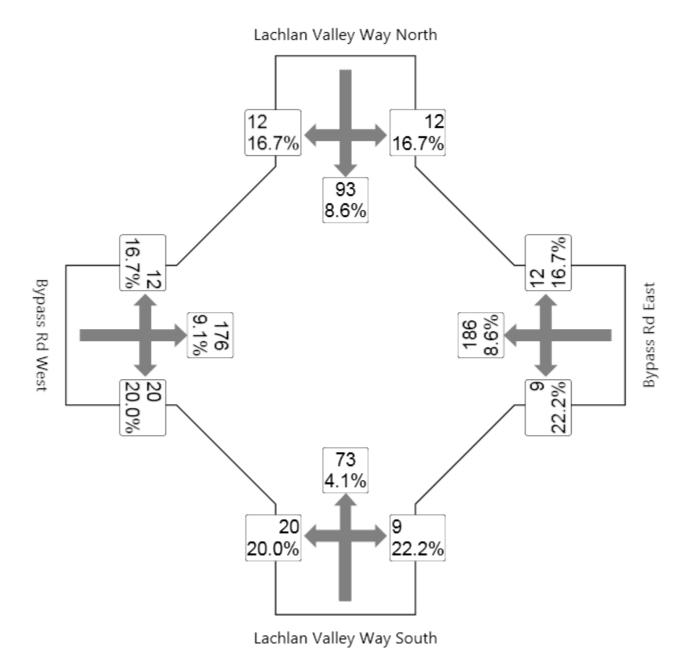


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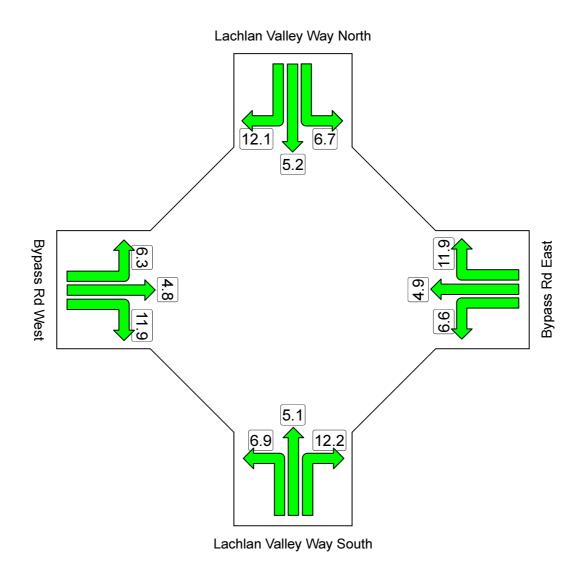
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Average control delay per vehicle, or average pedestrian delay (seconds)

Lachlan Valley Way - Bypass Rd Roundabout Roundabout



Colour code based on Level of Service

LOS B LOS C LOS F LOSA LOS D LOS E Continuous Level of Service Method used in this display: Delay (RTA NSW)

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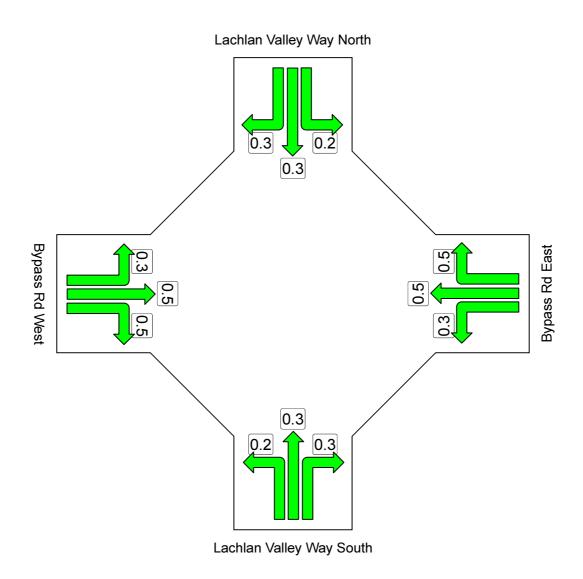
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SIDRA

INTERSECTION

Lachlan Valley Way - Bypass Rd Roundabout Roundabout



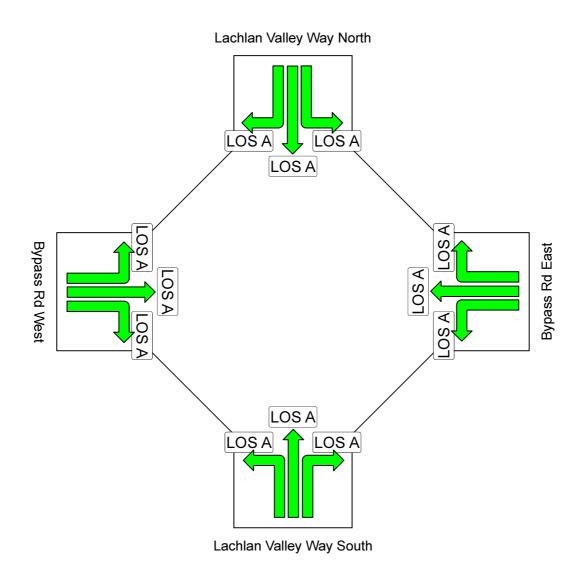




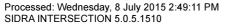


Level of Service Method: Delay (RTA NSW)

Lachlan Valley Way - Bypass Rd Roundabout Roundabout



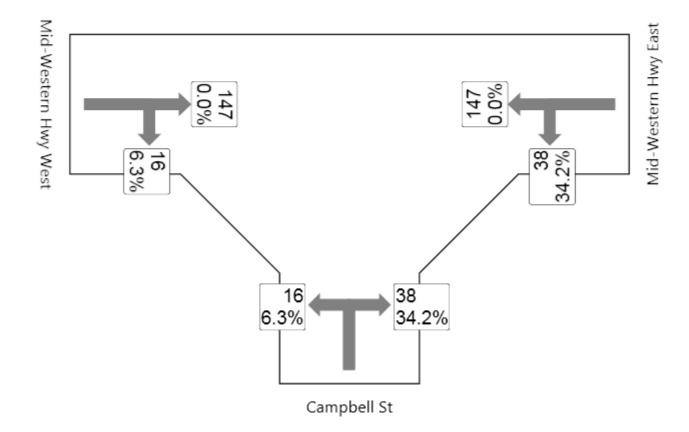




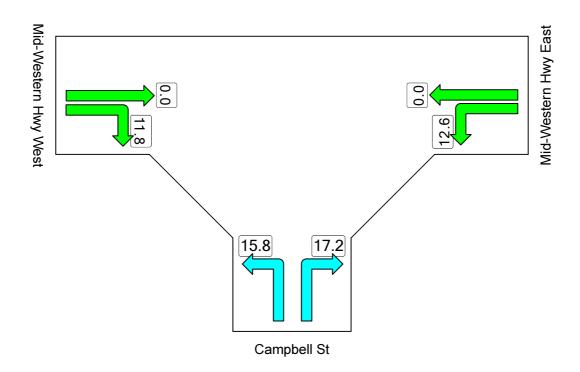
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Campbell St Intersection Giveway / Yield (Two-Way)



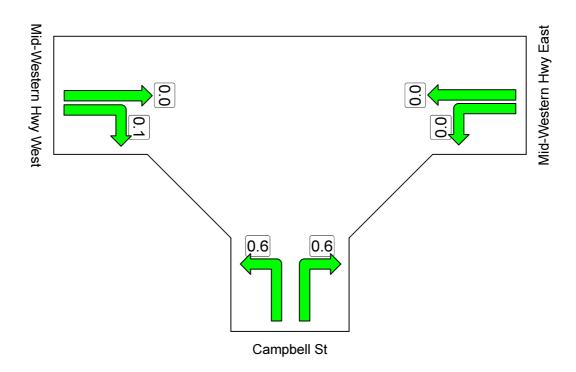
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LOSA LOS B LOS C LOS D LOS E LOS F Continuous

Level of Service Method used in this display: Delay (RTA NSW)

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Project: O:\Projects\214346\Internal\SIDRA\214346_CAMPBELL ST INT_SIDRA.sip INTERSECTION 8000782, Geolyse, SINGLE

Campbell St Intersection Giveway / Yield (Two-Way)



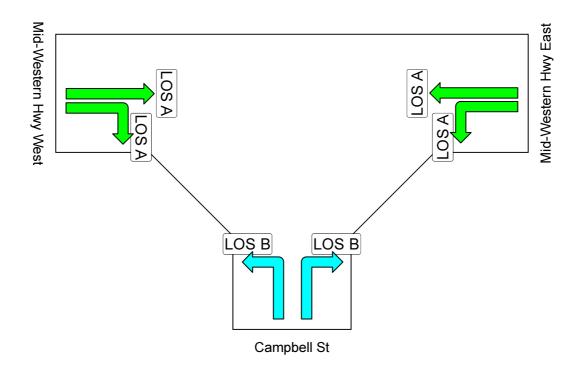
Colour code based on Queue Storage Ratio

8000782, Geolyse, SINGLE

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Campbell St Intersection Giveway / Yield (Two-Way)



Colour code based on Level of Service

LOSA LOS B LOS E LOS C LOS D LOS F Continuous

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