

Report for Task 3 – Evaluate ASTM Standard for Traffic Monitoring Devices
Contract No. CO4527
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Submitted to:

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BACKGROUND

As part of the VDC mission to act as a catalyst in the development of standard test protocols for vehicle detectors, VDC personnel participated in the American Society for Testing and Materials (ASTM) subcommittee for Traffic Monitoring Devices (E17.52). VDC Project Manager Luz-Elena Mimbela chaired ASTM's E17.52 subcommittee since 1997 until 2008 and VDC consultants Larry Klein, Perry Kent and John Hamrick were all active participants, chairing several task groups since the contract start date. As active participants in E17.52, VDC personnel lead in the development of the following standards as well as revised others like the WIM standard E 1318-04:

1. Standard Practice for Installing and Using Pneumatic Tubes with Roadway Traffic Counter and Classifiers – ASTM Standard No. E 1957-04.
2. Standard Practice for Developing Axle Count Adjustment Factors – ASTM Standard No. E 2467-05.
3. Standard Practice for Installing Piezoelectric Highway Traffic Sensors – ASTM Standard No. E 2415-05.
4. Standard Specification for Highway Traffic Monitoring Devices – ASTM Standard No. E 2300-06.
5. Standard Test Methods for Evaluating Performance of Highway Traffic Monitoring Devices – ASTM Standard No. E 2532-06.
6. Standard Practice for the Installation of Inductive Loop Detectors – ASTM Standard No. E 2561-07.

The purpose of this report is to provide the results of Task 3 –Evaluate ASTM Standard for Traffic Monitoring Devices, of the VDC contract with start date of April 5, 2004 and end date of April 4, 2008. Initially, the E17.52 subcommittee members proposed one standard for traffic monitoring devices (TMDs). However, after several discussions during the semi-annual meetings, the decision was made to develop two standards for traffic monitoring devices. The two standards were E 2300-06, standard specification for TMDs and E 2532-06, standard test method for evaluating performance of TMDs, both of which were completed in late 2006. Therefore a project to evaluate the practicality of these standards was initiated in early 2007. Specifically, the plan was to evaluate the practicality of testing the performance of Traffic Monitoring Devices (TMD) using E 2532-06. E 2532-06 consists of a rigorous one-time Type Approval test to be carried out for each type of TMD to determine whether the TMD performs as the vendor claims. The Type Approval test found in E 2532-06 was developed to be carried out at a testing facility that would provide video for ground truth data collection as well as the capability to instrument the roadway with pneumatic tubes or other type of axle detection device for speed ground truth data collection.

EVALUATION RESULTS

Task 3 was broken down into 4 subtasks, namely, Task 3a – Task 3d. The following sections provide the results of Task 3's evaluation of the test method standard, E 2532 for traffic monitoring devices broken down by subtask.

Task 3a - Select Test Sites(s)

A volunteer state DOT was sought for carrying out the TMD standard evaluation with assistance from VDC personnel. Glenda Fuller of Idaho Transportation Department (ITD) graciously volunteered to assist in the evaluation. The site selected for the evaluation of the TMD test method was the Black's Creek Rest Area, located on I-84 about 4.5 miles southeast of the Boise city limits. The Black's Creek site includes a section of I-84 instrumented with loops feeding into a Diamond Phoenix permanent automatic traffic recorder (ATR) for vehicle counting, classification and speed monitoring. The data from the permanent ATR is automatically downloaded via telemetry to the ITD headquarters in Boise.

Task 3b - Review Test Procedures

The ITD personnel were asked to provide a copy of their test procedures prior to the evaluation. Although no written procedures are in place, testing of TMDs is carried out by using a human observer to collect data, which is then compared to the data from the TMD under test. The manual observations are typically recorded using Genlog, which is a DOS-based program that can be used on any computer. It does not require any connection to the traffic counter or any sensors on the roadway. It is typically used to check any type of equipment, portable or permanently installed, or to do manual classifications at a location where it is not possible to set up a classifier. When the Genlog program is being used for an equipment test, the observer takes a position where he can see the vehicles crossing the sensors, and starts the Genlog program on a laptop. The observer then enters header information, and selects the key code to be used. The key code determines what vehicle type codes are entered when various keys are pressed. There are several key codes to choose from, and it is an easy matter to create a new one. The observer hits a key for each vehicle that he/she observes, and the vehicle type code belonging to that key is recorded in a file with a time stamp from the computer time. For an equipment check over a classifier, the Genlog and classifier files are merged vehicle by vehicle. Then the manual and machine vehicle classifications can be compared for each vehicle. During the ASTM test standard evaluation this method was also utilized for an added comparison to the video ground truth data. Although the test method did not specify manual observation for the type approval test, the onsite verification portion of E 2532 does.

Task 3c - Conduct Evaluation of ASTM Standard

The evaluation of the TMD test method was carried out on October 3, 2007 from approximately 10:00 am to 1:00 pm. Brian Hagen from ITD used his personal camcorder for collecting the video ground truth data because the selected site was not instrumented with the capability for video monitoring. The camcorder used for the test was a Panasonic model PV-GS31 capable of mini digital video recording format using a 6.35 mm digital

video tape. The camcorder was set at the SP (60 minutes per tape) recording speed and the default shutter speed of 1/60 was used, which we later found out should have been adjusted to a much faster rate for better quality video. Due to rainy weather, the camcorder was placed inside a van and was aimed at the interstate lanes. In addition, the camcorder did not allow for time encoding in the seconds time frame, thus a lap top computer with a timer was set up so that the camcorder could record its screen while recording the traffic as shown in Figure 1. For obtaining the ground truth data for speed monitoring, a portable Unicorn classifier was set up with pneumatic tube axle sensors shown in Figures 2 and 3. The orange paint markings shown on Figure 2 are the approximate locations of the loop sensors for the permanent Phoenix ATR.

QuickTime™ and a
TIF (TIFF) Image File Format
plugin are needed to see this picture.

Figure 1. Video Recorder and Laptop Time Stamp for the Boise, ID ASTM TMD Test Method Evaluation.

The Diamond Phoenix TMD data was synchronized with the Unicorn portable classifier, as well as with the manual observer and the camcorder. The data from the Diamond Phoenix TMD, the Unicorn portable classifier, the manual observer, and the video was briefly analyzed at the site for synchronization. Upon preliminary inspection of the data after the test, it was determined that the manual observer data was about 15 minutes out of synchronization with the rest of the data and thus the manual data was not utilized,

since it would be extremely difficult to insure correct vehicle-by-vehicle matching with both permanent and portable TMDs.

QuickTime™ and a
PDF (Acrobat) Document
viewer are required to view this picture.

Figure 2. Pneumatic tube sensors for Unicorn portable classifier.

Task 3d - Develop an Evaluation Report

Ms. Raelene Viste of ITD compiled, merged and conducted a preliminary assessment of the data from the manual observations (Genlog data), the permanent ATR, the portable Unicorn classifier, and the three hours of video and sent her observations to VDC personnel for further analysis within a week of the evaluation date. A detailed explanation of the steps that Ms. Viste took to compile the data in a suitable format for VDC personnel to conduct the final analysis is included in Appendix A. After careful evaluation of the video reference data, it was apparent that only one hour was useful due to difficulties in setting up and viewing the time stamp on the lap top. Furthermore, the quality of the video data was poor (blurry), thus the collection of reference values for axle counts and classification was not possible. Therefore, only vehicle count reference values were obtained from the video data.

QuickTime™ and a
TIFF (Uncompressed) decompressor
are needed to see this picture.

Figure 3. Unicorn Portable Classifier.

Vehicle Count Evaluation. The video recorder time stamp and the permanent ATR time stamp were verified to be 2 to 4 tenths of a second off. Thus, the one hour used for comparison of permanent ATR vehicle count data vs. video recorder vehicle count data started at 10:01:05 on the video recorder time stamp and at 10:01:07 on the ATR time stamp (see Table A.1 in Appendix A). The one hour of video recorder data for obtaining vehicle count reference values was analyzed using the procedure described in E 2532-06. Specifically, section 7.2.7.3 in E 2532-06 states, “Two or more observers shall each record the reference number of vehicles by viewing the video imagery.” However, it was easier to analyze the video data by creating a still frame-by-frame record of all of the frames that contained a vehicle. Microsoft Movie Maker software was used to create this record of still frames. The test method procedure also states, “When satisfactory agreement among observed vehicle counts has been achieved, use the largest reported count as the reference value against which to compare the performance of the device under test.” The results of the TMD evaluation using this procedure are summarized in Table 1. To conclude the performance test of the permanent ATR for vehicle count data, the 5.8% difference would be compared to a tolerance value specified by the state DOT that would determine whether the TMD passed or failed the performance evaluation. For example, Idaho ITD specifies a 5% tolerance for vehicle count data for their permanent ATRs. Therefore, based on this value, the permanent ATR tested for this evaluation would have failed the performance test, since the 5% tolerance was exceeded.

Table 1. Total Vehicle Count Comparison of ATR vs. Video Reference Data

	ATR	Video	Total Difference	% Difference
No. of Records	565	532	33	5.8%

The current procedure does not account for under counts and over counts balancing each other out, which would be a problem with the ATR that would not be detected using only a total vehicle count. To account for under counts and over counts the comparison of permanent ATR data vs. video reference data was further broken down into three categories as shown in Table B.2 in Appendix B. The three categories are: 1) vehicles correctly detected by ATR, 2) vehicles missed by ATR, and 3) vehicles falsely detected by ATR. Table 2 shows a summary of the comparison of the permanent ATR data vs. the video reference data for vehicle counts using these three categories. Plans are to revise the current data analysis procedure in ASTM E 2532-06 to include the three categories shown in Table 2 for vehicle count data.

Table 2. Summary of Records Correctly Detected, Records Missed and Records Falsely Detected by ATR for 1 Hour of ATR Data vs. Video Reference Data

Records Correctly Detected by ATR	Records Missed By ATR	Records Falsely Detected by ATR
514	21	49

Vehicle Speed Evaluation. The reference values for vehicle speed data for comparison to the permanent ATR speed data were obtained using pneumatic road tubes for axle detection and the Unicorn portable classifier to determine the vehicle speed by calculating the distance between two axle sensors divided by the time difference between actuation of the second and first axle sensors as described in E 2532-06. A total of 3 hours of data (see Appendix C) were collected as per section 7.2.4 of E 2532-06 under the Type Approval Test procedure. Over one thousand vehicles were monitored for speed on one lane of I-84 by the permanent ATR during the three-hour test for comparison with the portable classifier speed data. The last column in Table C.1 in Appendix C shows the percent difference calculated as follows:

$$|\text{TMD Output Value} - \text{Accepted Reference Value}| / \text{Accepted Reference Value} \times 100$$

Depending on whether the specified tolerance value for the % Difference for TMD speed measurement during the 3-hour test was met, a determination of whether the TMD passed or failed would be made. However, due to the same problem observed with the vehicle count data regarding missed vehicles and falsely detected vehicles, the determination of whether the Phoenix ATR passed or failed the performance type approval test for speed monitoring could not be made, since the % Difference for these instances is 100, which under most circumstances would result in the TMD failing the performance evaluation. A recommendation to modify the test method, E 2532-06 and the specification, E 2300-06 to take into account missed or falsely detected vehicles for speed data will be made.

CONCLUSIONS

The following are the conclusions formulated from the evaluation of the ASTM Traffic Monitoring Devices specification (E-2300-06) and test method for evaluating the performance of TMDs (E-2532-06):

- Synchronization of TMD to be tested with portable devices used to collect reference value data is essential to allow for proper analysis of the data after the test.
- Examination of video data was difficult due to poor quality of video as a result of less than adequate equipment, less than adequate installation of equipment, and less than optimum settings for shutter speed on the camcoder.
- The video reference values for vehicle count data were best obtained by creating a still frame-by-frame record of the data using Movie Maker software for PCs from Microsoft.
- The comparison of video reference values to TMD values for total vehicle counts was not sufficient to evaluate the performance of the TMD since falsely detected vehicles and missed vehicles are not taken into account.
- The comparison of the % difference between reference values and TMD values for speed data is not a good way of evaluating TMD performance since even one falsely detected vehicle or missed vehicle results in a 100% difference, which would result in the TMD failing the performance evaluation.

The evaluation of the TMD test method (E 2532-06) developed by ASTM E17.52 subcommittee on traffic Monitoring devices was extremely useful in determining the practicality of using this standard for evaluating the performance of TMDs. In conclusion, the standard test method for TMDs, E 2532-06 was found to be useful in evaluating the performance of TMDs with several modifications as detailed in the recommendations section.

RECOMMENDATIONS

The following are several recommendations for using the ASTM E 2300-06 and ASTM E 2532-06 specification and test method for specifying and evaluating the performance of highway traffic monitoring devices:

- The rigorous type-approval test method for evaluating the performance of TMDs is best carried out at a testing facility that is equipped with permanent video monitoring capabilities to insure the best video reference data quality is achieved as well as allow for different weather and lighting conditions to be used for the evaluation.
- Revise E 2300-06 to include falsely detected vehicles and missed vehicles as a performance criterion for all categories (vehicle counts, occupancy, speed, classification, and others) and determine a tolerance for these, if possible.
- Revise TMD standards (E 2300-06 and E 2532-06) to determine whether a TMD passed or failed a type approval test based on a specified tolerance for % difference from reference value data for all relevant categories (e.g. speed, lane occupancy, classification, and others) after the falsely detected vehicles and missed vehicles are taken out from the recorded data.

Based on the results of the evaluation of the TMD test method (E-2532-06) it is recommended that all of the existing and future test methods developed by the ASTM E17.52 subcommittee on Traffic Monitoring Devices (e.g. WIM standard E-1318-02 and others) be evaluated in a similar fashion to determine their practicality as well as for obtaining data for precision and bias statements. This type of evaluation will also help the users to become aware of the benefits of these standards for their traffic monitoring programs.

APPENDIX A

**EXPLANATION OF BLACK'S CREEK REST AREA DATA COMPILATION
BY MS. RAELENE VISTE OF IDAHO TRANSPORTATION DEPARTMENT**

Black's Creek Rest Area Equipment Check

I received a Genlog file of manual observations, a binary file from the Black's Creek ATR, and a binary file from the portable classifier that was set out at the ATR site. I converted the two binary files to text using Trafman. I also converted the portable classifier file to our standard 100-byte text format, which includes the ACC (Axle Configuration Code).

I then merged the Genlog file with the 100-byte file from the portable classifier, and then merged in the ATR records. Merging the Genlog & classifier files was done with a combination of a SAS job and manual editing. Times on the Genlog were about 16 minutes and 20 seconds ahead of the classifier. Times on the classifier and ATR were 1-2 seconds apart. I checked for missing records, records out of order, and records incorrectly merged, again with a combination of SAS jobs and manual checking and editing. The file with all three records combined was named BlacksCreek3.txt.

I actually merged four files to reach this point. The Trafman text file from the portable device has the speeds to one decimal, and includes the total axle space, but does not have the ACC. The file with the ACC has speeds rounded to whole numbers, and does not include the total axle space. So I used both of them to get the exact speeds, total axle space, and ACC combined in one file.

The files used to produce BlacksCreek3.txt were called:
GL100310.ETC - the Genlog file of manual observations
D1401003.TXT - the ATR file, converted to Trafman ASCII with labels format
BLCKSCRK.TXT - the portable classifier file, converted to Trafman ASCII with labels
BLCKSCRK.CLS - the portable classifier file, with ACC, in the 100-byte text format we use for mainframe files

Formats are listed below for the Genlog, .CLS file, and the BlacksCreek3 file. The Trafman files include labels and should not need explanation.

After building the BlacksCreek3.txt file, I made some modifications, some of them from the video images. The video times matched the portable classifier times. The first vehicle I could see clearly and identify in the video was at 10:01:05. After that there were a few records with no video image. From 10:02:42 to the end of the first tape, the video images seem to be continuous.

The observer, Gary Messler, was having trouble with unfamiliar key codes while doing the Genlog. I ran a SAS job that checks for discrepancies between the observed and classifier axle count and vehicle type, and changed several observations of "com-05" to "pas-02," and one from "pas-02" to "com-05." Those after 10:02 (classifier time) I verified from the video. I also added observations for some vehicles missing from the Genlog. "Genlog" times for these were entered based on the number of seconds after the previous vehicle. Notes were added to the file for all changes. Some notes were also

added for vehicles with an observation but no machine record, or with a record from one of the devices but not the other.

The images were not good enough to be sure of axle counts in closely spaced groups, or to tell single-tired from dual-tired axles. It was also sometimes difficult to tell which lane the vehicle was in, or whether it might be crossing the line.

Our system is to call all single-tired vehicles "passenger" (even if they are obviously being used for commercial purposes) and vehicles with dual tires "commercial" (including RVs and pickups). These labels reflect the weight the vehicle can carry. In order to classify the smaller trucks and larger passenger vehicle correctly, it is necessary to be able to see the tires clearly. Also, being able to tell exactly how the vehicle is positioned while crossing the sensors can explain errors.

Toward the end of the test, it became increasingly difficult to read the times on the laptop screen in the video. There were apparently some adjustments made during the test, but the screen was often too dark. I identified some vehicles by watching for a sequence of distinctive vehicles ahead or behind, but this is very time consuming.

There was a special problem at 12:31:55 (portable device time.) This was a pickup towing another pickup on a very long tow rope. The ATR's magnetic loops naturally recorded two separate vehicles; the portable device recorded one with a long "trailer." Gary entered "pas-02" twice at this point. Since the two vehicles were linked, I changed his first observation to "pas-04" and the second to "same." "Same" is the code we use for the second record when the machine splits one vehicle into two. It is generally used in tests where the observer can see the machine record as the vehicle goes over. It is not commonly entered during in a Genlog, where the observations are made independently from the machine records. However, I often add "same" to Genlog records in working with my equipment check database. In this test I did not enter it anywhere else, but it seemed necessary here.

Here are the formats for some of the file used, written as for a SAS input statement.

BlacksCreek3.txt - merged file

```
@ 1 DATE      MMDDYY8.
@ 10 TIME      TIME8.
@ 19 OBS       $ 6.
@ 26 ATRTIME   TIME8.
@ 35 ATRDEV    5. /*ATR DEVICE #*/
@ 41 ATRCHAN   1.
@ 43 ATRSPEED  5.1
@ 49 ATRVEH    $CHAR5. /*MAGNETIC LENGTH OR ERROR CODE*/
@ 55 DIATIME   TIME8.
@ 64 DIADEV    5. /*PORTABLE CLASS DEVICE #*/
@ 70 DIACHAN   1.
@ 72 DIASPEED  5.1
@ 78 NUMAXLES  2.
@ 81 DIACCLASS $ 10. /*ACC OR ERROR CODE*/
@ 91 TOTSPACE  6.1
@ 99 (SP1-SP8) (6.1)
@ 147 DIRLANE  $ 3.
@ 151 NOTES    VARYING43.;
```

BLCKSCRK.CLS - 100 byte vehicle class file

Column Field Length & format

```
@ 1 SEGMENT    6.
@ 7 MP         6.3
@ 13 DIR       $ 1.
@ 14 LANE      2.
@ 17 DEVICE    5. /*NOT INCLUDING C*/
@ 22 DATE      YYMMDD8. /*YYYYMMDD - 4 DIGIT YEAR*/
@ 30 TIME      TIME8. /*HH:MM:SS*/
@ 37 ROADMODE  1.
@ 38 LNS_DIR   1. /*LANES PER DIRECTION*/
@ 39 LNS_CNTD  1. /*LANES COUNTED*/
@ 40 START_LN  2. /*FIRST LANE IF NOT ALL LANES DIR*/
@ 43 EDCODE    $ 3.
@ 46 ACC       $10. /*INCLUDING MOD*/
@ 55 MOD       1.
@ 56 NUMAXLES  2.
@ 58 SPEED     3.
@ 61 (SP1-SP12) (3.1)
@ 97 LENGTH    4.1; /*BUMPER-BUMPER IF FROM LOOPS*/
```

GL100310.ETC - Genlog file

Column Field Length & format

@ 1 CITY 5.
 @ 6 STATION 5.
 @ 11 SLSS \$ 4. /*SUB-STATION, LEG, SERIES, SEQUENCE*/
 @ 16 SEGMENT 6.
 @ 23 MP 7.3
 @ 31 KEYCODE \$ 8. /*WHICH CODES USED FOR OBSMOD & VEHTYP*/
 @ 40 DEVTYPE \$ 1.
 @ 41 DEVICE 5.
 @ 47 DIR \$ 1.
 @ 49 FLDMEN \$ 3. /*OBSERVERS INITIALS*/
 @ 53 PURPOSE \$ 3.
 @ 57 WEATHER 1.
 @ 59 RDCOND 1.
 @ 61 PAVETYP 1.
 @ 63 DEFECTS 1.
 @ 65 DAYOFWK \$ 3.
 @ 69 DATE YYMMDD8. /*YYYYMMDD*/
 @ 78 TIME TIME8. /*HH:MM:SS*/
 @ 87 RECTYPE \$ 1. /*S,D, OR E - START, DATA, OR END*/
 @ 89 OBSMOD \$ 6. /*LANE OR DIR CODE - NOT USED THIS FILE*/
 @ 100 VEHTYP \$ 6. ; /*IF AXLECODE \$ 6., OTHER KEYS \$ 2.*/

The keycode used for observations in this Genlog:

Obs Meaning

pas-AS 2-axle passenger Ascending dir
 pas-DE 2-axle passenger Descending dir
 pas-03 3-axle passenger
 pas-04 4-axle passenger
 pas-05 5-axle passenger
 com-02 2-axle commercial
 com-03 3-axle commercial
 com-04 4-axle commercial
 com-05 5-axle commercial
 com-06 6-axle commercial
 com-07 7-axle commercial
 com-08 8-axle commercial
 com-09 9-axle commercial
 com-10 10-axle commercial
 com-11 11-axle commercial
 com-12 12-axle commercial
 com-13 13-axle commercial
 com-14 14-axle commercial
 back vehicle in reverse direction over sensors

com-LG 5-axle log truck
same part of preceding vehicle (added manually to final file)

APPENDIX B

**BLACK'S CREEK REST AREA AUTOMATIC TRAFFIC RECORDER (ATR)
VEHICLE COUNT DATA COMPARISON WITH VIDEO DATA**

Table B.1. Black's Creek Rest Area Data Comparison with Video Reference Data for October 3, 2007

Video			ATR (Phoenix)				
Time	Vehicle #	Classification of Vehicle	Time	Dev	Channel	Spd	Len
10:01:05	1	Semi Truck	10:01:07	88504	1	63.1	53.6
10:01:11	2	Van	10:01:13	88504	1	58.7	16.6
10:01:24	3	car	10:01:26	88504	1	74.3	10.1
			10:01:44	88504	2	74.3	9
			10:01:45	88504	2	74.4	11.8
			10:01:46	88504	2	72.6	9.7
			10:01:52	88504	1	65.6	59.5
			10:01:58	88504	2	77.7	13.2
			10:02:16	88504	2	81.5	9.7
			10:02:19	88504	2	74.4	8.8
			10:02:19	88504	1	66.9	8.6
			10:02:27	88504	1	54	71.4
			10:02:39	88504	2	77.8	12.5
10:02:42	4	Semi Truck	10:02:44	88504	1	66.9	66.9
10:02:58	5	Semi Truck	10:03:00	88504	1	66.9	52.3
10:02:59	6	Semi Truck	10:03:01	88504	2	71.1	62.9
10:03:05	7	car					
10:03:07	8	car	10:03:07	88504	1	69.7	10.6
			10:03:09	88504	2	83.6	10.7
10:03:23	9	car	10:03:25	88504	2	79.6	9.7
10:03:30	10	car	10:03:32	88504	1	79.6	12.2
10:03:53	11	car					
10:03:54	12	car	10:03:54	88504	1	66.9	10.6
10:03:57	13	van	10:03:56	88504	2	81.5	9.5
10:03:58	14	Car	10:03:59	88504	2	79.6	12.5
10:04:00	15	semi truck	10:04:00	88504	1	68.3	12.3
10:04:01	16	car	10:04:02	88504	1	74.3	12.9
			10:04:03	88504	2	76.1	9.5
10:04:07	17	Semi Truck	10:04:09	88504	1	65.6	58.1
10:04:12	18	SUV	10:04:14	88504	2	74.3	9.5
10:04:14	19	Semi Truck					
10:04:16	20	car	10:04:16	88504	1	64.4	75
			10:04:17	88504	2	72.8	10.3
			10:04:18	88504	2	71.2	10.6
10:04:19	21	Semi Truck	10:04:20	88504	1	63.1	70.9
10:04:21	22	car	10:04:23	88504	2	75.9	6.4
10:04:31	23	semi truck					
10:04:34	24	truck	10:04:33	88504	1	66.9	59.1
			10:04:36	88504	2	79.6	12.4
10:04:44	25	semi truck	10:04:45	88504	1	60.8	63.2
10:04:54	26	car	10:04:56	88504	1	72.8	12.1
10:05:06	27	semi truck	10:05:08	88504	1	69.7	64.6
10:05:12	28	van	10:05:14	88504	2	72.7	15.3
10:05:13	29	semi truck	10:05:15	88504	2	75.9	8.6
			10:05:15	88504	1	64.4	66.8
10:05:31	30	semi truck					

10:05:33	31	car	10:05:33	88504	1	64.4	62.5
			10:05:35	88504	2	77.7	10.1
10:06:03	32	car					
10:06:04	33	car					
10:06:05	34	car	10:06:05	88504	1	77.7	8.2
			10:06:06	88504	1	72.8	10.2
			10:06:07	88504	2	85.8	9.9
10:06:12	35	semi truck	10:06:14	88504	2	76.1	9.7
10:06:12	36	semi truck	10:06:14	88504	1	57.7	60.1
10:06:16	37	semi truck	10:06:17	88504	1	64.4	66.1
10:06:22	38	truck	10:06:24	88504	1	72.6	9.5
10:06:31	39	semi truck	10:06:33	88504	1	64.3	64.6
10:06:43	40	semi truck	10:06:45	88504	1	66.9	62.8
10:06:56	41	car					
10:06:58	42	semi truck	10:06:58	88504	2	76.1	11.9
10:06:59	43	truck	10:07:00	88504	1	62	94.7
			10:07:01	88504	2	77.7	32.8
10:07:13	44	semi truck	10:07:15	88504	1	63.1	62.2
10:07:18	45	truck					
10:07:18	46	semi truck	10:07:20	88504	2	76.1	11
10:07:21	47	car	10:07:20	88504	1	58.7	56.5
			10:07:23	88504	2	76.1	11.7
10:07:39	48	car	10:07:41	88504	1	68.3	10.6
10:07:44	49	semi truck	10:07:45	88504	1	64.3	63.5
10:07:59	50	car	10:08:01	88504	1	71.2	12.3
10:08:04	51	car	10:08:06	88504	2	81.5	11.3
10:08:07	52	semi truck	10:08:09	88504	1	65.6	63
10:08:10	53	car	10:08:12	88504	2	69.7	8.9
10:08:17	54	semi truck	10:08:19	88504	1	50.7	53.5
10:08:25	55	semi truck	10:08:27	88504	1	58.7	59.3
10:08:28	56	semi truck					
10:08:31	57	SUV	10:08:30	88504	1	64.3	65.1
			10:08:33	88504	2	77.8	10.7
10:08:39	58	semi truck	10:08:41	88504	2	65.6	59.9
			10:08:42	88504	1	60.8	44.7
10:08:45	59	car	10:08:47	88504	2	75.9	8.1
10:08:49	60	car	10:08:51	88504	1	67	12
10:09:10	61	car	10:09:12	88504	2	79.6	10.1
10:09:12	62	car	10:09:14	88504	2	79.7	10.6
10:09:16	63	car	10:09:18	88504	1	71.1	9.1
10:09:32	64	truck	10:09:34	88504	1	77.7	12.5
10:09:36	65	SUV	10:09:39	88504	1	74.3	10.1
10:09:41	66	car	10:09:43	88504	1	74.4	11
10:09:50	67	semi truck	10:09:51	88504	2	83.5	9.1
10:09:56	68	truck	10:09:58	88504	1	69.7	35.3
10:10:00	69	car	10:10:02	88504	2	75.9	9.7
10:10:06	70	car	10:10:08	88504	1	64.4	9.4
10:10:10	71	semi truck	10:10:12	88504	1	59.8	66.7
10:10:18	72	semi truck	10:10:20	88504	1	55.7	53.1
10:10:21	73	semi truck	10:10:22	88504	1	63.1	64
10:10:26	74	truck	10:10:28	88504	2	75.9	13.5
10:10:29	75	car					

10:10:30	76	car	10:10:30	88504	2	72.7	10
10:10:31	77	SUV	10:10:32	88504	2	71.2	11.4
10:10:32	78	semi truck	10:10:33	88504	2	69.7	8.9
10:10:36	79	van	10:10:34	88504	1	66.9	66.8
			10:10:38		1	62	11.2
10:10:56	80	truck	10:10:58	88504	1	63.1	43.4
10:11:04	81	semi truck	10:11:06	88504	1	59.8	66.1
10:11:15	82	car	10:11:07	88504	2	76.1	8.8
10:11:29	83	semi truck	10:11:31	88504	1	65.6	48.8
10:11:35	84	car	10:11:37	88504	2	83.6	12.1
10:11:36	85	SUV	10:11:38	88504	1	75.9	12.2
10:11:40	86	car	10:11:42	88504	2	79.5	8.7
10:11:59	87	SUV	10:11:53	88504	1	60.8	55.2
			10:12:01	88504	1	62	12.4
10:12:08	88	car	10:12:10	88504	2	76.1	11
10:12:15	89	truck	10:12:17	88504	1	66.9	58.1
10:12:24	90	semi truck	10:12:26	88504	1	71.1	13.6
10:12:26	91	SUV	10:12:28	88504	1	69.7	11.1
10:12:30	92	truck	10:12:32	88504	2	71.2	12.3
10:12:37	93	truck	10:12:39	88504	2	72.7	11.6
10:12:46	94	Semi truck	10:12:48	88504	1	63.1	66.4
10:12:52	95	van	10:12:54	88504	2	75.9	11
10:12:54	96	car	10:12:57	88504	1	76.1	11.7
10:13:06	97	truck	10:13:08	88504	2	79.6	9.2
10:13:08	98	semi truck	10:13:10	88504	1	63.1	66.2
10:13:22	99	car	10:13:24	88504	1	65.7	11.6
10:13:26	100	semi truck	10:13:28	88504	1	68.2	46.3
10:13:51	101	van	10:13:53	88504	2	77.7	9.9
10:13:59	102	SUV	10:14:01	88504	1	64.4	10.4
10:14:03	103	car	10:14:05	88504	1	63.2	13.1
10:14:10	104	semi truck	10:14:12	88504	1	71.1	66.8
10:14:15	105	semi truck	10:14:17	88504	1	62	60.8
10:14:21	106	semi truck	10:14:23	88504	1	64.4	66.1
			10:14:24	88504	2	76.1	10.6
10:14:32	107	car	10:14:34	88504	2	83.6	9.3
10:14:46	108	car	10:14:48	88504	1	66.9	9.9
10:14:54	109	car	10:14:56	88504	2	77.7	8.4
10:15:08	110	car	10:15:10	88504	2	77.7	8.8
10:15:11	111	car	10:15:13	88504	2	72.8	10.8
10:15:12	112	car	10:15:14	88504	2	75.9	9.5
10:15:16	113	truck	10:15:18	88504	2	77.7	12.3
10:15:19	114	car	10:15:21	88504	1	74.3	10.3
10:15:21	115	truck	10:15:23	88504	2	75.9	12.6
10:15:22	116	SUV	10:15:24	88504	1	77.7	10.4
10:15:25	117	SUV	10:15:27	88504	1	71.1	9.1
10:16:00	118	car	10:16:02	88504	1	65.7	11.2
10:16:11	119	semi truck	10:16:13	88504	1	59.7	53.2
10:16:23	120	semi truck	10:16:25	88504	1	69.7	41.9
10:16:33	121	van	10:16:35	88504	2	63.2	12.2
10:16:34	122	semi truck	10:16:36	88504	2	65.6	10.4
10:16:35	123	SUV	10:16:36	88504	1	64.4	61.1
10:16:37	124	semi truck	10:16:37	88504	2	64.4	12.2

10:16:45	125	truck	10:16:39	88504	1	63.1	64.5
10:16:47	126	truck	10:16:47	88504	2	87.9	13
10:16:48	127	car	10:16:49	88504	1	77.7	13
10:16:55	128	truck	10:16:50	88504	2	83.6	10.5
10:16:58	129	car	10:16:57	88504	1	71.1	12.8
10:17:00	130	truck	10:17:00	88504	1	60.8	11.5
10:17:02	131	car	10:17:02	88504	2	79.5	13.5
10:17:03	132	car	10:17:04	88504	1	72.7	11.1
			10:17:05	88504	2	77.7	10.3
10:17:22	133	car	10:17:24	88504	1	79.5	10.8
10:17:27	134	truck	10:17:29	88504	2	79.6	10.7
10:17:34	135	semi truck	10:17:35	88504	1	64.3	95.2
10:17:38	136	SUV	10:17:40	88504	2	71.1	9.4
10:17:40	137	semi truck	10:17:42	88504	1	65.6	33.3
10:17:45	138	car	10:17:47	88504	2	81.5	10.3
10:17:58	139	truck	10:18:00	88504	1	63.2	37.4
10:18:02	140	van	10:18:00	88504	2	79.7	10.7
			10:18:04	88504	2	75.9	9.7
10:18:07	141	truck	10:18:09	88504	1	59.8	13.6
10:18:12	142	semi truck	10:18:13	88504	1	68.3	61.8
10:18:17	143	semi truck	10:18:19	88504	1	64.3	43.9
10:18:20	144	SUV					
10:18:22	145	car	10:18:24	88504	2	74.4	11.3
10:18:46	146	semi truck	10:18:48	88504	1	59.7	59
10:18:57	147	motorcylce					
10:19:14	148	SUV	10:19:16	88504	1	74.3	9.5
10:19:18	149	truck	10:19:20	88504	1	65.6	24.4
10:19:25	150	semi truck	10:19:27	88504	2	68.2	53.1
10:19:26	151	semi truck	10:19:28	88504	1	63.1	63.3
10:19:27	152	SUV	10:19:29	88504	2	69.7	9.4
10:19:31	153	car	10:19:32	88504	2	64.4	10.4
10:19:31	154	SUV	10:19:33		1	62	27.1
10:19:34	155	car	10:19:37		2	87.9	11.7
10:19:41	156	car	10:19:43	88504	1	69.7	11.7
10:19:55	157	van	10:19:57	88504	1	76.1	12.8
10:20:03	158	truck	10:20:05	88504	1	69.7	12.2
10:20:11	159	semi truck	10:20:13	88504	1	71.1	18.5
10:20:22	160	van	10:20:24	88504	2	72.7	12
10:20:35	161	semi truck	10:20:36	88504	1	64.3	63.5
10:20:37	162	semi truck	10:20:39	88504	1	65.6	59.7
10:20:43	163	truck	10:20:45	88504	1	81.5	10.5
10:20:50	164	car	10:20:52	88504	1	77.8	10.6
10:20:55	165	car	10:20:57	88504	2	79.6	11
10:20:56	166	semi truck	10:20:58	88504	1	62	65.9
10:20:58	167	van	10:21:00	88504	2	74.3	9.5
10:21:03	168	car	10:21:05	88504	1	71.2	9.7
10:21:12	169	truck	10:21:14	88504	2	83.5	8.7
10:21:17	170	SUV	10:21:19	88504	2	77.7	8.2
10:21:20	171	truck	10:21:22	88504	2	79.5	13.1
10:21:27	172	semi truck	10:21:29	88504	1	63.1	65.2
10:21:28	173	semi truck	10:21:30	88504	2	66.9	46.1
10:21:40	174	car	10:21:42	88504	2	83.6	11.7

10:21:51	175	semi truck	10:21:53	88504	1	66.9	64.9
10:22:03	176	truck	10:22:05		1	65.6	20.2
10:22:05	177	car					
10:22:08	178	car	10:22:08	88504	1	66.9	11.4
			10:22:10	88504	1	64.4	10.8
10:22:24	179	SUV	10:22:26	88504	1	69.7	27.2
10:22:25	180	car	10:22:27	88504	2	87.9	9.1
10:22:31	181	car	10:22:33	88504	2	79.6	10.3
10:22:33	182	semi truck	10:22:35	88504	1	65.6	69.7
10:22:39	183	car	10:22:41	88504	1	69.7	9.9
10:22:41	184	car	10:22:43	88504	2	81.5	10.7
			10:22:54	88504	2	85.7	9.7
10:22:55	185	car	10:22:54	88504	1	79.6	10.1
10:23:00	186	SUV	10:22:57	88504	1	79.6	10.7
			10:23:02	88504	2	76.1	13
10:23:28	187	semi truck	10:23:30	88504	1	64.3	66.6
10:23:31	188	truck	10:23:33	88504	2	77.7	10.4
10:23:39	189	semi truck	10:23:41	88504	1	60.8	94.3
10:23:41	190	truck	10:23:43	88504	2	75.9	10.8
10:23:43	191	car	10:23:45	88504	2	77.7	8.8
10:23:44	192	car	10:23:46	88504	2	77.7	8
10:23:47	193	semi-trailer truck	10:23:49	88504	1	52.3	56
10:23:49	194	SUV	10:23:51	88504	2	81.5	9.7
10:23:51	195	van	10:23:53	88504	2	77.8	12.5
10:23:55	196	truck	10:23:57	88504	2	74.3	11.8
10:23:56	197	truck	10:23:58	88504	1	79.6	18.8
10:24:06	198	semi truck	10:24:09	88504	1	65.6	52.7
10:24:16	199	truck	10:24:18	88504	1	63.1	43.9
10:24:22	200	truck	10:24:24	88504	1	65.6	39.3
10:24:28	201	truck	10:24:30	88504	2	79.5	12.3
10:24:30	202	van	10:24:32	88504	1	74.4	11.5
10:24:31	203	Truck	10:24:33	88504	2	74.4	42.3
10:24:41	204	semi truck trailer	10:24:44	88504	1	64.4	63.1
10:24:42	205	semi truck trailer	10:24:44	88504	2	77.9	9.5
10:24:46	206	truck	10:24:48	88504	1	66.9	63.9
10:25:09	207	car	10:25:12	88504	1	64.4	12.8
10:25:15	208	SUV	10:25:17	88504	1	72.8	13
10:25:15	209	semi truck trailer	10:25:17	88504	2	75.9	9.7
10:25:16	210	car	10:25:18	88504	2	79.6	12.2
10:25:17	211	semi truck	10:25:19	88504	1	64.3	42.6
10:25:35	212	car	10:25:37	88504	2	76.1	10.6
10:25:36	213	van	10:25:38	88504	1	64.3	65.2
10:25:39	214	SUV	10:25:41	88504	1	66.9	54.5
10:25:52	215	semi truck	10:25:54	88504	1	76.1	13.2
10:25:55	216	semi trailer truck	10:25:57	88504	1	75.9	12.4
10:26:10	217	truck	10:26:12	88504	1	69.7	65
10:26:13	218	van	10:26:15	88504	1	64.4	61.1
10:26:20	219	truck	10:26:22	88504	1	77.7	12.3
10:26:28	220	car	10:26:29	88504	2	76.1	11.2
10:26:42	221	car	10:26:44	88504	1	74.3	14.3
10:26:44	222	car	10:26:46	88504	1	79.6	11
10:26:59	223	truck	10:27:01	88504	2	83.6	10.1

10:27:23	224	truck	10:27:25	88504	1	81.6	12
10:27:27	225	truck	10:27:29	88504	2	79.5	13.5
10:27:35	226	truck	10:27:29	88504	1	71.1	25.8
10:27:42	227	car	10:27:37	88504	1	79.5	10.1
10:27:42	228	car	10:27:44	88504	2	83.5	12.9
10:27:42	229	truck	10:27:45	88504	1	79.5	31.1
			10:27:47	88504	1	76.1	11.7
10:27:53	230	SUV	10:27:55	88504	1	69.7	12.2
10:28:10	231	car	10:28:12	88504	2	77.8	9.5
10:28:19	232	car	10:28:22	88504	1	79.6	11
10:28:29	233	car	10:28:31	88504	1	77.7	9.7
10:28:35	234	SUV	10:28:37	88504	1	74.4	11.5
10:28:39	235	truck	10:28:41	88504	2	76.1	10.8
10:28:52	236	car	10:28:54	88504	1	76.1	12.4
10:28:57	237	truck	10:28:59	88504	2	75.9	11.2
10:29:00	238	semi truck trailer	10:29:02	88504	2	77.7	9.9
10:29:02	239	SUV	10:29:05	88504	1	66.9	15.5
10:29:10	240	van	10:29:12	88504	1	66.9	51.5
10:29:23	241	van	10:29:26	88504	1	77.7	9.5
10:29:32	242	SUV	10:29:35	88504	1	71.2	13.1
10:29:35	243	car	10:29:37	88504	1	65.6	10.5
10:29:36	244	van	10:29:38	88504	2	77.7	8.6
10:29:37	245	car	10:29:40	88504	1	72.8	12.5
10:29:39	246	van	10:29:41	88504	1	71.2	11.8
10:29:40	247	truck	10:29:42	88504	1	74.3	13.5
10:29:57	248	semi truck trailer	10:29:59	88504	1	64.3	64.5
10:30:00	249	semi truck	10:30:02	88504	1	65.6	68
10:30:01	250	SUV	10:30:03	88504	2	79.6	11.4
10:30:02	251	car	10:30:04	88504	2	74.3	9.7
10:30:03	252	car	10:30:05	88504	1	65.6	11.6
10:30:07	253	car	10:30:09	88504	1	71.2	12.3
10:30:27	254	SUV	10:30:29	88504	2	81.5	8.9
10:30:30	255	truck	10:30:32	88504	1	71.1	14.1
10:30:30	256	truck	10:30:32	88504	2	77.7	14
10:30:34	257	car	10:30:36	88504	1	79.7	10.9
10:30:35	258	car	10:30:37	88504	2	79.7	7.4
10:30:38	259	car	10:30:37	88504	1	76.1	11
			10:30:40	88504	1	72.7	10.1
10:30:44	260	truck	10:30:46	88504	2	81.5	12.4
10:30:52	261	semi truck	10:30:54	88504	1	65.6	45.5
10:31:00	262	car	10:30:55	88504	1	63.1	14.1
10:31:01	263	SUV	10:31:02	88504	1	76.1	10.6
10:31:03	264	car	10:31:03	88504	1	75.9	14
10:31:05	265	semi truck	10:31:05		2	83.6	11.9
			10:31:06	88504	1	68.2	45.3
			10:31:07	88504	1	66.9	10.9
10:31:12	266	truck	10:31:14	88504	1	72.7	13.7
10:31:23	267	van	10:31:25	88504	1	81.6	13.4
10:31:27	268	semi truck	10:31:29	88504	1	65.6	45.8
10:31:58	269	truck	10:31:29	88504	1	65.6	15.1
10:32:00	270	car	10:32:01	88504	1	75.9	9.7
			10:32:02	88504	2	72.7	9

10:32:20	271	semi truck	10:32:22	88504	1	66.9	59.8
10:32:39	272	car	10:32:41		1	72.8	12.7
10:32:43	273	truck	10:32:45	88504	2	72.8	11
10:32:52	274	car	10:32:55	88504	1	76.1	13.2
10:32:54	275	truck	10:32:56	88504	2	77.7	13.6
10:33:03	276	truck	10:33:05	88504	1	72.7	14
10:33:07	277	truck	10:33:09	88504	2	77.7	12.3
10:33:29	278	semi truck	10:33:31	88504	1	52.3	52
10:34:04	279	car	10:34:06	88504	1	72.8	12.3
10:34:05	280	van	10:34:07	88504	2	71.2	13
10:34:06	281	car	10:34:08	88504	2	71.2	9.9
10:34:12	282	car	10:34:14	88504	1	74.4	10.6
10:34:17	283	car	10:34:19	88504	1	76.1	11.5
10:34:40	284	semi truck	10:34:42	88504	1	63.1	63.8
10:34:41	285	semi truck	10:34:43	88504	2	71.2	62.4
10:34:44	286	semi truck trailer	10:34:46	88504	1	64.3	51.7
10:34:49	287	car	10:34:51		1	76.1	11.2
10:35:02	288	semi truck trailer	10:35:04	88504	1	63.1	48.4
10:35:15	289	truck					
10:35:16	290	SUV					
10:35:17	291	semi truck	10:35:17	88504	2	77.7	10.6
10:35:19	292	car	10:35:19	88504	1	68.3	63.9
10:35:21	293	van	10:35:21	88504	2	71.2	8
10:35:22	294	truck	10:35:23	88504	1	65.6	11.9
10:35:24	295	car	10:35:24	88504	2	74.3	27.2
10:35:25	296	SUV	10:35:26	88504	2	68.3	11.5
10:35:29	297	semi truck	10:35:27	88504	2	71.1	9.7
10:35:30	298	SUV	10:35:31	88504	1	58.7	66.4
			10:35:32	88504	2	66.9	66.9
10:35:39	299	car	10:35:41	88504	2	77.8	10.6
10:35:45	300	car	10:35:47	88504	2	72.8	9.7
10:35:59	301	semi truck	10:36:01	88504	1	57.7	63.5
10:36:03	302	car	10:36:05	88504	2	79.6	9.3
10:36:18	303	truck	10:36:20	88504	2	74.3	14.5
10:36:25	304	truck	10:36:27	88504	2	76.1	10.1
10:36:33	305	truck	10:36:35	88504	1	68.2	42.2
10:36:39	306	semi truck	10:36:41	88504	1	60.8	64.4
10:36:50	307	truck	10:36:52	88504	1	69.7	35.8
10:36:57	308	car	10:36:59	88504	2	87.9	9.9
10:37:12	309	SUV	10:37:14	88504	2	76.1	10.6
10:37:15	310	semi truck trailer	10:37:17	88504	1	62	57.1
10:37:18	311	semi truck	10:37:20	88504	2	68.2	59.6
10:37:25	312	car	10:37:27	88504	1	72.7	9.5
10:37:35	313	van	10:37:37	88504	1	77.8	12.3
10:37:46	314	car	10:37:48	88504	1	77.9	10.6
			10:37:48	88504	2	79.7	9.7
10:37:57	315	SUV	10:37:59	88504	1	65.6	34.7
10:38:04	316	SUV	10:38:06	88504	1	60.8	30.3
10:38:09	317	truck	10:38:12	88504	1	69.7	11.2
10:38:10	318	car	10:38:12	88504	2	76.1	11.4
10:38:11	319	truck	10:38:13	88504	1	63.2	32
10:38:13	320	SUV	10:38:14	88504	2	77.9	8.6

10:38:18	321	semi truck	10:38:15	88504	2	74.3	10.3
			10:38:20	88504	1	65.6	65.8
10:38:35	322	car	10:38:37	88504	2	77.8	9
10:38:47	323	truck	10:38:49	88504	1	74.4	34.5
10:38:54	324	truck	10:38:56	88504	1	68.3	33.3
10:39:05	325	truck	10:39:09	88504	1	76.1	13
10:39:31	326	semi truck	10:39:33	88504	1	63.1	49
10:39:33	327	semi truck	10:39:36	88504	1	66.9	49.2
10:39:44	328	semi truck trailer	10:39:46	88504	1	65.6	61
10:39:46	329	semi truck	10:39:48	88504	1	60.8	60.9
10:40:02	330	truck	10:40:04	88504	1	64.4	13.1
10:40:10	331	truck	10:40:12	88504	1	72.7	8.2
10:40:11	332	car	10:40:13	88504	2	79.7	11.2
10:40:24	333	van	10:40:26	88504	1	66.9	14.2
10:40:32	334	car	10:40:34	88504	1	74.3	11.1
10:40:39	335	SUV	10:40:41	88504	1	71.1	6.3
10:40:55	336	car	10:40:57	88504	2	79.6	9.7
10:41:04	337	car	10:41:06	88504	1	76.1	10.6
10:41:11	338	semi truck	10:41:13	88504	1	59.7	63.3
10:41:13	339	car	10:41:15	88504	2	76.1	11.5
10:41:20	340	Trailer	10:41:15	88504	1	65.7	12.6
10:41:20	341	SUV	10:41:22	88504	1	57.7	41.9
10:41:21	342	car	10:41:23	88504	2	76.1	8.5
10:41:23	343	semi truck	10:41:25	88504	2	69.7	63.2
10:41:31	344	car	10:41:33	88504	2	76.1	11.4
10:41:36	345	van	10:41:38	88504	1	74.4	12
10:41:37	346	truck	10:41:39	88504	1	71.2	11.3
10:41:40	347	SUV	10:41:42	88504	2	74.3	9.5
10:41:42	348	semi truck	10:41:44	88504	1	63.1	56.5
10:41:50	349	semi truck	10:41:52	95506	1	63.1	58
10:41:57	350	semi truck	10:41:59	88504	1	64.4	34.1
10:42:01	351	car	10:42:03	88504	1	58.8	10.5
10:42:09	352	semi truck	10:42:11	88504	1	59.7	56.9
10:42:34	353	SUV	10:42:36	88504	2	74.3	11.8
10:42:39	354	semi truck	10:42:41	88504	1	64.4	66
10:42:41	355	semi	10:42:43	88504	2	63.1	61.3
10:42:46	356	car	10:42:47	88504	2	65.6	9.7
10:42:51	357	truck	10:42:53	88504	2	79.6	15.2
10:42:53	358	SUV	10:42:54	88504	2	81.5	12
10:43:03	359	semi truck trailer	10:43:05	88504	1	59.7	56.9
10:43:08	360	truck	10:43:10	88504	1	72.7	9.7
10:43:09	361	SUV	10:43:11	88504	2	83.6	12.9
10:43:14	362	car	10:43:16	88504	1	76.1	11
10:43:16	363	car	10:43:18	88504	2	83.6	10.5
10:43:24	364	SUV	10:43:26	88504	1	65.7	12.9
10:43:34	365	SUV	10:43:36	88504	2	74.3	8.7
10:43:48	366	truck	10:43:50	88504	1	77.7	14.5
10:43:51	367	SUV	10:43:53	88504	1	77.7	13
10:43:54	368	truck	10:43:56	88504	1	71.1	37.5
10:44:08	369	truck	10:44:10	88504	1	54	12.5
10:44:13	370	semi truck	10:44:15	88504	1	71.1	22.9
10:44:15	371	SUV	10:44:17	88504	2	75.9	9.7

10:44:19	372	truck	10:44:21	88504	2	81.5	11.6
10:44:23	373	car	10:44:25	88504	1	83.6	12.7
10:44:26	374	SUV	10:44:28	88504	1	74.3	10.1
10:44:38	375	van					
10:44:40	376	motorcylce	10:44:40	88504	2	76.1	12.2
10:44:45	377	truck	10:44:47	88504	1	72.7	13.5
10:44:51	378	car	10:44:53	88504	1	62	10.9
10:45:21	379	SUV	10:45:22	88504	1	69.7	10.1
10:45:53	380	van	10:45:55	88504	1	79.7	12.9
10:46:09	381	truck	10:46:11	88504	1	69.7	13.5
10:46:11	382	truck	10:46:13	88504	1	71.1	11.7
10:46:34	383	car	10:46:36	88504	2	77.7	8.4
10:46:34	384	truck	10:46:36	88504	1	68.3	11.4
10:46:36	385	truck	10:46:38	88504	2	77.7	12.3
10:46:39	386	car	10:46:41	88504	2	79.6	9.9
10:46:44	387	semi truck	10:46:42	88504	1	72.8	11.3
			10:46:46		1	68.2	56
10:46:52	388	car	10:46:53	88504	2	69.7	11.6
10:46:56	389	car	10:46:58	88504	2	77.8	11.4
10:46:57	390	truck	10:46:59		1	74.3	12.2
10:47:07	391	semi truck	10:47:09	88504	1	66.9	62.2
10:47:08	392	car	10:47:10	88504	2	77.8	10.3
10:47:13	393	semi truck trailer	10:47:15	88504	1	64.3	48.1
10:47:29	394	van	10:47:31	88504	2	77.8	12.1
10:47:38	395	car	10:47:35		2	76.1	11.7
10:47:41	396	car	10:47:40		1	74.4	11
10:47:45	397	semi truck trailer	10:47:43	88504	2	76.1	12.2
			10:47:45	88504	2	81.5	10.7
			10:47:47	88504	1	62	56.7
10:48:03	398	semi truck	10:48:05	88504	1	64.3	65.2
10:48:04	399	car	10:48:06	88504	2	74.3	10.3
10:48:21	400	semi truck	10:48:23	88504	1	65.6	61.9
10:48:26	401	car	10:48:28	88504	2	74.3	11.1
10:48:31	402	semi truck	10:48:33	88504	1	63.1	62.7
10:48:40	403	van	10:48:42	88504	1	71.2	12.8
10:48:41	404	SUV	10:48:43	88504	2	72.6	9.2
10:48:44	405	car	10:48:46	88504	1	62	7.1
10:48:46	406	truck	10:48:48	88504	2	77.8	12.9
10:48:48	407	semi truck	10:48:50	88504	1	66.9	64
10:48:49	408	car	10:48:50	88504	2	76.1	11.9
			10:48:51	88504	2	74.4	11.7
10:49:01	409	car	10:49:03	88504	1	74.3	10.4
10:49:10	410	truck	10:49:12	88504	1	72.7	12.8
10:49:26	411	semi truck	10:49:28	88504	1	71.2	61.3
10:49:41	412	semi truck trailer	10:49:43	88504	2	63.1	84
10:50:22	413	semi truck	10:50:24	88504	1	62	65.5
10:50:41	414	car	10:50:43	88504	2	75.9	9.4
10:50:43	415	semi truck trailer	10:50:45	88504	1	63.1	62.5
10:50:45	416	car	10:50:47	88504	2	83.6	12.3
10:50:47	417	car	10:50:49	88504	1	76.1	12.2
10:50:48	418	SUV	10:50:51	88504	1	74.3	8.3
10:50:51	419	car	10:50:53	88504	1	76.1	11

10:51:01	420	SUV	10:51:03	88504	2	79.5	8
10:51:18	421	car	10:51:20	88504	1	81.5	11.1
10:51:19	422	SUV	10:51:21	88504	1	81.5	10.1
10:51:35	423	semi truck trailer	10:51:37	88504	1	64.3	58.9
10:51:38	424	semi truck	10:51:40	88504	1	64.4	61.7
10:51:42	425	car	10:51:44	88504	2	83.6	10.5
10:51:53	426	car	10:51:55	88504	1	77.9	11
10:52:13	427	car	10:52:14	88504	2	74.4	11.1
10:52:15	428	SUV	10:52:18	88504	1	68.3	13.3
10:52:17	429	truck	10:52:19		2	77.7	13.6
10:52:27	430	semi truck	10:52:29	88504	1	62	57.4
10:52:32	431	truck	10:52:34	88504	1	1	
10:52:33	432	van	10:52:35	88504	2	74.4	24
10:52:46	433	semi truck	10:52:48	88504	2	68.2	60.3
10:52:48	434	Trailer	10:52:50	88504	1	65.6	15.4
10:52:56	435	semi truck	10:52:58	88504	1	65.6	60.1
10:53:01	436	SUV	10:53:03	88504	1	72.7	9.9
10:53:06	437	truck	10:53:08	88504	2	79.5	17.3
10:53:08	438	van	10:53:10	88504	2	74.4	12.2
10:53:14	439	SUV	10:53:16	88504	2	74.3	9.9
10:53:18	440	van	10:53:20	88504	2	72.8	11.8
10:53:18	441	Trailer	10:53:20	88504	2	75.9	11.5
10:53:20	442	car	10:53:22	88504	2	72.8	11.6
10:53:26	443	van	10:53:28	88504	2	74.4	11.5
10:53:48	444	SUV	10:53:50	88504	2	74.3	11.5
10:54:01	445	truck	10:54:03	88504	2	79.6	10.7
10:54:06	446	semi truck	10:54:08	88504	1	50	67.9
10:54:08	447	semi truck trailer	10:54:10	88504	2	63.1	59.4
10:54:18	448	semi truck trailer	10:54:20	88504	1	54.9	55.1
10:54:27	449	car	10:54:29	88504	1	74.4	13.3
10:54:37	450	truck	10:54:39	88504	1	77.8	11.4
10:54:43	451	van	10:54:45	88504	1	77.8	12.8
10:54:48	452	car	10:54:50	88504	2	77.8	11.2
10:54:48	453	semi truck	10:54:50	88504	1	65.6	65.6
10:55:01	454	van	10:55:03	88504	1	60.9	12.2
10:55:08	455	semi truck trailer	10:55:10	88504	1	64.3	66.9
10:55:12	456	truck	10:55:14	88504	2	72.7	8.7
10:55:12	457	van	10:55:14	88504	1	62	14.2
10:55:15	458	semi truck trailer	10:55:17	88504	1	66.9	65.5
10:55:20	459	semi truck trailer	10:55:22	88504	2	65.6	60
10:55:22	460	car	10:55:24	88504	1	58.8	10.9
10:55:22	461	truck	10:55:24	88504	2	75.9	11.4
10:55:29	462	truck	10:55:31	88504	2	71.1	40.1
10:55:31	463	SUV	10:55:33	88504	2	66.9	10.4
10:55:32	464	truck	10:55:34	88504	2	65.6	12.2
10:55:33	465	semi truck trailer	10:55:35	88504	2	69.7	68.7
10:55:48	466	truck	10:55:50		1	76.1	14.6
			10:55:52	88504	2	79.7	13.7
10:55:55	467	semi truck trailer	10:55:53	88504	1	63.2	79.4
10:56:05	468	SUV	10:56:07	88504	1	66.9	16.3
10:56:13	469	SUV	10:56:15	88504	2	79.5	7.3
			10:56:15	88504	1	62	14.2

10:56:34	470	car	10:56:36	88504	2	79.7	10.3
10:56:39	471	semi truck trailer	10:56:41	88504	1	63.1	50.9
10:56:43	472	semi truck	10:56:44	88504	2	66.9	64.4
10:56:43	473	car	10:56:45	88504	1	65.7	11.2
10:56:44	474	car	10:56:46	88504	2	66.9	7.3
10:57:00	475	car	10:57:01	88504	2	74.3	8.9
			10:57:06	88504	2	69.7	12.7
10:57:24	476	car	10:57:26	88504	2	76.1	9
10:57:33	477	school bus	10:57:35	88504	1	60.8	33.7
10:57:48	478	semi truck trailer	10:57:50	88504	1	59.7	47
10:57:54	479	truck	10:57:55	88504	1	65.6	33.5
10:58:00	480	truck	10:58:02	88504	2	69.7	10.7
10:58:11	481	semi truck	10:58:13	88504	1	63.2	74.9
10:58:14	482	semi truck	10:58:16	88504	1	64.3	51.6
10:58:19	483	car	10:58:21	88504	2	81.5	8.5
10:58:26	484	car	10:58:28	88504	2	83.6	9.5
10:58:27	485	semi truck trailer	10:58:29	88504	1	69.7	53.3
10:58:28	486	car	10:58:30		2	83.6	9.9
10:58:33	487	car	10:58:35	88504	1	77.9	11.9
10:58:34	488	car	10:58:36	88504	2	81.5	11.3
10:58:44	489	Trailer	10:58:45	88504	2	72.7	16.8
10:58:46	490	semi truck					
10:58:49	491	SUV	10:58:48	88504	1	64.4	66
10:59:05	492	car	10:59:07	88504	1	76.1	11.5
10:59:16	493	semi truck	10:59:18	88504	1	68.3	63.5
10:59:29	494	SUV	10:59:31	88504	1	74.3	7.8
10:59:31	495	SUV	10:59:33	88504	1	72.7	9.5
10:59:35	496	car	10:59:37	88504	1	69.7	10.1
10:59:40	497	SUV	10:59:42	88504	2	77.7	9.7
10:59:46	498	car	10:59:48	88504	2	77.8	11.4
11:00:00	499	semi truck					
11:00:09	500	SUV	11:00:11	88504	1	68.4	68
11:00:14	501	school bus	11:00:11	88504	2	72.8	11.4
			11:00:16	88504	2	75.9	8.6
11:00:20	502	SUV	11:00:22	88504	1	56.8	16.7
11:00:24	503	semi truck	11:00:26	88504	2	72.7	11.8
11:00:28	504	semi truck	11:00:30	88504	1	65.6	64.7
11:00:30	505	semi truck	11:00:32	88504	2	69.7	55.5
11:00:34	506	car	11:00:36	88504	1	64.4	63.8
11:00:46	507	semi truck	11:00:48	88504	2	77.9	12.7
11:00:54	508	semi truck	11:00:56	88504	1	65.6	76.1
11:01:20	509	semi truck	11:01:21	88504	1	66.9	67.4
11:01:25	510	SUV	11:01:22	88504	2	72.8	62.5
11:01:30	511	Trailer	11:01:27	88504	1	71.1	9.1
11:01:34	512	semi truck	11:01:32	88504	1	68.3	23.4
11:01:36	513	truck	11:01:36	88504	2	72.7	47.3
			11:01:37	88504	1	64.4	64.3
			11:01:38	88504	2	72.6	11.1
11:01:45	514	truck	11:01:47	88504	1	68.3	11.7
11:01:52	515	truck	11:01:54	88504	1	62	45.3
11:02:02	516	truck	11:02:03	88504	2	75.9	11.5
11:02:03	517	car	11:02:04	88504	2	74.4	11.5

11:02:05	518	truck	11:02:06	88504	1	63.1	47
11:02:06	519	semi truck	11:02:07	88504	2	76.2	10.6
11:02:08	520	Trailer	11:02:07	88504	2	68.2	77.7
11:02:10	521	semi truck trailer	11:02:10	88504	2	71.1	26.5
11:02:12	522	truck	11:02:12	88504	2	71.1	12.3
			11:02:12	88504	1	64.4	80.1
			11:02:13	88504	2	75.9	10.3
11:02:31	523	SUV	11:02:33	88504	2	76.1	9.2
11:02:32	524	van	11:02:33	88504	1	74.3	13.6
11:02:33	525	truck	11:02:35	88504	1	71.2	13.3
11:02:53	526	semi truck trailer	11:02:55	88504	2	77.7	10.8
11:02:59	527	car	11:02:55	88504	1	62	60.9
			11:03:01	88504	1	63.2	10.5
11:03:06	528	semi truck trailer	11:03:08	88504	1	68.2	79.1
11:03:15	529	semi truck trailer	11:03:16	88504	1	60.8	44
11:03:17	530	SUV	11:03:18	88504	2	81.5	10.7
11:03:19	531	truck	11:03:21	88504	2	77.7	37.4
11:03:22	532	Trailer	11:03:23	88504	2	72.8	9.7

Table B.2. Comparison of ATR vehicle count data to video reference values for Black's Creek Rest Area Evaluation on October 3, 2007

Vehicles Correctly Detected by ATR	Vehicles Missed by ATR	Vehicles Falsely Detected by ATR
Yes		
Yes		
Yes		
		Yes
		Yes
		Yes
		Yes
		Yes
		Yes
		Yes
		Yes
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Yes		

APPENDIX C

**BLACK CREEK AUTOMATIC TRAFFIC RECORDER (ATR) SPEED DATA
COMPARISON WITH PORTABLE CLASSIFIER DATA**

Table C.1. Speed Data Comparison for Permanent ATR vs. Portable Classifier for Black's Creek Rest Area Evaluation on October 3, 2007

Date	ATR		Portable		% Difference	
	Time	ATR Speed	Time	Speed	Time	Speed
10/3/07	9:47:40	74.3	9:47:39	74.6	0:00:01	0.40
10/3/07	9:48:22	47.2	9:48:21	49.4	0:00:01	4.45
10/3/07	9:48:24			62.9	9:48:24	100.00
10/3/07	9:48:32	63.1	9:48:31	63.9	0:00:01	1.25
10/3/07	9:48:45	62	9:48:44	61.8	0:00:01	0.32
10/3/07	9:49:02	66.9	9:49:00	67.3	0:00:02	0.59
10/3/07	9:49:42	66.9	9:49:40	65.3	0:00:02	2.45
10/3/07	9:50:01	64.3	9:50:00	63.2	0:00:01	1.74
10/3/07	9:50:06	77.7	9:50:04	76.9	0:00:02	1.04
10/3/07	9:50:12	72.8	9:50:10	72.6	0:00:02	0.28
10/3/07	9:50:51	64.3	9:50:50	63.3	0:00:01	1.58
10/3/07	9:50:58	68.3	9:50:56	67.2	0:00:02	1.64
10/3/07	9:51:06	62	9:51:04	61.5	0:00:02	0.81
10/3/07	9:51:08	62	9:51:07	62.6	0:00:01	0.96
10/3/07	9:51:45	66.9	9:51:44	65.1	0:00:01	2.76
10/3/07	9:51:49	71.2	9:51:48	70.6	0:00:01	0.85
10/3/07	9:52:11	74.3	9:52:09	72.6	0:00:02	2.34
10/3/07	9:52:23	74.3	9:52:21	70.5	0:00:02	5.39
10/3/07	9:52:31	69.7	9:52:29	70	0:00:02	0.43
10/3/07	9:52:45	71.2	9:52:44	71.2	0:00:01	0.00
10/3/07	9:53:01	69.7	9:52:59	69.2	0:00:02	0.72
10/3/07	9:53:18	64.3	9:53:17	64.6	0:00:01	0.46
10/3/07	9:53:21	69.7	9:53:20	66.4	0:00:01	4.97
10/3/07	9:53:30	74.3	9:53:28	73.4	0:00:02	1.23
10/3/07	9:53:40	79.6	9:53:39	79.5	0:00:01	0.13
10/3/07	9:53:45	79.5	9:53:43	77.9	0:00:02	2.05
10/3/07	9:53:53	72.8	9:53:51	72.3	0:00:02	0.69
10/3/07	9:53:56	65.6	9:53:55	62.3	0:00:01	5.30
10/3/07	9:54:57	68.2	9:54:56	67.5	0:00:01	1.04
10/3/07	9:55:14	66.9	9:55:13	64.9	0:00:01	3.08
10/3/07	9:55:34	65.6	9:55:32	66.7	0:00:02	1.65
10/3/07	9:55:40	68.2	9:55:38	65.9	0:00:02	3.49
10/3/07	9:55:50	64.3	9:55:48	63.8	0:00:02	0.78
10/3/07	9:55:57	74.3	9:55:56	72.5	0:00:01	2.48
10/3/07	9:56:15	65.6	9:56:13	64.9	0:00:02	1.08
10/3/07	9:56:29	71.2	9:56:28	71.1	0:00:01	0.14
10/3/07	9:56:35	66.9	9:56:34	66.1	0:00:01	1.21
10/3/07	9:56:38	68.2	9:56:37	68.7	0:00:01	0.73
10/3/07	9:56:54	68.3	9:56:52	68.1	0:00:02	0.29
10/3/07	9:57:05	71.1	9:57:04	69.8	0:00:01	1.86
10/3/07	9:57:22	56.7	9:57:21	60.8	0:00:01	6.74
10/3/07	9:57:30	72.8	9:57:28	73.9	0:00:02	1.49
10/3/07	9:57:59	55.8	9:57:58	65.8	0:00:01	15.20
10/3/07	9:58:04	64.4	9:58:03	63.7	0:00:01	1.10
10/3/07	9:58:16	72.8	9:58:14	73.1	0:00:02	0.41

10/3/07	9:58:32	81.6	9:58:31	81	0:00:01	0.74
10/3/07	9:58:57	72.6	9:58:55	72.3	0:00:02	0.41
10/3/07	9:58:59	72.7	9:58:57	73.4	0:00:02	0.95
10/3/07	9:59:17	74.3	9:59:15	73.4	0:00:02	1.23
10/3/07	9:59:24	68.3	9:59:23	70.5	0:00:01	3.12
10/3/07	9:59:39	72.8	9:59:37	71.7	0:00:02	1.53
10/3/07	9:59:42	68.3	9:59:41	67.1	0:00:01	1.79
10/3/07	9:59:57	74.4	9:59:55	75.4	0:00:02	1.33
10/3/07	10:00:04	68.3	10:00:03	69.5	0:00:01	1.73
10/3/07			10:00:22	68.4		100.00
10/3/07	10:00:26	59.8	10:00:24	60	0:00:02	0.33
10/3/07	10:00:37	68.3	10:00:36	69	0:00:01	1.01
10/3/07	10:00:40	71.1	10:00:39	73.3	0:00:01	3.00
10/3/07	10:01:07	63.1	10:01:05	67.9	0:00:02	7.07
10/3/07	10:01:12	58.7	10:01:11	59.1	0:00:01	0.68
10/3/07	10:01:26	74.3	10:01:24	74.3	0:00:02	0.00
10/3/07	10:01:51	65.6	10:01:50	70.3	0:00:01	6.69
10/3/07	10:02:19	66.9	10:02:17	66.8	0:00:02	0.15
10/3/07	10:02:26	54	10:02:25	54.6	0:00:01	1.10
10/3/07	10:02:44	66.9	10:02:42	70	0:00:02	4.43
10/3/07	10:02:59	66.9	10:02:58	67.9	0:00:01	1.47
10/3/07	10:03:07	69.7	10:03:05	70.3	0:00:02	0.85
10/3/07	10:03:32	79.6	10:03:31	78.2	0:00:01	1.79
10/3/07	10:03:53	66.9	10:03:52	67.3	0:00:01	0.59
10/3/07	10:03:59	68.3	10:03:58	68.4	0:00:01	0.15
10/3/07	10:04:02	74.3	10:04:01	74.8	0:00:01	0.67
10/3/07	10:04:09	65.6	10:04:07	67.5	0:00:02	2.81
10/3/07	10:04:16	64.4	10:04:14	65.2	0:00:02	1.23
10/3/07	10:04:20	63.1	10:04:19	66	0:00:01	4.39
10/3/07	10:04:33	66.9	10:04:31	66.5	0:00:02	0.60
10/3/07	10:04:45	60.8	10:04:44	63.3	0:00:01	3.95
10/3/07	10:04:56	72.8	10:04:54	73.6	0:00:02	1.09
10/3/07	10:05:07	69.7	10:05:06	70.6	0:00:01	1.27
10/3/07	10:05:14	64.4	10:05:13	64.7	0:00:01	0.46
10/3/07	10:05:33	64.4	10:05:31	66.9	0:00:02	3.74
10/3/07	10:06:05	77.7	10:06:03	78.2	0:00:02	0.64
10/3/07	10:06:06	72.8	10:06:05	73.6	0:00:01	1.09
10/3/07	10:06:14	57.7	10:06:12	60.8	0:00:02	5.10
10/3/07	10:06:17	64.4	10:06:16	64.4	0:00:01	0.00
10/3/07	10:06:23	72.6	10:06:22	75	0:00:01	3.20
10/3/07	10:06:32	64.3	10:06:31	66.1	0:00:01	2.72
10/3/07	10:06:45	66.9	10:06:43	68.8	0:00:02	2.76
10/3/07	10:06:59	62	10:06:58	63.4	0:00:01	2.21
10/3/07	10:07:14	63.1	10:07:13	66.1	0:00:01	4.54
10/3/07	10:07:20	58.7	10:07:18	59.6	0:00:02	1.51
10/3/07	10:07:40	68.3	10:07:39	69	0:00:01	1.01
10/3/07	10:07:45	64.3	10:07:44	65	0:00:01	1.08
10/3/07	10:08:01	71.2	10:08:00	70.6	0:00:01	0.85
10/3/07	10:08:09	65.6	10:08:07	66.4	0:00:02	1.20
10/3/07	10:08:18	50.7	10:08:17	51.3	0:00:01	1.17
10/3/07	10:08:26	58.7	10:08:25	58.7	0:00:01	0.00
10/3/07	10:08:30	64.3	10:08:29	64.9	0:00:01	0.92

10/3/07	10:08:42	60.8	10:08:40	62.8	0:00:02	3.18
10/3/07	10:08:50	67	10:08:49	67.7	0:00:01	1.03
10/3/07	10:09:17	71.1	10:09:16	72.1	0:00:01	1.39
10/3/07	10:09:34	77.7	10:09:33	78.1	0:00:01	0.51
10/3/07	10:09:38	74.3	10:09:37	74.6	0:00:01	0.40
10/3/07	10:09:42	74.4	10:09:41	73.5	0:00:01	1.22
10/3/07	10:09:57	69.7	10:09:56	69.3	0:00:01	0.58
10/3/07	10:10:07	64.4	10:10:06	64.5	0:00:01	0.16
10/3/07	10:10:12	59.8	10:10:10	61.3	0:00:02	2.45
10/3/07	10:10:19	55.7	10:10:18	59.3	0:00:01	6.07
10/3/07	10:10:22	63.1	10:10:21	64.8	0:00:01	2.62
10/3/07	10:10:33	66.9	10:10:32	66.2	0:00:01	1.06
10/3/07	10:10:38	62	10:10:37	63.2	0:00:01	1.90
10/3/07	10:10:58	63.1	10:10:56	62.5	0:00:02	0.96
10/3/07	10:11:05	59.8	10:11:04	58.6	0:00:01	2.05
10/3/07	10:11:31	65.6	10:11:30	65.7	0:00:01	0.15
10/3/07	10:11:38	75.9	10:11:36	74.3	0:00:02	2.15
10/3/07	10:11:52	60.8	10:11:51	61.1	0:00:01	0.49
10/3/07	10:12:01	62	10:12:00	62.4	0:00:01	0.64
10/3/07	10:12:17	66.9	10:12:15	66.9	0:00:02	0.00
10/3/07	10:12:25	71.1	10:12:24	72.3	0:00:01	1.66
10/3/07	10:12:27	69.7	10:12:26	69.7	0:00:01	0.00
10/3/07	10:12:47	63.1	10:12:46	64.7	0:00:01	2.47
10/3/07	10:12:56	76.1	10:12:55	78.4	0:00:01	2.93
10/3/07	10:13:10	63.1	10:13:08	63.9	0:00:02	1.25
10/3/07	10:13:23	65.7	10:13:22	66.1	0:00:01	0.61
10/3/07	10:13:27	68.2	10:13:26	69.1	0:00:01	1.30
10/3/07	10:14:01	64.4	10:13:59	65.3	0:00:02	1.38
10/3/07	10:14:05	63.2	10:14:04	63.8	0:00:01	0.94
10/3/07	10:14:12	71.1	10:14:10	70.6	0:00:02	0.71
10/3/07	10:14:17	62	10:14:15	64.1	0:00:02	3.28
10/3/07	10:14:23	64.4	10:14:21	64.6	0:00:02	0.31
10/3/07	10:14:48	66.9	10:14:46	67.7	0:00:02	1.18
10/3/07	10:15:20	74.3	10:15:19	74.8	0:00:01	0.67
10/3/07	10:15:23	77.7	10:15:22	77.9	0:00:01	0.26
10/3/07	10:15:27	71.1	10:15:26	72.5	0:00:01	1.93
10/3/07	10:16:02	65.7	10:16:00	66.3	0:00:02	0.90
10/3/07	10:16:12	59.7	10:16:11	60	0:00:01	0.50
10/3/07	10:16:24	69.7	10:16:23	68.6	0:00:01	1.60
10/3/07	10:16:35	64.4	10:16:34	63.9	0:00:01	0.78
10/3/07	10:16:38	63.1	10:16:37	65.4	0:00:01	3.52
10/3/07	10:16:49	77.7	10:16:47	77.9	0:00:02	0.26
10/3/07	10:16:57	71.1	10:16:56	70.5	0:00:01	0.85
10/3/07	10:16:59	60.8	10:16:58	61.3	0:00:01	0.82
10/3/07	10:17:04	72.7	10:17:03	72.9	0:00:01	0.27
10/3/07	10:17:24	79.5	10:17:22	79.7	0:00:02	0.25
10/3/07	10:17:35	64.3	10:17:33	65.7	0:00:02	2.13
10/3/07	10:17:42	65.6	10:17:40	66.1	0:00:02	0.76
10/3/07	10:18:00	63.2	10:17:58	64.8	0:00:02	2.47
10/3/07	10:18:09	59.8	10:18:08	59.8	0:00:01	0.00
10/3/07	10:18:13	68.3	10:18:12	68.6	0:00:01	0.44
10/3/07	10:18:19	64.3	10:18:17	63.8	0:00:02	0.78

10/3/07			10:18:20	76.5		100.00
10/3/07	10:18:48	59.7	10:18:46	61	0:00:02	2.13
10/3/07	10:19:15	74.3	10:19:14	73.3	0:00:01	1.36
10/3/07	10:19:20	65.6	10:19:18	66.7	0:00:02	1.65
10/3/07	10:19:28	63.1	10:19:26	64.7	0:00:02	2.47
10/3/07	10:19:33	62	10:19:31	63.6	0:00:02	2.52
10/3/07	10:19:43	69.7	10:19:42	69.1	0:00:01	0.87
10/3/07	10:19:56	76.1	10:19:55	76.7	0:00:01	0.78
10/3/07	10:20:04	69.7	10:20:03	70.6	0:00:01	1.27
10/3/07	10:20:12	71.1	10:20:11	70.6	0:00:01	0.71
10/3/07	10:20:36	64.3	10:20:35	64.1	0:00:01	0.31
10/3/07	10:20:39	65.6	10:20:37	65.6	0:00:02	0.00
10/3/07	10:20:45	81.5	10:20:43	82.8	0:00:02	1.57
10/3/07	10:20:52	77.8	10:20:51	79.3	0:00:01	1.89
10/3/07	10:20:57	62	10:20:56	62.1	0:00:01	0.16
10/3/07	10:21:05	71.2	10:21:04	71.8	0:00:01	0.84
10/3/07	10:21:28	63.1	10:21:27	64.4	0:00:01	2.02
10/3/07	10:21:53	66.9	10:21:51	67.2	0:00:02	0.45
10/3/07	10:22:04	65.6	10:22:03	67	0:00:01	2.09
10/3/07	10:22:07	66.9	10:22:06	66.2	0:00:01	1.06
10/3/07	10:22:10	64.4	10:22:08	64.6	0:00:02	0.31
10/3/07	10:22:26	69.7	10:22:24	69.4	0:00:02	0.43
10/3/07	10:22:35	65.6	10:22:34	63.9	0:00:01	2.66
10/3/07	10:22:40	69.7	10:22:39	69.7	0:00:01	0.00
10/3/07	10:22:53	79.6	10:22:52	81	0:00:01	1.73
10/3/07	10:22:57	79.6	10:22:55	78.7	0:00:02	1.14
10/3/07	10:23:30	64.3	10:23:28	65.7	0:00:02	2.13
10/3/07	10:23:41	60.8	10:23:39	63.3	0:00:02	3.95
10/3/07	10:23:48	52.3	10:23:47	54.8	0:00:01	4.56
10/3/07	10:23:58	79.6	10:23:56	79.5	0:00:02	0.13
10/3/07	10:24:08	65.6	10:24:07	65.3	0:00:01	0.46
10/3/07	10:24:17	63.1	10:24:16	63.8	0:00:01	1.10
10/3/07	10:24:24	65.6	10:24:23	64.5	0:00:01	1.71
10/3/07	10:24:32	74.4	10:24:30	74.3	0:00:02	0.13
10/3/07	10:24:44	64.4	10:24:42	64.5	0:00:02	0.16
10/3/07	10:24:48	66.9	10:24:46	66.2	0:00:02	1.06
10/3/07	10:25:11	64.4	10:25:10	65.6	0:00:01	1.83
10/3/07	10:25:16	72.8	10:25:15	72.8	0:00:01	0.00
10/3/07	10:25:18	64.3	10:25:17	65.1	0:00:01	1.23
10/3/07	10:25:37	64.3	10:25:36	64.9	0:00:01	0.92
10/3/07	10:25:40	66.9	10:25:39	67.3	0:00:01	0.59
10/3/07	10:25:54	76.1	10:25:53	76.1	0:00:01	0.00
10/3/07	10:25:57	75.9	10:25:56	77.6	0:00:01	2.19
10/3/07	10:26:11	69.7	10:26:10	69.7	0:00:01	0.00
10/3/07	10:26:15	64.4	10:26:13	64.2	0:00:02	0.31
10/3/07	10:26:22	77.7	10:26:20	76.7	0:00:02	1.30
10/3/07	10:26:44	74.3	10:26:42	74.4	0:00:02	0.13
10/3/07	10:26:46	79.6	10:26:45	79.7	0:00:01	0.13
10/3/07	10:27:25	81.6	10:27:23	79.6	0:00:02	2.51
10/3/07	10:27:29	71.1	10:27:28	72.7	0:00:01	2.20
10/3/07	10:27:37	79.5	10:27:36	79.3	0:00:01	0.25
10/3/07	10:27:44	79.5	10:27:43	78.4	0:00:01	1.40

10/3/07	10:27:47	76.1	10:27:46	76.9	0:00:01	1.04
10/3/07	10:27:55	69.7	10:27:54	69.6	0:00:01	0.14
10/3/07	10:28:21	79.6	10:28:20	80.2	0:00:01	0.75
10/3/07	10:28:31	77.7	10:28:29	78.4	0:00:02	0.89
10/3/07	10:28:37	74.4	10:28:35	73.6	0:00:02	1.09
10/3/07	10:28:53	76.1	10:28:52	76.7	0:00:01	0.78
10/3/07	10:29:04	66.9	10:29:03	67.7	0:00:01	1.18
10/3/07	10:29:11	66.9	10:29:10	68.9	0:00:01	2.90
10/3/07	10:29:25	77.7	10:29:24	81.3	0:00:01	4.43
10/3/07	10:29:34	71.2	10:29:33	71.1	0:00:01	0.14
10/3/07	10:29:37	65.6	10:29:35	66.9	0:00:02	1.94
10/3/07	10:29:39	72.8	10:29:38	72.7	0:00:01	0.14
10/3/07	10:29:40	71.2	10:29:39	71.9	0:00:01	0.97
10/3/07	10:29:41	74.3	10:29:40	75.2	0:00:01	1.20
10/3/07	10:29:59	64.3	10:29:58	65.9	0:00:01	2.43
10/3/07	10:30:01	65.6	10:30:00	65.3	0:00:01	0.46
10/3/07	10:30:04	65.6	10:30:03	66.2	0:00:01	0.91
10/3/07	10:30:09	71.2	10:30:08	71	0:00:01	0.28
10/3/07	10:30:32	71.1	10:30:30	71.2	0:00:02	0.14
10/3/07	10:30:35	79.7	10:30:34	79.7	0:00:01	0.00
10/3/07	10:30:37	76.1	10:30:35	76.3	0:00:02	0.26
10/3/07	10:30:40	72.7	10:30:39	73.6	0:00:01	1.22
10/3/07	10:30:53	65.6	10:30:52	66.1	0:00:01	0.76
10/3/07	10:30:54	63.1			10:30:54	#DIV/0!
10/3/07	10:31:02	76.1	10:31:00	75.4	0:00:02	0.93
10/3/07	10:31:03	75.9	10:31:01	75.2	0:00:02	0.93
10/3/07	10:31:06	68.2	10:31:05	69.3	0:00:01	1.59
10/3/07	10:31:07	66.9			10:31:07	#DIV/0!
10/3/07	10:31:13	72.7	10:31:12	72.8	0:00:01	0.14
10/3/07	10:31:25	81.6	10:31:23	80	0:00:02	2.00
10/3/07	10:31:28	65.6	10:31:27	66.7	0:00:01	1.65
10/3/07	10:31:29	65.6			10:31:29	#DIV/0!
10/3/07	10:32:00	75.9	10:31:59	77	0:00:01	1.43
10/3/07	10:32:21	66.9	10:32:20	67.9	0:00:01	1.47
10/3/07	10:32:40	72.8	10:32:39	72.3	0:00:01	0.69
10/3/07	10:32:54	76.1	10:32:53	74.9	0:00:01	1.60
10/3/07	10:33:05	72.7	10:33:03	73.4	0:00:02	0.95
10/3/07	10:33:30	52.3	10:33:29	63.6	0:00:01	17.77
10/3/07	10:34:06	72.8	10:34:04	72.1	0:00:02	0.97
10/3/07	10:34:13	74.4	10:34:12	75.1	0:00:01	0.93
10/3/07	10:34:18	76.1	10:34:17	74.5	0:00:01	2.15
10/3/07	10:34:42	63.1	10:34:40	64.9	0:00:02	2.77
10/3/07	10:34:46	64.3	10:34:45	68	0:00:01	5.44
10/3/07	10:34:50	76.1	10:34:49	76.6	0:00:01	0.65
10/3/07	10:35:04	63.1	10:35:03	65.6	0:00:01	3.81
10/3/07			10:35:16	81.6		100.00
10/3/07	10:35:19	68.3	10:35:18	70.5	0:00:01	3.12
10/3/07	10:35:23	65.6	10:35:21	65.3	0:00:02	0.46
10/3/07	10:35:31	58.7	10:35:29	60.6	0:00:02	3.14
10/3/07	10:36:01	57.7	10:35:59	59.4	0:00:02	2.86
10/3/07	10:36:35	68.2	10:36:34	69.2	0:00:01	1.45
10/3/07	10:36:41	60.8	10:36:40	62.3	0:00:01	2.41

10/3/07	10:36:52	69.7	10:36:50	71.8	0:00:02	2.92
10/3/07	10:37:16	62	10:37:15	67.3	0:00:01	7.88
10/3/07	10:37:27	72.7	10:37:26	75.3	0:00:01	3.45
10/3/07	10:37:36	77.8	10:37:35	77.7	0:00:01	0.13
10/3/07	10:37:47	77.9	10:37:46	78.9	0:00:01	1.27
10/3/07	10:37:59	65.6	10:37:57	65.9	0:00:02	0.46
10/3/07	10:38:05	60.8	10:38:04	62.6	0:00:01	2.88
10/3/07	10:38:11	69.7	10:38:10	72.1	0:00:01	3.33
10/3/07	10:38:13	63.2	10:38:12	66.9	0:00:01	5.53
10/3/07	10:38:19	65.6	10:38:18	68.2	0:00:01	3.81
10/3/07	10:38:48	74.4	10:38:47	75.4	0:00:01	1.33
10/3/07	10:38:56	68.3	10:38:54	71.1	0:00:02	3.94
10/3/07	10:39:09	76.1	10:39:07	78.1	0:00:02	2.56
10/3/07	10:39:33	63.1	10:39:31	65.8	0:00:02	4.10
10/3/07	10:39:35	66.9	10:39:34	68.5	0:00:01	2.34
10/3/07	10:39:46	65.6	10:39:45	66	0:00:01	0.61
10/3/07	10:39:48	60.8	10:39:46	65.3	0:00:02	6.89
10/3/07	10:40:04	64.4	10:40:03	66.7	0:00:01	3.45
10/3/07	10:40:12	72.7	10:40:10	74.8	0:00:02	2.81
10/3/07	10:40:26	66.9	10:40:25	68.6	0:00:01	2.48
10/3/07	10:40:34	74.3	10:40:32	76.2	0:00:02	2.49
10/3/07	10:40:41	71.1	10:40:39	72.8	0:00:02	2.34
10/3/07	10:41:05	76.1	10:41:04	76.1	0:00:01	0.00
10/3/07	10:41:12	59.7	10:41:11	61.3	0:00:01	2.61
10/3/07	10:41:15	65.7	10:41:14	65.9	0:00:01	0.30
10/3/07	10:41:22	57.7	10:41:20	59.9	0:00:02	3.67
10/3/07	10:41:37	74.4	10:41:36	75.7	0:00:01	1.72
10/3/07	10:41:39	71.2	10:41:38	72.3	0:00:01	1.52
10/3/07	10:41:43	63.1	10:41:42	71.6	0:00:01	11.87
10/3/07	10:41:52	63.1	10:41:50	67.9	0:00:02	7.07
10/3/07	10:41:58	64.4	10:41:57	66.4	0:00:01	3.01
10/3/07	10:42:02	58.8	10:42:01	59.7	0:00:01	1.51
10/3/07	10:42:10	59.7	10:42:09	67.4	0:00:01	11.42
10/3/07	10:42:41	64.4	10:42:39	64.7	0:00:02	0.46
10/3/07	10:43:04	59.7	10:43:03	63.6	0:00:01	6.13
10/3/07	10:43:09	72.7	10:43:08	73.9	0:00:01	1.62
10/3/07	10:43:16	76.1	10:43:14	74.3	0:00:02	2.42
10/3/07	10:43:26	65.7	10:43:24	67.6	0:00:02	2.81
10/3/07	10:43:50	77.7	10:43:48	78.7	0:00:02	1.27
10/3/07	10:43:52	77.7	10:43:51	78.9	0:00:01	1.52
10/3/07	10:43:55	71.1	10:43:54	73.9	0:00:01	3.79
10/3/07	10:44:09	54	10:44:08	55.6	0:00:01	2.88
10/3/07	10:44:15	71.1	10:44:13	74	0:00:02	3.92
10/3/07	10:44:25	83.6	10:44:23	81.8	0:00:02	2.20
10/3/07	10:44:27	74.3	10:44:26	74.6	0:00:01	0.40
10/3/07	10:44:47	72.7	10:44:45	74.8	0:00:02	2.81
10/3/07	10:44:52	62	10:44:51	62.7	0:00:01	1.12
10/3/07	10:45:22	69.7	10:45:21	71	0:00:01	1.83
10/3/07	10:45:54	79.7	10:45:53	79	0:00:01	0.89
10/3/07	10:46:10	69.7	10:46:09	70.5	0:00:01	1.13
10/3/07	10:46:12	71.1	10:46:11	72.8	0:00:01	2.34
10/3/07	10:46:36	68.3	10:46:34	68.9	0:00:02	0.87

10/3/07	10:46:41	72.8	10:46:40	71.7	0:00:01	1.53
10/3/07	10:46:45	68.2	10:46:44	69.8	0:00:01	2.29
10/3/07	10:46:59	74.3	10:46:58	75.9	0:00:01	2.11
10/3/07	10:47:08	66.9	10:47:07	70.2	0:00:01	4.70
10/3/07	10:47:15	64.3	10:47:13	66.7	0:00:02	3.60
10/3/07	10:47:40	74.4	10:47:38	73.1	0:00:02	1.78
10/3/07	10:47:47	62	10:47:45	65.7	0:00:02	5.63
10/3/07	10:48:04	64.3	10:48:03	66.8	0:00:01	3.74
10/3/07	10:48:22	65.6	10:48:21	68.4	0:00:01	4.09
10/3/07	10:48:33	63.1	10:48:32	65.3	0:00:01	3.37
10/3/07	10:48:42	71.2	10:48:40	71.7	0:00:02	0.70
10/3/07	10:48:45	62	10:48:44	63.6	0:00:01	2.52
10/3/07	10:48:49	66.9	10:48:48	67.3	0:00:01	0.59
10/3/07	10:49:02	74.3	10:49:01	75.1	0:00:01	1.07
10/3/07	10:49:12	72.7	10:49:10	75.1	0:00:02	3.20
10/3/07	10:49:27	71.2	10:49:26	71.6	0:00:01	0.56
10/3/07	10:50:24	62	10:50:22	64.6	0:00:02	4.02
10/3/07	10:50:44	63.1	10:50:43	64.5	0:00:01	2.17
10/3/07	10:50:49	76.1	10:50:47	76.3	0:00:02	0.26
10/3/07	10:50:50	74.3	10:50:49	75.6	0:00:01	1.72
10/3/07	10:50:53	76.1	10:50:51	77.2	0:00:02	1.42
10/3/07	10:51:19	81.5	10:51:18	81.2	0:00:01	0.37
10/3/07	10:51:20	81.5	10:51:19	81.8	0:00:01	0.37
10/3/07	10:51:36	64.3	10:51:35	67	0:00:01	4.03
10/3/07	10:51:40	64.4	10:51:38	65.3	0:00:02	1.38
10/3/07	10:51:54	77.9	10:51:53	77.9	0:00:01	0.00
10/3/07	10:52:17	68.3	10:52:16	67.9	0:00:01	0.59
10/3/07	10:52:29	62	10:52:28	64.1	0:00:01	3.28
10/3/07	10:52:34	0#1	10:52:32	70.1	0:00:02	#VALU E!
10/3/07	10:52:49	65.6	10:52:48	68.7	0:00:01	4.51
10/3/07	10:52:58	65.6	10:52:56	67.8	0:00:02	3.24
10/3/07	10:53:03	72.7	10:53:01	74.3	0:00:02	2.15
10/3/07	10:54:07	50	10:54:06	52.1	0:00:01	4.03
10/3/07	10:54:20	54.9	10:54:19	63.4	0:00:01	13.41
10/3/07			10:54:19	63.5		100.00
10/3/07	10:54:28	74.4	10:54:27	75.7	0:00:01	1.72
10/3/07	10:54:39	77.8	10:54:37	79.7	0:00:02	2.38
10/3/07	10:54:45	77.8	10:54:43	77.9	0:00:02	0.13
10/3/07	10:54:50	65.6	10:54:49	68.2	0:00:01	3.81
10/3/07	10:55:02	60.9	10:55:01	62.9	0:00:01	3.18
10/3/07	10:55:09	64.3	10:55:08	64.7	0:00:01	0.62
10/3/07	10:55:14	62	10:55:12	62.6	0:00:02	0.96
10/3/07	10:55:16	66.9	10:55:15	68.5	0:00:01	2.34
10/3/07	10:55:23	58.8	10:55:22	60.1	0:00:01	2.16
10/3/07	10:55:49	76.1	10:55:48	75.9	0:00:01	0.26
10/3/07	10:55:52	63.2	10:55:51	63.7	0:00:01	0.78
10/3/07	10:56:07	66.9	10:56:05	67	0:00:02	0.15
10/3/07	10:56:15	62	10:56:14	69	0:00:01	10.14
10/3/07	10:56:41	63.1	10:56:39	65.1	0:00:02	3.07
10/3/07	10:56:45	65.7	10:56:44	65.5	0:00:01	0.31
10/3/07	10:57:34	60.8	10:57:33	60.6	0:00:01	0.33

10/3/07	10:57:49	59.7	10:57:48	63.4	0:00:01	5.84
10/3/07	10:57:55	65.6	10:57:54	66.7	0:00:01	1.65
10/3/07	10:58:13	63.2	10:58:11	63.7	0:00:02	0.78
10/3/07	10:58:16	64.3	10:58:14	67.2	0:00:02	4.32
10/3/07	10:58:28	69.7	10:58:27	69.8	0:00:01	0.14
10/3/07	10:58:35	77.9	10:58:34	78.6	0:00:01	0.89
10/3/07	10:58:47	64.4	10:58:46	65.4	0:00:01	1.53
10/3/07			10:58:49	72.5		100.00
10/3/07	10:59:06	76.1	10:59:05	75.8	0:00:01	0.40
10/3/07	10:59:18	68.3	10:59:16	72.1	0:00:02	5.27
10/3/07	10:59:30	74.3	10:59:29	76.7	0:00:01	3.13
10/3/07	10:59:33	72.7	10:59:31	73.9	0:00:02	1.62
10/3/07	10:59:36	69.7	10:59:35	70.6	0:00:01	1.27
10/3/07	11:00:10	68.4	11:00:09	65.8	0:00:01	3.95
10/3/07	11:00:22	56.8	11:00:20	57.8	0:00:02	1.73
10/3/07	11:00:30	65.6	11:00:29	65.6	0:00:01	0.00
10/3/07	11:00:36	64.4	11:00:34	65.3	0:00:02	1.38
10/3/07	11:00:56	65.6	11:00:54	68.4	0:00:02	4.09
10/3/07	11:01:20	66.9	11:01:19	65.4	0:00:01	2.29
10/3/07	11:01:26	71.1	11:01:25	72.6	0:00:01	2.07
10/3/07	11:01:31	68.3	11:01:30	69.6	0:00:01	1.87
10/3/07	11:01:36	64.4	11:01:35	63.9	0:00:01	0.78
10/3/07	11:01:47	68.3	11:01:45	69.9	0:00:02	2.29
10/3/07	11:01:53	62	11:01:52	61.8	0:00:01	0.32
10/3/07	11:02:06	63.1	11:02:05	64.3	0:00:01	1.87
10/3/07	11:02:11	64.4	11:02:10	65.9	0:00:01	2.28
10/3/07	11:02:33	74.3	11:02:32	74.6	0:00:01	0.40
10/3/07	11:02:35	71.2	11:02:33	72.1	0:00:02	1.25
10/3/07	11:02:55	62	11:02:53	63.2	0:00:02	1.90
10/3/07	11:03:00	63.2	11:02:59	64.8	0:00:01	2.47
10/3/07	11:03:07	68.2	11:03:06	67.9	0:00:01	0.44
10/3/07	11:03:16	60.8	11:03:15	64.7	0:00:01	6.03
10/3/07	11:03:23	58.7	11:03:22	62.3	0:00:01	5.78
10/3/07	11:03:30	69.7	11:03:28	71.1	0:00:02	1.97
10/3/07	11:03:42	64.3	11:03:40	65.2	0:00:02	1.38
10/3/07	11:03:44	66.9	11:03:43	65.5	0:00:01	2.14
10/3/07	11:03:51	65.6	11:03:49	66.9	0:00:02	1.94
10/3/07	11:04:02	54	11:04:00	57.4	0:00:02	5.92
10/3/07	11:04:15	74.4	11:04:14	73.9	0:00:01	0.68
10/3/07	11:04:20	71.1	11:04:19	70.9	0:00:01	0.28
10/3/07	11:04:24	55.8	11:04:23	65.3	0:00:01	14.55
10/3/07	11:04:34	57.7	11:04:33	58.7	0:00:01	1.70
10/3/07	11:04:45	62	11:04:43	65.4	0:00:02	5.20
10/3/07	11:04:50	62	11:04:48	62.8	0:00:02	1.27
10/3/07	11:04:57	72.7	11:04:56	72.2	0:00:01	0.69
10/3/07	11:05:12	65.6	11:05:11	65.9	0:00:01	0.46
10/3/07	11:05:22	76.1	11:05:20	77.2	0:00:02	1.42
10/3/07	11:05:27	66.9	11:05:26	67.7	0:00:01	1.18
10/3/07	11:05:36	64.4	11:05:34	64.8	0:00:02	0.62
10/3/07	11:05:38	71.1	11:05:37	72.3	0:00:01	1.66
10/3/07	11:05:58	66.9	11:05:57	67.3	0:00:01	0.59
10/3/07	11:05:59				11:05:59	#DIV/0!

10/3/07	11:06:01	66.9	11:06:00	68.3	0:00:01	2.05
10/3/07	11:06:08	63.1	11:06:07	66.3	0:00:01	4.83
10/3/07	11:06:12	60.8	11:06:10	62.3	0:00:02	2.41
10/3/07	11:06:18	54	11:06:17	54.8	0:00:01	1.46
10/3/07	11:06:20	74.4	11:06:19	73.6	0:00:01	1.09
10/3/07	11:06:30	63.2	11:06:29	63.4	0:00:01	0.32
10/3/07	11:06:36	65.6	11:06:35	68.1	0:00:01	3.67
10/3/07	11:06:40	66.9	11:06:38	68.3	0:00:02	2.05
10/3/07	11:06:52	68.3	11:06:51	70.6	0:00:01	3.26
10/3/07	11:07:01	81.5	11:07:00	79.5	0:00:01	2.52
10/3/07	11:07:08	66.9	11:07:07	67.3	0:00:01	0.59
10/3/07	11:07:20	62	11:07:19	64.6	0:00:01	4.02
10/3/07	11:07:30	68.2	11:07:28	69.7	0:00:02	2.15
10/3/07	11:07:35	57.7	11:07:33	62.9	0:00:02	8.27
10/3/07	11:07:48	65.6	11:07:47	66.7	0:00:01	1.65
10/3/07	11:07:59	65.6	11:07:57	69	0:00:02	4.93
10/3/07	11:08:11	64.4	11:08:10	64.5	0:00:01	0.16
10/3/07	11:08:13	65.7	11:08:12	65.6	0:00:01	0.15
10/3/07	11:08:15	74.5	A1	12.7	#VALUE!	486.61
10/3/07	11:08:19	74.3	11:08:18	73.9	0:00:01	0.54
10/3/07	11:08:39	63.1	11:08:37	64	0:00:02	1.41
10/3/07	11:08:42	60.8	11:08:40	64.1	0:00:02	5.15
10/3/07	11:08:54	64.3	11:08:52	65.9	0:00:02	2.43
10/3/07	11:09:07	64.4	11:09:05	65.6	0:00:02	1.83
10/3/07	11:09:18	63.1	11:09:17	66.4	0:00:01	4.97
10/3/07	11:09:23	77.9	11:09:22	77.2	0:00:01	0.91
10/3/07	11:09:32	65.6	11:09:31	67	0:00:01	2.09
10/3/07	11:09:35	77.8	11:09:34	78.7	0:00:01	1.14
10/3/07	11:10:06	72.8	11:10:05	72.2	0:00:01	0.83
10/3/07	11:10:13	66.9	11:10:12	67.1	0:00:01	0.30
10/3/07	11:10:21	65.6	11:10:20	66.9	0:00:01	1.94
10/3/07	11:10:32	58.8	11:10:30	60.4	0:00:02	2.65
10/3/07	11:10:57	66.9	11:10:55	65.8	0:00:02	1.67
10/3/07	11:11:04	63.2	11:11:03	63.5	0:00:01	0.47
10/3/07	11:11:06	64.3	11:11:04	67.2	0:00:02	4.32
10/3/07	11:11:09	74.3	11:11:08	75.3	0:00:01	1.33
10/3/07	11:11:25	74.3	11:11:24	73.8	0:00:01	0.68
10/3/07	11:11:36	72.7	11:11:34	73.8	0:00:02	1.49
10/3/07	11:11:41	65.6	11:11:40	67.9	0:00:01	3.39
10/3/07	11:11:51	72.8	11:11:50	72.5	0:00:01	0.41
10/3/07	11:12:03	66.9	11:12:01	67.1	0:00:02	0.30
10/3/07	11:12:09	72.7	11:12:08	73.9	0:00:01	1.62
10/3/07	11:12:20	71.2	11:12:18	71.7	0:00:02	0.70
10/3/07	11:12:26	68.3	11:12:25	68.9	0:00:01	0.87
10/3/07	11:12:37	79.7	11:12:36	78.6	0:00:01	1.40
10/3/07	11:12:41	81.5	11:12:40	83.5	0:00:01	2.40
10/3/07	11:12:43	74.3	11:12:42	73.1	0:00:01	1.64
10/3/07	11:12:46	74.3	11:12:44	74.6	0:00:02	0.40
10/3/07	11:12:48	72.8	11:12:46	73.8	0:00:02	1.36
10/3/07	11:12:59	68.2	11:12:58	68.8	0:00:01	0.87
10/3/07	11:13:13	71.2	11:13:12	72.9	0:00:01	2.33
10/3/07	11:13:18	74.4	11:13:17	74.4	0:00:01	0.00

10/3/07	11:13:25	66.9	11:13:24	67.7	0:00:01	1.18
10/3/07	11:13:32	74.4	11:13:31	75	0:00:01	0.80
10/3/07	11:13:37	69.7	11:13:36	69.4	0:00:01	0.43
10/3/07	11:13:42	66.9	11:13:41	67.7	0:00:01	1.18
				67.2	0:00:00	100.00
10/3/07	11:13:52	72.8	11:13:51		0:00:01	#DIV/0!
10/3/07	11:14:00	69.7	11:13:59	70.2	0:00:01	0.71
				68.2	0:00:00	100.00
10/3/07	11:14:11	63.2	11:14:10		0:00:01	#DIV/0!
10/3/07	11:14:14	64.4	11:14:13		0:00:01	#DIV/0!
10/3/07	11:14:39	57.7	11:14:37	58.9	0:00:02	2.04
10/3/07	11:14:45	74.3	11:14:44	74.2	0:00:01	0.13
				90.4	0:00:00	100.00
				59.2	0:00:00	100.00
10/3/07	11:15:13	57.7	11:15:12	59	0:00:01	2.20
10/3/07	11:15:16	63.1	11:15:14	66	0:00:02	4.39
10/3/07	11:15:25	68.2	11:15:24	68.5	0:00:01	0.44
10/3/07	11:15:37	64.4	11:15:36	65.6	0:00:01	1.83
10/3/07	11:16:21	75.9	11:16:20	75.5	0:00:01	0.53
10/3/07	11:16:24	69.7	11:16:22	70.9	0:00:02	1.69
10/3/07	11:16:40	76.1	11:16:38	76.3	0:00:02	0.26
10/3/07	11:16:42	71.1	11:16:41	71.6	0:00:01	0.70
10/3/07	11:17:07	65.6	11:17:06	66.5	0:00:01	1.35
10/3/07	11:17:14	72.6	11:17:13	73.8	0:00:01	1.63
10/3/07	11:17:27	71.1	11:17:25	67.7	0:00:02	5.02
10/3/07	11:17:52	76.1	11:17:51	74.9	0:00:01	1.60
10/3/07	11:17:59	71.1	11:17:58	72.1	0:00:01	1.39
10/3/07	11:18:16	72.7	11:18:15	73.6	0:00:01	1.22
10/3/07	11:18:36	74.3	11:18:35	74.3	0:00:01	0.00
10/3/07	11:18:38	74.3	11:18:36	73.6	0:00:02	0.95
10/3/07	11:19:04	76.1	11:19:03	75.8	0:00:01	0.40
10/3/07	11:19:09	60.8	11:19:08	62.3	0:00:01	2.41
10/3/07	11:19:20	66.9	11:19:18	68.6	0:00:02	2.48
10/3/07	11:19:26	72.8	11:19:24	74.1	0:00:02	1.75
10/3/07	11:19:39	69.7	11:19:38	70.6	0:00:01	1.27
10/3/07	11:19:51	69.7	11:19:50	70.7	0:00:01	1.41
10/3/07	11:19:54	76.1	11:19:53	75.8	0:00:01	0.40
10/3/07	11:20:00	77.8	11:19:59	77.1	0:00:01	0.91
10/3/07	11:20:19	63.1	11:20:18	63.3	0:00:01	0.32
10/3/07	11:20:42	71.1	11:20:40	72.6	0:00:02	2.07
10/3/07	11:20:48	64.3	11:20:46	65.4	0:00:02	1.68
10/3/07	11:20:51	68.3	11:20:49	68.9	0:00:02	0.87
10/3/07	11:21:05	71.2	11:21:04	71.3	0:00:01	0.14
10/3/07	11:21:19	68.4	11:21:18	71.6	0:00:01	4.47
10/3/07	11:21:36	68.3	11:21:35	69.8	0:00:01	2.15
10/3/07	11:21:41	69.7	11:21:39	71.1	0:00:02	1.97
10/3/07	11:21:48	59.8	11:21:46	60.5	0:00:02	1.16
10/3/07	11:22:37	62	11:22:36	62	0:00:01	0.00
10/3/07	11:22:40	77.7	11:22:39	77.7	0:00:01	0.00
10/3/07			11:22:42	77.9		100.00
10/3/07	11:22:50	69.7	11:22:48	69.8	0:00:02	0.14
10/3/07	11:23:07	64.4	11:23:06	65.3	0:00:01	1.38

10/3/07	11:23:12	74.3	11:23:10	75.6	0:00:02	1.72
10/3/07	11:23:15	74.4	11:23:14	75.6	0:00:01	1.59
10/3/07	11:23:27	68.3	11:23:25	70	0:00:02	2.43
10/3/07	11:23:33	72.7	11:23:32	73.9	0:00:01	1.62
10/3/07	11:23:53	74.3	11:23:51	74.6	0:00:02	0.40
10/3/07	11:24:11	58.7	11:24:10	60.5	0:00:01	2.98
10/3/07	11:24:14	66.9	11:24:13	66.2	0:00:01	1.06
10/3/07	11:24:19	64.4	11:24:17	63.9	0:00:02	0.78
10/3/07	11:24:19	63.1	11:24:18	62.8	0:00:01	0.48
10/3/07	11:24:21	60.8	11:24:19	63.4	0:00:02	4.10
10/3/07	11:24:43	62	11:24:42	64.9	0:00:01	4.47
10/3/07	11:24:55	74.3	11:24:54	69	0:00:01	7.68
10/3/07	11:25:10	72.8	11:25:08	72.8	0:00:02	0.00
10/3/07	11:25:13	77.7	11:25:12	79	0:00:01	1.65
10/3/07	11:25:36	72.7	11:25:34	73.6	0:00:02	1.22
10/3/07	11:25:53	77.7	11:25:52	79	0:00:01	1.65
10/3/07	11:25:55	77.8	11:25:54	77.5	0:00:01	0.39
10/3/07	11:26:00	68.3	11:25:59	69.9	0:00:01	2.29
10/3/07	11:26:04	76.1	11:26:03	76.1	0:00:01	0.00
10/3/07	11:26:25	64.3	11:26:24	67.9	0:00:01	5.30
10/3/07	11:26:42	64.4	11:26:41	65	0:00:01	0.92
10/3/07	11:26:58	65.6	11:26:56	65.9	0:00:02	0.46
10/3/07	11:27:17	68.2	11:27:16	66.3	0:00:01	2.87
10/3/07	11:27:25	68.3	11:27:24	68.6	0:00:01	0.44
10/3/07	11:27:37	65.6	11:27:35	66.6	0:00:02	1.50
10/3/07	11:27:54	59.7	11:27:53	60.6	0:00:01	1.49
10/3/07	11:28:01	74.3	11:28:00	75.6	0:00:01	1.72
10/3/07	11:28:12	60.8	11:28:11	60.5	0:00:01	0.50
10/3/07	11:28:18	74.4	11:28:17	73.6	0:00:01	1.09
10/3/07	11:28:21	64.4	11:28:19	65.1	0:00:02	1.08
10/3/07	11:28:24	65.6	11:28:22	66.8	0:00:02	1.80
10/3/07	11:28:35	63.1	11:28:34	64.6	0:00:01	2.32
10/3/07	11:28:56	69.7	11:28:54	70.9	0:00:02	1.69
10/3/07	11:28:58	74.3	11:28:56	75.2	0:00:02	1.20
10/3/07	11:29:40	63.2	11:29:39	64.2	0:00:01	1.56
10/3/07	11:29:59	69.7	11:29:57	69.7	0:00:02	0.00
10/3/07	11:30:11	77.7	11:30:09	78.2	0:00:02	0.64
10/3/07	11:30:33	74.4	11:30:32	73.8	0:00:01	0.81
10/3/07	11:30:47	74.4	11:30:46	72.8	0:00:01	2.20
10/3/07	11:30:54	65.6	11:30:52	65.2	0:00:02	0.61
10/3/07	11:31:07	76.1	11:31:06	76.9	0:00:01	1.04
10/3/07	11:31:27	71.2	11:31:26	72.3	0:00:01	1.52
10/3/07	11:31:35	63.1	11:31:33	64	0:00:02	1.41
10/3/07	11:31:39	67	11:31:38	68.5	0:00:01	2.19
10/3/07	11:31:47	75.9	11:31:46	74.6	0:00:01	1.74
10/3/07	11:31:54	71.2	11:31:52	71.3	0:00:02	0.14
10/3/07	11:32:07	68.3	11:32:06	67.9	0:00:01	0.59
10/3/07	11:32:14	66.9	11:32:12	67.5	0:00:02	0.89
10/3/07	11:32:39	66.9	11:32:38	68.2	0:00:01	1.91
10/3/07	11:33:05	62	11:33:03	63.1	0:00:02	1.74
10/3/07	11:33:13	77.8	11:33:12	78.7	0:00:01	1.14
10/3/07	11:33:20	59.8	11:33:18	60.6	0:00:02	1.32

10/3/07	11:33:31	74.3	11:33:29	76.1	0:00:02	2.37
10/3/07	11:33:35	76.1	11:33:33	75.6	0:00:02	0.66
10/3/07	11:33:40	76.1	11:33:38	75.9	0:00:02	0.26
10/3/07	11:34:18	79.6	11:34:17	80.5	0:00:01	1.12
10/3/07			11:34:26	81		100.00
10/3/07	11:34:29	74.3	11:34:28	74.6	0:00:01	0.40
10/3/07	11:34:37	79.6	11:34:35	78.1	0:00:02	1.92
10/3/07	11:34:40	63.1	11:34:39	63.1	0:00:01	0.00
10/3/07	11:34:55	63.2	11:34:53	62.8	0:00:02	0.64
10/3/07	11:34:58	66.9	11:34:57	65.6	0:00:01	1.98
10/3/07	11:35:05	63.1	11:35:04	65.1	0:00:01	3.07
10/3/07	11:35:27	76.1	11:35:25	76.4	0:00:02	0.39
10/3/07	11:35:34	69.7	11:35:33	71	0:00:01	1.83
10/3/07	11:35:47	64.4	11:35:45	65.7	0:00:02	1.98
10/3/07	11:35:50	64.3	11:35:48	68.4	0:00:02	5.99
10/3/07	11:35:55	75.9	11:35:54	75.4	0:00:01	0.66
10/3/07	11:36:22	55.8	11:36:20	56.9	0:00:02	1.93
10/3/07	11:36:29	56.7	11:36:28	56.6	0:00:01	0.18
10/3/07	11:36:37	54	11:36:35	55.6	0:00:02	2.88
10/3/07	11:36:41	55.8	11:36:39	56	0:00:02	0.36
10/3/07	11:36:49	77.8	11:36:47	78.7	0:00:02	1.14
10/3/07	11:36:59	72.7	11:36:57	72.5	0:00:02	0.28
10/3/07	11:37:04	68.3	11:37:03	70.7	0:00:01	3.39
10/3/07	11:37:13	59.8	11:37:12	60.6	0:00:01	1.32
10/3/07	11:37:27	64.3	11:37:25	64.2	0:00:02	0.16
10/3/07	11:37:40	58.7	11:37:39	59.9	0:00:01	2.00
10/3/07	11:38:14	66.9	11:38:13	68.7	0:00:01	2.62
10/3/07	11:38:31	64.4	11:38:30	65.6	0:00:01	1.83
10/3/07	11:38:34	66.9	11:38:32	67	0:00:02	0.15
10/3/07	11:38:46	66.9	11:38:44	67	0:00:02	0.15
10/3/07	11:38:54	68.2	11:38:53	67.5	0:00:01	1.04
10/3/07	11:38:58	72.8	11:38:57	74.2	0:00:01	1.89
10/3/07	11:39:03	65.6	11:39:01	66.4	0:00:02	1.20
10/3/07	11:39:13	68.3	11:39:12	68.4	0:00:01	0.15
10/3/07	11:39:16	62	11:39:14	65.5	0:00:02	5.34
10/3/07	11:39:26	68.3	11:39:25	68.4	0:00:01	0.15
10/3/07	11:39:34	79.7	11:39:33	81.3	0:00:01	1.97
10/3/07	11:39:47	64.4	11:39:46	66.4	0:00:01	3.01
10/3/07	11:39:51	64.4	11:39:50	64.9	0:00:01	0.77
10/3/07	11:40:10	76.1	11:40:08	76.4	0:00:02	0.39
10/3/07	11:40:28	59.8	11:40:26	60.5	0:00:02	1.16
10/3/07	11:40:30	62	11:40:29	62.9	0:00:01	1.43
10/3/07	11:40:35	71.1	11:40:33	69.2	0:00:02	2.75
10/3/07	11:40:41	59.8	11:40:39	59.8	0:00:02	0.00
10/3/07	11:41:13	62	11:41:12	63.4	0:00:01	2.21
10/3/07	11:41:18	79.7	11:41:16	80	0:00:02	0.37
10/3/07	11:41:21	83.6	11:41:19	81.2	0:00:02	2.96
10/3/07	11:41:23	83.6	11:41:21	84.1	0:00:02	0.59
10/3/07	11:41:43	63.2	11:41:42	63.7	0:00:01	0.78
10/3/07	11:42:17	66.9	11:42:16	67.7	0:00:01	1.18
10/3/07	11:42:39	68.4	11:42:38	70.1	0:00:01	2.43
10/3/07	11:42:55	66.9	11:42:54	68.2	0:00:01	1.91

10/3/07	11:43:06	79.7	11:43:04	80.6	0:00:02	1.12
10/3/07	11:43:35	66.9	11:43:34	68.8	0:00:01	2.76
10/3/07	11:43:44	66.9	11:43:43	65.4	0:00:01	2.29
10/3/07	11:43:50	74.4	11:43:49	74.4	0:00:01	0.00
10/3/07	11:44:01	74.3	11:43:59	74.9	0:00:02	0.80
10/3/07	11:44:12	68.3	11:44:10	69.6	0:00:02	1.87
10/3/07	11:44:37	68.3	11:44:36	69.2	0:00:01	1.30
10/3/07	11:44:44	64.3	11:44:42	64.5	0:00:02	0.31
10/3/07	11:44:56	64.3	11:44:54	64.9	0:00:02	0.92
10/3/07	11:45:03	74.4	11:45:01	75.5	0:00:02	1.46
10/3/07	11:45:07	56.7	11:45:06	57.4	0:00:01	1.22
10/3/07	11:45:10	54.9	11:45:09	56.5	0:00:01	2.83
10/3/07	11:45:27	76.1	11:45:25	74.4	0:00:02	2.28
10/3/07	11:45:34	71.2	11:45:33	71.7	0:00:01	0.70
10/3/07	11:45:47	65.6	11:45:45	66.4	0:00:02	1.20
10/3/07	11:45:51	60.8	11:45:50	61	0:00:01	0.33
10/3/07	11:46:11	85.7	11:46:09	84.9	0:00:02	0.94
10/3/07	11:46:34	69.7	11:46:33	67.1	0:00:01	3.87
10/3/07	11:46:45	65.6	11:46:43	68.4	0:00:02	4.09
10/3/07	11:46:56	72.7	11:46:54	73.6	0:00:02	1.22
10/3/07	11:47:00	63.2	11:46:59	63.8	0:00:01	0.94
10/3/07	11:47:04	66.9	11:47:02	69.7	0:00:02	4.02
10/3/07	11:47:05	0#2			11:47:05	#VALUE!
10/3/07	11:47:06	66.9	11:47:05	68.8	0:00:01	2.76
10/3/07	11:47:31	63.1	11:47:30	65.7	0:00:01	3.96
10/3/07	11:47:50	66.9	11:47:49	67.4	0:00:01	0.74
10/3/07	11:47:52	64.4	11:47:50	64.7	0:00:02	0.46
10/3/07	11:47:54	66.9	11:47:52	69.8	0:00:02	4.15
10/3/07	11:48:14	66.9	11:48:12	66.2	0:00:02	1.06
10/3/07	11:48:32	59.8	11:48:31	61.3	0:00:01	2.45
10/3/07	11:48:38	66.9	11:48:37	69.2	0:00:01	3.32
10/3/07	11:48:51	63.1	11:48:49	64.2	0:00:02	1.71
10/3/07	11:49:04	74.3	11:49:03	74.4	0:00:01	0.13
10/3/07	11:49:11	66.9	11:49:09	67.1	0:00:02	0.30
10/3/07	11:49:13	66.9	11:49:11	67.9	0:00:02	1.47
10/3/07	11:49:15	65.6	11:49:13	66.6	0:00:02	1.50
10/3/07	11:49:25	68.3	11:49:24	68.2	0:00:01	0.15
10/3/07	11:49:27	65.6	11:49:26	64.1	0:00:01	2.34
10/3/07			11:49:27	65		100.00
10/3/07	11:49:29	67	11:49:28	65.1	0:00:01	2.92
10/3/07	11:49:41	74.4	11:49:40	73.9	0:00:01	0.68
10/3/07	11:49:58	63.1	11:49:57	64	0:00:01	1.41
10/3/07	11:50:13	71.2	11:50:12	71.1	0:00:01	0.14
10/3/07	11:50:19	56.7	11:50:17	57.6	0:00:02	1.56
10/3/07	11:50:22	71.2	11:50:21	73.4	0:00:01	3.00
10/3/07	11:50:24	77.7	11:50:22	77.7	0:00:02	0.00
10/3/07	11:50:31	58.7	11:50:30	59.9	0:00:01	2.00
10/3/07	11:50:36	57.7	11:50:35	58.1	0:00:01	0.69
10/3/07			11:50:42	67.3		100.00
10/3/07	11:50:58	69.7	11:50:56	69	0:00:02	1.01
10/3/07	11:51:12	63.1	11:51:11	62.9	0:00:01	0.32

10/3/07	11:51:18	63.1	11:51:16	62.7	0:00:02	0.64
10/3/07	11:51:25	76.1	11:51:24	76.6	0:00:01	0.65
10/3/07	11:52:11	76.1	11:52:10	75.9	0:00:01	0.26
10/3/07	11:52:20	64.4	11:52:19	65.2	0:00:01	1.23
10/3/07	11:52:23	77.7	11:52:22	76.9	0:00:01	1.04
10/3/07	11:52:31	69.7	11:52:30	70	0:00:01	0.43
10/3/07	11:52:46	63.1	11:52:45	64.2	0:00:01	1.71
10/3/07	11:52:50	65.7	11:52:49	66.6	0:00:01	1.35
10/3/07	11:53:00	66.9	11:52:58	67.5	0:00:02	0.89
10/3/07	11:53:21	76.1	11:53:20	74.9	0:00:01	1.60
10/3/07	11:53:23	76.1	11:53:22	75.4	0:00:01	0.93
10/3/07	11:53:27	77.7	11:53:25	79.5	0:00:02	2.26
10/3/07	11:53:41	74.3	11:53:39	75.1	0:00:02	1.07
10/3/07	11:53:44	76.1	11:53:42	74.6	0:00:02	2.01
10/3/07	11:53:52	69.7	11:53:51	70.6	0:00:01	1.27
10/3/07	11:53:58	85.7	11:53:57	84.9	0:00:01	0.94
10/3/07	11:54:05	62	11:54:04	62.5	0:00:01	0.80
10/3/07	11:54:10	62	11:54:08	62.7	0:00:02	1.12
10/3/07			11:54:38	70.4		100.00
10/3/07	11:54:42	65.6	11:54:41	65.3	0:00:01	0.46
10/3/07	11:55:05	72.7	11:55:03	74.8	0:00:02	2.81
10/3/07	11:55:11	64.3	11:55:10	65.6	0:00:01	1.98
10/3/07	11:55:22	71.2	11:55:21	73	0:00:01	2.47
10/3/07	11:55:29	66.9	11:55:28	67.7	0:00:01	1.18
10/3/07	11:55:55	60.8	11:55:54	61.6	0:00:01	1.30
10/3/07	11:56:07	64.3	11:56:05	64.9	0:00:02	0.92
10/3/07	11:56:14	72.7	11:56:13	73.3	0:00:01	0.82
10/3/07	11:56:17	68.3	11:56:16	68.9	0:00:01	0.87
10/3/07	11:56:23	68.3	11:56:22	68.9	0:00:01	0.87
10/3/07	11:56:38	66.9	11:56:37	67.9	0:00:01	1.47
10/3/07	11:56:59	60.8	11:56:58	62.5	0:00:01	2.72
10/3/07	11:57:14	54.9	11:57:13	59	0:00:01	6.95
10/3/07	11:57:30	68.2	11:57:29	68.4	0:00:01	0.29
10/3/07	11:57:39	60.8	11:57:38	63.3	0:00:01	3.95
10/3/07	11:57:55	74.3	11:57:54	75.4	0:00:01	1.46
10/3/07	11:58:01	69.7	11:58:00	71.1	0:00:01	1.97
10/3/07	11:58:12	61	11:58:10	62.6	0:00:02	2.56
10/3/07	11:58:14	62	11:58:13	63	0:00:01	1.59
10/3/07	11:58:23	66.9	11:58:21	69.1	0:00:02	3.18
10/3/07	11:58:27	77.7	11:58:26	80	0:00:01	2.88
10/3/07	11:58:45	76.1	11:58:44	76.3	0:00:01	0.26
10/3/07	11:58:56	76.1	11:58:55	74.8	0:00:01	1.74
10/3/07	11:59:03	71.1	11:59:02	72.5	0:00:01	1.93
10/3/07	11:59:25	63.1	11:59:23	66.4	0:00:02	4.97
10/3/07	11:59:29	58.7	11:59:28	61.8	0:00:01	5.02
10/3/07	11:59:45	76.1	11:59:43	76.9	0:00:02	1.04
10/3/07	11:59:55	65.6	11:59:54	66.9	0:00:01	1.94
10/3/07	12:00:02	74.3	12:00:01	75.7	0:00:01	1.85
10/3/07	12:00:05	74.4	12:00:03	75.2	0:00:02	1.06
10/3/07	12:00:10	90.3	12:00:08	90.3	0:00:02	0.00
10/3/07	12:00:34	60.8	12:00:33	62.7	0:00:01	3.03
10/3/07	12:00:40	50.7	12:00:39	64.9	0:00:01	21.88

10/3/07	12:00:49	64.4	12:00:48	66.5	0:00:01	3.16
10/3/07	12:00:56	64.3	12:00:54	66.9	0:00:02	3.89
10/3/07	12:01:04	71.2	12:01:02	72.8	0:00:02	2.20
10/3/07	12:01:14	65.6	12:01:13	69.7	0:00:01	5.88
10/3/07	12:01:19	71.1	12:01:17	71.8	0:00:02	0.97
10/3/07	12:01:29	68.3	12:01:28	69.3	0:00:01	1.44
10/3/07	12:01:35	58.7	12:01:34	60.8	0:00:01	3.45
10/3/07	12:01:40	71.1	12:01:39	72	0:00:01	1.25
10/3/07	12:01:43	77.7	12:01:42	78.7	0:00:01	1.27
10/3/07	12:02:00	57.7	12:01:59	60.8	0:00:01	5.10
10/3/07	12:02:20	85.6	12:02:18	87.1	0:00:02	1.72
10/3/07	12:02:41	81.5	12:02:40	80.8	0:00:01	0.87
10/3/07	12:03:02	72.7	12:03:01	73.6	0:00:01	1.22
10/3/07	12:03:13	63.2	12:03:11	63.3	0:00:02	0.16
10/3/07	12:03:22	72.7	12:03:20	74.4	0:00:02	2.28
10/3/07	12:03:26	60.8	12:03:25	68.7	0:00:01	11.50
10/3/07	12:03:28	68.3	12:03:27	69.3	0:00:01	1.44
10/3/07	12:03:32	64.3	12:03:31	65.7	0:00:01	2.13
10/3/07	12:03:37	75.9	12:03:36	76.6	0:00:01	0.91
10/3/07	12:03:46	68.3	12:03:45	68.5	0:00:01	0.29
10/3/07	12:04:03	55.8	12:04:01	55.7	0:00:02	0.18
10/3/07	12:04:05	53.2	12:04:03	53.7	0:00:02	0.93
10/3/07	12:04:09	58.7	12:04:08	60.3	0:00:01	2.65
10/3/07	12:04:18	70.7	12:04:18	70.7	0:00:01	100.00
10/3/07	12:04:32	74.3	12:04:31	75.5	0:00:01	1.59
10/3/07	12:04:41	68.2	12:04:40	70.3	0:00:01	2.99
10/3/07	12:04:44	66.9	12:04:43	70	0:00:01	4.43
10/3/07	12:04:52	66.9	12:04:51	73.3	0:00:01	8.73
10/3/07	12:05:06	72.7	12:05:05	74.8	0:00:01	2.81
10/3/07	12:05:28	69.7	12:05:27	69.2	0:00:01	0.72
10/3/07	12:05:57	66.9	12:05:55	68.5	0:00:02	2.34
10/3/07	12:06:02	63.1	12:06:01	65.8	0:00:01	4.10
10/3/07	12:06:04	69.7	12:06:02	70.4	0:00:02	0.99
10/3/07	12:06:08	64.3	12:06:07	65.8	0:00:01	2.28
10/3/07	12:06:11	64.4	12:06:10	66.5	0:00:01	3.16
10/3/07	12:06:37	79.5	12:06:36	79.5	0:00:01	0.00
10/3/07	12:06:48	74.3	12:06:47	75.1	0:00:01	1.07
10/3/07	12:06:55	72.7	12:06:54	72.8	0:00:01	0.14
10/3/07	12:06:59	63.1	12:06:58	62.8	0:00:01	0.48
10/3/07	12:07:24	79.5	12:07:23	80.6	0:00:01	1.36
10/3/07	12:07:42	71.1	12:07:41	72.1	0:00:01	1.39
10/3/07	12:07:58	56.7	12:07:57	58.3	0:00:01	2.74
10/3/07	12:08:05	65.6	12:08:04	66.4	0:00:01	1.20
10/3/07	12:08:13	64.4	12:08:12	63.8	0:00:01	0.94
10/3/07	12:08:17	68.3	12:08:15	68.7	0:00:02	0.58
10/3/07	12:08:24	71.2	12:08:23	72	0:00:01	1.11
10/3/07	12:08:29	72.7	12:08:28	72.8	0:00:01	0.14
10/3/07	12:08:51	65.6	12:08:50	65.3	0:00:01	0.46
10/3/07	12:09:00	77.8	12:08:59	78.1	0:00:01	0.38
10/3/07	12:09:07	79.5	12:09:06	79	0:00:01	0.63
10/3/07	12:09:10	74.3	12:09:09	73.8	0:00:01	0.68
10/3/07	12:09:26	72.7	12:09:24	72	0:00:02	0.97

10/3/07	12:09:28	69.7	12:09:27	69.3	0:00:01	0.58
10/3/07	12:09:40	77.7	12:09:39	78.1	0:00:01	0.51
10/3/07	12:09:59	68.2	12:09:58	66.2	0:00:01	3.02
10/3/07	12:10:26	68.3	12:10:25	67.9	0:00:01	0.59
10/3/07	12:10:35	77.8	12:10:34	77	0:00:01	1.04
10/3/07	12:10:46	79.6	12:10:45	78.5	0:00:01	1.40
10/3/07	12:10:55	59.7	12:10:53	60.7	0:00:02	1.65
10/3/07	12:10:59	69.7	12:10:58	68.4	0:00:01	1.90
10/3/07	12:11:15	63.1	12:11:14	63.3	0:00:01	0.32
10/3/07	12:11:17	59.8	12:11:16	60.8	0:00:01	1.64
10/3/07	12:11:21	75.9	12:11:20	75.6	0:00:01	0.40
10/3/07	12:11:26	75.9	12:11:24	75.6	0:00:02	0.40
10/3/07	12:11:43	71.1	12:11:42	72.5	0:00:01	1.93
10/3/07	12:11:57	71.2	12:11:56	70.6	0:00:01	0.85
10/3/07	12:12:18	76.1	12:12:17	74.4	0:00:01	2.28
10/3/07	12:12:20	75.9	12:12:18	75	0:00:02	1.20
10/3/07	12:12:42	76.1	12:12:41	76.7	0:00:01	0.78
10/3/07	12:13:09	75.9	12:13:08	75.6	0:00:01	0.40
10/3/07	12:13:16	66.9	12:13:15	65.7	0:00:01	1.83
10/3/07	12:13:23	65.6	12:13:21	65.7	0:00:02	0.15
10/3/07	12:13:26	64.3	12:13:25	64.5	0:00:01	0.31
10/3/07	12:13:31	63.1	12:13:30	61.1	0:00:01	3.27
10/3/07	12:14:28	68.2	12:14:26	68.9	0:00:02	1.02
10/3/07	12:14:29	66.9	12:14:28	67	0:00:01	0.15
10/3/07	12:14:34	68.3	12:14:32	67	0:00:02	1.94
10/3/07	12:15:02	79.6	12:15:01	78.7	0:00:01	1.14
10/3/07	12:15:36	66.9	12:15:34	67.9	0:00:02	1.47
10/3/07	12:16:03	71.1	12:16:02	71.6	0:00:01	0.70
10/3/07	12:16:13	69.7	12:16:12	70.3	0:00:01	0.85
10/3/07	12:16:37	83.6	12:16:35	81.2	0:00:02	2.96
10/3/07	12:16:49	64.4	12:16:47	63.8	0:00:02	0.94
10/3/07	12:16:53	72.6	12:16:51	68.2	0:00:02	6.45
10/3/07	12:17:05	74.3	12:17:03	73.3	0:00:02	1.36
10/3/07	12:17:11	77.7	12:17:10	77.4	0:00:01	0.39
10/3/07	12:17:18	69.7	12:17:17	66.4	0:00:01	4.97
10/3/07	12:17:33	72.7	12:17:32	69.7	0:00:01	4.30
10/3/07	12:17:39	76.1	12:17:37	74.6	0:00:02	2.01
10/3/07	12:18:07	77.9	12:18:05	77.6	0:00:02	0.39
10/3/07	12:18:12	57.7	12:18:11	59.5	0:00:01	3.03
10/3/07	12:18:21	68.3	12:18:20	70.6	0:00:01	3.26
10/3/07	12:18:30	63.2	12:18:28	64.4	0:00:02	1.86
10/3/07	12:18:31	65.6	12:18:30	68.4	0:00:01	4.09
10/3/07	12:18:37	65.6	12:18:36	68.7	0:00:01	4.51
10/3/07	12:18:54	52.3	12:18:52	53	0:00:02	1.32
10/3/07	12:19:01	81.5	12:18:59	82.3	0:00:02	0.97
10/3/07	12:19:06	75.9	12:19:05	77.7	0:00:01	2.32
10/3/07	12:19:19	76.1	12:19:18	75.7	0:00:01	0.53
10/3/07	12:20:04	79.7	12:20:03	80.8	0:00:01	1.36
10/3/07	12:20:22	59.8	12:20:21	60.4	0:00:01	0.99
10/3/07	12:20:26	58.7	12:20:24	58.9	0:00:02	0.34
10/3/07	12:21:00	64.3	12:20:58	66.2	0:00:02	2.87
10/3/07	12:21:02	65.6	12:21:00	67.2	0:00:02	2.38

10/3/07	12:21:08	63.2	12:21:07	62.9	0:00:01	0.48
10/3/07			12:21:30	75.5		100.00
10/3/07	12:21:36	76.1	12:21:35	75.5	0:00:01	0.79
10/3/07	12:21:43	69.7	12:21:42	70.6	0:00:01	1.27
10/3/07	12:21:46	71.1	12:21:44	72.2	0:00:02	1.52
10/3/07	12:21:49	65.6	12:21:48	69.1	0:00:01	5.07
10/3/07	12:21:57	68.2	12:21:55	69.2	0:00:02	1.45
10/3/07	12:22:07	64.3	12:22:05	66.7	0:00:02	3.60
10/3/07	12:22:16	62	12:22:15	64.1	0:00:01	3.28
10/3/07	12:22:20	54	12:22:19	55.7	0:00:01	3.05
10/3/07	12:22:29	74.4	12:22:28	75.9	0:00:01	1.98
10/3/07	12:22:38	62	12:22:37	65.2	0:00:01	4.91
10/3/07	12:22:46	66.9	12:22:45	67.8	0:00:01	1.33
10/3/07	12:22:55	65.6	12:22:54	67	0:00:01	2.09
10/3/07	12:23:19	71.2	12:23:17	73.9	0:00:02	3.65
10/3/07	12:23:44	65.6	12:23:42	67.5	0:00:02	2.81
10/3/07	12:23:59	64.3	12:23:58	67.3	0:00:01	4.46
10/3/07	12:24:09	71.1	12:24:08	70.1	0:00:01	1.43
10/3/07	12:24:25	53.1	12:24:23	54.1	0:00:02	1.85
10/3/07	12:24:31	55.8	12:24:29	56	0:00:02	0.36
10/3/07	12:24:51	75.9	12:24:49	77.4	0:00:02	1.94
10/3/07	12:25:12	53.1	12:25:11	54.8	0:00:01	3.10
10/3/07	12:25:27	79.6	12:25:25	77.9	0:00:02	2.18
10/3/07	12:25:46	77.7	12:25:44	78.1	0:00:02	0.51
10/3/07	12:26:13	77.7	12:26:12	77.2	0:00:01	0.65
10/3/07	12:26:15	65.6	12:26:14	64.9	0:00:01	1.08
10/3/07	12:26:19	68.2	12:26:18	65.3	0:00:01	4.44
10/3/07	12:26:30	68.3	12:26:29	68	0:00:01	0.44
10/3/07	12:26:35	66.9	12:26:34	68.5	0:00:01	2.34
10/3/07	12:27:14	65.6	12:27:13	66.1	0:00:01	0.76
10/3/07	12:27:22	69.7	12:27:20	68.8	0:00:02	1.31
10/3/07	12:27:25	69.7	12:27:23	70	0:00:02	0.43
10/3/07	12:27:37	64.4	12:27:35	65.7	0:00:02	1.98
10/3/07	12:27:42	66.9	12:27:40	68.5	0:00:02	2.34
10/3/07	12:28:35	79.5	12:28:34	80.2	0:00:01	0.87
10/3/07	12:28:39	77.8	12:28:37	78	0:00:02	0.26
10/3/07	12:29:09	65.6	12:29:07	65.7	0:00:02	0.15
10/3/07	12:29:17	81.5	12:29:16	80	0:00:01	1.88
10/3/07	12:29:32	63.1	12:29:31	65.7	0:00:01	3.96
10/3/07	12:29:42	62	12:29:41	60.4	0:00:01	2.65
10/3/07	12:29:46	69.7	12:29:45	69.4	0:00:01	0.43
10/3/07	12:29:53	68.2	12:29:52	68.6	0:00:01	0.58
10/3/07	12:30:19	64.3	12:30:17	65.9	0:00:02	2.43
10/3/07	12:30:27	74.3	12:30:26	73.9	0:00:01	0.54
10/3/07	12:30:39	62	12:30:38	62.5	0:00:01	0.80
10/3/07	12:30:57	56.7	12:30:55	58.5	0:00:02	3.08
10/3/07	12:31:01	63.1	12:30:59	63.4	0:00:02	0.47
10/3/07	12:31:15	79.5	12:31:14	81	0:00:01	1.85
10/3/07	12:31:23	68.2	12:31:22	66.5	0:00:01	2.56
10/3/07	12:31:27	66.9	12:31:26	66.6	0:00:01	0.45
10/3/07	12:31:40	62	12:31:39	62.5	0:00:01	0.80
10/3/07	12:31:50	68.2	12:31:49	65.9	0:00:01	3.49

10/3/07	12:31:56	54.9	12:31:55	54.8	0:00:01	0.18
10/3/07	12:31:57	55.7			12:31:57	#DIV/0!
10/3/07	12:32:02	76.1	12:32:01	75.6	0:00:01	0.66
10/3/07	12:32:13	74.3	12:32:12	74.6	0:00:01	0.40
10/3/07	12:32:35	66.9	12:32:34	68	0:00:01	1.62
10/3/07	12:32:40	66.9	12:32:38	66.9	0:00:02	0.00
10/3/07	12:32:46	68.2	12:32:44	67.1	0:00:02	1.64
10/3/07	12:32:56	64.3	12:32:54	64.6	0:00:02	0.46
10/3/07	12:33:18	56.7	12:33:16	59	0:00:02	3.90
10/3/07	12:33:22	69.7	12:33:20	66	0:00:02	5.61
10/3/07	12:33:34	77.7	12:33:32	76.4	0:00:02	1.70
10/3/07	12:33:41	77.7	12:33:39	76.4	0:00:02	1.70
10/3/07	12:33:51	69.7	12:33:49	68.3	0:00:02	2.05
10/3/07	12:34:09	79.7	12:34:08	79	0:00:01	0.89
10/3/07	12:34:22	75.9	12:34:21	75.2	0:00:01	0.93
10/3/07	12:34:38	72.6	12:34:36	72.5	0:00:02	0.14
10/3/07	12:34:41	71.1	12:34:40	68.5	0:00:01	3.80
10/3/07	12:35:16	69.7	12:35:15	69.7	0:00:01	0.00
10/3/07	12:35:23	65.6	12:35:22	65.6	0:00:01	0.00
10/3/07	12:35:30	65.6	12:35:29	64.7	0:00:01	1.39
10/3/07	12:35:45	72.6	12:35:44	67.2	0:00:01	8.04
10/3/07	12:36:00	74.3	12:35:59	70.4	0:00:01	5.54
10/3/07	12:36:11	66.9	12:36:10	66.8	0:00:01	0.15
10/3/07	12:36:42	66.9	12:36:41	63.6	0:00:01	5.19
10/3/07	12:36:52	66.9	12:36:51	68.9	0:00:01	2.90
10/3/07	12:37:02	65.6	12:37:01	66.7	0:00:01	1.65
10/3/07	12:37:07	79.7	12:37:05	78.4	0:00:02	1.66
10/3/07	12:37:12	77.8	12:37:11	76.5	0:00:01	1.70
10/3/07	12:37:16	79.7	12:37:15	79.8	0:00:01	0.13
10/3/07	12:37:36	68.2	12:37:35	68.3	0:00:01	0.15
10/3/07	12:37:52	63.1	12:37:51	63.4	0:00:01	0.47
10/3/07	12:37:58	59.7	12:37:56	60.8	0:00:02	1.81
10/3/07			12:37:57	73.6		100.00
10/3/07	12:38:05	68.2	12:38:03	67.8	0:00:02	0.59
10/3/07	12:38:08	74.3	12:38:07	75.1	0:00:01	1.07
10/3/07	12:38:23	65.6	12:38:22	66.9	0:00:01	1.94
10/3/07	12:38:39	79.5	12:38:38	81	0:00:01	1.85
10/3/07	12:38:43	72.6	12:38:42	73	0:00:01	0.55
10/3/07	12:38:48	77.7	12:38:46	76.7	0:00:02	1.30
10/3/07	12:38:53	65.6	12:38:51	65.3	0:00:02	0.46
10/3/07	12:38:54	65.6	12:38:53	65.7	0:00:01	0.15
10/3/07	12:38:56	68.3	12:38:55	68.5	0:00:01	0.29
10/3/07	12:39:06	75.9	12:39:05	75.9	0:00:01	0.00
10/3/07	12:39:11	71.2	12:39:10	71.8	0:00:01	0.84
10/3/07	12:39:19	72.6	12:39:17	72.3	0:00:02	0.41
10/3/07	12:39:27	75.9	12:39:26	75.5	0:00:01	0.53
10/3/07	12:39:55	65.6	12:39:54	66.1	0:00:01	0.76
10/3/07	12:40:04	74.3	12:40:02	73.3	0:00:02	1.36
10/3/07	12:40:19	76.1	12:40:18	74.9	0:00:01	1.60
10/3/07	12:40:46	75.9	12:40:45	73.9	0:00:01	2.71
10/3/07	12:41:21	76.1	12:41:19	75.4	0:00:02	0.93
10/3/07	12:41:51	64.3	12:41:50	66.4	0:00:01	3.16

10/3/07	12:42:02	62	12:42:00	64.9	0:00:02	4.47
10/3/07	12:42:23	71.1	12:42:22	68.2	0:00:01	4.25
10/3/07	12:42:53	41.3	12:42:52	39.8	0:00:01	3.77
10/3/07			12:42:56	61.8		100.00
10/3/07	12:43:04	66.9	12:43:03	65.3	0:00:01	2.45
10/3/07	12:43:15	77.7	12:43:13	76.2	0:00:02	1.97
10/3/07	12:43:24	69.7	12:43:22	70	0:00:02	0.43
10/3/07	12:43:28	72.6	12:43:27	68.7	0:00:01	5.68
10/3/07	12:43:30	71.1	12:43:29	67.2	0:00:01	5.80
10/3/07	12:43:44	72.6	12:43:43	69.7	0:00:01	4.16
10/3/07	12:43:55	65.6	12:43:53	64	0:00:02	2.50
10/3/07	12:44:00	74.4	12:43:58	73.1	0:00:02	1.78
10/3/07	12:44:19	72.6	12:44:18	71.1	0:00:01	2.11
10/3/07	12:44:23	72.6	12:44:22	71.9	0:00:01	0.97
10/3/07	12:44:25	72.6	12:44:24	72.7	0:00:01	0.14
10/3/07	12:44:48	65.6	12:44:47	65.4	0:00:01	0.31
10/3/07	12:44:52	62	12:44:51	62.1	0:00:01	0.16
10/3/07	12:45:04	58.7	12:45:02	60	0:00:02	2.17
10/3/07	12:45:40	66.9	12:45:38	66.2	0:00:02	1.06
10/3/07	12:45:47	68.2	12:45:46	69.2	0:00:01	1.45
10/3/07	12:45:52	72.6	12:45:51	72.8	0:00:01	0.27
10/3/07	12:46:00	66.9	12:45:59	66.4	0:00:01	0.75
10/3/07	12:46:11	63.1	12:46:10	65.9	0:00:01	4.25
10/3/07	12:46:24	95.4	12:46:23	93	0:00:01	2.58
10/3/07	12:46:38	62	12:46:36	62.8	0:00:02	1.27
10/3/07	12:46:49	65.6	12:46:48	65.5	0:00:01	0.15
10/3/07	12:46:58	72.8	12:46:57	72.8	0:00:01	0.00
10/3/07	12:47:11	75.9	12:47:09	77.5	0:00:02	2.06
10/3/07	12:47:17	68.2	12:47:16	67.9	0:00:01	0.44
10/3/07	12:47:25	74.3	12:47:23	74.6	0:00:02	0.40
10/3/07	12:47:31	69.7	12:47:30	69.9	0:00:01	0.29
10/3/07	12:48:14	64.3	12:48:13	63.9	0:00:01	0.63
10/3/07	12:48:17	65.6	12:48:16	65.6	0:00:01	0.00
10/3/07	12:48:29	75.9	12:48:28	73.6	0:00:01	3.13
10/3/07	12:48:30	65.6	12:48:29	67.7	0:00:01	3.10
10/3/07	12:48:48	66.9	12:48:46	0	0:00:02	#DIV/0!
10/3/07	12:48:56	66.9	12:48:55	67.4	0:00:01	0.74
10/3/07	12:48:59	72.6	12:48:58	71.3	0:00:01	1.82
10/3/07			12:49:04	70.8		100.00
10/3/07	12:49:25	65.6	12:49:24	67.3	0:00:01	2.53
10/3/07	12:49:26	71.1	12:49:25	70.5	0:00:01	0.85
10/3/07	12:49:48	65.6	12:49:47	66.6	0:00:01	1.50
10/3/07	12:49:59	68.2	12:49:58	68.1	0:00:01	0.15
10/3/07	12:50:10	66.9	12:50:08	65.7	0:00:02	1.83
10/3/07	12:50:20	68.2	12:50:19	68.1	0:00:01	0.15
10/3/07	12:50:25	66.9	12:50:24	67	0:00:01	0.15
10/3/07	12:50:29	69.7	12:50:27	68.7	0:00:02	1.46
10/3/07	12:50:46	66.9	12:50:44	66	0:00:02	1.36
10/3/07	12:50:59	76.1	12:50:58	76.2	0:00:01	0.13
10/3/07	12:51:14	69.7	12:51:13	69.5	0:00:01	0.29
10/3/07	12:51:22	69.7	12:51:21	68.4	0:00:01	1.90
10/3/07	12:51:26	85.7	12:51:25	87.2	0:00:01	1.72

10/3/07	12:51:32	79.5	12:51:31	79.6	0:00:01	0.13
10/3/07	12:51:35	65.6	12:51:34	63.2	0:00:01	3.80
10/3/07	12:51:48	69.7	12:51:47	70.2	0:00:01	0.71
10/3/07	12:51:51	71.1	12:51:50	72.1	0:00:01	1.39
10/3/07	12:51:53	69.7	12:51:52	70.3	0:00:01	0.85
10/3/07	12:52:06	66.9	12:52:04	66.5	0:00:02	0.60
10/3/07	12:52:10	77.7	12:52:09	78.4	0:00:01	0.89
10/3/07	12:52:12	75.9	12:52:10	76.1	0:00:02	0.26
10/3/07	12:52:16	72.6	12:52:15	72.6	0:00:01	0.00
10/3/07	12:52:19	65.6	12:52:18	64.1	0:00:01	2.34
10/3/07	12:52:23	72.7	12:52:21	73.4	0:00:02	0.95
10/3/07	12:52:39	71.2	12:52:38	70	0:00:01	1.71
10/3/07	12:52:44	72.6	12:52:42	72.5	0:00:02	0.14
10/3/07	12:53:00	65.6	12:52:58	63.4	0:00:02	3.47
10/3/07	12:53:13	77.7	12:53:11	76.6	0:00:02	1.44
10/3/07	12:53:14	76.1	12:53:13	75.8	0:00:01	0.40
10/3/07	12:53:16	69.7	12:53:15	69.2	0:00:01	0.72