

# ATTACHMENT E Signal Warrant Analysis

# **INPUT DATA**

| Input data only in green fields   |                       |        |                              |           |  |
|---|-----------------------|--------|------------------------------|-----------|--|
| Major/Minor In  | formation             | 1      | 1 => N/S is r<br>2 => E/W is |           |  |
| Urban/Rural In  | formation             | 1      | 1 => Urban<br>2 => Rural     |           |  |
| Total Intersect   | ion Approaches        | 4      |                              | _         |  |
| Lane configu  |                       |        |                              |           |  |
| Major Street<br>Minor Street  | No of lanes<br>1<br>1 |        | Scenario                     | Exist Wed |  |
| TotalVehicles perVehicles onWorst Case DelaysecondApproachMinor Street23316 |                       |        |                              |           |  |
| Approaching   | Volume                |        |                              |           |  |
|   |                       | Street |                              | Street    |  |
| Hours   | N.B                   | S.B    | E.B                          | W.B       |  |
| 12:00 AM  | 6                     | 13     | 1                            | 2         |  |
| 1:00 AM   | 4                     | 7      | 2                            | 3         |  |
| 2:00 AM<br>3:00 AM  | 1                     | 4      | 2                            | 3         |  |
| 4:00 AM   | 5                     | 5      | 4                            | 3         |  |
| 5:00 AM   | 26                    | 22     | 21                           | 4         |  |
| 6:00 AM   | 89                    | 62     | 54                           | 40        |  |
| 7:00 AM   | 411                   | 251    | 254                          | 189       |  |
| 8:00 AM   | 328                   | 333    | 291                          | 206       |  |
| 9:00 AM   | 350                   | 238    | 165                          | 128       |  |
| 10:00 AM  | 259                   | 252    | 101                          | 119       |  |
| 11:00 AM  | 267                   | 307    | 136                          | 128       |  |
| 12:00 PM  | 241                   | 344    | 148                          | 179       |  |
| 1:00 PM   | 249                   | 324    | 111                          | 126       |  |
| 2:00 PM   | 336                   | 382    | 220                          | 240       |  |
| 3:00 PM   | 269                   | 381    | 180                          | 196       |  |
| 4:00 PM   | 341                   | 485    | 240                          | 245       |  |
| 5:00 PM   | 336                   | 527    | 199                          | 274       |  |
| 6:00 PM   | 287                   | 551    | 212                          | 179       |  |
| 7:00 PM   | 218                   | 327    | 150                          | 152       |  |
| 8:00 PM   | 124                   | 228    | 59                           | 69        |  |
| 9:00 PM   | 87                    | 240    | 45                           | 117       |  |
| 10:00 PM  | 38                    | 78     | 18                           | 36        |  |
| 11:00 PM  | 15                    | 19     | 4                            | 6         |  |

#### Warrant 1A: Minimum Vehicular Volume

The warrant is satisfied when, for each of any 8 hours of an average day, the traffic volumes given in the table below exist on the major street and on the higher-volume minor street approach to the intersection.

| Number of lanes for moving traffic<br>on each approach |              | Vehicles per hour on<br>major street<br>(total ofboth approaches) | Vehicles per hour on<br>higher-volume minor-<br>street approach |
|--|--------------|---|---|
| Major Street   | Minor Street | (total orboth approaches)   | (one direction only)  |
| 1  | 1            | 500   | 150   |
| 2 or more  | 1            | 600   | 150   |
| 2 or more  | 2 or more    | 600   | 200   |
| 1  | 2 or more    | 500   | 200   |

No of lanes

When the 85-percentile speed of major-street exceeds 40 mph in either an urban or rural area, or when the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the Minimum Vehicular Volume warrant is 70 percent of the requirements above.

### Analysis

Major Street Minor Street

|          | Major Street                                |            | Minor Street                                    |            |                     |
|----------|---|------------|---|------------|---------------------|
|          |   | Threshhold | Veh/hour on                                     | Threshhold |                     |
| Time     | Volume on<br>major street<br>(total of both | URBAN      | higher volume<br>minor street<br>(one direction | URBAN      | Warrants<br>MET/NOT |
|          | approaches)                                 | 500        | only)   | 150        |                     |
| 8:00 AM  | 661   |            | 291   |            | MET                 |
| 5:00 PM  | 863   |            | 274   |            | MET                 |
| 7:00 AM  | 662   |            | 254   | 4          | MET                 |
| 4:00 PM  | 826   |            | 245   |            | MET                 |
| 2:00 PM  | 718   |            | 240   |            | MET                 |
| 6:00 PM  | 838   |            | 212   |            | MET                 |
| 3:00 PM  | 650   |            | 196   |            | MET                 |
| 12:00 PM | 58  | 5          | 179   |            | MET                 |

1

Number of hours for which warrant met Percentage by which warrant met 8 100.0%

| Warrant | MET |
|---------|-----|
|---------|-----|

#### Warrant 1B: Interruption of Continuous Traffic

The warrant is satisfied when, for each of any 8 hours of an average day, the traffic volumes given in the table below exist on the major street and on the higher-volume minor street approach to the intersection, and signal installation will not seriously disrupt progressive traffic flow.

| Number of lanes for moving traffic<br>on each approach |              | Vehicles per hour on<br>major street | Vehicles per hour on<br>higher-volume minor- |
|--|--------------|--------------------------------------|--|
| Major Street   | Minor Street | (total ofboth approaches)            | street approach<br>(one direction only)      |
| 1  | 1            | 750                                  | 75   |
| 2 or more  | 1            | 900                                  | 75   |
| 2 or more  | 2 or more    | 900                                  | 100  |
| 1  | 2 or more    | 750                                  | 100  |

The major-street and minor -street volumes are for the same 8 hours. During those 8 hours, the direction of higher volume on the minor street may be on one approach during some hours and on the opposite approach during other hours.

When the 85-percentile speed of major-street exceeds 40 mph in either an urban or rural area, or when the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the Interruption of Continuous Traffic warrant is 70 percent of the requirements above.

|              | No of lanes |
|--------------|-------------|
| Major Street | 1           |
| Minor Street | 1           |

|          | Major Street         |            | Minor Street                |            |                     |
|----------|----------------------|------------|-----------------------------|------------|---------------------|
|          | Volume on            | Threshhold | Veh/hour on                 | Threshhold | \M/orropto          |
| Time     | major (total of both | URBAN      | higher volume<br>minor (one | URBAN      | Warrants<br>MET/NOT |
|          | approaches)          | 750        | direction only)             | 75         |                     |
| 8:00 AM  | 661                  |            | 291                         |            | NOT MET             |
| 5:00 PM  | 863                  |            | 27                          | 4          | MET                 |
| 7:00 AM  | 662                  |            | 25                          | 4          | NOT MET             |
| 4:00 PM  | 826                  |            | 24                          | 5          | MET                 |
| 2:00 PM  | 718                  |            | 240                         |            | NOT MET             |
| 6:00 PM  | 838                  |            | 212                         |            | MET                 |
| 3:00 PM  | 650                  |            | 196                         |            | NOT MET             |
| 12:00 PM | 585                  |            | 179                         |            | NOT MET             |

| Number of hours for which warrant met |
|---------------------------------------|
| Percentage by which warrant met       |



| Warrant |  | NOT MET |
|---------|--|---------|
|---------|--|---------|

# **Warrant 1: Combination of Warrants**

In exceptional cases, signals occasionally may be justified where no single warrant is satisfied but where Warrants 1A and 1B are satisfied to the extent of 80% or more of the stated values.

| 80% of Warrant 1A Met<br>80% of Warrant 1B Met | YES<br>NO |     |
|--|-----------|-----|
| Warrant  | ΝΟΤ       | MET |

#### **Warrant 2: Four-Hour Vehicular Volumes**

The Four Hour Volume Warrant is satisfied when each of any four hours of an average day the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher volume minor street approach (one direction only) all fall above the curve in Figure 4C-1 for the existing combination of approach lanes.

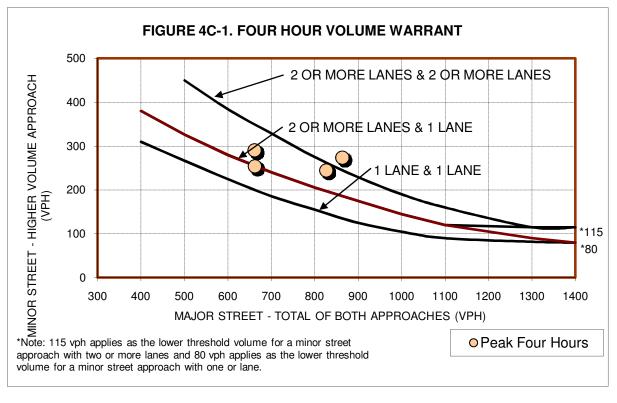
# Analysis



| Peak Four Hours |                   |              |  |  |
|-----------------|-------------------|--------------|--|--|
|                 | Vehicles Per Hour |              |  |  |
| Time            | Major Street      | Minor street |  |  |
| THIC            | (Sum of both      | (High volume |  |  |
|                 | approaches)       | approach)    |  |  |
| 8:00 AM         | 661               | 291          |  |  |
| 5:00 PM         | 863               | 274          |  |  |
| 7:00 AM         | 662               | 254          |  |  |
| 4:00 PM         | 826               | 245          |  |  |

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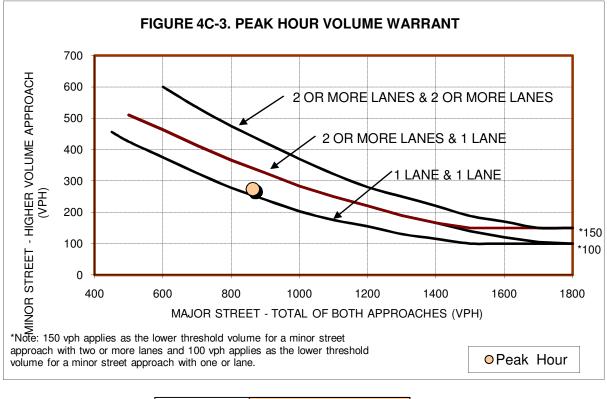


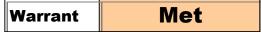
#### Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.



| Peak Hour |                   |              |  |  |
|-----------|-------------------|--------------|--|--|
|           | Vehicles Per Hour |              |  |  |
| Time      | Major Street      | Minor street |  |  |
| THIC      | (Sum of both      | (High volume |  |  |
|           | approaches)       | approach)    |  |  |
| 5:00 PM   | 863               | 274          |  |  |





#### Warrant 1A: Minimum Vehicular Volume

The warrant is satisfied when, for each of any 8 hours of an average day, the traffic volumes given in the table below exist on the major street and on the higher-volume minor street approach to the intersection.

| Number of lanes for moving traffic<br>on each approach |              | Vehicles per hour on<br>major street<br>(total ofboth approaches) | Vehicles per hour on<br>higher-volume minor-<br>street approach |
|--|--------------|---|---|
| Major Street   | Minor Street | (total orboth approaches)   | (one direction only)  |
| 1  | 1            | 500   | 150   |
| 2 or more  | 1            | 600   | 150   |
| 2 or more  | 2 or more    | 600   | 200   |
| 1  | 2 or more    | 500   | 200   |

No of lanes

When the 85-percentile speed of major-street exceeds 40 mph in either an urban or rural area, or when the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the Minimum Vehicular Volume warrant is 70 percent of the requirements above.

#### Analysis

Major Street Minor Street

|          | Major Street Minor Street                   |            |   |            |                     |
|----------|---|------------|---|------------|---------------------|
|          |   | Threshhold | Veh/hour on                                     | Threshhold |                     |
| Time     | Volume on<br>major street<br>(total of both | URBAN      | higher volume<br>minor street<br>(one direction | URBAN      | Warrants<br>MET/NOT |
|          | approaches)                                 | 500        | ` only)   | 150        |                     |
| 5:00 PM  | 834   |            | 313   |            | MET                 |
| 4:00 PM  | 762   |            | 245   |            | MET                 |
| 3:00 PM  | 725   |            | 241   |            | MET                 |
| 2:00 PM  | 713   |            | 240   |            | MET                 |
| 8:00 AM  | 625   |            | 224   |            | MET                 |
| 7:00 AM  | 568   |            | 189   |            | MET                 |
| 6:00 PM  | 706   |            | 189   |            | MET                 |
| 12:00 PM | 59  | 9          | 179   | 9          | MET                 |

1

Number of hours for which warrant met Percentage by which warrant met 8 100.0%

| Warrant | MET |
|---------|-----|
|---------|-----|

#### Warrant 1B: Interruption of Continuous Traffic

The warrant is satisfied when, for each of any 8 hours of an average day, the traffic volumes given in the table below exist on the major street and on the higher-volume minor street approach to the intersection, and signal installation will not seriously disrupt progressive traffic flow.

| Number of lanes for moving traffic<br>on each approach |              | Vehicles per hour on<br>major street | Vehicles per hour on<br>higher-volume minor- |  |
|--|--------------|--------------------------------------|--|--|
| Major Street   | Minor Street | (total ofboth approaches)            | street approach<br>(one direction only)      |  |
| 1  | 1            | 750                                  | 75   |  |
| 2 or more  | 1            | 900                                  | 75   |  |
| 2 or more  | 2 or more    | 900                                  | 100  |  |
| 1  | 2 or more    | 750                                  | 100  |  |

The major-street and minor -street volumes are for the same 8 hours. During those 8 hours, the direction of higher volume on the minor street may be on one approach during some hours and on the opposite approach during other hours.

When the 85-percentile speed of major-street exceeds 40 mph in either an urban or rural area, or when the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the Interruption of Continuous Traffic warrant is 70 percent of the requirements above.

|              | No of lanes |
|--------------|-------------|
| Major Street | 1           |
| Minor Street | 1           |

|          | Major Street         |            | Minor Street                |            |                     |
|----------|----------------------|------------|-----------------------------|------------|---------------------|
|          | Volume on            | Threshhold | Veh/hour on                 | Threshhold | Warranta            |
| Time     | major (total of both | URBAN      | higher volume<br>minor (one | URBAN      | Warrants<br>MET/NOT |
|          | approaches)          | 750        | direction only)             | 75         |                     |
| 5:00 PM  | 834                  |            | 313                         |            | MET                 |
| 4:00 PM  | 762                  |            | 245                         |            | MET                 |
| 3:00 PM  | 725                  |            | 241                         |            | NOT MET             |
| 2:00 PM  | 713                  |            | 24                          | 0          | NOT MET             |
| 8:00 AM  | 625                  |            | 224                         |            | NOT MET             |
| 7:00 AM  | 568                  |            | 189                         |            | NOT MET             |
| 6:00 PM  | 706                  |            | 189                         |            | NOT MET             |
| 12:00 PM | 599                  |            | 179                         |            | NOT MET             |

| Number of hours for which warrant met |
|---------------------------------------|
| Percentage by which warrant met       |



**NOT MET** Warrant

#### **Warrant 2: Four-Hour Vehicular Volumes**

The Four Hour Volume Warrant is satisfied when each of any four hours of an average day the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher volume minor street approach (one direction only) all fall above the curve in Figure 4C-1 for the existing combination of approach lanes.

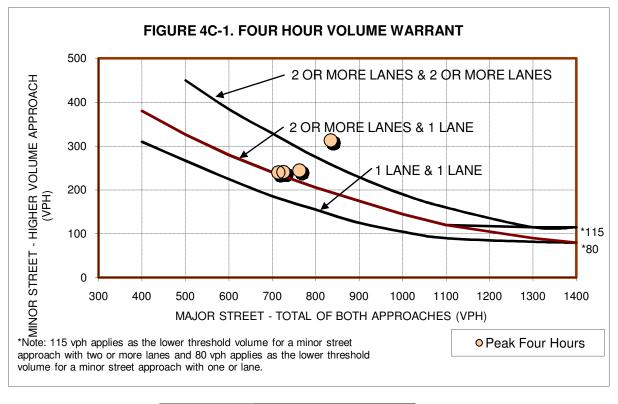
### Analysis



| Peak Four Hours |                   |              |  |  |
|-----------------|-------------------|--------------|--|--|
|                 | Vehicles Per Hour |              |  |  |
| Time            | Major Street      | Minor street |  |  |
| TITIC           | (Sum of both      | (High volume |  |  |
|                 | approaches)       | approach)    |  |  |
| 5:00 PM         | 834               | 313          |  |  |
| 4:00 PM         | 762               | 245          |  |  |
| 3:00 PM         | 725               | 241          |  |  |
| 2:00 PM         | 713               | 240          |  |  |

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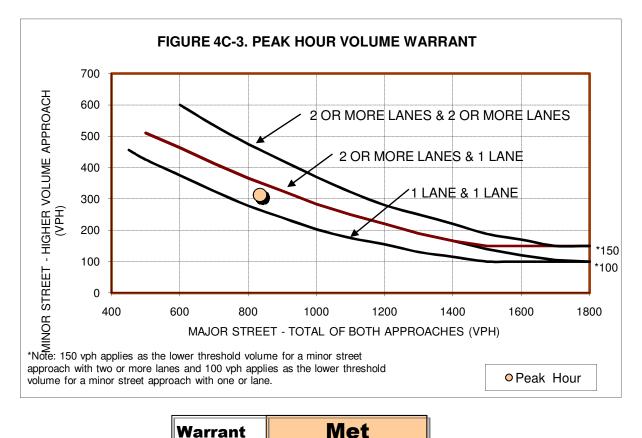


#### Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.



| Peak Hour |              |              |  |  |  |
|-----------|--------------|--------------|--|--|--|
|           | Vehicles     | Per Hour     |  |  |  |
| Time      | Major Street | Minor street |  |  |  |
| THIC      | (Sum of both | (High volume |  |  |  |
|           | approaches)  | approach)    |  |  |  |
| 5:00 PM   | 834          | 313          |  |  |  |



# **Warrant 1: Combination of Warrants**

In exceptional cases, signals occasionally may be justified where no single warrant is satisfied but where Warrants 1A and 1B are satisfied to the extent of 80% or more of the stated values.

| 80% of Warrant 1A Met | YES     |
|-----------------------|---------|
| 80% of Warrant 1B Met | NO      |
| Warrant               | NOT MET |

# **INPUT DATA**

| Major/Minor Information   1   1 => N/S is major     2 => E/W is major     Urban/Rural Information   1     Total Intersection Approaches   4     Lane configuartion   1 => Urban     Major Street   1     Minor Street   1     Major Street   Minor Street     Hours   N.B     S.B   E.B   W.B     12:00 AM   8   14   0     2:00 AM   3   4   2   1     3:00 AM   2   5   0   3     4:00 AM   85   66   29   40     7:00 AM   351   229   178   189     8:00 AM   312   313   224   206     9:00 AM   258   315   163   128  <   | Input data only in green fields |   |    |             |             |  |  |  |
|--|---------------------------------|---|----|-------------|-------------|--|--|--|
| 2 => Rural       Total Intersection Approaches       Major Street     1     Scenario     Exist Thurs       Major Street     1     Scenario     Exist Thurs       Minor Street     1     Scenario     Exist Thurs       Worst Case Delay     Second     Approach       Minor Street     Major Street     Minor Street       Hours     N.B     S.B     E.B     W.B       12:00 AM     8     14     0     2       1:00 AM     5     6     1     3       2:00 AM     8     14     0     2       1:00 AM     5     6     1     3       3:00 AM     2     5     0     3       4:00 AM     4     7     3     3       5:00 AM     24     17     4     4       6:00 AM     85     66     29     40       7:00 AM     339     229     178     189       8:00 AM     312     313     224  | ·                               |   |    | 2 => E/W is |             |  |  |  |
| Major Street     Major Street     Total       Major Street     1     Scenario     Exist Thurs       Minor Street     1     Scenario     Exist Thurs       Worst Case Delay     second     Approach       Minor Street     40.9     360       Approaching Volume     Major Street     Minor Street       Hours     N.B     S.B     E.B       Hours     N.B     S.B     E.B       12:00 AM     8     14     0     2       1:00 AM     5     6     1     3       2:00 AM     3     4     2     1       3:00 AM     2     5     0     3       4:00 AM     4     7     3     3       5:00 AM     24     17     4     4       6:00 AM     812     213     224     206       9:00 AM     351     229     136     128       10:00 AM     258     315     163     128       12:00 PM     276 <td< td=""><td>Urban/Rural In</td><td>formation</td><td>1</td><td></td><td></td></td<> | Urban/Rural In                  | formation   | 1  |             |             |  |  |  |
| No of lanes     Scenario     Exist Thurs       Major Street     1     Scenario     Exist Thurs       Minor Street     1     Vehicles per Vehicles on Approach       Worst Case Delay     second     Approach       Minor Street     Major Street     Minor Street       Hours     N.B     S.B     E.B       Hours     N.B     S.B     E.B       1:00 AM     5     6     1     3       2:00 AM     3     4     2     1       3:00 AM     2     5     0     3       4:00 AM     4     7     3     3       5:00 AM     4     7     3     3       5:00 AM     4     17     4     4       6:00 AM     85     66     29     40       7:00 AM     312     313     224     206       9:00 AM     351     229     136     128       10:00 AM     258     315     163     128       12:00 PM   | Total Intersect                 | ion Approaches  | 4  |             |             |  |  |  |
| Major Street     1     Scenario     Exist Thurs       Minor Street     1     Scenario     Exist Thurs       Worst Case Delay     Yehicles per<br>40.9     Yehicles on<br>360       Minor Street     Major Street     Minor Street       Hours     N.B     S.B     E.B     W.B       12:00 AM     8     14     0     2       1:00 AM     5     6     1     3       2:00 AM     3     4     2     1       3:00 AM     2     5     0     3       4:00 AM     4     7     3     3       5:00 AM     24     17     4     4       6:00 AM     85     66     29     40       7:00 AM     351     229     136     128       10:00 AM     258     315     163     128       10:00 AM     258     315     163     128       10:00 AM     258     315     163     128       10:00 AM     259     433  | Lane configua                   |   |    |             |             |  |  |  |
| Vehicles per<br>second     Vehicles on<br>Approach       Minor Street     40.9     360       Approaching Volume     Major Street     Minor Street       Hours     N.B     S.B     E.B     W.B       12:00 AM     8     14     0     2       1:00 AM     5     6     1     3       2:00 AM     3     4     2     1       3:00 AM     2     5     0     3       4:00 AM     4     7     3     3       5:00 AM     24     17     4     4       6:00 AM     85     66     29     40       7:00 AM     312     313     224     206       9:00 AM     351     229     136     128       10:00 AM     245     284     124     119       11:00 AM     258     315     163     128       12:00 PM     276     323     168     179       1:00 PM     258     300     139     126 <td></td> <td>1</td> <td></td> <td>Scenario</td> <td>Exist Thurs</td>                               |                                 | 1   |    | Scenario    | Exist Thurs |  |  |  |
| Major Street     Minor Street       Hours     N.B     S.B     E.B     W.B       12:00 AM     8     14     0     2       1:00 AM     5     6     1     3       2:00 AM     3     4     2     1       3:00 AM     2     5     0     3       4:00 AM     4     7     3     3       5:00 AM     24     17     4     4       6:00 AM     85     66     29     40       7:00 AM     339     229     178     189       8:00 AM     312     313     224     206       9:00 AM     351     229     136     128       10:00 AM     245     284     124     119       11:00 AM     258     315     163     128       12:00 PM     276     323     168     179       1:00 PM     258     300     139     126       2:00 PM     317     396     240<  |                                 | Vehicles per Vehicles on<br>Worst Case Delay <u>second</u> Approach |    |             |             |  |  |  |
| HoursN.BS.BE.BW.B12:00 AM814021:00 AM56132:00 AM34213:00 AM25034:00 AM47335:00 AM2417446:00 AM856629407:00 AM3392291781898:00 AM3123132242069:00 AM35122913612810:00 AM25831516312812:00 PM2763231681791:00 PM2583001391262:00 PM3173962402403:00 PM3294332292455:00 PM3254711891797:00 PM2354711891797:00 PM1832921261528:00 PM9522080699:00 PM771733911710:00 PM42951836   | Approaching                     | Volume  |    |             |             |  |  |  |
| 12:00 AM     8     14     0     2       1:00 AM     5     6     1     3       2:00 AM     3     4     2     1       3:00 AM     2     5     0     3       4:00 AM     4     7     3     3       5:00 AM     24     17     4     4       6:00 AM     85     66     29     40       7:00 AM     339     229     178     189       8:00 AM     312     313     224     206       9:00 AM     351     229     136     128       10:00 AM     258     315     163     128       12:00 PM     276     323     168     179       1:00 PM     258     300     139     126       2:00 PM     317     396     240     240       3:00 PM     329     433     229     245       5:00 PM     324     510     313     274       6:00 PM  |                                 |   |    |             |             |  |  |  |
| 1:00 AM     5     6     1     3       2:00 AM     3     4     2     1       3:00 AM     2     5     0     3       4:00 AM     4     7     3     3       5:00 AM     24     17     4     4       6:00 AM     85     66     29     40       7:00 AM     339     229     178     189       8:00 AM     312     313     224     206       9:00 AM     351     229     136     128       10:00 AM     245     284     124     119       11:00 AM     258     315     163     128       12:00 PM     276     323     168     179       1:00 PM     258     300     139     126       2:00 PM     317     396     240     240       3:00 PM     329     433     229     245       5:00 PM     324     510     313     274       6:00 PM   |                                 |   |    |             |             |  |  |  |
| 2:00 AM     3     4     2     1       3:00 AM     2     5     0     3       4:00 AM     4     7     3     3       5:00 AM     24     17     4     4       6:00 AM     85     66     29     40       7:00 AM     339     229     178     189       8:00 AM     312     313     224     206       9:00 AM     351     229     136     128       10:00 AM     245     284     124     119       11:00 AM     258     315     163     128       12:00 PM     276     323     168     179       1:00 PM     258     300     139     126       2:00 PM     317     396     240     240       3:00 PM     329     433     229     245       5:00 PM     324     510     313     274       6:00 PM     235     471     189     179       7:00 P  |                                 |   |    |             |             |  |  |  |
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| 10:00 PM 42 95 18 36   |                                 |   |    |             |             |  |  |  |
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|  | 11:00 PM                        | 19  | 32 | 6           | 6           |  |  |  |