

# NM 14 and Bonanza Creek Road Safety Study

Final Report

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Prepared for:



Prepared By:



## EXECUTIVE SUMMARY

The following report summarizes a safety study of a two-way stop-controlled intersection of Bonanza Creek Rd (NM 45)/Shenandoah Trail (NM 44) with NM 14 located in Santa Fe County, NM. This study responds to community concerns regarding stop control compliance and potentially unsafe vehicle speeds at the intersection. This effort aims to identify safety deficiencies and challenges for intersection users. After assessing traffic operations and safety conditions, safety mitigation strategies are recommended.

## SUMMARY OF OBSERVED SAFETY CHALLENGES AND RECOMMENDED COUNTERMEASURES

Community concerns expressed about the study intersection were primarily concerned with stop signs and speed limit compliance. During this study, several factors that likely contribute to these safety issues were identified; specifically, regulatory and warning signs were located far from the roadway's travel lanes and were partially obscured by foliage in certain locations. Lateral spacing and clear lines of sight also affected the prominence of stop signs on the east and westbound approaches. Finally, roadway striping and stop lines could be improved to promote driver awareness at the intersection.

Near to mid-term safety mitigation strategies are as follows are listed below, separated into implementable and maintenance recommendations:

### Maintenance Recommendations:

- Foliage along shoulders should be regularly cut back and trimmed to maintain the visibility of regulatory and warning signage.
- Periodic speed enforcement operations may be warranted to help raise speed limit compliance on the approaches to the study intersection.

### Implementable Recommendations

- The intersection is best served by Two-Way Stop Control.
- The stop signs facing the east and westbound approaches should be relocated to provide a 6-foot lateral offset from the outer edge of the travel lane.
- The Stop Line should be replaced with a 2-foot-wide thermoplastic line and relocated to provide a 10-foot lateral offset from the outer edge of the NM 14 through the travel lane.
- The outer edge white and yellow centerline/median lane striping on the intersection approaches should be replaced with 6-inch-wide thermoplastic striping, and the yellow-striped median should be diagonally striped to raise its visible profile.
- The regulatory (Speed Limit) and warning (Stop Ahead) sign lateral offset from the outer lane edge striping should be no greater than 12 feet.
- Regulatory (Speed Limit) and warning (Stop Ahead) signs on NM 14 should be replaced with larger versions.

In the long term, it is recommended that the County of Santa Fe coordinate with the NMDOT to provide shielded intersection lighting that meets the intersection's safety needs while maintaining the area's rural character and does not intrude onto neighboring properties.

The planning level estimate for implementable recommendations is shown below.

*Table 1: Observed Challenges and Recommended Safety Countermeasures Summary*

Observed Challenge	Countermeasure	Included Items	Opinion of Probable Cost	Opinion of Total Probable Cost	Priority
Stop Sign and Speed Limit Compliance	Replace Stop Line and Lane Striping with Wider Thermoplastic Markings	6-Inch Thermoplastic Lane Striping	\$9,500.00	<b>\$24,175.00</b>	<b>1</b>
		24-Inch Thermoplastic Stop Lines	\$1,225.00		
		STOP AHEAD Thermoplastic Pavement Markings	\$1,800.00		
		Replace and relocate Regulatory and Warning	\$4,400.00		
No Intersection Lighting	Coordinate with NMDOT to Install Appropriate Lighting Solution	New Larger Regulatory and Warning Signage	\$7,250.00	<b>\$27,400.00</b>	<b>2</b>
		Steel Post and Base for New Signage	\$20,000.00		

From Table 6, the cost of mitigation measures to address Stop Signs and Speed Limit compliance is estimated at \$24,175.00, and the installation of intersection lights for two lighting installations is approximately \$27,400. The total estimated cost for both countermeasures is \$51,575.00.

## **ADDITIONAL SAFETY MITIGATION MEASURE OPTIONS**

In addition to the safety mitigation measures recommended above, there are more robust mitigation options that address the stop sign compliance issue. These additional mitigation measures are Flashing Solar LED Traffic Signs and Transverse Rumble Strips (TRS).

Flashing warning or regulatory signs can be substituted for the existing Stop Ahead (W3-1) warning sign or for the Stop Sign (R1-1) on the east and westbound approaches to the study intersection to increase their visual prominence beyond the effect of the recommended relocation. If flashing warning signs are to be implemented, they should be located 6-12 from the outer edge of the travel lane per the MUTCD. Flashing solar versions of the standard regulatory and warning signs are commonly available. Please be advised that these flashing signs are accompanied by an increased environmental impact in the form of light pollution.

Transverse Rumble Strips, if implemented, should be located and constructed per NMDOT Standard Drawing 631-07-1/1. If TRSs are to be implemented, please be advised that they are also accompanied by an increased environmental impact in the form of noise pollution.

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# INTRODUCTION

Responding to community concerns, the County of Santa Fe has identified the intersection of NM 14 and Bonanza Creek Rd as presenting safety issues for the community. Concerns identified by the community included high travel speeds on both NM 14 and on the minor approaches of Bonanza Creek Rd (NM 45) and Shenandoah Tr (NM 44) and poor stop control compliance on the minor street approaches to NM 14. In response to these concerns, the County of Santa Fe has commissioned Lee Engineering to conduct a Traffic Safety Study.

The following report summarizes the findings, results, and recommendations of the Traffic Safety Assessment conducted by Lee Engineering. The assessment was comprised of the following:

- A field visit was performed to document existing conditions such as lane configurations, lines of sight, and traffic control device condition and location and to observe traffic flow and driver behavior.
- Traffic data was collected to ascertain vehicle turning movement counts at the intersection and the speed and vehicle classification data from the NM 14 main thoroughfare.
- A crash data review was carried out for the most recently available accident data, which covers the five years between 2018 and 2022. This includes an in-depth review of all relevant individual crash reports.
- Traffic control warrants were conducted for Two- and Four-Way Stop Control and Traffic Signal Control types.

Following these assessment efforts, Lee Engineering has compiled a series of non-prescriptive safety mitigation strategies for the County of Santa Fe and community stakeholders to consider. These mitigation strategies accompany planning-level cost estimates for implementation. The following is a brief description of the study area and roadways.

## STUDY AREA

The study area is in Santa Fe County, NM, roughly 5 miles southeast of Interstate 25. The area surrounding the study intersection is rural in character. It is predominately zoned as RUR-R Rural Residential with a small zoning allocation on the south side of the intersection for CN Commercial Neighborhood. The RUR-R Rural Residential zoning designation entails large-lot single-family housing and a mandate to preserve the scenic and rural character of the County. The large lot residential development pattern results in lower-density automobile and pedestrian traffic. While low-density traffic feels preferable to drivers, it often results in higher speeds and lower compliance with safety measures. As Lee Engineering considered and selected mitigation measures to address speed and compliance issues, preserving the area's character was a guiding principle. The study intersection and surrounding area are shown below in Figure 1.

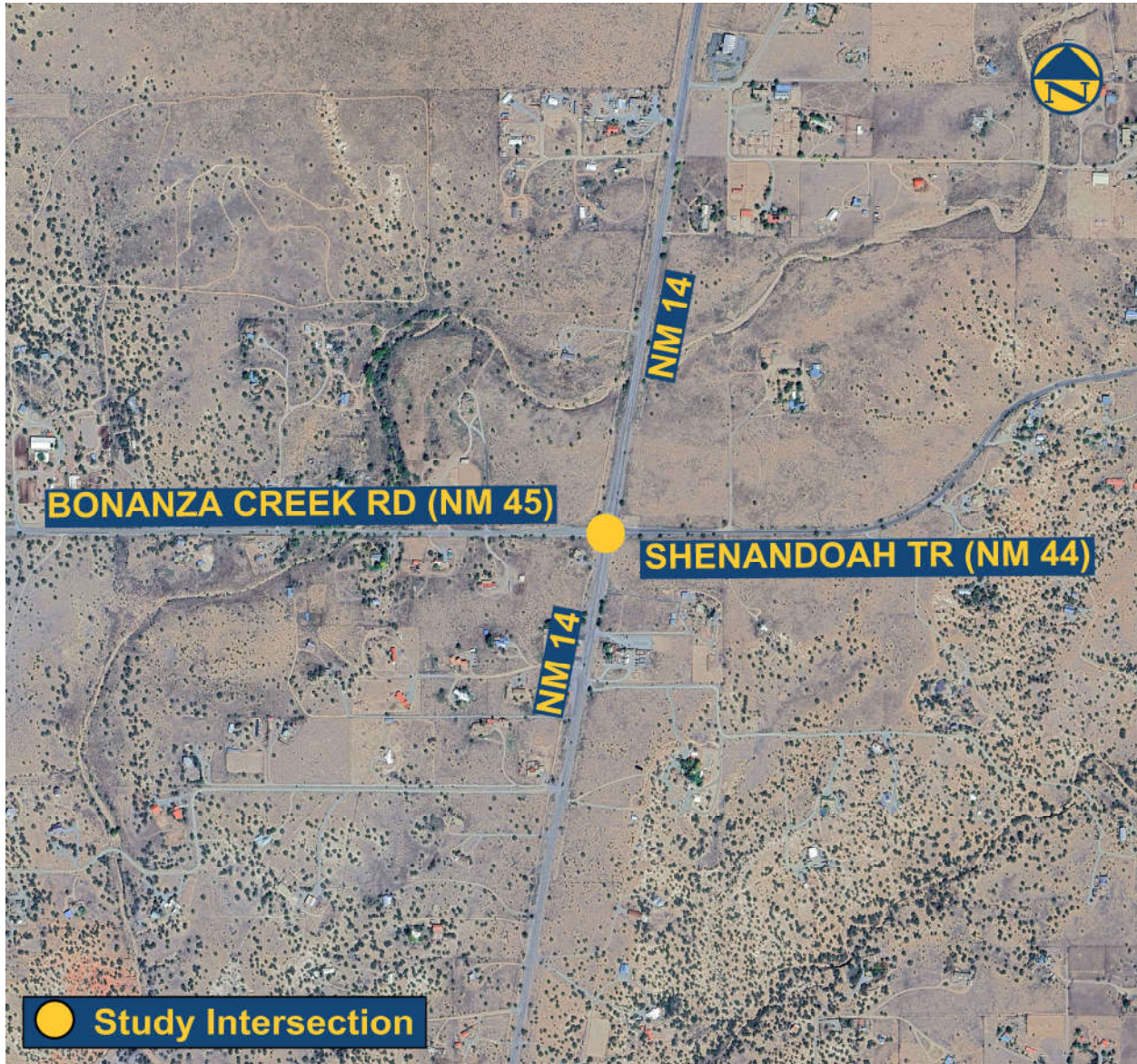


Figure 1: Study Area

The following details the existing roadway characteristics observed from aerial imagery and Lee Engineering's in-person field observations.

## ROADWAY CHARACTERISTICS

This study considers Bonanza Creek Rd, NM 14, and the intersection of Bonanza Creek Rd and NM 14. The following describes each roadway's functional classification, posted speed limit, and other characteristics pertinent to assessing its traffic operations and safety.

The Highway Functional Classification system categorizes roadways based on their degree of access or travel mobility. These classifications include arterials, collectors, and local roads. Arterials move high volumes of vehicles and are used for longer trips. Arterials are further subdivided into three categories by the NMDOT. These categories are Principal Arterial – Freeways or Expressways, Principal Arterials – Other, and Minor Arterials. Collectors are also split into major and minor collectors and act as transitional roads

between arterials and local roads. Local roads have low mobility and travel at lower speeds but have high land access.

**Shenandoah Tr /NM 44** is classified by Santa Fe MPO as a minor collector roadway running primarily east-west with a speed limit of 35 MPH. It is an undivided two-lane roadway consisting of one 11-foot lane in each direction. Travel lanes are delineated via double-yellow center line stripping and single-white edge line stripping. The lane stripping's condition showed signs of wear and age. No bicycle or pedestrian facilities are present.

**Bonanza Creek Rd/NM 45** is classified by Santa Fe MPO as a minor collector roadway running primarily east-west with a speed limit of 35 MPH. It is an undivided two-lane roadway consisting of one 11-foot lane in each direction. Travel lanes are delineated via double-yellow center line stripping and single-white edge line stripping. The lane stripping's condition showed signs of wear and age. No bicycle or pedestrian facilities are present.

**NM 14** is classified by Santa Fe MPO as a major collector roadway running north-south with a speed limit of 45 MPH. It is an undivided two-lane roadway with one 12-foot lane in each direction. Travel lanes are delineated via double-yellow center line and single-white edge line stripping. The lane stripping's condition showed signs of wear and age. No bicycle or pedestrian facilities are present.

The study intersection is a two-way stop-controlled intersection with no pedestrian or bicycle facilities. The eastern and western legs of the intersection consist of a dedicated left-turn lane and a shared through/right-turn lane. The northern leg of the intersection consists of a left-turn lane, a through lane, and a right-turn lane, while the southern leg consists of a left-turn lane and a shared through/right-turn lane.

## FIELD VISIT AND OBSERVATIONS

Lee Engineering conducted field observations on Thursday, July 18<sup>th</sup>, 2024. The project team observed roadway conditions and traffic behavior, focusing on the community's noted issues with travel speeds and stop control compliance. While the observations were not limited to these issues, they focused on the possible causes and contributing factors that lead to the problem driver behaviors noted by the community.

Specific factors of interest related to the reported problems were the condition and visibility of stop and speed control devices, i.e., signing, stripping, and lighting. In addition to these relatively quantifiable factors, the overall driving experience was assessed to determine if roadway factors such as perceived roadway width, openness, and straightness contributed to problematic inappropriate driver behavior. The following observations were documented.

## INTERSECTION LIGHTING

The intersection is unlit. This is consistent with the area's zoning's intention of maintaining a rural character, but it presents safety concerns. The Safety Mitigation section of this report will discuss lighting options that fit with the location's nature. Because of the absence of nighttime illumination, all the following observations related to visibility are applicable to daytime conditions.

## MINOR APPROACH OBSERVATIONS

This section details visibility on Bonanza Creek Rd and Shenandoah Tr. Both approaches to NM 14 displayed stop sign visibility issues caused by the roadside foliage coupled with the signage offset from the pavement edge.



### Bonanza Cr Rd / NM 45

On Bonanza Creek Rd, the eastbound approach to NM 14, a Stop Ahead sign is approximately 370 feet from the stop bar. This sign becomes visible to drivers about 160 feet in advance, which means the driver's first indication of the approaching intersection is 530 feet before the intersection based on signage.

The Stop sign becomes visible to drivers as they pull adjacent to the Stop Ahead sign 370 feet from the stop bar. This distance satisfies the AASTO Design Stopping Sight Distance Criteria minimum of 250 feet at 35 MPH and is adequate for travel speeds up to 45 MPH. It would not provide sufficient stopping sight distance for speeds beyond 45 MP, and it is likely from the observed driver behavior that a significant portion of drivers speed by more than ten miles an hour over the posted speed limit. The Bonanza Creek Rd approach with signage locations and sight distances are provided in Figure 2. Also shown in Figure 2 are the stop sign's offset from the edge stripe of the outside eastbound travel lane (14FT) and the offset of the eastbound stop bar from the edge of the southbound travel lane (35FT).



*Figure 2: Existing Bonanza Creek Rd Eastbound Approach Signage and Stripping Measurements*

While 95<sup>th</sup> percentile speeds are not used as the design speed for locating signage and safety factors are included in the AASHTO Stopping Sight Distances, it is recommended that shoulder foliage be trimmed regularly to maintain and possibly improve this level of visibility. Additional mitigation measures for this approach are discussed later in this report. The westbound approach presented more visibility challenges.

### Shenandoah Tr / NM 44

The first signage visibility issue for drivers as they approach NM 14 on Shenandoah Tr is that there is no Stop Ahead sign. Google Street View imagery from December of 2023 shows a Stop Ahead sign mounted to a utility pole approximately 500 feet in advance of the stop bar. However, Lee Engineering's field review showed that the sign had been removed. The Google Street View image and a picture of the same view taken by Lee Engineering staff are shown for comparison in Figure 3 and Figure 4 respectively.



Figure 3: Shenandoah Tr Westbound Approach December 2023 (Google Earth)



Figure 4: Shenandoah Tr Westbound Approach July 2024

A series of curves immediately precede the Shenandoah Tr westbound approach to NM 14. As drivers round the final curve before the intersection, the Stop Ahead sign pictured in the Google Street View image above would have been clearly visible. The approaching intersection would not be obvious without it, particularly at night. This sign should be replaced in the near term.

The westbound Stop sign first becomes visible to drivers as they pass the driveway seen in Figures 2 and 3, approximately 625 feet before the stop bar. However, the sign is quickly lost to sight behind foliage, other signage, and utility poles. It does not become clearly and consistently visible to the driver until approximately 450 feet from the stop bar. Again, this spacing is more conservative than the 250 feet provided by AASHTO Stopping Sight Distances based on the posted speed limit (35MPH). However, it does not provide an obvious indication that would be actionable for those exceeding the speed limit by more than 15 miles per hour. This indicates that the excessive speed issue is likely a major contributing factor to the stop sign compliance issue.

The distance from the stop bar at which the stop sign is visible to drivers, the stop sign's offset from the outside westbound travel lane strip (10FT), and the stop bar's offset from the northbound travel lane (40FT) is shown in Figure 5. Also shown in Figure 5 is the location of the missing stop ahead sign shown circled in yellow.



Figure 5: Existing Shenandoah Tr Westbound Approach Signage and Striping Measurements

Stop control signage on the minor approaches is adequately spaced from the intersection and from their associated stop bars but does suffer from some occlusion primarily due to foliage and secondarily to other obstructions. Recommendations to mitigate these visibility issues will be discussed later in this report.

## NM 14 SPEED CONTROL DEVICES

On the NM 14 approaches to the intersection, a posted speed limit change from 55 to 45 MPH occurs in the southbound travel direction, and a change from 50 MPH to 45 MPH occurs in the northbound travel direction. This speed limit decrease is effective approximately 1,550 feet north of the intersection and about 1,450 feet south of the intersection. The speed limit changes are advertised in advance by W3-5 Reduced Speed Limit Ahead signs. Both the 45 MPH Speed Limit Sign and the Reduced Speed Limit Ahead signs are standard-size yet offset from the edge of the travel lane far enough that they are difficult to notice if they are not actively looking for them.

### NM 14 Southbound Approach

Pictures of the speed limit change ahead and the speed limit signs on NM 14 southbound are shown for reference in Figure 6 and Figure 7. The sign shown in Figure 8 is a speed-related guide sign.



Figure 6: NM 14 Southbound Reduce Speed Limit Ahead Sign



Figure 7: NM 14 Southbound Speed Limit Sign



Figure 8: NM 14 Southbound Speed Guide Sign

Despite these signs being a MUTCD-approved size, they do not stand out within the driver's field of view. The W3-5 Reduce Speed Ahead sign is offset from the edge of the lane stripe by 30 feet, and the Speed Limit Sign is offset from the outside lane stripe by 25 feet. These offsets lower the effective height of the signs due to their location at the bottom of a swell. It also positions the signs against a visually busy background, making them less obvious to drivers in reduced lighting. The NM 14 southbound existing signage's distances from the intersection and their respective offsets are shown in Figure 9 and Figure 10.



Figure 9: Existing NM 14 Southbound Approach Speed Sign Distance from Intersection



Figure 10: Existing NM 14 Southbound Approach Speed Sign Offsets

There is also a white text green background guide sign for both intersection approaches on NM 14 that reads: "Entering Residential Area Slower Speeds Ahead." On the southbound approach, it is located after the Speed Limit Sign and is offset from the lane's edge stripe by about 25 feet. The distance these signs are located from the intersection is adequate regarding distance for drivers to safely and comfortably make the required deceleration. The signage's offsets do present an issue regarding their prominence within a driver's field of view and their MUTCD compliance. Possible mitigation measures to improve the signage visibility are discussed later in this report.

## NM 14 Northbound Approach

For the northbound approach, the Entering Residential Area Slower Speeds Ahead guide sign is located in advance of the Reduced Speed Ahead Sign and is offset by approximately 15 feet. Photographs of the three speed-related signs as seen on the northbound approach of NM 14 to the intersection can be seen in Figure 11 through Figure 13.



Figure 11: NM 14 Northbound Reduce Speed Guide Sign



Figure 12: NM 14 Southbound Reduce Speed Limit Ahead Sign



Figure 13: NM 14 Northbound Speed Limit Sign

From the preceding figures, it can be noted that the signage is slightly more apparent to drivers traveling northbound than it is for southbound drivers. The lateral offsets from the white travel lane edge stripe are all approximately 15 feet. This spacing brings the sign closer into the driver's field of view than the spacing for the southbound signs.

The distance of each sign from the intersection can be seen in Figure 14, and the signage offsets can be seen in Figure 15. Once again, the spacing from the intersection of the signs is sufficient for the required deceleration. The lateral offsets do not meet MUTCD guidance.

The MUTCD recommended lateral offsets of Regulatory, Warning, and Guide signs rural highway guidelines are as follows:

- Regulatory Signs (Speed Limit Signs):
  - MUTCD Section 2A.16 (Standardization of Location): States that regulatory signs, including Speed Limit signs, should generally have a minimum lateral offset of 6 feet from the edge of the traveled way. In the absence of a curb, the sign should be placed no closer than 6 feet and no farther than 12 feet from the edge of the traveled way.

- Warning Signs:
  - MUTCD Section 2C.05 (Placement of Warning Signs): Warning signs should also be placed with a minimum lateral offset of 6 feet from the edge of the traveled way. Like regulatory signs, if there is no curb present, the sign should be located no closer than 6 feet and no farther than 12 feet from the traveled way.
- Guide Signs:
  - MUTCD Section 2D.25 (General Service Signs): For guide signs, the MUTCD suggests a minimum lateral offset of 12 feet from the edge of the traveled way to ensure clear visibility, particularly given their larger size and the need for early recognition by drivers.

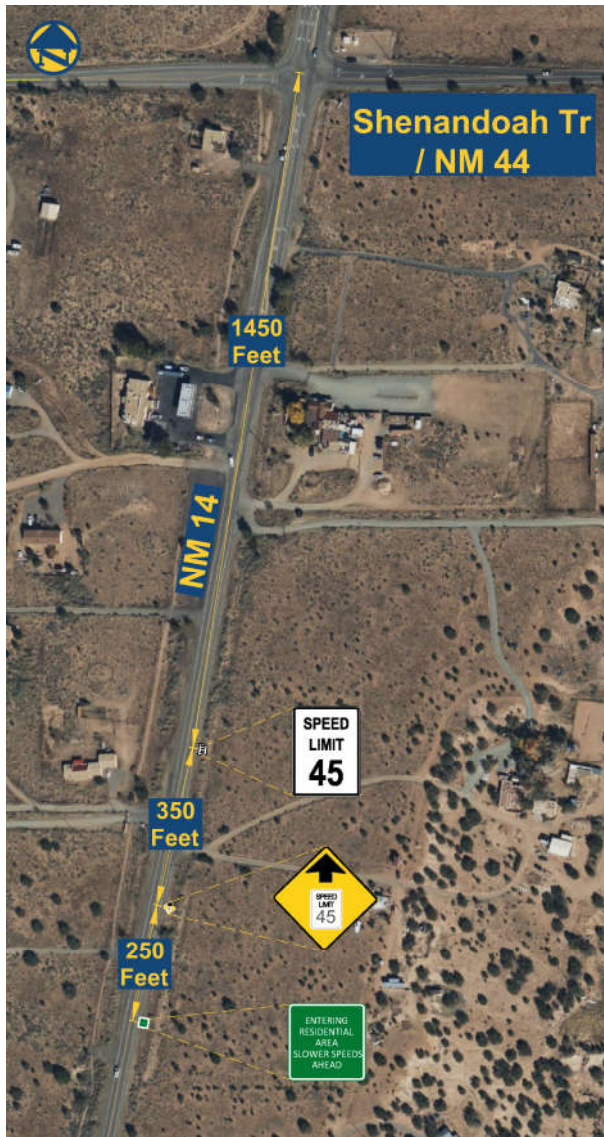


Figure 14: Existing NM 14 Northbound Approach Speed Sign Distance from Intersection



Figure 15: Existing NM 14 Northbound Approach Speed Sign Offsets

From Figure 15, the sign's lateral offsets are an improvement over the signage on the southbound approach. The improvement is apparent both in the distances as measured and in their noticeability, as seen in the images. However, the lateral spacing is still short of meeting MUTCD guidelines. Mitigation measures for these inadequacies are discussed later. The following details the Traffic data collected by Lee Engineering.

## TRAFFIC MEASUREMENTS AND RESULTANT DATA

Lee Engineering used a pneumatic tube vehicle count system and video detection equipment to collect traffic volume, classification, speed, and movement data. This data was used to understand the existing traffic conditions in the study area.

### TRAFFIC DATA COLLECTION

24 hours of multimodal count data were collected on April 4<sup>th</sup>, 2024, from two detection/count devices within the study area. A pneumatic tube couplet was deployed north of the intersection on NM 14 to provide motor vehicle volumes, speeds, and vehicle classification data for traffic on NM 14. A video data collection device was placed at the southwest corner of the intersection to collect pedestrian, bicyclist, and vehicle turning movement counts for the intersection.



Figure 16: Data Collection Type and Location

**Pneumatic Tube Data**

The project team deployed a pneumatic tube counter to collect 24 hours of vehicle volume, speed, and vehicle classification data on NM 14 north of the intersection. Table 2 shows the 50<sup>th</sup>, 85<sup>th</sup>, 95<sup>th</sup> percentile speeds from Thursday April 4<sup>th</sup>. Table 2 shows the recorded 50<sup>th</sup>, 85<sup>th</sup>, 95<sup>th</sup> percentile speeds.

*Table 2: Pneumatic Tube Traffic Count and Speed Profile*

Speed Percentiles (MPH)				
Date	24 Hour Volume	50th	85th	95th
4/4/2024	6738	52	59	63

From Table 2, the 50<sup>th</sup> percentile speed is seven miles an hour above the posted speed limit. Additionally, the 85<sup>th</sup> percentile is fourteen miles an hour above the posted speed limit, and the 95<sup>th</sup> percentile is eighteen miles an hour more than the posted speed limit.

For this report, drivers exceeding 60 MPH are considered nuisance drivers. Of the 6,738 drivers on the road during the study period, 738 qualified as nuisances, amounting to 11% of drivers. Within the posted 45 MPH roadway segment, more than 10% of drivers exceed the posted speed limit on NM 14 by 15 MPH or more. This represents a high-risk probability of crashes within this area having more severe consequences than would be likely at safer speeds.

For example, the Stopping Sight Distance (SSD) for the post-speed limit of 45 MPH is 360 feet; at the 85<sup>th</sup> percentile speed of 52 MPH, it is 451 feet; and at the nuisance speed threshold of 60 MPH, it is 570 feet. Thus, the nuisance speeder has 210 fewer feet to react than a compliant driver and significantly higher momentum with which to cause injury. In addition to any other mitigation measures, periodic speed enforcement operations at this intersection are recommended.

Data from the pneumatic tube counters was also used to show the vehicle types traveling on NM 14 by their associated vehicle classifications. Table 2 Below summarizes the vehicle classification data.

*Table 3: Vehicle Classification Summary*

Vehicle Classifications	Vehicles Counted	Classification Percentage
Motorcycles	53	0.8%
Passenger Cars	3796	56.5%
Four Tire, Single Unit	1754	26.1%
Buses	50	0.7%
Two Axle, Six Tire, Single Unit	926	13.8%
Heavy Trucks	138	2.1%

Table 2 indicates a relatively normal distribution of vehicle types traveling along NM 14. This is consistent with expectations for a major collector within a rural, primarily residential area and with a through connection to an interstate.



## Vehicle Turning Movement Counts at the Bonanza Creek Rd and NM 14 Intersection

Turning Movement Counts (TMCs) were collected on April 4<sup>th</sup>, 2024, between 6:00 AM and 7:00 PM. These counts determined vehicular traffic's AM and PM Peak Hours and the vehicles' volumes, making each movement possible at the intersection. The traffic Peak Hours were from 7:15 to 8:15 AM and 4:45 to 5:45 PM. Figure 17 displays the AM and PM Peak Hour TMC volumes.

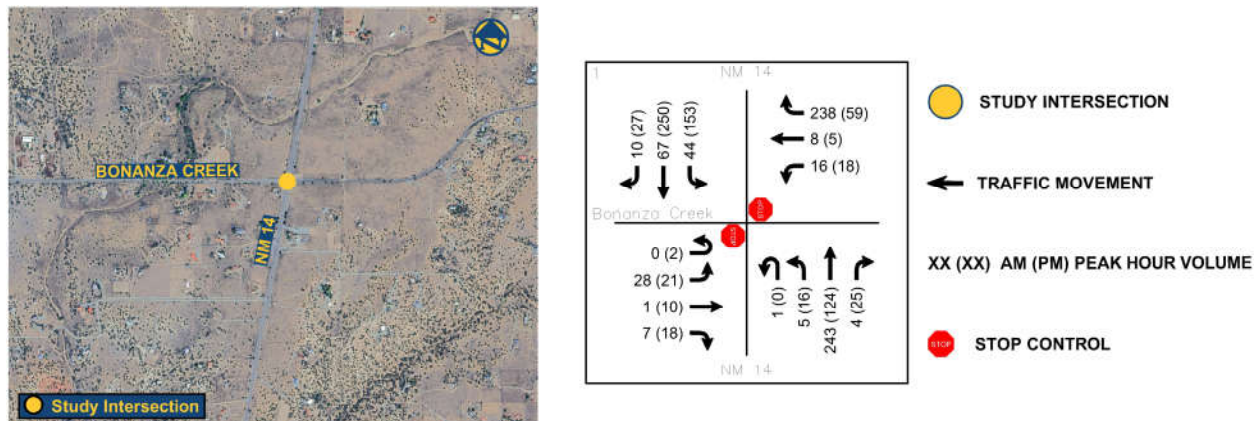


Figure 17: Study Intersection TMCs

From the TMC, the two highest volume AM movements are the northbound through and the westbound right turns. These movements conflict because those making the westbound right turn are trying to find gaps in the northbound flow to complete their turn. However, neither movement is approaching capacity.

During the PM peak hour, the heaviest traffic flow is in the southbound through direction. The northbound through movement and the southbound left turn are nearly equal and are the second and third most voluminous movements. Again, two of the highest volume movements, northbound and southbound left, are conflicting, raising the question of whether or not the existing two-way stop control is the preferred stop-control method.

To quantify the best-fit stop control method at the intersection, Lee Engineering used these TMC volumes in conjunction with the Crash Data to conduct Two- and Four-way Stop Control Warrants and a Signal Control Warrant. The crash data is presented in the next section, followed by the control-type warrants.

# CRASH DATA ANALYSIS AND CRASH REPORT REVIEW

## 5-YEAR CRASH DATA ANALYSIS

This study analyzed five years of crashes occurring in the study area between 2018 and 2022 retrieved from the New Mexico Statewide Traffic Records System. The most recent crash dataset, which contained 10 crashes, was the most recent available at the time of this study. Crash data is extracted from crash reports filed with law enforcement agencies and rated on a severity scale, which separates accidents as follows.

### Severity

The KABCO scale classifies the severity of crashes in New Mexico. The letters in KABCO represent the severity of a crash:

- K – Killed (Fatal)
- A – Incapacitated (Serious Injury)
- B – Minor Injury
- C – Complaint of Injury (Suspected Injury)
- O – No Apparent Injury (Property Damage Only)

Five years of crash data were reviewed for this study. During that time, there were a total of 10 crashes: two minor or visible Injuries (B), one Complaint of Injury (C), and seven Property Damage Only (O). The crash reports also report contributing factors, including the time of day, the weather conditions, the involvement of drugs and alcohol, and the involvement of pedestrians and bicyclists, among others. A summary of this information pertaining to the reported crashes is provided in Table 4.

Table 4: Crash Summary

<b>Crash Summary</b>		<b>NM 14 &amp; Bonanza</b>
<b>Total Crashes</b>		<b>10</b>
<b>By Year</b>	2018	2
	2019	1
	2020	3
	2021	1
	2022	3
<b>CONTRIBUTING FACTORS</b>	Avoid No Contact Vehicle	2
	Disregarded Traffic Signal	1
	Driver Inattention	4
	Excessive Speed	1
	Failed To Yield Right Of Way	2
	Following Too Closely	1
	None	8
	Other Improper Driving	1
	Other, No Driver Error	3
	Passed Stop Sign	2
	Speed Too Fast For Conditions	1
	Under The Influence Of Alcohol	1
	Vehicle Skidded Before Braking	1
	<b>%Driver Inattention</b>	<b>14%</b>
	<b>%Failure To Yield Right Of Way</b>	<b>7%</b>
<b>%Disregarded Traffic Signal</b>	<b>4%</b>	
<b>%Excessive Speed</b>	<b>4%</b>	
<b>SEVERITY</b>	Fatal Injury (Killed) (K)	0
	Suspected Serious Injury (A)	0
	Visible Injury (B)	2
	Complaint of Injury (C)	1
	Property Damage Only (O)	7
	<b>%Property Damage Only (O)</b>	<b>70%</b>
	<b>%Complaint of Injury (C)</b>	<b>10%</b>
<b>%Visible Injury (B)</b>	<b>20%</b>	
<b>LIGHTING CONDITION</b>	Daylight	7
	Dark-Lighted	1
	Dark-Not Lighted	1
	<b>%Daylight</b>	<b>78%</b>
	<b>%Dark-Lighted</b>	<b>11%</b>
<b>%Dark-Not Lighted</b>	<b>11%</b>	
<b>BIKE/ PED</b>	Pedestrian Involved	0
	Bicyclist Involved	0
	<b>%Pedestrian Involved</b>	<b>0%</b>
	<b>%Bicyclist Involved</b>	<b>0%</b>
<b>CRASH TYPE</b>	Left Blank	7
	Other Vehicle - From Same Direction/Both Going Straight	2
	Other Vehicle - One Stopped/Entering At Angle	2
	Other Vehicle - Both Turn Right/Entering At Angle	2
	Other Vehicle - All Others/Entering At Angle	2
	<b>%Other Vehicle - From Same Direction/Both Going Straight</b>	<b>13%</b>
<b>%Other Vehicle - One Stopped/Entering At Angle</b>	<b>13%</b>	
<b>%Other Vehicle - Both Turn Right/Entering At Angle</b>	<b>13%</b>	

The first takeaway from the crash data is that no fatal accidents have occurred within the study area within the last five years. Additionally, none of the ten recorded crashes involved pedestrians or bicyclists, nor did they involve drugs, though one crash involved alcohol. The most common crash types were: Other Vehicle – From Both Direction/ Both Going Straight, Other Vehicle - One Stopped/ Entering at Angle, and Other Vehicle - Both Turn Right/ Entering at Angle. 78% of reported crashes occurred during Daylight hours, and 22% occurred under Dark-Lighted or Dark-Not Lighted conditions. Three injury crashes were reported, and 7 crashes were classified as Property Damage Only. Driver Inattention and Failure to Yield Right of Way were the most common contributing factors.

## CRASH REPORT REVIEW

In addition to a review of the aggregated crash data from the 5-year period between 2018 and 2022, Lee Engineering reviewed each of the individual crash reports for the ten crashes that occurred during that same 5-year period. The following is a brief description of each accident discussed in chronological order and identified by crash report number.

- **Crash 23474022, June 8<sup>th</sup>, 2018, 5:54 PM**
  - A vehicle traveling southbound on NM 14 attempted a turn right onto Bonanza Creek Rd while traveling too fast for the maneuver. It crashed into a vehicle parked in the eastbound left-turn lane of Bonanza Creek Rd. There were no injuries.
    - Neither lighting nor stop-control compliance was involved, but excessive speed was a factor for which a citation was issued.
- **Crash 23474768, December 2<sup>nd</sup>, 2018, 3:23 PM**
  - Conflicting statements blur the exact details; however, it was determined by the officer at the scene that a vehicle traveling at an excessive speed eastbound on Bonanza Creek Rd failed to stop at the stop sign and entered the intersection without slowing, causing a T-Bone accident. The driver struck also stated they were traveling 55 MPH southbound on NM 14, which is 10 MPH over the posted speed limit at that location on NM 14.
    - Lighting was not a factor. Stop sign compliance and excessive speed were both factors.
- **Crash 23474513, October 31<sup>st</sup>, 2019, 10:00 AM**
  - A northbound driver was rear-ended by another northbound driver while attempting to legally turn left into a driveway on the southbound side of the road. This collision occurred near but not at the NM 14 and Bonanza Creek Rd intersection.
    - Driver inattention was the only listed contributing factor.
- **Crash 23462341, January 16<sup>th</sup>, 2020, 10:50 AM**
  - The crash was due to icy road conditions. A vehicle traveling westbound on Shenandoah Tr lost control of the vehicle and slid into the intersection. Excessive speed was determined not to have been a factor.
    - Icy conditions were the only contributing factor.
- **Crash 30272736, October 20<sup>th</sup>, 2020, 11:39 AM**
  - Two vehicles traveling westbound on Shenandoah Tr stopped at the intersection. The first vehicle started to proceed into the intersection, making a right turn, but came to a second stop with the front bumper at the edge of the northbound travel lane. It was after making the second stop that the vehicle behind failed to notice the first vehicle's second stop and collided with it.
    - Lighting, speed, and stop compliance were not factors. However, the sightlines provided from the westbound stop bar position to see northbound traffic may have contributed.

- **Crash 30272882, December 17<sup>th</sup>, 2020, 6:16 PM**
  - Westbound driver on Shenandoah Tr stated their foot slipped off the brake and onto the accelerator pedal on the stop sign approach. The vehicle entered the intersection at a speed close to 35 MPH and collided with another vehicle traveling northbound on NM 14.
    - Failure to obey stop/yield sign citation was issued. Dark, no lighting conditions were noted. Speed was not determined to be a contributing factor.
- **Crash 30273208, May 31<sup>st</sup>, 2021, 1:27 PM**
  - A westbound driver stopped on Bonanza Creek Rd saw another vehicle approaching the intersection on NM 14 but misjudged the available gap and proceeded into the intersection, causing a collision.
    - Driver inattention was the only listed contributing factor.
- **Crash 30273707, January 21<sup>st</sup>, 2022, 5:20 PM**
  - Hit and run accident. Collision was apparently committed willfully by an intoxicated individual who fled the scene.
    - Lighting, excessive speed, and stop compliance were not causal factors.
- **Crash 30319906, April 20<sup>th</sup>, 2022, 7:00PM**
  - Driver failed to comply with stop control eastbound on Bonanza Creek Rd and was struck by a southbound vehicle on NM 14 traveling at 45 MPH.
    - Stop compliance was the only listed causal factor
- **Crash 30319982, May 24<sup>th</sup>, 2022, 6:26 AM**
  - Driver traveling westbound on Shenandoah Tr traversed the intersection and crashed into trees on the northwest corner of the intersection. The driver fled the scene and was not present when the officer arrived. The officer stated " The vehicle appeared to have attempted to make a right hand turn from westbound Shenandoah Trail onto northbound NM 14. The vehicle appeared to have failed to stop at the stop sign and was traveling at a speed too fast to negotiate the turn."
    - Both speed and stop compliance were determined to be causal factors. Lighting was not.

In summary, ten reported collisions occurred over the five-year period. Four involved failures to comply with the stop sign, three involved excessive speed, one occurred in Dark Not Lit conditions, and one suggested sightline visibility issues.

## STOP CONTROL TYPE WARRANTS

Lee Engineering conducted Two- and Four-way Stop Control Warrants based on the guidance and recommendations of the MUTCD 11<sup>th</sup> Edition. A Signal Control Warrant was also conducted for the intersection of NM 14 and Bonanza Creek Rd/Shenandoah Tr using HCS 2023 software based on the methods and procedures detailed in the Highway Capacity Manual. These Warrants were conducted using the traffic volume and movement data collected by Lee Engineering on April 4th, 2024, and the 5-Year Crash Data provided by the NMDOT.

## TWO-WAY STOP CONTROL

The 2B Sections of the 2023 11th Edition of the MUTCD were used to determine the necessity of stop control at the intersection. Section 2B.09 provides circumstances where no control devices are necessary. One of these circumstances is that all approaches are single-lane, and another is that none of the approaches is for a through highway. Based solely on MUTCD 2B.09, the study intersection requires, at a minimum, two-way stop control for the minor approaches.

Based on MUTCD Section 2B.07 the guidance criteria for selecting the minor road were adhered to with the selection of Bonanza Creek Rd and Shenandoah Tr as the minor approaches. These criteria are as follows as transcribed from the source text:

- A. A roadway intersecting a designated through or numbered highway,*
- B. A roadway with the lower functional classification,*
- C. A roadway with the lower traffic volume,*
- D. A roadway with the lower speed limit, and/or*
- E. A roadway that intersects with a roadway that has a higher priority for one or more modes of travel.*

To reiterate, two-way stop control is required for the minor approaches to NM 14 at the study intersection.

## **FOUR-WAY STOP CONTROL WARRANT**

To determine the necessity of a four-way, also known as all-way stop control, condition, the MUTCD was used as the guiding document. To determine the appropriateness of four-way stop implementation, the MUTCD provides five warrants A-E upon which to base the decision. It should be noted that the warrants are not intended to supersede engineering judgment but rather to serve as a tool to inform said judgment. The five all-way stop control warrants are as follows:

- A. All-Way Stop Control Warrant A: Crash Experience (see Section 2B.13)*
- B. All-Way Stop Control Warrant B: Sight Distance (see Section 2B.14)*
- C. All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection (see Section 2B.15)*
- D. All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles) (see Section 2B.16)*
- E. All-Way Stop Control Warrant E: Other Factors (see Section 2B.17)*

### **All-Way Stop Control Warrant A: Crash Experience**

This warrant is based on the presence and frequency of crashes at the intersection. This warrant states that:

*For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control*

Based on the Crash Data Analysis presented previously, warrant A's criteria have not been met.

### **All-Way Stop Control Warrant B: Sight Distance**

Warrant B is based on sight distance and details the criteria for determination as follows:

*All-way stop control may be installed at an intersection where an engineering study indicates that sight distance on the minor-road approaches controlled by a STOP sign is not adequate for a vehicle to turn onto or cross the major (uncontrolled) road*

*At such a location, a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop.*

While Lee Engineering noted some visibility/line-of-sight issues on the minor approaches based on the stop bar set back from the NM 14 travel lanes, this issue is better addressed directly rather than be used as justification to implement all-way stop control. Warrant B was not met.

All-Way Stop Control Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection

This warranty is a provision allowing for the interim installation of all-way stop control before the planned implementation of intersection signalization. Lee Engineering conducted a Signal Control Warrant Analysis that did not result in the recommendation to signalize the intersection, nor are there any known plans to construct a signal at this intersection in the near to mid-term. Therefore, warrant C was not satisfied.

All-Way Stop Control Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles)

All-way stop control warrant D is based on the following criteria:

*All-way stop control may be installed at an intersection where an engineering study indicates:*

*A. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the majorstreet approaches is at least 300 units per hour for each of any 8 hours of a typical day; **and***

*B. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minorstreet approaches is at least 200 units per hour for each of any of the same 8 hours.*

For this warrant, the A and B criteria must both hold true for the warrant to be satisfied. For reference, the north and southbound approaches are the major approaches, and the east and westbound approaches are considered the minor approaches. From the TMC data, the following table was compiled to assess Warrant D criteria.

Table 5: Intersection Approach Volumes

Traffic Volumes By Approach				
Hour	NB	SB	EB	WB
6:00	113	23	10	82
7:00	246	103	32	249
8:00	223	136	41	183
9:00	231	157	25	86
10:00	185	154	37	83
11:00	145	159	44	54
12:00	168	194	34	81
13:00	157	212	35	71
14:00	149	220	34	68
15:00	163	305	44	80
16:00	181	384	57	74
17:00	147	426	44	75
18:00	84	294	40	61

As can be seen from Table 5 during no hour of the day does the NM 14 major roadway have 300 or more vehicles, while simultaneously, any minor approaches show volumes of 200 or more vehicles. Please note no pedestrians or cyclists were recorded moving through the intersection on the day TMC data was collected. Therefore, the criteria for Warrant D are not met.

## All-Way Stop Control Warrant E: Other Factors

The criteria listed for Warrant E are as follows:

- A. The need to control left-turn conflicts,*
- B. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where all-way stop control would improve traffic operational characteristics of the intersection, or*
- C. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.*

None of these criteria are relevant to the study intersection. Regarding criteria A, left-turn volumes compared to the conflicting through-movement volumes do not suggest a deficiency in the probable availability of appropriate gaps. Addressing criteria B, NM 44 and NM 45, Shenandoah Tr and Bonanza Creek Rd are not neighborhood collector streets. Additionally, there were no recorded pedestrian or cyclist volumes to support the installation of all-way stop control. Therefore, Warrant E was not met.

Based on the above evaluation of the five all-way stop control warrants, the study intersection does not warrant a change from two-way to four-way stop control.

## **SIGNAL CONTROL WARRANT**

HCS software was used to conduct a Signal Control Warrant based on the 13-hour counts collected from the study intersection. Per the MUTCD there are nine warrants to assess for determining whether or not an intersection is recommended to be signalized. Those warrants are as follows:

- Warrant 1, Eight-Hour Vehicular Volume.
- Warrant 2, Four-Hour Vehicular Volume.
- Warrant 3, Peak Hour.
- Warrant 4, Pedestrian Volume.
- Warrant 5, School Crossing.
- Warrant 6, Coordinated Signal System.
- Warrant 7, Crash Experience.
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing

Please note that Warrants 5, 6, and 10 were not applicable at the study intersection because the intersection is not near a school crossing. It is not part of a coordinated signalized corridor, nor is it near a grade crossing. The study intersection displayed relatively low traffic volumes and a lack of pedestrian or bicyclist activity. Because of the low traffic volumes throughout the day, Warrants 1 through 3 were not met. Similarly, Warrant 4 was not met due to insufficient pedestrian and bicycle volumes. Further, Warrant 8 was not met based on any of the roadways being classified as a principal roadway network for through traffic flow, nor are traffic volumes projected to carry 1,000 vehicles during peak hour or 1,000 vehicles for any five non-peak hours within the next five years based on the growth rates provided by the MRCOG Regional Cube/2 Model. In summary, none of the nine signal control warrants were met. The HCS Signal Warrant result report is provided as addenda to this report.

In conclusion, the existing two-way stop control configuration is the most appropriate control type for the study intersection.



## **SAFETY MITIGATION STRATEGIES**

This study was initiated in response to community concerns about the safety of the NM 14 intersection with Bonanza Creek Rd (NM 45) / Shenandoah Tr (NM 44). Those concerns were centered around two major issues: excessively fast travel speeds on all approaches and driver compliance with the minor approach stop signs. During the course of the study, both issues were verified, and other minor issues and contributing factors were identified during the field visit, traffic data collection, and crash history review portions of this study. The following is a discussion of possible mitigation measures to address these safety concerns for the community.

The mitigation measures considered focus mostly on near- and mid-term implementable strategies. These include improvements that can be accomplished with updates to roadway marking and striping, the positioning and sizing of regulatory, warning, and guidance signage, and the installation of shielded intersection lighting. All mitigation recommendations are offered after having been carefully considered for regulatory compliance, relevance, effectiveness, and to maintain the quite rural character of the surrounding area.

### **ROADWAY MARKING, STRIPPING, AND SIGNAGE – MINOR APPROACHES**

One of the most dangerous driver behaviors reported by community members and substantiated by the intersection's crash history is a regular failure to comply with the stop signs. Excessive driving speeds and visibility issues are likely the largest contributing factors to this compliance problem. To address the stop sign compliance issue, the mitigation recommendations herein also address these other contributing factors. The mitigation recommendations for the minor intersection approaches are as follows.

#### **Bonanza Creek Rd (NM 45)**

As described in the Field Visit section of this report, there are some visibility issues on this approach related to the warning and regulatory signage's lateral offset from the edge of the travel lane and the presence of foliage. To remedy these issues, it is recommended that all regulatory and warning signs, i.e., the stop and stop ahead signs, be relocated to meet the recommendations provided by the 2023 11<sup>th</sup> Edition of the MUTCD.

Those recommendations are that in the absence of a curb, the signs should be placed no closer than 6 feet and no farther than 12 feet from the edge of the traveled way. Specifically, an effort should be made to locate the signs with an offset closer to 6 feet than 12. The existing sizes of these signs are adequate. To supplement the stop ahead warning sign, a STOP AHEAD thermoplastic pavement marking located adjacent to the stop ahead sign is recommended. To maintain the visibility of the signage, it is important that the shoulder foliage be regularly trimmed and cut back

In addition to the STOP AHEAD pavement marking, it is recommended that the roadway stripping be replaced with 6-inch-wide thermoplastic stripping, including both white outer edge marking and yellow center lane/median stripping. The existing stop bar should also be removed and relocated. The replacement stop line should be 2 feet wide, thermoplastic, and located offset back from the NM 14 outside lane edge by 10 feet per MUTCD guidance. With the stop bar relocation, the corner-turning radii should be reduced. These recommendations are shown in Figure 18, and the stop sign and stop line locations are shown in greater detail in Figure 20.



Figure 18: Proposed Bonanza Creek Rd Approach Mitigations

### Shenandoah Tr (NM 44)

Recommendations for the eastbound Shenandoah Tr approach are very similar to those for the Bonanza Creek Rd approach. First, the stop ahead warning sign that was noticed to be absent from the westbound approach should be replaced and mounted on its own pole rather than to the utility pole as it previously was, as close as feasible to a 6-foot lateral offset from the edge of the roadway stripe. In addition, it is recommended that a thermoplastic STOP AHEAD pavement marking be installed adjacent to the stop ahead warning sign.

To improve the visibility of the stop sign itself, it is recommended that the stop sign be relocated, as shown in Figure 19. In addition to relocating the stop sign, it is also recommended that the stop bar be relocated to an offset back from the edge of the NM 14 outside lane of 10 feet and be 2 feet wide thermoplastic. To accommodate this relocation, it is also recommended that the corner-turning radii be reduced. The stop sign and stop line mitigations are shown in greater detail in Figure 20. Further, it is recommended that the approach be restriped with 6-inch-wide thermoplastic striping, including white outer edge markings and yellow center lane/median striping.



Figure 19: Proposed Shenandoah Tr Approach Mitigations

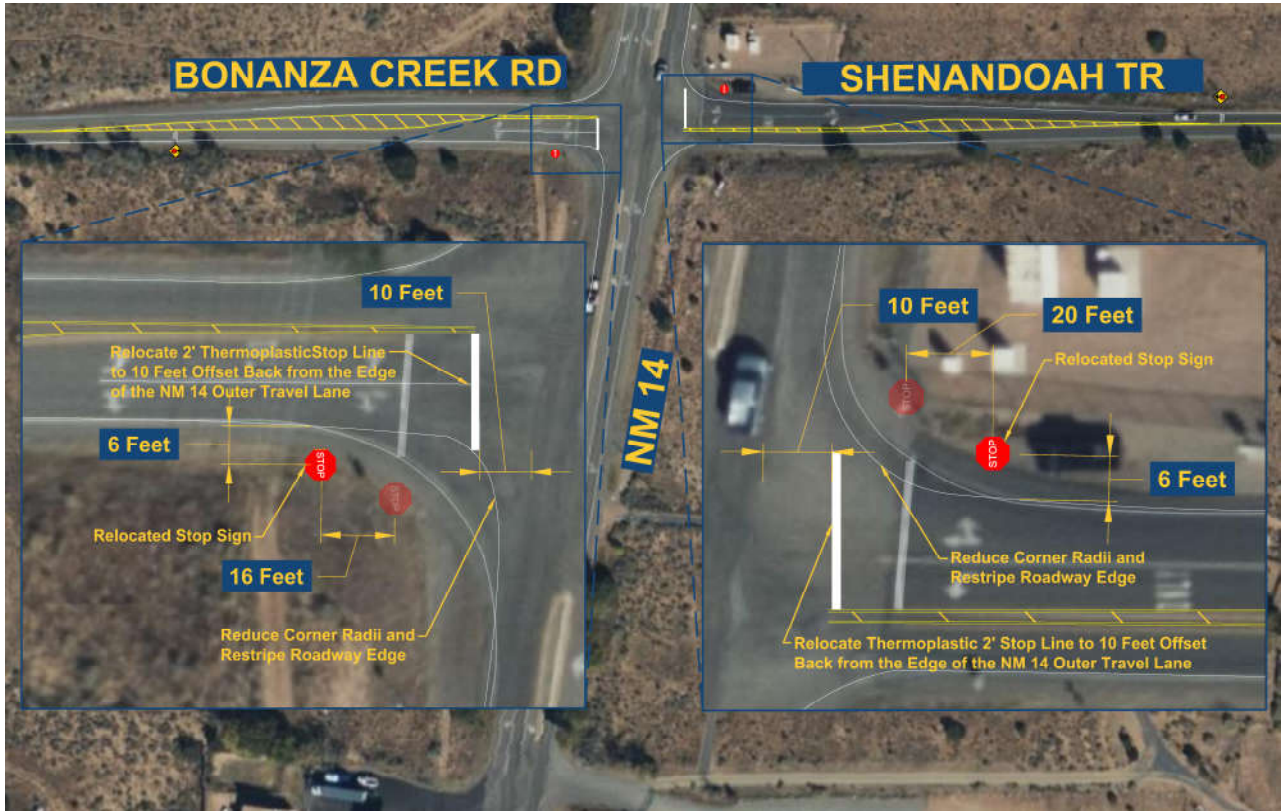


Figure 20: Proposed Stop Sign and Stop Line Relocation Detail

## NM 14 - SIGNAGE POSITIONING AND SIZING

The primary community concern expressed about the NM 14 approaches to the study intersection was excessive travel speeds. As previously noted, the NM 14 roadway segment changes the posted speed limit from 55 MPH in the southbound travel direction and from 50 MPH in the northbound to 45 MPH. The traffic speed data collected shows that compliance with this residential area speed limit change is approximately 10%.

During the field visit, it was noted that some of the lateral offsets of the signage related to this required deceleration were larger than recommended. Specifically, on the southbound approach, the signage offsets are between 25 and 30 feet. It is recommended that all offset distances for regulatory and warning signs be shortened to 12 feet or less. To further improve their prominence, it is recommended that they be replaced with larger versions. The NM 14 approach recommendations are shown in Figure 21 for the southbound approach and Figure 22 for the northbound approach.



Figure 21: Proposed NM 14 Southbound Approach Mitigations

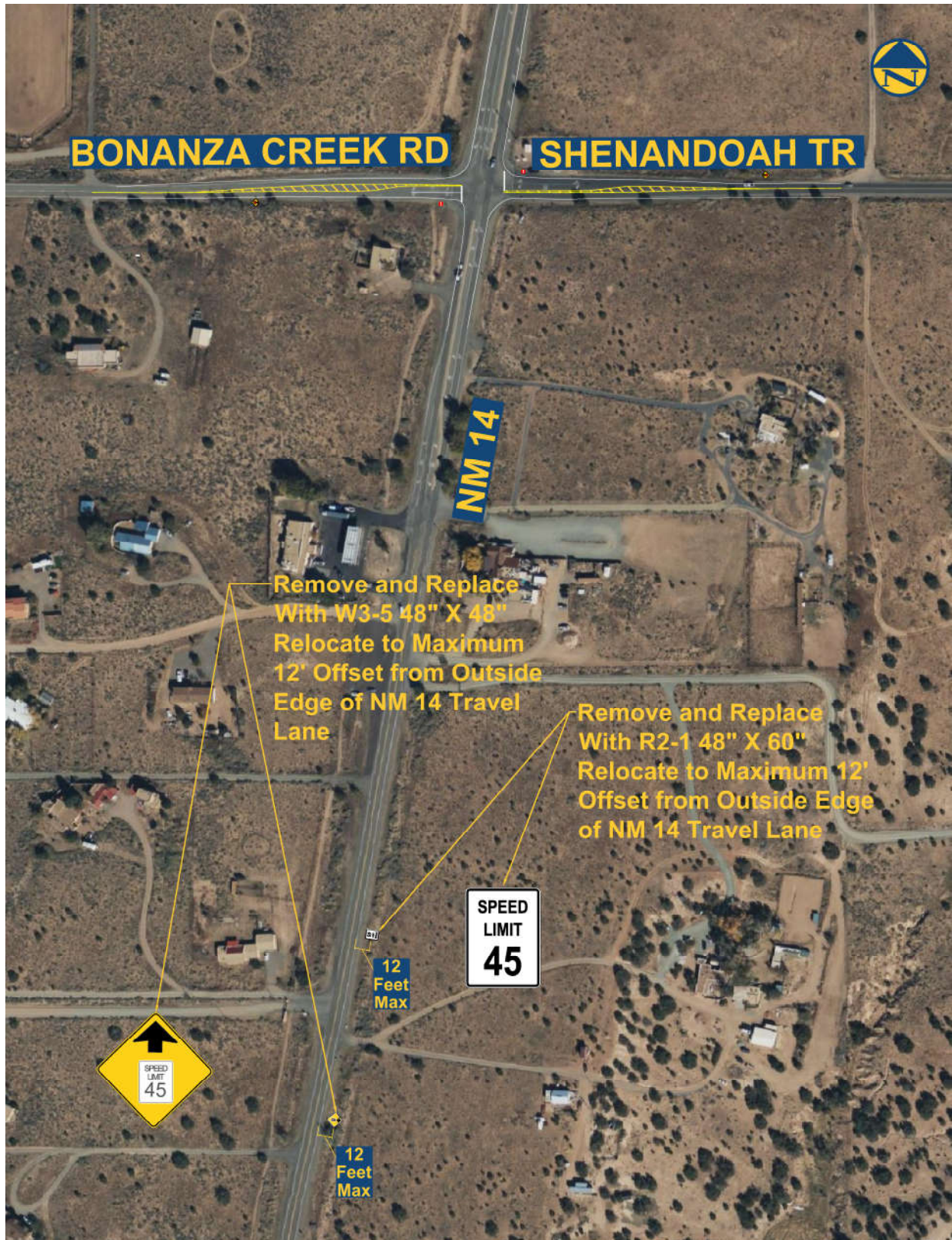


Figure 22: Proposed NM 14 Northbound Approach Mitigations

## INTERSECTION LIGHTING

Currently, the study intersection is unlit. Standard lighting options considered in an urban setting would not comply with the context of the area's zoning and would not likely be accepted by the community. However, an unlit, unsignalized intersection does present a safety concern, and Lee Engineering recommends that shielded lighting be considered for long-term implementation at the study intersection.

The previous portions of this mitigation section have recommended near-to-mid-term implementable mitigation strategies. The lighting issue is a longer-term goal requiring coordination with the NMDOT. While lighting is a safety concern, it is not the most pressing safety issue present at the study intersection. Of the ten crashes at the study intersection, only one occurred under dark, unlit conditions. The following is a summary of the mitigation recommendations resulting from this study.

## SUMMARY OF RECOMMENDATIONS

Near to mid-term safety mitigation strategies are as follows are listed below, separated into implementable and maintenance recommendations:

### Maintenance Recommendations:

- Foliage along shoulders should be regularly cut back and trimmed to maintain the visibility of regulatory and warning signage.
- Periodic speed enforcement operations may be warranted to help raise speed limit compliance on the approaches to the study intersection.

### Implementable Recommendations

- The intersection is best served by Two-Way Stop Control.
- The stop signs facing the east and westbound approaches should be relocated to provide a 6-foot lateral offset from the outer edge of the travel lane.
- The Stop Line should be replaced with a 2-foot-wide thermoplastic line and relocated to provide a 10-foot lateral offset from the outer edge of the NM 14 through travel lane.
- The outer edge white and yellow centerline/median lane stripping on the intersection approaches should be replaced with 6-inch-wide thermoplastic stripping, and the yellow-striped median should be diagonally striped to raise its visible profile.
- The regulatory (Speed Limit) and warning (Stop Ahead) sign lateral offset from the outer lane edge striping should be no greater than 12 feet.
- Regulatory (Speed Limit) and warning (Stop Ahead) signs on NM 14 should be replaced with larger versions.

In the long term it is recommended the County of Santa Fe coordinate with the NMDOT to provide shielded intersection lighting that meets the safety needs of the intersection while maintaining the rural character of the area and that does not intrude onto neighboring properties.

The planning level estimate for implementable recommendations is shown below.

Table 6: Observed Challenges and Recommended Safety Countermeasures Summary

Observed Challenge	Countermeasure	Included Items	Opinion of Probable Cost	Opinion of Total Probable Cost	Priority
Stop Sign and Speed Limit Compliance	Replace Stop Line and Lane Striping with Wider Thermoplastic Markings	6-Inch Thermoplastic Lane Striping	\$9,500.00	<b>\$24,175.00</b>	<b>1</b>
		24-Inch Thermoplastic Stop Lines	\$1,225.00		
		STOP AHEAD Thermoplastic Pavement Markings	\$1,800.00		
	Replace and relocate Regulatory and Warning	New Larger Regulatory and Warning Signage	\$4,400.00		
		Steel Post and Base for New Signage	\$7,250.00		
No Intersection Lighting	Coordinate with NMDOT to Install Appropriate Lighting Solution	2 Lighting Poles with shielded LED Luminaires	\$20,000.00	<b>\$27,400.00</b>	<b>2</b>

From Table 6, the cost of mitigation measures to address Stop Signs and Speed Limit compliance is estimated at \$24,175.00, and the installation of intersection lights for two lighting installations is approximately \$27,400. The total estimated cost for both countermeasures is \$51,575.00.

## ADDITIONAL SAFETY MITIGATION MEASURE OPTIONS

In addition to the safety mitigation measures recommended above, there are more robust mitigation options that address the stop sign compliance issue. These additional mitigation measures are Flashing Solar LED Traffic Signs and Transverse Rumble Strips (TRS).

Flashing warning or regulatory signs can be substituted for the existing Stop Ahead (W3-1) warning sign or for the Stop Sign (R1-1) on the east and westbound approaches to the study intersection to increase their visual prominence beyond the effect of the recommended relocation. If flashing warning signs are to be implemented, they should be located 6-12 from the outer edge of the travel lane per the MUTCD. Flashing solar versions of the standard regulatory and warning signs are commonly available. Please be advised that these flashing signs are accompanied by an increased environmental impact in the form of light pollution.

Transverse Rumble Strips, if implemented, should be located and constructed per NMDOT Standard Drawing 631-07-1/1. If TRSs are to be implemented, please be advised that they are also accompanied by an increased environmental impact in the form of noise pollution.



# Appendix A

Traffic Count Data



Lee Engineering, LLC  
 Phoenix, Arizona - Dallas, Texas  
 Oklahoma City, Oklahoma - San Antonio, Texas  
 Albuquerque, New Mexico, United States 87113  
 5053380988 mpolicastro@lee-eng.com

Count Name: NM378.02 - Bonanza & NM14  
 Site Code:  
 Start Date: 04/04/2024  
 Page No: 1

### Turning Movement Data

Start Time	NM14 Northbound						NM14 Southbound						Bonanza Creek Rd Eastbound						Shenandoah Trl Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	0	15	0	0	15	0	1	0	0	0	1	0	2	0	2	0	4	0	0	0	13	0	13	33
6:15 AM	0	1	27	1	0	29	0	2	3	0	0	5	0	1	0	1	0	2	0	0	3	12	0	15	51
6:30 AM	0	7	28	0	0	35	0	0	4	0	0	4	0	1	0	1	0	2	0	2	0	29	0	31	72
6:45 AM	0	3	31	0	0	34	0	3	7	3	0	13	0	2	0	0	0	2	0	0	3	20	0	23	72
Hourly Total	0	11	101	1	0	113	0	6	14	3	0	23	0	6	0	4	0	10	0	2	6	74	0	82	228
7:00 AM	0	0	43	0	0	43	0	5	13	2	0	20	0	4	1	1	0	6	0	1	3	38	0	42	111
7:15 AM	0	1	61	1	0	63	0	4	14	2	0	20	0	7	1	1	0	9	0	2	3	60	0	65	157
7:30 AM	0	1	77	1	0	79	0	9	19	1	0	29	0	6	0	5	0	11	0	4	1	81	0	86	205
7:45 AM	1	1	58	1	0	61	0	17	15	2	0	34	0	6	0	0	0	6	0	7	2	47	0	56	157
Hourly Total	1	3	239	3	0	246	0	35	61	7	0	103	0	23	2	7	0	32	0	14	9	226	0	249	630
8:00 AM	0	2	47	1	0	50	0	14	19	5	0	38	0	9	0	1	0	10	0	3	2	50	0	55	153
8:15 AM	0	2	53	2	0	57	0	6	19	6	0	31	0	10	0	2	0	12	0	3	0	40	0	43	143
8:30 AM	0	4	40	3	0	47	0	12	17	5	0	34	0	7	2	2	0	11	0	5	2	36	0	43	135
8:45 AM	0	4	63	2	0	69	1	6	19	7	0	33	0	2	1	5	0	8	0	4	2	36	0	42	152
Hourly Total	0	12	203	8	0	223	1	38	74	23	0	136	0	28	3	10	0	41	0	15	6	162	0	183	583
9:00 AM	0	5	67	4	0	76	0	9	25	6	0	40	0	1	0	3	0	4	0	5	2	20	0	27	147
9:15 AM	0	3	54	1	0	58	0	3	24	6	0	33	0	2	1	2	0	5	0	1	1	16	0	18	114
9:30 AM	0	4	50	0	0	54	0	6	26	8	0	40	0	3	1	2	0	6	0	2	1	17	0	20	120
9:45 AM	0	3	38	2	0	43	0	13	27	4	0	44	0	7	3	0	0	10	0	3	4	14	0	21	118
Hourly Total	0	15	209	7	0	231	0	31	102	24	0	157	0	13	5	7	0	25	0	11	8	67	0	86	499
10:00 AM	0	2	49	0	0	51	1	5	19	0	0	25	0	7	1	5	0	13	0	3	0	21	0	24	113
10:15 AM	0	1	32	3	0	36	0	19	26	1	0	46	0	3	1	5	0	9	0	3	0	16	0	19	110
10:30 AM	0	3	45	2	0	50	0	15	28	3	0	46	0	5	0	2	0	7	0	4	1	21	0	26	129
10:45 AM	1	2	44	1	0	48	0	4	27	6	0	37	0	2	3	3	0	8	0	2	0	12	0	14	107
Hourly Total	1	8	170	6	0	185	1	43	100	10	0	154	0	17	5	15	0	37	0	12	1	70	0	83	459
11:00 AM	0	0	29	1	0	30	0	6	21	2	0	29	0	8	0	2	0	10	0	2	0	9	0	11	80
11:15 AM	0	3	42	0	0	45	0	11	38	4	0	53	0	8	2	2	0	12	0	2	0	12	0	14	124
11:30 AM	0	4	33	1	0	38	0	8	21	4	0	33	0	10	1	5	0	16	0	0	1	11	0	12	99
11:45 AM	0	3	25	4	0	32	0	15	24	5	0	44	0	3	1	2	0	6	0	1	1	15	0	17	99
Hourly Total	0	10	129	6	0	145	0	40	104	15	0	159	0	29	4	11	0	44	0	5	2	47	0	54	402
12:00 PM	0	1	31	3	0	35	0	6	26	6	0	38	0	7	2	2	0	11	0	1	0	16	0	17	101
12:15 PM	0	4	39	4	0	47	0	11	28	6	0	45	0	9	1	3	0	13	0	4	0	20	0	24	129
12:30 PM	0	3	36	4	0	43	0	9	39	5	0	53	0	5	0	2	0	7	0	9	1	9	0	19	122
12:45 PM	0	3	36	4	0	43	0	23	29	6	0	58	0	1	1	1	0	3	1	7	1	12	0	21	125
Hourly Total	0	11	142	15	0	168	0	49	122	23	0	194	0	22	4	8	0	34	1	21	2	57	0	81	477







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 Phoenix, Arizona - Dallas, Texas  
 Oklahoma City, Oklahoma - San Antonio, Texas  
 Albuquerque, New Mexico, United States 87113  
 5053380988 mpolicastro@lee-eng.com

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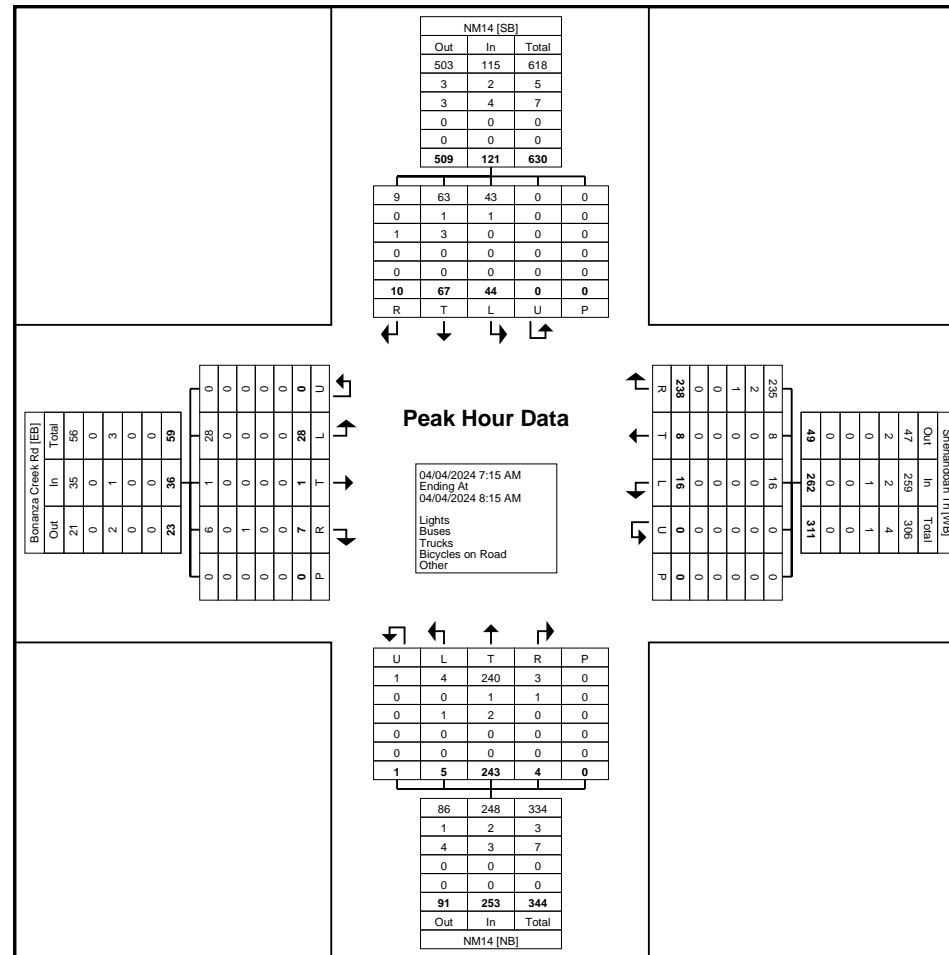
### Turning Movement Peak Hour Data (7:15 AM)

Start Time	NM14 Northbound						NM14 Southbound						Bonanza Creek Rd Eastbound						Shenandoah Trl Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:15 AM	0	1	61	1	0	63	0	4	14	2	0	20	0	7	1	1	0	9	0	2	3	60	0	65	157
7:30 AM	0	1	77	1	0	79	0	9	19	1	0	29	0	6	0	5	0	11	0	4	1	81	0	86	205
7:45 AM	1	1	58	1	0	61	0	17	15	2	0	34	0	6	0	0	0	6	0	7	2	47	0	56	157
8:00 AM	0	2	47	1	0	50	0	14	19	5	0	38	0	9	0	1	0	10	0	3	2	50	0	55	153
<b>Total</b>	<b>1</b>	<b>5</b>	<b>243</b>	<b>4</b>	<b>0</b>	<b>253</b>	<b>0</b>	<b>44</b>	<b>67</b>	<b>10</b>	<b>0</b>	<b>121</b>	<b>0</b>	<b>28</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>16</b>	<b>8</b>	<b>238</b>	<b>0</b>	<b>262</b>	<b>672</b>
Approach %	0.4	2.0	96.0	1.6	-	-	0.0	36.4	55.4	8.3	-	-	0.0	77.8	2.8	19.4	-	-	0.0	6.1	3.1	90.8	-	-	-
Total %	0.1	0.7	36.2	0.6	-	37.6	0.0	6.5	10.0	1.5	-	18.0	0.0	4.2	0.1	1.0	-	5.4	0.0	2.4	1.2	35.4	-	39.0	-
PHF	0.250	0.625	0.789	1.000	-	0.801	0.000	0.647	0.882	0.500	-	0.796	0.000	0.778	0.250	0.350	-	0.818	0.000	0.571	0.667	0.735	-	0.762	0.820
Lights	1	4	240	3	-	248	0	43	63	9	-	115	0	28	1	6	-	35	0	16	8	235	-	259	657
% Lights	100.0	80.0	98.8	75.0	-	98.0	-	97.7	94.0	90.0	-	95.0	-	100.0	100.0	85.7	-	97.2	-	100.0	100.0	98.7	-	98.9	97.8
Buses	0	0	1	1	-	2	0	1	1	0	-	2	0	0	0	0	-	0	0	0	0	2	-	2	6
% Buses	0.0	0.0	0.4	25.0	-	0.8	-	2.3	1.5	0.0	-	1.7	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.8	-	0.8	0.9
Trucks	0	1	2	0	-	3	0	0	3	1	-	4	0	0	0	1	-	1	0	0	0	1	-	1	9
% Trucks	0.0	20.0	0.8	0.0	-	1.2	-	0.0	4.5	10.0	-	3.3	-	0.0	0.0	14.3	-	2.8	-	0.0	0.0	0.4	-	0.4	1.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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 Albuquerque, New Mexico, United States 87113  
 5053380988 mpolicastro@lee-eng.com

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Turning Movement Peak Hour Data Plot (7:15 AM)



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 5053380988 mpolicastro@lee-eng.com

Count Name: NM378.02 - Bonanza & NM14  
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### Turning Movement Peak Hour Data (4:45 PM)

Start Time	NM14 Northbound						NM14 Southbound						Bonanza Creek Rd Eastbound						Shenandoah Trl Westbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
4:45 PM	0	6	30	7	0	43	0	28	66	3	0	97	0	4	3	5	0	12	0	4	0	14	0	18	170
5:00 PM	0	4	30	3	0	37	0	35	63	4	0	102	1	10	4	6	0	21	0	2	3	17	0	22	182
5:15 PM	0	3	31	5	0	39	0	43	59	10	0	112	1	4	0	2	0	7	0	7	0	13	0	20	178
5:30 PM	0	3	33	10	0	46	0	47	62	10	0	119	0	3	3	5	0	11	0	5	2	15	0	22	198
<b>Total</b>	<b>0</b>	<b>16</b>	<b>124</b>	<b>25</b>	<b>0</b>	<b>165</b>	<b>0</b>	<b>153</b>	<b>250</b>	<b>27</b>	<b>0</b>	<b>430</b>	<b>2</b>	<b>21</b>	<b>10</b>	<b>18</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>18</b>	<b>5</b>	<b>59</b>	<b>0</b>	<b>82</b>	<b>728</b>
Approach %	0.0	9.7	75.2	15.2	-	-	0.0	35.6	58.1	6.3	-	-	3.9	41.2	19.6	35.3	-	-	0.0	22.0	6.1	72.0	-	-	-
Total %	0.0	2.2	17.0	3.4	-	22.7	0.0	21.0	34.3	3.7	-	59.1	0.3	2.9	1.4	2.5	-	7.0	0.0	2.5	0.7	8.1	-	11.3	-
PHF	0.000	0.667	0.939	0.625	-	0.897	0.000	0.814	0.947	0.675	-	0.903	0.500	0.525	0.625	0.750	-	0.607	0.000	0.643	0.417	0.868	-	0.932	0.919
Lights	0	15	123	24	-	162	0	152	248	26	-	426	2	19	10	16	-	47	0	17	5	57	-	79	714
% Lights	-	93.8	99.2	96.0	-	98.2	-	99.3	99.2	96.3	-	99.1	100.0	90.5	100.0	88.9	-	92.2	-	94.4	100.0	96.6	-	96.3	98.1
Buses	0	0	1	0	-	1	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	1	-	2	4
% Buses	-	0.0	0.8	0.0	-	0.6	-	0.7	0.0	0.0	-	0.2	0.0	0.0	0.0	0.0	-	0.0	-	5.6	0.0	1.7	-	2.4	0.5
Trucks	0	1	0	1	-	2	0	0	2	1	-	3	0	2	0	2	-	4	0	0	0	1	-	1	10
% Trucks	-	6.3	0.0	4.0	-	1.2	-	0.0	0.8	3.7	-	0.7	0.0	9.5	0.0	11.1	-	7.8	-	0.0	0.0	1.7	-	1.2	1.4
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





Name: untitled\_1  
 Date/Time 4/3/2024 12:20 PM  
 Site Code: 1 WB

Station ID:  
 Location 1:  
 Location 2:  
 Location 3:  
 Location 4:

Latitude: 35.496219  
 Longitude: -106.064950

Channels: , Channel 1 - A to B, None Specified, Channel 2 - B to A, None Specified

Filters App:None

Date	Time	Channel	Class	Class	Spe	Speed	Gap	Length	Wheelbas	Headway	Following	1-Axle	1-2 S Axle	2-3 S Axle	3-4 S Axle	4-5 S Axle	5-6 S Axle	6-7 S
4/4/2024	12:01:12	AB to A, No		5	4	53.3	115.1	180	156	115.2	107883							156
4/4/2024	12:01:17	AB to A, No		2	2	56.5	4.3	137	113	4.5	4238							113
4/4/2024	12:05:42	AB to A, No		2	2	68.2	265.3	135	111	265.5	318326.2							111
4/4/2024	12:07:52	AB to A, No		3	3	68	130.2	156	132	130.3	155692.9							132
4/4/2024	12:20:39	AB to A, No		3	3	51.7	766.3	152	128	766.5	696709.6							128
4/4/2024	12:21:19	AA to B, No		2	2	47.2	2030.3	126	102	2030.4	1686055							102
4/4/2024	12:28:00	AB to A, No		5	4	55	441.2	188	164	441.4	426785							164
4/4/2024	12:35:03	AA to B, No		2	2	40.8	824.5	128	104	824.7	592442.6							104
4/4/2024	12:54:20	AB to A, No		2	2	75.6	1579.8	142	118	1580.1	2101138							118
4/4/2024	1:02:50	AB to A, No		3	3	54.2	510.2	159	135	510.3	486358.8							135
4/4/2024	1:07:42	AB to A, No		3	3	43.9	291.6	170	146	291.8	225034.6							146
4/4/2024	1:09:06	AB to A, No		2	2	62.3	83.4	138	114	83.7	91455.6							114
4/4/2024	1:10:56	AA to B, No		2	2	62.8	2151.8	129	105	2152	2380133							105
4/4/2024	1:34:11	AA to B, No		2	2	53.6	1395.4	125	101	1395.6	1315919							101
4/4/2024	1:34:31	AB to A, No		3	3	46.5	1524.8	143	119	1524.9	1248467							119
4/4/2024	1:37:37	AB to A, No		5	4	60.3	185.4	175	151	185.6	196807.1							151
4/4/2024	1:38:02	AB to A, No		3	3	65.1	25.8	147	123	26	29524.5							123
4/4/2024	1:39:51	AB to A, No		2	2	50.2	108.1	131	107	108.3	95453.6							107
4/4/2024	1:58:55	AA to B, No		2	2	49.3	1483.4	135	111	1483.6	1287658							111
4/4/2024	2:04:44	AB to A, No		3	3	57	1493	143	119	1493.2	1496770							119
4/4/2024	2:16:00	AA to B, No		2	2	31.9	1025.1	124	100	1025.3	575460.5							100
4/4/2024	2:19:19	AA to B, No		2	2	51.2	198.6	127	103	198.8	178883.8							103
4/4/2024	2:22:18	AB to A, No		2	2	69.6	1053.6	140	116	1053.8	1290718							116
4/4/2024	2:59:53	AB to A, No		5	4	82.2	2254.9	183	159	2255	3263084							159
4/4/2024	3:01:52	AB to A, No		5	4	77.4	118.7	212	188	118.9	161833.9							188
4/4/2024	3:09:36	AB to A, No		5	4	54	464.3	219	195	464.5	441340.7							195
4/4/2024	3:10:49	AB to A, No		3	3	68.8	72.2	165	141	72.5	87455.4							141
4/4/2024	3:16:15	AB to A, No		5	4	54.2	325.9	187	163	326	310655.8							163
4/4/2024	3:28:54	AA to B, No		5	4	54.9	4175.3	199	175	4175.5	4033913							175
4/4/2024	3:32:58	AA to B, No		2	2	52.3	243	133	109	243.3	223678.3							109
4/4/2024	3:38:28	AA to B, No		3	3	53.1	330.1	163	139	330.3	308523							139
4/4/2024	3:46:02	AB to A, No		2	2	39.9	1787.3	142	118	1787.5	1256670							118
4/4/2024	3:46:14	AA to B, No		5	4	60.4	466.2	190	166	466.4	495456							166
4/4/2024	3:49:39	AB to A, No		5	4	82	216.1	193	169	216.4	311870.7							169
4/4/2024	3:50:31	AA to B, No		2	2	62.1	256.9	125	101	257.1	280940.7							101
4/4/2024	4:00:53	AA to B, No		2	2	59.2	621.9	122	98	622	647802.6							98
4/4/2024	4:01:32	AA to B, No		5	4	51.9	38.1	173	149	38.2	34777.8							149
4/4/2024	4:01:44	AA to B, No		2	2	47	12.2	140	116	12.4	10067.4							116
4/4/2024	4:03:37	AA to B, No		3	3	48.2	113.2	145	121	113.4	95914							121
4/4/2024	4:18:45	AA to B, No		3	3	59.4	907.3	152	128	907.5	948303							128
4/4/2024	4:21:11	AA to B, No		2	2	51.4	145.6	130	106	145.8	131645.9							106
4/4/2024	4:24:23	AA to B, No		2	2	64.4	192.1	133	109	192.2	217706.4							109
4/4/2024	4:25:42	AB to A, No		3	3	78.7	2163	143	119	2163.1	2997447							119
4/4/2024	4:27:04	AA to B, No		2	2	59.6	161.3	127	103	161.4	169160.5							103
4/4/2024	4:32:10	AA to B, No		2	2	51.4	305.6	128	104	305.8	276759.5							104
4/4/2024	4:34:56	AA to B, No		9	25	44.9	165.6	745	721	165.7	130786.8			53	413		49	206
4/4/2024	4:37:15	AA to B, No		2	2	46	137.9	132	108	138.9	111568.5							108
4/4/2024	4:39:49	AA to B, No		3	3	44.8	153.9	144	120	154.1	121268.1							120
4/4/2024	4:41:58	AA to B, No		2	2	74.2	128.8	131	107	129.1	168195.9							107
4/4/2024	4:42:09	AA to B, No		2	2	51.4	11	129	105	11.1	9948.2							105
4/4/2024	4:42:59	AA to B, No		3	3	64.2	50.1	164	140	50.3	56668.5							140
4/4/2024	4:43:52	AA to B, No		2	2	51	52.4	126	102	52.6	47013.4							102
4/4/2024	4:53:06	AA to B, No		2	2	46.7	554.4	128	104	554.6	455346.7							104
4/4/2024	4:55:01	AA to B, No		2	2	63	114.7	129	105	114.9	127218							105
4/4/2024	4:58:55	AB to A, No		5	4	77.3	1993.4	220	196	1993.5	2712703							196
4/4/2024	4:59:57	AB to A, No		3	3	52.3	61.2	146	122	61.4	56305.2							122
4/4/2024	5:00:08	AA to B, No		2	2	61	306	130	106	306.2	328344.6							106
4/4/2024	5:00:36	AA to B, No		2	2	58	28.6	127	103	28.7	29197.1							103
4/4/2024	5:03:00	AA to B, No		2	2	39.1	143.3	130	106	143.4	98608.1							106
4/4/2024	5:06:44	AA to B, No		2	2	73.7	224.1	128	104	224.3	290807.5							104
4/4/2024	5:09:03	AA to B, No		3	3	52.4	138.4	152	128	138.6	127570.8							128
4/4/2024	5:10:43	AA to B, No		2	2	68.7	100.1	133	109	100.2	121060.4							109
4/4/2024	5:11:07	AA to B, No		2	2	50.1	23.7	130	106	23.8	20917.4							106
4/4/2024	5:12:35	AA to B, No		3	3	50.3	88.3	166	142	88.5	78243.6							142
4/4/2024	5:12:37	AA to B, No		3	3	69.3	1.2	169	145	1.4	1447.9							145
4/4/2024	5:13:56	AB to A, No		3	3	64.9	839.3	147	123	839.5	957990.3							123
4/4/2024	5:18:06	AA to B, No		2	2	59.4	329.2	128	104	329.4	344292.4							104
4/4/2024	5:24:14	AA to B, No		2	2	55.5	368.2	132	108	368.3	359695							108
4/4/2024	5:25:52	AB to A, No		3	3	64.4	715.8	143	119	715.9	811695.6							119
4/4/2024	5:26:20	AA to B, No		2	2	59.8	125.2	129	105	125.3	131773.9							105

4/4/2024	5:26:57	ANA to B, No	2	2	56.7	36.9	134	110	37.1	36889.4	110			
4/4/2024	5:27:05	ANA to B, No	2	2	57.8	8.3	127	103	8.5	8467.4	103			
4/4/2024	5:28:13	ANA to B, No	2	2	58	67.9	124	100	68.1	69361.9	100			
4/4/2024	5:29:08	ANA to B, No	2	2	62.6	54.4	137	113	54.6	59929.2	113			
4/4/2024	5:29:25	ANA to B, No	2	2	55.1	16.8	136	112	16.9	16305	112			
4/4/2024	5:29:30	ANA to B, No	2	2	59	5	133	109	5.2	5207.3	109			
4/4/2024	5:30:04	ANA to B, No	2	2	50	33.9	135	111	34	29805	111			
4/4/2024	5:30:11	ANA to B, No	2	2	53.2	7.1	130	106	7.3	6666.4	106			
4/4/2024	5:31:13	ANA to B, No	3	3	56.5	61.3	163	139	61.5	60896.2	139			
4/4/2024	5:31:34	ANA to B, No	2	2	60.3	21.2	139	115	21.4	22467.8	115			
4/4/2024	5:32:04	ANA to B, No	2	2	57.5	30.3	134	110	30.5	30685.5	110			
4/4/2024	5:32:05	AMB to A, No	2	2	61.9	373	132	108	373.1	406549.9	108			
4/4/2024	5:32:10	AMB to A, No	5	4	62.1	4.8	187	163	5	5272.9	163			
4/4/2024	5:32:46	ANA to B, No	2	2	46.2	41	128	104	41.1	33312.7	104			
4/4/2024	5:34:25	ANA to B, No	5	4	50	99	222	198	99.2	87174	198			
4/4/2024	5:34:27	ANA to B, No	2	2	51.3	1.7	125	101	2	1576.5	101			
4/4/2024	5:34:36	ANA to B, No	3	3	44.5	8.5	154	130	8.7	6677.6	130			
4/4/2024	5:35:56	ANA to B, No	2	2	60.6	80.1	127	103	80.3	85437.5	103			
4/4/2024	5:36:08	ANA to B, No	2	2	56.9	11.6	129	105	11.8	11632.1	105			
4/4/2024	5:38:05	ANA to B, No	2	2	61.5	116.9	127	103	117	126519.2	103			
4/4/2024	5:38:22	ANA to B, No	2	2	53.1	17.6	129	105	17.8	16466	105			
4/4/2024	5:39:29	ANA to B, No	2	2	42	66.3	127	103	66.5	49008.4	103			
4/4/2024	5:39:41	ANA to B, No	3	3	52.5	12.3	159	135	12.5	11380.8	135			
4/4/2024	5:40:10	ANA to B, No	2	2	57.9	28.1	127	103	28.3	28613.7	103			
4/4/2024	5:41:28	ANA to B, No	2	2	53.9	77.7	125	101	77.8	73735.9	101			
4/4/2024	5:41:37	ANA to B, No	2	2	65.8	9.2	125	101	9.4	10653	101			
4/4/2024	5:42:05	ANA to B, No	3	3	56.7	28.2	143	119	28.3	28159.3	119			
4/4/2024	5:42:18	ANA to B, No	2	2	58.8	12.7	130	106	12.8	13083.7	106			
4/4/2024	5:42:27	ANA to B, No	2	2	56	8.6	129	105	8.7	8468.1	105			
4/4/2024	5:42:44	ANA to B, No	2	2	54.9	17.3	131	107	17.5	16743.1	107			
4/4/2024	5:43:02	ANA to B, No	2	2	53.8	17.7	128	104	17.8	16727.2	104			
4/4/2024	5:43:04	ANA to B, No	2	2	56.3	2.2	127	103	2.4	2177.6	103			
4/4/2024	5:43:13	ANA to B, No	2	2	55.5	7.9	124	100	8.1	7734.8	100			
4/4/2024	5:43:22	ANA to B, No	2	2	50.9	8.8	130	106	9	7896.7	106			
4/4/2024	5:44:10	ANA to B, No	8	18	51.4	48.8	427	403	49	44175.4	166	203	34	
4/4/2024	5:44:51	ANA to B, No	3	3	54.4	39.8	165	141	40.3	38086.1	141			
4/4/2024	5:44:53	ANA to B, No	2	2	63.7	2.3	128	104	2.5	2580.4	104			
4/4/2024	5:45:07	ANA to B, No	2	2	61.6	14	131	107	14.1	15157.9	107			
4/4/2024	5:45:23	ANA to B, No	5	4	58.1	15.8	180	156	15.9	16153.3	156			
4/4/2024	5:45:41	ANA to B, No	2	2	57.8	17.5	140	116	17.7	17863	116			
4/4/2024	5:45:59	ANA to B, No	2	2	54.5	17.6	139	115	17.8	16904	115			
4/4/2024	5:46:03	ANA to B, No	3	3	53.9	4.4	170	146	4.5	4148	146			
4/4/2024	5:46:10	ANA to B, No	2	2	57.7	6.9	142	118	7.1	6986.6	118			
4/4/2024	5:47:02	AMB to A, No	3	3	53.3	891.5	144	120	891.7	835646.2	120			
4/4/2024	5:47:20	ANA to B, No	3	3	55.6	69.7	148	124	69.9	68182	124			
4/4/2024	5:47:23	ANA to B, No	2	2	58.6	2.8	128	104	3	2886.6	104			
4/4/2024	5:47:37	ANA to B, No	2	2	59	13.1	133	109	13.2	13558.3	109			
4/4/2024	5:48:26	ANA to B, No	5	4	56	49.6	173	149	49.7	48845.5	149			
4/4/2024	5:48:30	ANA to B, No	2	2	68.5	3.1	136	112	3.3	3699.4	112			
4/4/2024	5:50:26	ANA to B, No	3	3	61.4	116.7	169	145	116.8	126046.6	145			
4/4/2024	5:51:23	ANA to B, No	2	2	52	56.9	128	104	57	51988.7	104			
4/4/2024	5:53:49	ANA to B, No	5	4	55.3	145.2	174	150	145.4	141285	150			
4/4/2024	5:54:03	ANA to B, No	2	2	50.8	13.5	128	104	13.7	12095	104			
4/4/2024	5:54:09	ANA to B, No	5	4	45.4	6.4	182	158	6.6	5123.4	158			
4/4/2024	5:54:53	ANA to B, No	3	3	59.2	43.3	152	128	43.5	45078.4	128			
4/4/2024	5:54:59	ANA to B, No	2	2	51.3	6.6	128	104	6.8	5946.1	104			
4/4/2024	5:56:13	ANA to B, No	2	2	47.3	73.3	126	102	73.4	60946.7	102			
4/4/2024	5:56:36	ANA to B, No	3	3	51	22.8	151	127	22.9	20412.3	127			
4/4/2024	5:57:18	ANA to B, No	2	2	56	42.2	142	118	42.4	41571	118			
4/4/2024	5:58:43	ANA to B, No	2	2	53.4	84.5	133	109	84.7	79341.4	109			
4/4/2024	5:58:47	ANA to B, No	2	2	55.1	4.4	141	117	4.6	4260.3	117			
4/4/2024	5:58:54	ANA to B, No	2	2	48.6	6.9	131	107	7.1	5899.6	107			
4/4/2024	5:58:57	ANA to B, No	5	4	54.3	2.3	189	165	2.5	2191.9	165			
4/4/2024	5:59:16	AMB to A, No	3	3	54.8	733.7	143	119	733.8	707990.6	119			
4/4/2024	6:00:18	ANA to B, No	2	2	64.5	81.3	129	105	81.5	92251	105			
4/4/2024	6:00:55	ANA to B, No	2	2	55.5	36.9	138	114	37.1	36101	114			
4/4/2024	6:01:00	ANA to B, No	3	3	60.4	4.2	170	146	4.3	4439.2	146			
4/4/2024	6:02:40	ANA to B, No	2	2	61.2	99.6	125	101	99.8	107233.5	101			
4/4/2024	6:04:39	ANA to B, No	2	2	42.5	119.7	118	94	119.9	89459.9	94			
4/4/2024	6:05:17	AMB to A, No	2	2	56.1	360.9	129	105	361.1	356344.8	105			
4/4/2024	6:05:18	ANA to B, No	3	3	57.7	38.7	167	143	38.9	39269.9	143			
4/4/2024	6:05:49	ANA to B, No	2	2	56.8	30.5	127	103	30.7	30468.1	103			
4/4/2024	6:06:28	ANA to B, No	2	2	61	39.3	131	107	39.4	42220.7	107			
4/4/2024	6:06:36	ANA to B, No	2	2	55.3	7.6	124	100	7.8	7428.3	100			
4/4/2024	6:06:52	ANA to B, No	2	2	55.5	15.6	136	112	15.8	15261.7	112			
4/4/2024	6:07:27	ANA to B, No	8	18	44.4	35	417	393	35.1	27334.9	160	197	36	
4/4/2024	6:07:37	ANA to B, No	5	4	53.7	8.9	180	156	9.4	8360.9	156			
4/4/2024	6:07:55	ANA to B, No	3	3	67.8	18.5	158	134	18.7	22107.5	134			
4/4/2024	6:08:38	ANA to B, No	2	2	72.7	42.2	127	103	42.4	54032	103			
4/4/2024	6:08:39	ANA to B, No	2	2	66.7	1	123	99	1.2	1228.7	99			
4/4/2024	6:08:51	ANA to B, No	4	26	35.7	11.6	659	635	11.8	7317.6	236	54	295	50
4/4/2024	6:09:09	ANA to B, No	2	2	55.4	17.3	126	102	18.4	16899.7	102			
4/4/2024	6:09:17	ANA to B, No	5	4	55.6	7.4	176	152	7.6	7288.4	152			



4/4/2024	6:37:02	ANA to B, No	5	4	59.1	3.5	178	154	3.7	3589	154			
4/4/2024	6:37:15	ANA to B, No	5	4	57.8	12.8	188	164	12.9	12985.3	164			
4/4/2024	6:37:19	ANA to B, No	2	2	60.5	4.5	134	110	4.7	4803.2	110			
4/4/2024	6:38:24	ANA to B, No	2	2	53.2	64.6	133	109	64.7	60503.8	109			
4/4/2024	6:38:42	ANA to B, No	5	4	47.1	18.3	176	152	18.5	15205	152			
4/4/2024	6:38:49	ANA to B, No	5	4	54.9	5.8	178	154	6	5599.1	154			
4/4/2024	6:38:58	ANA to B, No	3	3	47.5	9.3	154	130	9.5	7806.6	130			
4/4/2024	6:38:59	ANA to B, No	3	3	63.9	0.2	166	142	0.5	280.9	142			
4/4/2024	6:39:04	ANA to B, No	2	2	51.4	5.3	130	106	5.4	4767.5	106			
4/4/2024	6:39:07	ANA to B, No	8	11	55.5	2.8	368	344	3	2716.2	159	185		
4/4/2024	6:39:23	ANA to B, No	2	2	71.8	15.7	138	114	16.1	19803.8	114			
4/4/2024	6:39:52	ANA to B, No	2	2	60.3	28.9	122	98	29.1	30702.9	98			
4/4/2024	6:39:59	ANA to B, No	3	3	62.2	6.8	162	138	7	7494	138			
4/4/2024	6:40:09	ANA to B, No	3	3	52.7	10	159	135	10.2	9279.1	135			
4/4/2024	6:40:15	ANA to B, No	2	2	55.1	6.1	130	106	6.3	5901.2	106			
4/4/2024	6:40:18	ANA to B, No	2	2	53.2	2.2	141	117	2.4	2096.1	117			
4/4/2024	6:40:34	ANA to B, No	3	3	43	15.8	145	121	15.9	11930.2	121			
4/4/2024	6:41:32	ANA to B, No	2	2	52.7	58.2	130	106	58.5	54051.1	106			
4/4/2024	6:42:30	ANA to B, No	2	2	47.9	57.5	142	118	57.7	48479	118			
4/4/2024	6:42:32	ANA to B, No	3	3	48.2	1.6	152	128	1.8	1347.7	128			
4/4/2024	6:42:33	ANA to B, No	2	2	48.2	1.3	136	112	1.5	1083.3	112			
4/4/2024	6:42:40	ANA to B, No	2	2	55.7	6.7	141	117	6.8	6531.4	117			
4/4/2024	6:42:50	ANA to B, No	2	2	53.4	10	125	101	10.1	9363.7	101			
4/4/2024	6:42:52	ANA to B, No	2	2	55.2	1.4	129	105	1.6	1377.2	105			
4/4/2024	6:42:53	ANA to B, No	8	18	52	1.4	407	383	1.6	1286.4	156	195	32	
4/4/2024	6:43:01	ANB to A, No	3	3	51.2	493.9	166	142	494.1	445481.9	142			
4/4/2024	6:43:09	ANA to B, No	3	3	50.2	15.1	159	135	15.6	13317.6	135			
4/4/2024	6:43:20	ANA to B, No	2	2	54.4	10.8	126	102	11	10358.8	102			
4/4/2024	6:44:25	ANA to B, No	3	3	60.9	65	151	127	65.1	69638.1	127			
4/4/2024	6:44:27	ANA to B, No	2	2	64.1	1.4	124	100	1.6	1589.5	100			
4/4/2024	6:44:29	ANA to B, No	2	2	64.6	1.8	126	102	1.9	1994.8	102			
4/4/2024	6:44:53	ANA to B, No	2	2	51.6	24.5	130	106	24.6	22262.4	106			
4/4/2024	6:45:03	ANA to B, No	3	10	49.7	9.7	307	283	9.9	8469.9	140	143		
4/4/2024	6:45:06	ANA to B, No	2	2	52	2.2	126	102	2.5	1983.3	102			
4/4/2024	6:45:18	ANA to B, No	3	3	51	12.1	167	143	12.3	10853.3	143			
4/4/2024	6:45:33	ANA to B, No	2	2	51.1	15.3	133	109	15.5	13747.9	109			
4/4/2024	6:46:04	ANA to B, No	5	4	57.7	30.7	182	158	30.8	31127.5	158			
4/4/2024	6:46:09	ANB to A, No	2	2	53.4	187.4	141	117	187.6	175977.9	117			
4/4/2024	6:46:14	ANA to B, No	2	2	55.8	10.2	125	101	10.4	9974.2	101			
4/4/2024	6:46:30	ANB to A, No	2	2	65.3	20.8	139	115	21	23889	115			
4/4/2024	6:46:30	ANA to B, No	2	2	45	15.7	132	108	15.8	12391.6	108			
4/4/2024	6:46:42	ANA to B, No	5	4	46.8	11.5	182	158	11.7	9455.2	158			
4/4/2024	6:46:59	ANB to A, No	4	5	54.9	29.5	326	302	29.6	28490.1	302			
4/4/2024	6:47:12	ANA to B, No	2	2	52	29.5	127	103	29.8	27057.6	103			
4/4/2024	6:47:13	ANA to B, No	2	2	50.7	0.9	142	118	1	783.1	118			
4/4/2024	6:47:15	ANA to B, No	2	2	53.2	2	130	106	2.2	1857	106			
4/4/2024	6:47:55	ANB to A, No	5	4	73.6	55.3	185	161	55.7	71603.5	161			
4/4/2024	6:48:00	ANA to B, No	2	2	55	44.9	126	102	45	43440.5	102			
4/4/2024	6:48:16	ANA to B, No	2	2	61	15.6	133	109	15.8	16761.3	109			
4/4/2024	6:48:34	ANA to B, No	5	4	54.5	18.3	174	150	18.5	17561.7	150			
4/4/2024	6:49:14	ANA to B, No	3	3	43.5	39.4	158	134	39.6	30181.4	134			
4/4/2024	6:49:32	ANA to B, No	3	3	59.3	17.7	161	137	17.9	18426.1	137			
4/4/2024	6:49:37	ANA to B, No	2	2	58.1	5.1	132	108	5.3	5254.6	108			
4/4/2024	6:49:39	ANA to B, No	3	3	59.5	1.7	162	138	1.8	1753	138			
4/4/2024	6:49:48	ANA to B, No	2	2	53.8	8.7	129	105	8.9	8222.1	105			
4/4/2024	6:50:02	ANA to B, No	2	2	56.3	14.5	127	103	14.6	14343.3	103			
4/4/2024	6:50:16	ANA to B, No	2	2	54.6	13.8	140	116	14	13295.9	116			
4/4/2024	6:50:25	ANA to B, No	2	2	51.7	8.9	129	105	9	8068.4	105			
4/4/2024	6:50:27	ANA to B, No	2	2	55.3	1.7	130	106	1.9	1702.4	106			
4/4/2024	6:50:29	ANA to B, No	2	2	63.3	1.2	133	109	1.4	1349.5	109			
4/4/2024	6:51:53	ANA to B, No	2	2	51.4	84.7	129	105	84.8	76661.1	105			
4/4/2024	6:51:55	ANA to B, No	5	4	51.5	1.6	174	150	1.7	1413.2	150			
4/4/2024	6:51:56	ANA to B, No	2	2	52.2	0.9	131	107	1.1	843.3	107			
4/4/2024	6:51:58	ANA to B, No	3	3	50.7	1.4	166	142	1.6	1272.4	142			
4/4/2024	6:51:59	ANA to B, No	3	3	52.7	1.1	163	139	1.3	985.1	139			
4/4/2024	6:52:27	ANA to B, No	5	4	59.7	27.4	179	155	27.6	28741.9	155			
4/4/2024	6:52:34	ANA to B, No	4	26	43.9	7.3	608	584	7.5	5628.5	240	53	241	50
4/4/2024	6:52:47	ANA to B, No	2	2	53.1	11.6	114	90	12.4	10854.2	90			
4/4/2024	6:52:54	ANA to B, No	5	4	57.2	7.1	174	150	7.2	7139.9	150			
4/4/2024	6:52:57	ANB to A, No	2	2	62.4	301.3	139	115	301.5	330746	115			
4/4/2024	6:52:59	ANA to B, No	2	2	60.2	5.2	132	108	5.4	5555.6	108			
4/4/2024	6:53:03	ANA to B, No	2	2	57.8	3.2	127	103	3.4	3306.2	103			
4/4/2024	6:53:21	ANA to B, No	2	2	48.5	18.2	134	110	18.4	15533.2	110			
4/4/2024	6:53:41	ANB to A, No	3	3	58.3	44.7	165	141	44.9	45924.2	141			
4/4/2024	6:53:49	ANA to B, No	2	2	63	27.2	118	94	27.4	30175.9	94			
4/4/2024	6:53:50	ANA to B, No	2	2	63.1	1.2	130	106	1.3	1284.9	106			
4/4/2024	6:53:51	ANA to B, No	2	2	62.8	1.4	128	104	1.5	1508.3	104			
4/4/2024	6:54:02	ANB to A, No	5	4	54.2	20.6	205	181	20.8	19652.2	181			
4/4/2024	6:54:03	ANA to B, No	2	2	56	11.2	133	109	11.3	11019.6	109			
4/4/2024	6:54:05	ANB to A, No	5	4	52.1	2.9	182	158	3.1	2629.2	158			
4/4/2024	6:55:03	ANA to B, No	3	3	60.8	60.6	168	144	60.7	64854.6	144			
4/4/2024	6:55:04	ANA to B, No	2	2	64.2	0.9	134	110	1	969.1	110			
4/4/2024	6:55:06	ANA to B, No	2	2	60.3	1.8	124	100	2	1936.6	100			

4/4/2024	6:55:12	ANA to B, No	5	4	70.1	5.6	179	155	5.8	6942.9	155	
4/4/2024	6:55:20	ANA to B, No	3	3	69	7.3	166	142	7.5	8922.3	142	
4/4/2024	6:55:34	ANA to B, No	2	2	55.2	14.5	131	107	14.6	14032.5	107	
4/4/2024	6:56:25	ANB to A, No	3	3	60.9	139.6	165	141	139.8	149638.5	141	
4/4/2024	6:56:47	ANA to B, No	5	4	45.2	72.7	179	155	72.9	57869.4	155	
4/4/2024	6:57:28	ANA to B, No	2	2	68.4	37.7	131	107	40.7	45356.7	107	
4/4/2024	6:57:34	ANA to B, No	3	3	64.4	6.1	166	142	6.2	6902.3	142	
4/4/2024	6:57:39	ANA to B, No	3	3	62.5	4.5	147	123	4.6	4906.8	123	
4/4/2024	6:57:44	ANA to B, No	3	3	53.7	4.6	165	141	4.7	4339.7	141	
4/4/2024	6:58:21	ANA to B, No	2	2	60.1	37.3	124	100	37.5	39463.1	100	
4/4/2024	6:58:31	ANA to B, No	3	3	65.2	10	161	137	10.2	11521.4	137	
4/4/2024	6:59:03	ANA to B, No	6	6	48.8	31	286	262	31.1	26596.8	207	55
4/4/2024	6:59:11	ANB to A, No	2	2	70	165.7	142	118	165.9	204132.8	118	
4/4/2024	6:59:16	ANA to B, No	5	4	63	13	178	154	13.4	14402.3	154	
4/4/2024	6:59:18	ANA to B, No	2	2	65	2	127	103	2.2	2274	103	
4/4/2024	6:59:19	ANA to B, No	2	2	66.5	1.2	127	103	1.3	1388.2	103	
4/4/2024	7:00:27	ANA to B, No	3	3	46.8	67.4	168	144	67.5	55572.5	144	
4/4/2024	7:00:31	ANA to B, No	2	2	50.3	4	135	111	4.2	3520.6	111	
4/4/2024	7:00:52	ANB to A, No	4	5	48.8	100.5	328	304	100.6	86278.8	304	
4/4/2024	7:01:01	ANA to B, No	3	3	54.9	29.2	145	121	29.4	28251.6	121	
4/4/2024	7:01:31	ANB to A, No	3	3	66.5	39.2	149	125	39.6	45865.9	125	
4/4/2024	7:01:40	ANA to B, No	2	2	46.3	38.9	124	100	39.1	31705.3	100	
4/4/2024	7:01:42	ANA to B, No	3	3	50.3	2.2	148	124	2.4	1959.3	124	
4/4/2024	7:01:53	ANB to A, No	3	3	52.8	21.5	162	138	21.7	19980.4	138	
4/4/2024	7:01:54	ANB to A, No	2	2	50.3	1.1	124	100	1.3	948.3	100	
4/4/2024	7:02:03	ANA to B, No	3	3	63.7	21.2	155	131	21.3	23696.3	131	
4/4/2024	7:02:12	ANA to B, No	2	2	61.4	8.2	137	113	8.4	8862.8	113	
4/4/2024	7:02:21	ANA to B, No	3	3	57.4	8.7	148	124	8.9	8809.4	124	
4/4/2024	7:02:28	ANA to B, No	2	2	44.3	6.7	137	113	6.9	5208.8	113	
4/4/2024	7:02:30	ANB to A, No	2	2	51.9	35.6	140	116	35.8	32533.6	116	
4/4/2024	7:02:31	ANB to A, No	5	4	55.5	1.2	207	183	1.4	1212	183	
4/4/2024	7:02:52	ANA to B, No	2	2	58.7	24.8	133	109	25	25601	109	
4/4/2024	7:02:57	ANB to A, No	0	0	64.1	25.7	324	300	25.9	28930.5	0	300
4/4/2024	7:02:57	ANA to B, No	2	2	57.8	4.7	121	97	4.8	4734.4	97	
4/4/2024	7:03:08	ANA to B, No	2	2	47.8	10.2	139	115	10.4	8612.2	115	
4/4/2024	7:03:09	ANA to B, No	5	4	49.3	0.9	180	156	1.1	788.6	156	
4/4/2024	7:03:56	ANB to A, No	3	3	58.3	58.4	144	120	58.7	59928.6	120	
4/4/2024	7:04:03	ANB to A, No	2	2	61.3	6.5	138	114	6.6	6977.5	114	
4/4/2024	7:04:14	ANA to B, No	2	2	56.5	64.7	126	102	65	64415.6	102	
4/4/2024	7:04:16	ANA to B, No	2	2	48.8	1.8	128	104	2	1556	104	
4/4/2024	7:04:17	ANA to B, No	2	2	48.2	1	128	104	1.2	885	104	
4/4/2024	7:04:18	ANA to B, No	2	2	49.7	0.7	132	108	0.8	579.5	108	
4/4/2024	7:04:19	ANA to B, No	2	2	49.3	1.2	130	106	1.4	1023	106	
4/4/2024	7:04:37	ANA to B, No	3	3	49.1	17.3	146	122	17.5	14954.2	122	
4/4/2024	7:05:08	ANA to B, No	2	2	54.7	31	126	102	31.2	29856.6	102	
4/4/2024	7:05:18	ANA to B, No	2	2	52.4	9.9	125	101	10.1	9143.3	101	
4/4/2024	7:05:24	ANA to B, No	2	2	51.7	5.8	120	96	6	5301.1	96	
4/4/2024	7:05:35	ANA to B, No	2	2	54.9	11.2	125	101	11.3	10784.9	101	
4/4/2024	7:05:39	ANA to B, No	2	2	50.1	3.6	131	107	3.7	3155.5	107	
4/4/2024	7:05:44	ANB to A, No	2	2	59.9	101.1	138	114	101.3	106589.3	114	
4/4/2024	7:06:03	ANA to B, No	3	3	53.3	23.9	146	122	24.1	22418.1	122	
4/4/2024	7:06:19	ANA to B, No	2	2	49.7	15.7	132	108	15.9	13777.5	108	
4/4/2024	7:06:20	ANB to A, No	2	2	62	36.4	142	118	36.5	39689.2	118	
4/4/2024	7:06:34	ANA to B, No	2	2	54.4	15	132	108	15.1	14326.8	108	
4/4/2024	7:06:38	ANB to A, No	5	4	58.7	17.7	232	208	17.9	18322.5	208	
4/4/2024	7:06:39	ANA to B, No	2	2	56.2	4.9	132	108	5.1	4857	108	
4/4/2024	7:06:48	ANA to B, No	3	3	58.8	8.5	167	143	8.7	8808.4	143	
4/4/2024	7:06:55	ANA to B, No	2	2	51.6	7.2	140	116	7.4	6571.5	116	
4/4/2024	7:07:13	ANA to B, No	2	2	55	17.3	127	103	17.5	16763.7	103	
4/4/2024	7:07:19	ANA to B, No	2	2	57.6	5.8	126	102	5.9	5856.9	102	
4/4/2024	7:07:30	ANA to B, No	2	2	59.3	11.5	128	104	11.6	12002.5	104	
4/4/2024	7:07:34	ANA to B, No	3	3	60.5	3.9	156	132	4.1	4189.6	132	
4/4/2024	7:07:50	ANA to B, No	2	2	53	15.1	140	116	15.3	14108.2	116	
4/4/2024	7:07:53	ANA to B, No	2	2	58.5	3.1	139	115	3.2	3150.7	115	
4/4/2024	7:07:57	ANA to B, No	2	2	55.4	4.1	137	113	4.3	4040.5	113	
4/4/2024	7:08:01	ANA to B, No	2	2	54.9	3.6	128	104	3.7	3455.3	104	
4/4/2024	7:08:16	ANA to B, No	2	2	54.8	14.6	126	102	14.8	14094.4	102	
4/4/2024	7:08:26	ANA to B, No	3	3	58	9.7	145	121	9.8	9882.5	121	
4/4/2024	7:08:27	ANA to B, No	2	2	59	1.7	126	102	1.9	1759.1	102	
4/4/2024	7:08:30	ANB to A, No	5	4	52.7	111.3	182	158	111.6	103296	158	
4/4/2024	7:08:34	ANA to B, No	2	2	55.8	6.4	130	106	6.5	6248.3	106	
4/4/2024	7:08:45	ANB to A, No	3	3	53.5	15.4	159	135	15.6	14468.5	135	
4/4/2024	7:08:47	ANA to B, No	2	2	54.1	12.8	133	109	13	12231	109	
4/4/2024	7:08:59	ANA to B, No	3	3	53.7	11.8	161	137	11.9	11127.7	137	
4/4/2024	7:09:03	ANA to B, No	2	2	53.4	3.4	128	104	3.6	3194.5	104	
4/4/2024	7:09:11	ANA to B, No	5	4	52.8	8	235	211	8.1	7413.2	211	
4/4/2024	7:09:15	ANA to B, No	3	3	51	3.7	148	124	4	3323.2	124	
4/4/2024	7:09:16	ANA to B, No	2	2	49.8	1.2	124	100	1.3	1014.2	100	
4/4/2024	7:09:22	ANA to B, No	3	3	46.5	6.1	147	123	6.3	5037.9	123	
4/4/2024	7:09:24	ANA to B, No	2	2	52.7	1.7	125	101	1.9	1578.1	101	
4/4/2024	7:09:59	ANA to B, No	2	2	50.4	34.4	128	104	34.5	30500.7	104	
4/4/2024	7:10:01	ANA to B, No	2	2	53	1.8	128	104	1.9	1636	104	
4/4/2024	7:10:03	ANA to B, No	2	2	53.7	1.7	125	101	1.9	1631	101	

4/4/2024	7:10:20	ANA to B, No	3	3	55.6	17.4	164	140	17.6	17042.8	140
4/4/2024	7:10:26	ANA to B, No	2	2	51.7	5.2	125	101	5.4	4773.1	101
4/4/2024	7:10:30	ANA to B, No	2	2	53.9	4.7	132	108	4.8	4426.7	108
4/4/2024	7:10:35	ANA to B, No	2	2	49.6	4.5	130	106	4.7	3973.3	106
4/4/2024	7:10:37	ANA to B, No	3	3	49.6	1.7	148	124	1.9	1474.8	124
4/4/2024	7:10:46	ANA to B, No	2	2	50	8.6	128	104	8.8	7613.2	104
4/4/2024	7:10:50	ANB to A, No	3	3	58.7	124.5	147	123	124.7	128692.6	123
4/4/2024	7:11:13	ANA to B, No	2	2	53.2	27	125	101	27.1	25239	101
4/4/2024	7:11:21	ANA to B, No	2	2	54.3	8.2	123	99	8.4	7858.8	99
4/4/2024	7:11:24	ANA to B, No	2	2	55.5	2.3	128	104	2.5	2251.3	104
4/4/2024	7:12:06	ANA to B, No	2	2	57.1	42.3	126	102	42.5	42587.8	102
4/4/2024	7:12:22	ANA to B, No	3	3	53.5	15.4	152	128	15.6	14540.8	128
4/4/2024	7:12:26	ANA to B, No	2	2	55.2	3.6	133	109	3.8	3534.8	109
4/4/2024	7:12:43	ANB to A, No	2	2	68.2	112.3	142	118	112.5	134889.5	118
4/4/2024	7:12:52	ANA to B, No	2	2	63.8	25.7	125	101	25.9	28895.9	101
4/4/2024	7:12:54	ANB to A, No	3	3	54.2	11	167	143	11.1	10465.9	143
4/4/2024	7:12:57	ANA to B, No	2	2	55.9	5.6	122	98	5.7	5475.2	98
4/4/2024	7:13:02	ANA to B, No	2	2	58.5	5	141	117	5.1	5144.1	117
4/4/2024	7:13:13	ANB to A, No	5	4	56.8	18.9	172	148	19.1	18842	148
4/4/2024	7:13:34	ANA to B, No	5	4	51.8	31.5	180	156	31.6	28726.3	156
4/4/2024	7:13:40	ANA to B, No	2	2	53.9	6	136	112	6.3	5725.4	112
4/4/2024	7:13:45	ANA to B, No	3	3	51.1	4.5	164	140	4.7	4044	140
4/4/2024	7:13:46	ANB to A, No	3	3	72.5	33.4	159	135	33.6	42624.7	135
4/4/2024	7:13:53	ANA to B, No	2	2	48.2	7.7	127	103	7.9	6538.7	103
4/4/2024	7:13:57	ANA to B, No	2	2	50.8	4.2	141	117	4.4	3750.2	117
4/4/2024	7:14:01	ANB to A, No	5	4	78.8	14	186	162	14.2	19470.6	162
4/4/2024	7:14:05	ANA to B, No	3	3	64.9	7.7	149	125	7.9	8778.7	125
4/4/2024	7:14:27	ANB to A, No	2	2	50.4	25.7	141	117	25.9	22835.8	117
4/4/2024	7:14:27	ANA to B, No	2	2	53	21.5	130	106	21.6	20009.1	106
4/4/2024	7:14:28	ANA to B, No	2	2	54.5	1.1	124	100	1.2	1015.8	100
4/4/2024	7:14:29	ANA to B, No	3	3	55.9	0.9	145	121	1.1	903.9	121
4/4/2024	7:14:31	ANA to B, No	5	4	56.2	1.7	191	167	1.9	1705.6	167
4/4/2024	7:14:32	ANA to B, No	2	2	57	1	132	108	1.2	997.1	108
4/4/2024	7:14:39	ANB to A, No	2	2	58.3	12	133	109	12.2	12280.3	109
4/4/2024	7:14:39	ANA to B, No	2	2	53.6	6.8	127	103	6.9	6401.6	103
4/4/2024	7:14:41	ANA to B, No	2	2	58.6	1.4	129	105	1.5	1419.1	105
4/4/2024	7:14:54	ANA to B, No	2	2	40.4	12.9	140	116	13	9138	116
4/4/2024	7:15:27	ANA to B, No	3	3	54.6	33.4	166	142	33.6	32062.2	142
4/4/2024	7:15:33	ANA to B, No	2	2	53.2	6	128	104	6.2	5609.1	104
4/4/2024	7:15:41	ANA to B, No	3	3	55.2	7.6	163	139	7.8	7393.2	139
4/4/2024	7:15:59	ANA to B, No	2	2	48.7	17.2	129	105	17.4	14715.7	105
4/4/2024	7:16:00	ANA to B, No	3	3	51.7	0.9	170	146	1.1	828.6	146
4/4/2024	7:16:04	ANA to B, No	5	4	52.3	4.3	187	163	4.5	3967.3	163
4/4/2024	7:16:06	ANA to B, No	3	3	50.5	1.7	150	126	2	1546.5	126
4/4/2024	7:16:10	ANA to B, No	2	2	52.5	3.9	134	110	4.1	3575.5	110
4/4/2024	7:16:36	ANA to B, No	3	3	60.5	25.9	145	121	26	27557.4	121
4/4/2024	7:16:39	ANA to B, No	2	2	59.3	2.9	130	106	3	3006.9	106
4/4/2024	7:16:48	ANB to A, No	9	25	54.7	129.1	756	732	129.2	124355.2	229
4/4/2024	7:16:54	ANA to B, No	2	2	57.3	14.4	132	108	14.6	14543	108
4/4/2024	7:16:56	ANA to B, No	2	2	61.6	1.8	126	102	1.9	1942.3	102
4/4/2024	7:17:00	ANA to B, No	2	2	62.2	3.8	129	105	4	4173.8	105
4/4/2024	7:17:04	ANA to B, No	2	2	58.7	3.6	132	108	3.8	3766.3	108
4/4/2024	7:17:05	ANA to B, No	2	2	57.3	1.4	134	110	1.5	1369.8	110
4/4/2024	7:17:13	ANA to B, No	2	2	53.9	7.7	136	112	7.8	7285.9	112
4/4/2024	7:17:16	ANA to B, No	2	2	53.5	3	134	110	3.2	2871.9	110
4/4/2024	7:17:18	ANA to B, No	2	2	51.9	1.8	133	109	2	1679.8	109
4/4/2024	7:17:20	ANA to B, No	2	2	56.2	2.1	133	109	2.2	2055.6	109
4/4/2024	7:17:27	ANA to B, No	2	2	61.5	6.9	140	116	7.1	7514.3	116
4/4/2024	7:17:35	ANB to A, No	2	2	58.6	46.7	133	109	47.5	48177.4	109
4/4/2024	7:17:40	ANA to B, No	3	3	41.9	12.5	160	136	12.6	9189.5	136
4/4/2024	7:17:49	ANA to B, No	2	2	53.5	8.6	126	102	8.8	8086.9	102
4/4/2024	7:17:55	ANA to B, No	3	3	53	6.2	148	124	6.4	5820.8	124
4/4/2024	7:18:09	ANA to B, No	4	5	53.1	13.4	295	271	13.6	12542.2	271
4/4/2024	7:18:18	ANA to B, No	2	2	48.6	8.6	136	112	8.9	7330.8	112
4/4/2024	7:18:19	ANA to B, No	2	2	52	1.4	126	102	1.6	1248.4	102
4/4/2024	7:19:01	ANA to B, No	2	2	59.1	41.8	127	103	41.9	43479.4	103
4/4/2024	7:19:05	ANA to B, No	2	2	57.5	4	119	95	4.1	4042.8	95
4/4/2024	7:19:10	ANA to B, No	2	2	55.9	3.9	135	111	4	3797.9	111
4/4/2024	7:19:32	ANB to A, No	3	3	64	116.7	156	132	116.8	131375.3	132
4/4/2024	7:19:38	ANA to B, No	3	3	52.1	28.1	153	129	28.2	25727.4	129
4/4/2024	7:19:47	ANA to B, No	2	2	55.1	9	125	101	9.1	8681.8	101
4/4/2024	7:20:02	ANA to B, No	2	2	58.7	15.3	127	103	15.5	15831.7	103
4/4/2024	7:20:09	ANA to B, No	2	2	52.4	6.4	132	108	6.6	5924.4	108
4/4/2024	7:20:20	ANB to A, No	2	2	51	47.2	135	111	47.3	42312.4	111
4/4/2024	7:20:21	ANA to B, No	2	2	55.2	11.5	131	107	11.7	11197.5	107
4/4/2024	7:20:33	ANA to B, No	2	2	69.1	12.7	133	109	12.8	15408.3	109
4/4/2024	7:20:34	ANA to B, No	3	3	50.1	0.1	165	141	0.2	83.2	141
4/4/2024	7:20:42	ANA to B, No	3	16	51.1	8.1	389	365	8.3	7310.2	144
4/4/2024	7:20:45	ANA to B, No	3	3	52.2	2.1	162	138	2.6	1927.7	138
4/4/2024	7:20:50	ANA to B, No	2	2	49.9	5.2	141	117	5.4	4563.7	117
4/4/2024	7:20:55	ANA to B, No	2	2	54.5	4.9	132	108	5.1	4738.3	108
4/4/2024	7:20:56	ANB to A, No	3	3	68.3	36.4	146	122	36.6	43784.5	122
4/4/2024	7:21:02	ANA to B, No	5	4	52.7	6.4	177	153	6.5	5918.7	153

4/4/2024	7:21:05 ANB to A, No	5	4	67	8.2	192	168	8.4	9701.7	168
4/4/2024	7:21:09 ANA to B, No	3	3	57.7	6.8	170	146	7	6899.5	146
4/4/2024	7:21:17 ANA to B, No	3	3	67.8	8.5	166	142	8.7	10193.1	142
4/4/2024	7:21:22 ANB to A, No	5	4	56	16.8	182	158	17	16583.8	158
4/4/2024	7:21:27 ANA to B, No	5	4	63.9	9.9	172	148	10.1	11129.9	148
4/4/2024	7:21:46 ANA to B, No	3	3	51.1	18.2	151	127	18.4	16350.5	127
4/4/2024	7:21:47 ANA to B, No	2	2	49.6	1.2	135	111	1.4	1055.1	111
4/4/2024	7:21:53 ANA to B, No	2	2	54.3	5.8	137	113	5.9	5493.8	113
4/4/2024	7:22:00 ANA to B, No	2	2	66.2	7.1	130	106	7.3	8315.8	106
4/4/2024	7:22:18 ANA to B, No	2	2	58.8	17.5	142	118	17.6	18070.3	118
4/4/2024	7:22:19 ANA to B, No	2	2	60.2	1.2	135	111	1.3	1220.4	111
4/4/2024	7:22:20 ANA to B, No	2	2	58.5	0.7	128	104	0.9	752.8	104
4/4/2024	7:22:23 ANB to A, No	0	0	72.9	60.8	24	0	61	78005	0
4/4/2024	7:22:30 ANA to B, No	2	2	55	6.7	132	108	6.9	6517.5	108
4/4/2024	7:22:41 ANB to A, No	3	3	59.4	18.1	145	121	18.7	18896.7	121
4/4/2024	7:22:45 ANA to B, No	2	2	44.8	15.2	134	110	15.4	11999.4	110
4/4/2024	7:22:54 ANA to B, No	2	2	52.7	8.9	127	103	9.1	8270.7	103
4/4/2024	7:23:14 ANA to B, No	2	2	60.2	19.2	114	90	19.4	20372.3	90
4/4/2024	7:23:22 ANB to A, No	5	4	71.8	40.1	179	155	40.3	50741.5	155
4/4/2024	7:23:24 ANA to B, No	3	3	51.7	10.3	147	123	10.5	9396	123
4/4/2024	7:23:25 ANA to B, No	2	2	58.8	0.5	131	107	0.7	537.8	107
4/4/2024	7:23:27 ANA to B, No	2	2	56.8	1.8	130	106	1.9	1792.6	106
4/4/2024	7:23:30 ANA to B, No	3	3	55.4	3	163	139	3.2	2967.4	139
4/4/2024	7:23:36 ANA to B, No	2	2	59.4	5.9	134	110	6.1	6149.4	110
4/4/2024	7:23:46 ANA to B, No	4	5	43.2	9.9	294	270	10.1	7531.2	270
4/4/2024	7:23:48 ANA to B, No	2	2	53.5	1.1	131	107	1.6	1072.7	107
4/4/2024	7:24:08 ANA to B, No	3	3	38.6	20.4	166	142	20.5	13823.7	142
4/4/2024	7:24:16 ANA to B, No	3	3	48.6	7.6	165	141	7.9	6477.1	141
4/4/2024	7:24:21 ANA to B, No	2	2	53.2	4.5	125	101	4.7	4168.8	101
4/4/2024	7:24:23 ANA to B, No	5	4	57	2.5	178	154	2.7	2507.9	154
4/4/2024	7:24:28 ANA to B, No	2	2	62.4	4.1	133	109	4.3	4530.2	109
4/4/2024	7:24:35 ANA to B, No	3	3	50.6	6.9	167	143	7	6142.1	143
4/4/2024	7:24:41 ANA to B, No	3	3	42.6	6	147	123	6.2	4476.8	123
4/4/2024	7:24:44 ANA to B, No	2	2	37.9	2.8	141	117	3.1	1893.5	117
4/4/2024	7:24:45 ANA to B, No	2	2	36.6	0.7	125	101	1	467	101
4/4/2024	7:24:47 ANA to B, No	2	2	39.1	2.3	126	102	2.5	1582.9	102
4/4/2024	7:24:52 ANA to B, No	2	2	48.6	4.5	135	111	4.7	3862.2	111
4/4/2024	7:24:56 ANA to B, No	3	3	42.9	3.6	168	144	3.8	2733	144
4/4/2024	7:25:02 ANA to B, No	2	2	52.6	5.7	128	104	6	5282.2	104
4/4/2024	7:25:06 ANA to B, No	3	3	54.5	3.8	163	139	4	3636.9	139
4/4/2024	7:25:30 ANA to B, No	2	2	47.4	23.6	131	107	23.8	19688.2	107
4/4/2024	7:25:36 ANA to B, No	2	2	51.2	6.4	134	110	6.6	5751	110
4/4/2024	7:25:38 ANA to B, No	2	2	43.5	1.2	136	112	1.4	942.9	112
4/4/2024	7:25:39 ANA to B, No	2	2	47.6	1	138	114	1.3	874.2	114
4/4/2024	7:25:44 ANA to B, No	2	2	55.4	5.3	128	104	5.5	5170.3	104
4/4/2024	7:25:47 ANA to B, No	2	2	42.8	2.2	125	101	2.4	1677.1	101
4/4/2024	7:25:54 ANA to B, No	2	2	48.9	7.3	128	104	7.5	6308.1	104
4/4/2024	7:26:19 ANA to B, No	2	2	58.7	24.2	125	101	24.4	25060.3	101
4/4/2024	7:26:23 ANA to B, No	2	2	52.6	3.6	140	116	3.8	3365.2	116
4/4/2024	7:26:27 ANA to B, No	2	2	54	4.5	129	105	4.6	4226.8	105
4/4/2024	7:26:30 ANA to B, No	2	2	52.6	2.9	125	101	3.1	2699.2	101
4/4/2024	7:26:33 ANA to B, No	2	2	52.6	2.1	126	102	2.3	1936.9	102
4/4/2024	7:26:38 ANA to B, No	3	3	50	4.9	166	142	5.1	4351.4	142
4/4/2024	7:26:41 ANA to B, No	2	2	50.4	3.1	128	104	3.3	2758.5	104
4/4/2024	7:26:47 ANA to B, No	2	2	47.9	5.4	141	117	5.6	4566.2	117
4/4/2024	7:26:52 ANA to B, No	2	2	44.3	5	130	106	5.2	3901	106
4/4/2024	7:26:54 ANA to B, No	2	2	44.7	2.3	129	105	2.5	1828.4	105
4/4/2024	7:26:56 ANA to B, No	3	3	36.7	2	167	143	2.2	1284.8	143
4/4/2024	7:26:59 ANA to B, No	2	2	39.7	2.2	131	107	2.5	1537.6	107
4/4/2024	7:27:02 ANA to B, No	2	2	45.8	2.5	132	108	2.7	2014.9	108
4/4/2024	7:27:15 ANA to B, No	2	2	41.3	13.1	139	115	13.2	9479.6	115
4/4/2024	7:27:23 ANA to B, No	2	2	52	7.4	125	101	7.6	6747.4	101
4/4/2024	7:27:25 ANA to B, No	2	2	52.7	2.3	133	109	2.5	2142.1	109
4/4/2024	7:27:42 ANA to B, No	2	2	48.7	16.4	126	102	16.6	14086.6	102
4/4/2024	7:27:44 ANA to B, No	2	2	52	1.8	134	110	2	1649.1	110
4/4/2024	7:27:48 ANA to B, No	2	2	53.7	4.1	128	104	4.3	3868.1	104
4/4/2024	7:27:54 ANA to B, No	2	2	46.9	5.5	130	106	5.7	4580.5	106
4/4/2024	7:27:55 ANA to B, No	3	3	44.8	1.8	161	137	2	1391.3	137
4/4/2024	7:28:11 ANA to B, No	2	2	48.9	15.2	137	113	15.4	13103.1	113
4/4/2024	7:28:20 ANA to B, No	2	2	52.8	9.1	127	103	9.3	8430.9	103
4/4/2024	7:28:28 ANA to B, No	3	3	47.7	7.4	154	130	7.6	6226.4	130
4/4/2024	7:28:30 ANA to B, No	2	2	49.5	1.6	141	117	1.8	1387.6	117
4/4/2024	7:28:31 ANB to A, No	3	3	54.6	309.2	163	139	309.4	297085.1	139
4/4/2024	7:28:32 ANA to B, No	2	2	52.1	2.3	131	107	2.4	2067.6	107
4/4/2024	7:28:32 ANB to A, No	2	2	52.6	1.2	141	117	1.4	1127.8	117
4/4/2024	7:28:38 ANB to A, No	2	2	48.4	5	138	114	5.1	4234.5	114
4/4/2024	7:28:46 ANA to B, No	2	2	50.3	13.7	127	103	13.9	12152.7	103
4/4/2024	7:28:51 ANA to B, No	3	3	46.9	4.7	161	137	4.9	3898.1	137
4/4/2024	7:29:00 ANA to B, No	2	2	46.2	8.7	134	110	8.9	7097.2	110
4/4/2024	7:29:01 ANA to B, No	2	2	46.2	0.8	131	107	1	689.1	107
4/4/2024	7:29:02 ANA to B, No	2	2	45.7	0.9	136	112	1.1	699.8	112
4/4/2024	7:29:04 ANA to B, No	3	3	45.5	2.3	143	119	2.5	1849.8	119
4/4/2024	7:29:06 ANA to B, No	2	2	43.7	1.5	128	104	1.8	1186	104

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4/4/2024	7:29:15	ANA to B, No	3	3	45.8	8.4	170	146	8.6	6751.8	146		
4/4/2024	7:29:16	ANA to B, No	2	2	49.3	0.8	130	106	1.1	707.6	106		
4/4/2024	7:29:20	ANA to B, No	3	3	52.4	4.4	149	125	4.6	4067.7	125		
4/4/2024	7:29:20	ANB to A, No	4	5	41.4	42.6	318	294	42.8	31043.5	294		
4/4/2024	7:29:36	ANA to B, No	2	2	34.2	15.5	127	103	15.7	9333.9	103		
4/4/2024	7:29:45	ANB to A, No	6	6	40.5	24	285	261	24.5	17128.7	202	59	
4/4/2024	7:29:49	ANA to B, No	2	2	47.9	12.8	125	101	13.1	10801.9	101		
4/4/2024	7:29:52	ANA to B, No	2	2	48.8	2.5	142	118	2.7	2157.9	118		
4/4/2024	7:29:59	ANB to A, No	2	2	53.7	13.4	140	116	13.8	12629.8	116		
4/4/2024	7:30:00	ANA to B, No	2	2	53.8	7.7	130	106	7.9	7291.7	106		
4/4/2024	7:30:02	ANA to B, No	2	2	58.8	1.8	136	112	2	1899.7	112		
4/4/2024	7:30:03	ANA to B, No	2	2	60.3	1.6	141	117	1.8	1730.2	117		
4/4/2024	7:30:06	ANA to B, No	2	2	56.2	2.3	135	111	2.5	2296.3	111		
4/4/2024	7:30:07	ANA to B, No	2	2	56.1	1.1	128	104	1.3	1119	104		
4/4/2024	7:30:10	ANA to B, No	5	4	49.6	2.6	171	147	2.8	2312.7	147		
4/4/2024	7:30:18	ANA to B, No	8	18	49.6	7.4	372	348	7.6	6465.2	158	157	33
4/4/2024	7:30:20	ANA to B, No	3	3	46.5	2	166	142	2.5	1638.1	142		
4/4/2024	7:30:25	ANA to B, No	3	3	43.9	5.1	165	141	5.4	3961.2	141		
4/4/2024	7:30:28	ANA to B, No	2	2	51	2.4	137	113	2.7	2174.9	113		
4/4/2024	7:30:38	ANA to B, No	8	18	47.3	9.3	463	439	9.5	7769.4	168	238	33
4/4/2024	7:30:40	ANA to B, No	2	2	44.3	1.8	132	108	2.4	1414	108		
4/4/2024	7:30:42	ANA to B, No	2	2	44.7	2	128	104	2.2	1561.9	104		
4/4/2024	7:30:46	ANB to A, No	3	3	64.4	46.7	162	138	46.9	52944.8	138		
4/4/2024	7:30:46	ANA to B, No	5	4	48.9	3.9	180	156	4.1	3341.9	156		
4/4/2024	7:30:49	ANB to A, No	8	11	64.1	3.6	403	379	3.8	4104.8	180	199	
4/4/2024	7:30:51	ANA to B, No	2	2	53.5	4.3	127	103	4.5	4036.6	103		
4/4/2024	7:30:54	ANA to B, No	2	2	55.1	2.7	131	107	2.8	2594.2	107		
4/4/2024	7:31:03	ANB to A, No	5	4	61.7	13.2	180	156	13.6	14301.9	156		
4/4/2024	7:31:04	ANB to A, No	8	18	59.5	1.3	490	466	1.5	1356.1	184	242	40
4/4/2024	7:31:09	ANB to A, No	5	4	53.9	4.5	178	154	5	4267.2	154		
4/4/2024	7:31:11	ANA to B, No	2	2	50.8	17.6	135	111	17.7	15693.4	111		
4/4/2024	7:31:19	ANB to A, No	0	0	52.3	9.8	144	120	10.1	9047.2	120	0	0
4/4/2024	7:31:20	ANA to B, No	3	3	49.7	8.3	144	120	8.5	7272.2	120		
4/4/2024	7:31:30	ANA to B, No	2	2	53.4	9.6	128	104	9.8	9001	104		
4/4/2024	7:31:33	ANA to B, No	2	2	54	3.4	126	102	3.6	3220.9	102		
4/4/2024	7:31:35	ANA to B, No	2	2	58.4	1.7	131	107	1.8	1714.5	107		
4/4/2024	7:31:37	ANA to B, No	3	3	52.6	1.8	148	124	1.9	1656	124		
4/4/2024	7:31:57	ANA to B, No	2	2	55.4	19.8	127	103	20	19330.5	103		
4/4/2024	7:31:58	ANA to B, No	2	2	55.6	1.3	133	109	1.4	1233.7	109		
4/4/2024	7:32:06	ANA to B, No	2	2	53.7	7.5	128	104	7.7	7114.6	104		
4/4/2024	7:32:09	ANA to B, No	2	2	48.9	2.6	134	110	2.7	2216.7	110		
4/4/2024	7:32:18	ANA to B, No	3	3	48.8	9	163	139	9.2	7733.3	139		
4/4/2024	7:32:20	ANA to B, No	5	4	45	2	195	171	2.3	1620.7	171		
4/4/2024	7:32:24	ANA to B, No	5	4	46.4	3.3	191	167	3.5	2668.6	167		
4/4/2024	7:32:26	ANA to B, No	2	2	48.1	1.8	136	112	2.1	1522.7	112		
4/4/2024	7:32:29	ANA to B, No	2	2	45.2	2.8	129	105	3	2215.7	105		
4/4/2024	7:32:32	ANA to B, No	2	2	44.5	3.3	141	117	3.5	2562.9	117		
4/4/2024	7:32:34	ANA to B, No	2	2	47.1	1.9	128	104	2.1	1578	104		
4/4/2024	7:32:39	ANA to B, No	2	2	49.7	4.8	127	103	5	4209.8	103		
4/4/2024	7:32:43	ANA to B, No	2	2	49.7	3.5	133	109	3.7	3056.6	109		
4/4/2024	7:32:52	ANA to B, No	3	3	45.4	8.5	167	143	8.6	6761.9	143		
4/4/2024	7:32:54	ANA to B, No	2	2	45.4	1.8	142	118	2	1416.5	118		
4/4/2024	7:33:00	ANA to B, No	2	2	48.9	6.1	129	105	6.3	5222.9	105		
4/4/2024	7:33:03	ANA to B, No	2	2	54.3	3.2	130	106	3.4	3087.4	106		
4/4/2024	7:33:16	ANA to B, No	2	2	41.4	12.7	125	101	12.8	9232.2	101		
4/4/2024	7:33:17	ANA to B, No	2	2	39.4	0.9	124	100	1.1	643.9	100		
4/4/2024	7:33:18	ANA to B, No	5	4	41.7	0.7	174	150	0.9	534.9	150		
4/4/2024	7:33:22	ANA to B, No	2	2	37.3	3	132	108	3.3	1962.3	108		
4/4/2024	7:33:23	ANB to A, No	3	3	47.6	122.1	144	120	123.4	102384	120		
4/4/2024	7:33:31	ANA to B, No	3	3	56.3	9.5	149	125	9.8	9435.8	125		
4/4/2024	7:33:35	ANB to A, No	5	4	50.3	11.9	209	185	12.1	10539.9	185		
4/4/2024	7:33:52	ANA to B, No	2	2	39.1	20.9	133	109	21.1	14398.9	109		
4/4/2024	7:34:00	ANA to B, No	3	3	49.1	7.5	148	124	7.7	6448.5	124		
4/4/2024	7:34:09	ANA to B, No	2	2	48.1	9.1	132	108	9.3	7693.1	108		
4/4/2024	7:34:10	ANA to B, No	3	3	44.8	0.8	168	144	1	662.3	144		
4/4/2024	7:34:12	ANA to B, No	2	2	48.1	1.7	126	102	2	1470.1	102		
4/4/2024	7:34:17	ANA to B, No	2	2	52.8	4.4	138	114	4.6	4072.3	114		
4/4/2024	7:34:19	ANA to B, No	2	2	54.6	2.2	141	117	2.3	2077.9	117		
4/4/2024	7:34:22	ANA to B, No	2	2	58.5	2.3	136	112	2.5	2399	112		
4/4/2024	7:34:23	ANA to B, No	2	2	58.8	1.1	131	107	1.3	1170.9	107		
4/4/2024	7:34:24	ANA to B, No	2	2	56.7	1.1	121	97	1.2	1063	97		
4/4/2024	7:34:26	ANA to B, No	3	3	53.9	1.8	166	142	2	1747.3	142		
4/4/2024	7:34:29	ANA to B, No	2	2	54.5	2	132	108	2.2	1900.3	108		
4/4/2024	7:34:34	ANA to B, No	3	3	47.9	5.3	160	136	5.5	4501.2	136		
4/4/2024	7:34:37	ANA to B, No	2	2	45.4	2.4	134	110	2.6	1910.2	110		
4/4/2024	7:34:41	ANA to B, No	2	2	57.5	4	122	98	4.2	4004.9	98		
4/4/2024	7:34:46	ANB to A, No	3	3	55.7	70.6	143	119	70.9	69263.8	119		
4/4/2024	7:34:55	ANA to B, No	5	4	45.9	13.9	178	154	14	11238.7	154		
4/4/2024	7:35:03	ANA to B, No	2	2	49.5	7.7	128	104	8	6737.5	104		
4/4/2024	7:35:09	ANA to B, No	5	4	46.8	6.1	180	156	6.3	5021.3	156		
4/4/2024	7:35:11	ANA to B, No	3	3	45.8	1.3	163	139	1.6	1084.3	139		
4/4/2024	7:35:17	ANA to B, No	3	3	40.9	5.8	169	145	6.1	4195.8	145		
4/4/2024	7:35:19	ANB to A, No	5	4	67	32.6	210	186	32.8	38456.5	186		



4/4/2024	7:35:19	ANA to B, No	2	2	41.8	2.4	134	110	2.6	1743.8	110
4/4/2024	7:35:21	ANA to B, No	2	2	44.7	1.7	137	113	1.9	1326.8	113
4/4/2024	7:35:32	ANA to B, No	3	3	47.4	10.5	167	143	10.7	8762	143
4/4/2024	7:35:35	ANA to B, No	5	4	42.6	2.6	185	161	2.8	1925.2	161
4/4/2024	7:35:46	ANA to B, No	2	2	47.3	10.7	134	110	11	8946.3	110
4/4/2024	7:35:48	ANA to B, No	5	4	51.4	2	173	149	2.2	1781	149
4/4/2024	7:35:55	ANA to B, No	2	2	51.5	6.6	131	107	6.8	5952.1	107
4/4/2024	7:35:59	ANB to A, No	5	4	25.2	40.4	178	154	40.6	17924.5	154
4/4/2024	7:36:02	ANA to B, No	2	2	42.9	6.6	128	104	6.8	5000.1	104
4/4/2024	7:36:03	ANA to B, No	3	3	46.8	1.6	170	146	1.8	1319.7	146
4/4/2024	7:36:07	ANA to B, No	2	2	51.4	3.7	125	101	3.9	3352.4	101
4/4/2024	7:36:11	ANA to B, No	2	2	46.9	3.7	135	111	3.9	3054.8	111
4/4/2024	7:36:12	ANB to A, No	2	2	45	11.9	139	115	12.4	9444.7	115
4/4/2024	7:36:17	ANA to B, No	2	2	49.2	5.3	131	107	5.5	4589	107
4/4/2024	7:36:25	ANA to B, No	3	3	41.7	8.2	144	120	8.4	6005.5	120
4/4/2024	7:36:27	ANA to B, No	2	2	42.5	1.4	133	109	1.7	1073.7	109
4/4/2024	7:36:31	ANA to B, No	5	4	46.2	3.9	194	170	4.1	3164.8	170
4/4/2024	7:36:37	ANA to B, No	2	2	52	6	132	108	6.2	5476.3	108
4/4/2024	7:36:39	ANA to B, No	5	4	48.5	1.6	190	166	1.7	1334.1	166
4/4/2024	7:36:41	ANA to B, No	2	2	46.3	1.6	131	107	1.9	1338.2	107
4/4/2024	7:36:45	ANA to B, No	3	3	50	4.3	143	119	4.5	3820.8	119
4/4/2024	7:36:47	ANA to B, No	2	2	52.2	1.9	139	115	2.1	1749.9	115
4/4/2024	7:36:50	ANB to A, No	1	1	51.8	38.2	94	70	38.4	34873.8	70
4/4/2024	7:36:52	ANA to B, No	2	2	55.5	5.1	138	114	5.2	4946.5	114
4/4/2024	7:36:54	ANB to A, No	5	4	45.5	3.5	172	148	3.6	2782.3	148
4/4/2024	7:36:55	ANA to B, No	2	2	50.7	1.9	129	105	2.1	1687.5	105
4/4/2024	7:36:55	ANB to A, No	3	3	46.6	1.4	145	121	1.6	1126.7	121
4/4/2024	7:36:58	ANB to A, No	5	4	48.6	2.5	179	155	2.7	2149.5	155
4/4/2024	7:37:02	ANA to B, No	3	3	54.5	7.5	143	119	7.7	7201.8	119
4/4/2024	7:37:05	ANA to B, No	5	4	50.2	3	193	169	3.2	2654.8	169
4/4/2024	7:37:07	ANA to B, No	2	2	55.8	0.8	129	105	1.1	822.9	105
4/4/2024	7:37:11	ANA to B, No	3	3	54	4.7	165	141	4.8	4458	141
4/4/2024	7:37:16	ANA to B, No	3	3	49.5	4.1	162	138	4.3	3602.4	138
4/4/2024	7:37:17	ANA to B, No	2	2	49.5	1.4	131	107	1.6	1194.1	107
4/4/2024	7:37:20	ANA to B, No	5	4	53.2	2.8	179	155	3	2618.6	155
4/4/2024	7:37:24	ANA to B, No	2	2	49.7	3.6	142	118	3.8	3108.8	118
4/4/2024	7:37:25	ANA to B, No	2	2	50.9	1.2	135	111	1.4	1083.2	111
4/4/2024	7:37:29	ANA to B, No	3	3	52.5	3.1	150	126	3.3	2853.3	126
4/4/2024	7:37:34	ANA to B, No	2	2	50	5.4	135	111	5.6	4753.5	111
4/4/2024	7:37:41	ANA to B, No	2	2	49.9	6.4	137	113	6.6	5627.5	113
4/4/2024	7:37:51	ANA to B, No	3	3	43.1	9.6	150	126	9.8	7285	126
4/4/2024	7:37:54	ANA to B, No	5	4	44	3.5	179	155	3.8	2745.5	155
4/4/2024	7:38:00	ANA to B, No	3	3	42.9	5.1	169	145	5.3	3826.1	145
4/4/2024	7:38:05	ANA to B, No	3	3	53.1	5.1	163	139	5.3	4727.9	139
4/4/2024	7:38:07	ANA to B, No	3	3	56.2	2.1	143	119	2.3	2066.3	119
4/4/2024	7:38:15	ANB to A, No	3	3	55.9	77.2	155	131	77.5	76006.7	131
4/4/2024	7:38:19	ANA to B, No	2	2	51.9	11.4	128	104	11.6	10411.3	104
4/4/2024	7:38:21	ANA to B, No	3	3	50.1	2.3	166	142	2.4	1989.5	142
4/4/2024	7:38:23	ANA to B, No	5	4	51.2	1.3	182	158	1.5	1157.8	158
4/4/2024	7:38:24	ANA to B, No	2	2	47.6	1.3	131	107	1.5	1098.3	107
4/4/2024	7:38:26	ANA to B, No	2	2	48.3	1	141	117	1.2	850.3	117
4/4/2024	7:38:27	ANA to B, No	2	2	44.8	1.5	122	98	1.7	1181.8	98
4/4/2024	7:38:52	ANA to B, No	3	3	45	24.5	156	132	24.7	19438.4	132
4/4/2024	7:38:53	ANA to B, No	2	2	41.6	1	131	107	0.8	743.4	107
4/4/2024	7:38:54	ANA to B, No	2	2	43.2	1.9	127	103	2.2	1464.7	103
4/4/2024	7:39:00	ANA to B, No	2	2	48	6.5	125	101	6.7	5470.6	101
4/4/2024	7:39:13	ANA to B, No	2	2	43.9	13.2	127	103	13.4	10213.8	103
4/4/2024	7:39:17	ANA to B, No	2	2	49.8	3.8	121	97	3.9	3292.6	97
4/4/2024	7:39:19	ANA to B, No	3	3	48.3	1.2	162	138	1.4	1038.7	138
4/4/2024	7:39:20	ANA to B, No	2	2	46.2	1.1	126	102	1.3	877.6	102
4/4/2024	7:39:24	ANA to B, No	3	3	48.1	4.1	155	131	4.3	3479	131
4/4/2024	7:39:27	ANA to B, No	2	2	44.5	2.7	136	112	2.9	2119.3	112
4/4/2024	7:39:30	ANA to B, No	3	3	50.5	2.8	162	138	3	2460.8	138
4/4/2024	7:39:33	ANA to B, No	5	4	53.7	2.1	171	147	2.3	1979.3	147
4/4/2024	7:39:34	ANA to B, No	2	2	55.5	1	135	111	1.2	965.7	111
4/4/2024	7:39:36	ANA to B, No	3	3	58.4	1.8	160	136	2	1838.3	136
4/4/2024	7:39:38	ANB to A, No	2	2	40.5	82.8	132	108	83	58972.1	108
4/4/2024	7:40:01	ANA to B, No	2	2	45.9	25.2	138	114	25.3	20352.4	114
4/4/2024	7:40:02	ANA to B, No	2	2	43.7	0.7	129	105	0.9	558.9	105
4/4/2024	7:40:04	ANA to B, No	2	2	51.6	1.7	125	101	1.9	1580.4	101
4/4/2024	7:40:19	ANB to A, No	2	2	54.6	39.9	136	112	40.1	38335.5	112
4/4/2024	7:40:20	ANB to A, No	5	4	53.2	1.2	189	165	1.3	1083.8	165
4/4/2024	7:40:20	ANA to B, No	2	2	45.7	16	130	106	16.2	12879.3	106
4/4/2024	7:40:33	ANA to B, No	2	2	51.9	13	125	101	13.1	11823.9	101
4/4/2024	7:40:36	ANA to B, No	2	2	54.4	2.3	128	104	2.5	2244.2	104
4/4/2024	7:40:37	ANA to B, No	2	2	55.2	1.1	135	111	1.3	1091.6	111
4/4/2024	7:40:38	ANA to B, No	2	2	55.1	1	132	108	1.1	942.1	108
4/4/2024	7:40:43	ANA to B, No	3	3	50.3	4.9	154	130	5.1	4344	130
4/4/2024	7:40:45	ANA to B, No	5	4	46.3	1.5	177	153	1.7	1208.9	153
4/4/2024	7:40:46	ANA to B, No	5	4	46.7	0.7	172	148	1	600.6	148
4/4/2024	7:40:48	ANB to A, No	5	4	46	28.1	203	179	28.3	22709.9	179
4/4/2024	7:40:48	ANB to A, No	4	5	12.6	0.3	297	297	0	60.5	297
4/4/2024	7:40:48	ANA to B, No	0	0	54.6	2.1	24	0	2.4	2054.4	0

4/4/2024	7:40:55 A/A to B, No	3	3	53.5	5	143	119	5.2	4713.1	119
4/4/2024	7:40:57 A/A to B, No	2	2	54.3	2.1	127	103	2.3	2033.8	103
4/4/2024	7:41:00 A/A to B, No	2	2	55.5	3.2	130	106	3.4	3169.5	106
4/4/2024	7:41:03 A/A to B, No	2	2	56.3	2.8	135	111	3	2821	111
4/4/2024	7:41:08 A/A to B, No	3	3	58	4.1	144	120	4.2	4154.5	120
4/4/2024	7:41:10 A/A to B, No	2	2	57.2	2.4	133	109	2.5	2388.1	109
4/4/2024	7:41:14 A/A to B, No	2	2	58	3.2	127	103	3.3	3245.8	103
4/4/2024	7:41:16 A/A to B, No	2	2	56.8	1.9	126	102	2.1	1922	102
4/4/2024	7:41:17 A/A to B, No	3	3	59.8	1.4	170	146	1.5	1439.1	146
4/4/2024	7:41:19 A/A to B, No	2	2	56.8	1.8	123	99	2	1825.9	99
4/4/2024	7:41:20 A/A to B, No	2	2	57.8	0.9	128	104	1.1	952.6	104
4/4/2024	7:41:24 A/A to B, No	3	3	59.9	3.9	167	143	4	4108.9	143
4/4/2024	7:41:25 A/B to A, No	2	2	47.7	35.5	139	115	37.1	29795	115
4/4/2024	7:41:27 A/B to A, No	5	4	46.4	1.2	182	158	1.4	957.4	158
4/4/2024	7:41:28 A/A to B, No	2	2	57.4	3.7	125	101	3.8	3696.6	101
4/4/2024	7:41:47 A/A to B, No	3	3	62.2	18.8	144	120	19	20600.3	120
4/4/2024	7:41:48 A/A to B, No	2	2	59	0.5	127	103	0.7	557.3	103
4/4/2024	7:41:49 A/A to B, No	2	2	62.1	1	128	104	1.2	1106.6	104
4/4/2024	7:41:53 A/A to B, No	2	2	62.8	4.3	142	118	4.4	4728.5	118
4/4/2024	7:41:58 A/A to B, No	2	2	58.5	4.5	131	107	4.6	4584.5	107
4/4/2024	7:42:05 A/B to A, No	3	3	54.2	38.2	147	123	38.5	36468.3	123
4/4/2024	7:42:06 A/B to A, No	3	3	53.1	1.2	164	140	1.4	1118.4	140
4/4/2024	7:42:08 A/A to B, No	2	2	64.1	9.8	126	102	9.9	10996.5	102
4/4/2024	7:42:14 A/B to A, No	3	3	60.5	7.5	156	132	7.7	7994.7	132
4/4/2024	7:42:16 A/A to B, No	3	3	52.4	8.3	153	129	8.4	7616	129
4/4/2024	7:42:28 A/A to B, No	2	2	56.1	11.1	134	110	11.3	10976.3	110
4/4/2024	7:42:30 A/A to B, No	2	2	50	2.5	126	102	2.6	2187	102
4/4/2024	7:42:34 A/A to B, No	2	2	53.8	3.7	127	103	3.9	3538.2	103
4/4/2024	7:42:35 A/A to B, No	2	2	54.8	0.8	122	98	0.9	725.5	98
4/4/2024	7:42:38 A/A to B, No	2	2	49.2	2.8	132	108	2.9	2394.5	108
4/4/2024	7:42:53 A/A to B, No	3	3	55.8	15.2	162	138	15.4	14917.1	138
4/4/2024	7:43:08 A/B to A, No	2	2	65.9	53.4	142	118	53.6	61945.8	118
4/4/2024	7:43:12 A/A to B, No	2	2	46.3	18.2	137	113	18.4	14825.3	113
4/4/2024	7:43:13 A/B to A, No	3	3	55.9	5.5	147	123	5.6	5389.4	123
4/4/2024	7:43:20 A/A to B, No	2	2	53.4	7.9	128	104	8.1	7436.1	104
4/4/2024	7:43:22 A/A to B, No	2	2	52.9	2.1	120	96	2.2	1926.1	96
4/4/2024	7:43:38 A/A to B, No	5	4	48.5	15.9	187	163	16	13548.7	163
4/4/2024	7:43:42 A/B to A, No	4	12	43.8	28.8	354	330	29	22211.7	269
4/4/2024	7:43:48 A/B to A, No	3	3	56.1	5.6	143	119	6.1	5520.6	119
4/4/2024	7:43:49 A/A to B, No	2	2	48.7	10.6	124	100	10.8	9065.1	100
4/4/2024	7:43:51 A/A to B, No	2	2	54.7	2.4	124	100	2.6	2354.6	100
4/4/2024	7:43:53 A/A to B, No	3	3	58.3	1.5	166	142	1.7	1582.8	142
4/4/2024	7:44:03 A/B to A, No	3	3	54.2	14.6	143	119	14.7	13904.3	119
4/4/2024	7:44:08 A/A to B, No	2	2	47.5	14.8	142	118	15	12384.8	118
4/4/2024	7:44:14 A/A to B, No	3	3	52.2	5.5	150	126	5.7	5020.6	126
4/4/2024	7:44:16 A/A to B, No	1	1	39.2	1.5	86	62	1.7	1051.9	62
4/4/2024	7:44:18 A/A to B, No	3	3	53.4	2.1	149	125	2.2	1944.9	125
4/4/2024	7:44:20 A/A to B, No	2	2	54.1	1.9	128	104	2	1771.8	104
4/4/2024	7:44:22 A/A to B, No	2	2	56.5	2.5	127	103	2.7	2490.5	103
4/4/2024	7:44:28 A/A to B, No	2	2	57.6	4.9	128	104	5	4931.4	104
4/4/2024	7:44:32 A/A to B, No	3	3	52.1	4.6	163	139	4.8	4255.8	139
4/4/2024	7:44:35 A/A to B, No	2	2	52.7	2.9	142	118	3.1	2720.3	118
4/4/2024	7:45:07 A/A to B, No	8	17	49.3	31	686	662	31.2	26943.8	208
4/4/2024	7:45:12 A/A to B, No	2	2	46.2	4.8	128	104	4.9	3935.8	104
4/4/2024	7:45:13 A/A to B, No	3	3	51.7	1	163	139	1.1	866.3	139
4/4/2024	7:45:18 A/A to B, No	2	2	54.9	4.5	136	112	4.7	4304.5	112
4/4/2024	7:45:20 A/A to B, No	2	2	57.1	1.8	129	105	2	1814.2	105
4/4/2024	7:45:23 A/A to B, No	2	2	55.1	3.1	132	108	3.3	3014.3	108
4/4/2024	7:45:33 A/A to B, No	2	2	45.5	10.2	132	108	10.3	8129.6	108
4/4/2024	7:45:47 A/A to B, No	3	3	52.3	13	164	140	13.2	11958.2	140
4/4/2024	7:45:48 A/B to A, No	5	4	51.8	91.8	248	224	91.8	83642	224
4/4/2024	7:45:48 A/A to B, No	5	4	54.1	0.8	179	155	1.1	808.2	155
4/4/2024	7:45:53 A/A to B, No	5	4	58.2	5.5	172	148	5.7	5615.7	148
4/4/2024	7:46:01 A/A to B, No	2	2	59.6	7.6	132	108	7.8	7996.2	108
4/4/2024	7:46:03 A/A to B, No	2	2	58.9	1.6	129	105	1.8	1690	105
4/4/2024	7:46:09 A/A to B, No	2	2	61.3	5.5	130	106	5.7	5952.5	106
4/4/2024	7:46:10 A/B to A, No	3	3	56.2	21.8	145	121	22.1	21589.3	121
4/4/2024	7:46:11 A/B to A, No	3	3	54.7	1.4	149	125	1.6	1384.9	125
4/4/2024	7:46:19 A/A to B, No	2	2	64.5	10.1	126	102	10.2	11465.4	102
4/4/2024	7:46:25 A/A to B, No	2	2	59.3	6.4	133	109	6.5	6648.3	109
4/4/2024	7:46:31 A/A to B, No	2	2	57.8	5.1	125	101	5.3	5195.1	101
4/4/2024	7:46:36 A/B to A, No	5	4	53.1	24.6	201	177	24.7	22938.4	177
4/4/2024	7:46:42 A/A to B, No	3	3	48.4	10.8	147	123	11	9209.9	123
4/4/2024	7:46:42 A/A to B, No	2	2	47.4	0.6	139	115	0.8	459	115
4/4/2024	7:46:48 A/A to B, No	8	11	58.3	5.4	333	309	5.6	5517.8	147
4/4/2024	7:47:00 A/A to B, No	3	3	55.1	12.2	143	119	12.6	11871.7	119
4/4/2024	7:47:05 A/A to B, No	3	3	59.9	4.2	148	124	4.4	4461.7	124
4/4/2024	7:47:08 A/B to A, No	2	2	47.1	31.8	139	115	32	26354	115
4/4/2024	7:47:09 A/A to B, No	2	2	58.4	4	131	107	4.2	4115.3	107
4/4/2024	7:47:12 A/B to A, No	5	4	42.6	3.7	181	157	3.9	2755.4	157
4/4/2024	7:47:16 A/A to B, No	2	2	57.8	6.7	132	108	6.8	6780.3	108
4/4/2024	7:47:18 A/B to A, No	2	2	45.4	5.5	137	113	5.8	4401.3	113
4/4/2024	7:47:23 A/A to B, No	3	3	55	6.7	166	142	6.8	6447.6	142

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4/4/2024	7:47:26 A/A to B, No	2	2	56	2.8	138	114	3	2784.6	114
4/4/2024	7:47:27 A/A to B, No	2	2	58.5	1.6	125	101	1.8	1659.8	101
4/4/2024	7:47:29 A/A to B, No	2	2	57.5	0.9	127	103	1	914	103
4/4/2024	7:47:35 A/A to B, No	3	3	53.4	6.6	143	119	6.8	6233.7	119
4/4/2024	7:47:37 A/A to B, No	2	2	54.7	1.8	131	107	1.9	1693.6	107
4/4/2024	7:47:45 A/A to B, No	2	2	48.2	8	141	117	8.2	6796.2	117
4/4/2024	7:47:50 A/A to B, No	2	2	57.5	4.4	128	104	4.6	4490.8	104
4/4/2024	7:47:59 A/A to B, No	2	2	52.9	8.5	132	108	8.7	7924	108
4/4/2024	7:48:12 A/A to B, No	2	2	53.5	12.8	130	106	13	12095.6	106
4/4/2024	7:48:13 A/A to B, No	5	4	51.6	1.3	179	155	1.5	1224.3	155
4/4/2024	7:48:15 A/A to B, No	2	2	49.5	1.2	126	102	1.4	1011.4	102
4/4/2024	7:48:19 A/A to B, No	2	2	59	4.4	142	118	4.6	4596.9	118
4/4/2024	7:48:23 A/A to A, No	2	2	46.1	64.9	137	113	65.1	52635.5	113
4/4/2024	7:48:24 A/A to B, No	2	2	53.3	4.2	125	101	4.4	3958	101
4/4/2024	7:48:29 A/A to B, No	2	2	53.5	5.2	133	109	5.3	4860.2	109
4/4/2024	7:48:30 A/A to B, No	2	2	52.8	1.1	127	103	1.3	1041.8	103
4/4/2024	7:48:32 A/A to B, No	3	3	52	1.4	147	123	1.5	1269.4	123
4/4/2024	7:48:33 A/A to A, No	3	3	63	9.5	151	127	9.7	10571.3	127
4/4/2024	7:48:33 A/A to B, No	5	4	50.5	1.1	173	149	1.3	1022.6	149
4/4/2024	7:48:39 A/A to B, No	2	2	62.1	5.8	128	104	6	6293.7	104
4/4/2024	7:48:42 A/A to B, No	2	2	50.4	3.3	138	114	3.4	2919.1	114
4/4/2024	7:48:53 A/A to B, No	3	3	45.4	10.8	159	135	10.9	8589.5	135
4/4/2024	7:48:55 A/A to B, No	2	2	44.3	1.7	130	106	2	1348.4	106
4/4/2024	7:49:04 A/A to B, No	2	2	45.5	8.7	127	103	8.9	6951.5	103
4/4/2024	7:49:35 A/A to A, No	5	4	49.8	62.2	176	152	62.4	54516.2	152
4/4/2024	7:49:45 A/A to B, No	8	11	55.8	40.3	377	353	40.5	39580.8	156
4/4/2024	7:49:47 A/A to B, No	2	2	53.8	1.6	133	109	2	1504.9	109
4/4/2024	7:49:56 A/A to B, No	2	2	54.6	8.7	135	111	8.9	8359.4	111
4/4/2024	7:49:57 A/A to B, No	5	4	59.4	0.8	176	152	0.9	813.6	152
4/4/2024	7:50:02 A/A to B, No	5	4	44.8	5.2	187	163	5.3	4064.5	163
4/4/2024	7:50:03 A/A to B, No	3	3	52	0.8	143	119	1.1	740.9	119
4/4/2024	7:50:28 A/A to B, No	2	2	57.8	24.9	134	110	25.1	25312.7	110
4/4/2024	7:50:34 A/A to B, No	2	2	61.2	5.6	136	112	5.8	6031.4	112
4/4/2024	7:50:37 A/A to B, No	2	2	58.6	2.7	132	108	2.8	2743.6	108
4/4/2024	7:50:38 A/A to B, No	3	3	58.8	1	143	119	1.2	1050.3	119
4/4/2024	7:50:43 A/A to B, No	3	3	59.1	4.7	149	125	4.9	4919.6	125
4/4/2024	7:51:06 A/A to B, No	5	4	51.7	23.4	176	152	23.6	21291.9	152
4/4/2024	7:51:06 A/A to A, No	2	2	62.9	91.4	136	112	91.6	101226.5	112
4/4/2024	7:51:19 A/A to B, No	2	2	55.9	12.4	124	100	12.6	12180.6	100
4/4/2024	7:51:24 A/A to B, No	2	2	51.7	5.4	130	106	5.6	4949.3	106
4/4/2024	7:51:26 A/A to A, No	3	3	58.3	19.6	145	121	19.7	20127.7	121
4/4/2024	7:51:38 A/A to B, No	3	3	60.3	13.2	160	136	13.3	13965.2	136
4/4/2024	7:51:40 A/A to B, No	2	2	60.1	2	126	102	2.2	2148.3	102
4/4/2024	7:52:00 A/A to B, No	8	18	46.8	19.5	426	402	19.6	16049.9	157
4/4/2024	7:52:02 A/A to B, No	2	2	43.6	1.6	126	102	2.2	1245.4	102
4/4/2024	7:52:03 A/A to B, No	2	2	43	1.1	135	111	1.3	809.7	111
4/4/2024	7:52:05 A/A to B, No	2	2	44.7	1.3	130	106	1.5	1022.6	106
4/4/2024	7:52:18 A/A to B, No	3	3	56.6	13.1	162	138	13.2	13002.3	138
4/4/2024	7:52:25 A/A to A, No	8	18	44	58.8	527	503	59	45589.4	170
4/4/2024	7:52:27 A/A to A, No	2	2	43.8	1.2	142	118	1.9	922.3	118
4/4/2024	7:52:38 A/A to B, No	5	4	43.8	19.6	182	158	19.8	15104	158
4/4/2024	7:52:49 A/A to B, No	3	3	59.9	10.7	167	143	11	11301.9	143
4/4/2024	7:52:58 A/A to A, No	2	2	76.3	30.4	138	114	30.6	40787.5	114
4/4/2024	7:52:59 A/A to B, No	2	2	45.4	10.4	139	115	10.6	8312.8	115
4/4/2024	7:53:06 A/A to B, No	5	4	56.9	6.8	176	152	7	6827.9	152
4/4/2024	7:53:10 A/A to B, No	2	2	60.5	3.2	125	101	3.4	3446.6	101
4/4/2024	7:53:16 A/A to A, No	5	4	68.1	18	197	173	18.1	21543.5	173
4/4/2024	7:53:26 A/A to B, No	5	4	52.4	16.6	181	157	16.8	15327.8	157
4/4/2024	7:53:33 A/A to B, No	2	2	48.7	6.2	129	105	6.5	5350.6	105
4/4/2024	7:53:46 A/A to B, No	5	4	47.9	13.3	177	153	13.5	11251.7	153
4/4/2024	7:53:52 A/A to A, No	3	3	71.4	36.4	167	143	36.6	45780.8	143
4/4/2024	7:53:53 A/A to B, No	2	2	62.9	6.2	128	104	6.4	6872.2	104
4/4/2024	7:53:57 A/A to B, No	2	2	63.5	4.2	121	97	4.4	4741.3	97
4/4/2024	7:54:12 A/A to B, No	3	3	53.8	14.6	143	119	14.8	13852.5	119
4/4/2024	7:54:15 A/A to B, No	2	2	55.3	2.7	130	106	2.9	2617.6	106
4/4/2024	7:54:16 A/A to A, No	2	2	58.7	1.3	137	113	1.3	1358.1	113
4/4/2024	7:54:26 A/A to B, No	2	2	52.7	11.1	137	113	11.3	10290.4	113
4/4/2024	7:54:28 A/A to A, No	3	3	58.2	11.1	147	123	11.3	11382.6	123
4/4/2024	7:54:51 A/A to B, No	5	4	57.7	24.8	175	151	25	25167.5	151
4/4/2024	7:55:03 A/A to B, No	2	2	52.3	11.8	135	111	12	10894.6	111
4/4/2024	7:55:10 A/A to B, No	2	2	57.6	6.4	126	102	6.6	6519.2	102
4/4/2024	7:55:18 A/A to B, No	2	2	52.6	7.8	133	109	7.9	7186.5	109
4/4/2024	7:55:20 A/A to B, No	2	2	56.9	2.3	137	113	2.4	2255.7	113
4/4/2024	7:55:25 A/A to B, No	2	2	44.7	4.8	136	112	5	3791.3	112
4/4/2024	7:55:26 A/A to B, No	3	3	45.8	1.2	168	144	1.4	1001.1	144
4/4/2024	7:55:31 A/A to B, No	2	2	52.9	4.3	128	104	4.6	4037.5	104
4/4/2024	7:55:33 A/A to A, No	2	2	43.8	0.8	130	106	1	589	106
4/4/2024	7:55:42 A/A to A, No	2	2	54.2	8.8	132	108	9	8427	108
4/4/2024	7:55:44 A/A to B, No	2	2	57.2	13.1	120	96	13.3	13207.4	96
4/4/2024	7:55:54 A/A to A, No	3	3	54.6	11.4	143	119	11.5	10913.6	119
4/4/2024	7:55:54 A/A to A, No	2	2	53.9	0.8	138	114	1	754.7	114
4/4/2024	7:55:59 A/A to B, No	2	2	50.6	14.4	124	100	14.5	12815.5	100
4/4/2024	7:56:00 A/A to A, No	2	2	62.1	5	132	108	5.2	5489.2	108

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4/4/2024	7:56:01	ANA to B, No	2	2	54.9	2.4	125	101	2.6	2343.8	101		
4/4/2024	7:56:10	ANA to B, No	5	4	49.1	8.8	178	154	9	7594.4	154		
4/4/2024	7:56:19	ANA to B, No	2	2	56.6	8.4	125	101	8.6	8363.4	101		
4/4/2024	7:56:22	ANA to B, No	2	2	59.8	3.2	136	112	3.3	3353	112		
4/4/2024	7:56:35	ANB to A, No	2	2	59.5	35.5	142	118	35.7	37163.8	118		
4/4/2024	7:56:40	ANB to A, No	2	2	58.1	4.4	135	111	4.5	4482.8	111		
4/4/2024	7:56:43	ANA to B, No	2	2	49.3	20.7	129	105	20.9	17962.8	105		
4/4/2024	7:56:47	ANB to A, No	2	2	63.8	7.2	139	115	7.4	8109.3	115		
4/4/2024	7:56:49	ANB to A, No	5	4	60.5	1.2	198	174	1.4	1315.6	174		
4/4/2024	7:56:58	ANA to B, No	2	2	45.9	14.2	134	110	14.4	11468.3	110		
4/4/2024	7:57:05	ANA to B, No	3	3	50.2	7.4	154	130	7.6	6543.3	130		
4/4/2024	7:57:08	ANA to B, No	2	2	53.9	3	128	104	3.2	2889.1	104		
4/4/2024	7:57:16	ANA to B, No	2	2	59.9	7.6	127	103	7.7	7990	103		
4/4/2024	7:57:19	ANA to B, No	3	3	69.5	2.5	170	146	2.7	3101.5	146		
4/4/2024	7:57:24	ANB to A, No	5	4	59.7	34.9	182	158	35.2	36718.8	158		
4/4/2024	7:57:31	ANA to B, No	3	3	52.4	12.3	149	125	12.4	11325.6	125		
4/4/2024	7:57:39	ANA to B, No	2	2	51.5	7.1	128	104	7.3	6476.5	104		
4/4/2024	7:57:45	ANA to B, No	2	2	49.3	6.4	129	105	6.6	5590.7	105		
4/4/2024	7:57:47	ANB to A, No	2	2	60.3	22.9	141	117	23.1	24259.1	117		
4/4/2024	7:57:49	ANB to A, No	2	2	58.9	2.1	136	112	2.3	2174.4	112		
4/4/2024	7:58:01	ANA to B, No	6	6	58.6	15.4	268	244	15.6	15868.3	193	51	
4/4/2024	7:58:03	ANA to B, No	2	2	57.5	2.1	129	105	2.3	2092.5	105		
4/4/2024	7:58:05	ANA to B, No	2	2	55.7	1.6	128	104	1.8	1570	104		
4/4/2024	7:58:05	ANB to A, No	3	3	56.9	16.2	145	121	16.4	16257.3	121		
4/4/2024	7:58:15	ANA to B, No	2	2	43.4	10	127	103	10.2	7647.3	103		
4/4/2024	7:58:17	ANA to B, No	2	2	45.2	1.4	126	102	1.6	1122.2	102		
4/4/2024	7:58:25	ANA to B, No	3	16	46.9	8.1	386	362	8.2	6640.1	142	186	34
4/4/2024	7:58:27	ANA to B, No	2	2	51.7	1.5	128	104	2	1352.5	104		
4/4/2024	7:58:28	ANA to B, No	3	3	51.3	1.3	144	120	1.5	1169.1	120		
4/4/2024	7:58:37	ANA to B, No	3	3	51.3	8.2	152	128	8.4	7405.6	128		
4/4/2024	7:59:07	ANA to B, No	5	4	44.2	30	215	191	30.2	23318.2	191		
4/4/2024	7:59:10	ANA to B, No	3	3	46	2.5	168	144	2.8	2008.3	144		
4/4/2024	7:59:11	ANA to B, No	2	2	46	1.5	131	107	1.7	1222	107		
4/4/2024	7:59:13	ANA to B, No	2	2	44.7	0.9	134	110	1.1	722.8	110		
4/4/2024	7:59:18	ANA to B, No	2	2	51.5	5.1	127	103	5.3	4623	103		
4/4/2024	7:59:21	ANA to B, No	2	2	53.4	2.7	121	97	2.9	2562.5	97		
4/4/2024	7:59:31	ANA to B, No	2	2	54.9	10	130	106	10.2	9703	106		
4/4/2024	7:59:38	ANA to B, No	3	3	50.5	6.6	147	123	6.8	5857.6	123		
4/4/2024	7:59:44	ANA to B, No	2	2	52.5	6.2	129	105	6.4	5727.6	105		
4/4/2024	7:59:51	ANA to B, No	2	2	49.3	6.8	132	108	6.9	5864.9	108		
4/4/2024	7:59:53	ANA to B, No	2	2	54.2	2	125	101	2.2	1943	101		
4/4/2024	7:59:55	ANB to A, No	2	2	63.3	109	142	118	109.2	121451.5	118		
4/4/2024	8:00:15	ANA to B, No	2	2	52.1	22.1	129	105	22.3	20304.3	105		
4/4/2024	8:00:17	ANA to B, No	3	3	51.7	1.4	167	143	1.5	1256.3	143		
4/4/2024	8:00:25	ANA to B, No	3	3	57.7	7.3	165	141	7.5	7447.8	141		
4/4/2024	8:01:02	ANA to B, No	2	2	52.7	37.5	129	105	37.7	34784.6	105		
4/4/2024	8:01:04	ANB to A, No	5	4	51.1	69	175	151	69.2	62124.3	151		
4/4/2024	8:01:04	ANA to B, No	2	2	58.4	2	125	101	2.2	2049.9	101		
4/4/2024	8:01:26	ANA to B, No	2	2	49.3	21.6	139	115	21.8	18771.3	115		
4/4/2024	8:01:28	ANB to A, No	3	3	57.6	24.2	165	141	24.4	24565.2	141		
4/4/2024	8:01:30	ANA to B, No	2	2	48.9	3.7	116	92	3.8	3146.1	92		
4/4/2024	8:01:31	ANB to A, No	2	2	60.5	2.5	139	115	2.7	2657.1	115		
4/4/2024	8:01:36	ANA to B, No	3	3	50.6	5.7	163	139	5.9	5100.7	139		
4/4/2024	8:01:38	ANA to B, No	2	2	53.2	1.4	137	113	1.6	1267.3	113		
4/4/2024	8:01:43	ANA to B, No	2	2	54.2	5.2	135	111	5.4	4973.2	111		
4/4/2024	8:01:47	ANA to B, No	3	3	53.5	4.4	165	141	4.5	4114.9	141		
4/4/2024	8:01:53	ANB to A, No	5	4	69.6	21.8	181	157	22	26732.3	157		
4/4/2024	8:01:56	ANA to B, No	3	3	54.9	7.9	163	139	8.1	7662	139		
4/4/2024	8:02:32	ANA to B, No	2	2	62.4	36.5	126	102	36.7	40129.3	102		
4/4/2024	8:02:39	ANA to B, No	2	2	53	7	131	107	7.1	6487.1	107		
4/4/2024	8:02:42	ANA to B, No	2	2	54.9	2.8	134	110	3	2718.3	110		
4/4/2024	8:03:01	ANB to A, No	3	3	61.4	67.5	154	130	67.7	72954.9	130		
4/4/2024	8:03:13	ANA to B, No	3	3	56.7	30.5	150	126	30.7	30410.9	126		
4/4/2024	8:03:14	ANA to B, No	5	4	57.5	1	171	147	1.2	995.6	147		
4/4/2024	8:03:28	ANA to B, No	2	2	57.7	13.5	129	105	13.7	13726.4	105		
4/4/2024	8:03:29	ANB to A, No	5	4	61.7	27.7	196	172	27.9	30084.5	172		
4/4/2024	8:03:36	ANA to B, No	2	2	48.3	8.3	121	97	8.5	7079.9	97		
4/4/2024	8:03:37	ANB to A, No	3	3	68.1	7.9	143	119	8.1	9465	119		
4/4/2024	8:03:44	ANA to B, No	2	2	51.9	7.3	138	114	7.5	6687	114		
4/4/2024	8:03:45	ANA to B, No	2	2	58.3	1.4	128	104	1.6	1411.7	104		
4/4/2024	8:04:09	ANA to B, No	2	2	56.7	23.1	127	103	23.2	23016.7	103		
4/4/2024	8:04:11	ANB to A, No	5	4	54.3	34	211	187	34.1	32430.3	187		
4/4/2024	8:04:30	ANA to B, No	3	3	64.1	21.3	159	135	21.5	24034.8	135		
4/4/2024	8:04:39	ANA to B, No	2	2	52.4	8.2	140	116	8.4	7590.6	116		
4/4/2024	8:04:41	ANB to A, No	2	2	47.4	29.9	139	115	30.1	24916.4	115		
4/4/2024	8:04:42	ANB to A, No	2	2	46.9	0.9	135	111	1.1	763.9	111		
4/4/2024	8:04:44	ANB to A, No	2	2	44.6	2.1	138	114	2.3	1618.6	114		
4/4/2024	8:04:56	ANB to A, No	2	2	45.4	11.1	139	115	11.3	8868.7	115		
4/4/2024	8:05:05	ANA to B, No	3	3	49.9	26.4	162	138	26.6	23198	138		
4/4/2024	8:05:07	ANA to B, No	2	2	53.1	2	132	108	2.2	1873.5	108		
4/4/2024	8:05:17	ANA to B, No	5	4	51.3	9.1	177	153	9.3	8243.5	153		
4/4/2024	8:05:20	ANA to B, No	2	2	51.7	2.8	137	113	3.1	2581.3	113		
4/4/2024	8:05:25	ANB to A, No	3	3	56.6	29	144	120	29.2	28842.4	120		

4/4/2024	8:05:34 ANB to A, No	2	2	61.3	9.3	133	109	9.5	10043	109		
4/4/2024	8:05:35 ANB to A, No	8	18	61.2	1	463	439	1.1	1036.2	182	217	40
4/4/2024	8:05:45 ANA to B, No	3	3	56	24.8	147	123	25	24443.1	123		
4/4/2024	8:05:52 ANA to B, No	2	2	53.5	6.8	138	114	7	6383.4	114		
4/4/2024	8:06:08 ANA to B, No	2	2	61.9	15.7	141	117	15.9	17133.7	117		
4/4/2024	8:06:14 ANA to B, No	2	2	51.1	5.9	125	101	6.1	5336.7	101		
4/4/2024	8:06:42 ANA to B, No	2	2	58.4	28.1	124	100	28.2	28840.6	100		
4/4/2024	8:06:50 ANA to B, No	2	2	52.4	7.8	137	113	7.9	7158.9	113		
4/4/2024	8:06:52 ANA to B, No	2	2	54.6	2	130	106	2.1	1893.6	106		
4/4/2024	8:06:54 ANA to B, No	2	2	56.2	1.9	127	103	2.1	1895.6	103		
4/4/2024	8:06:57 ANB to A, No	2	2	57.4	81.6	140	116	82.1	82459	116		
4/4/2024	8:06:59 ANA to B, No	2	2	50.2	5.3	127	103	5.4	4654.2	103		
4/4/2024	8:07:01 ANA to B, No	2	2	53.1	1.1	131	107	1.3	1019.8	107		
4/4/2024	8:07:10 ANA to B, No	3	3	49.3	8.7	150	126	8.8	7525.8	126		
4/4/2024	8:07:29 ANA to B, No	2	2	49	19.6	137	113	19.8	16925.2	113		
4/4/2024	8:07:33 ANA to B, No	2	2	52.7	3.6	129	105	3.8	3341.2	105		
4/4/2024	8:07:36 ANB to A, No	2	2	46.4	38.5	137	113	38.7	31504.3	113		
4/4/2024	8:07:42 ANB to A, No	3	3	58	5.7	151	127	5.9	5773.7	127		
4/4/2024	8:07:44 ANA to B, No	3	3	45.6	10.6	146	122	10.7	8475	122		
4/4/2024	8:07:45 ANA to B, No	2	2	47.1	0.9	134	110	1.1	766.8	110		
4/4/2024	8:07:46 ANA to B, No	3	3	46.2	0.9	165	141	1.1	700.2	141		
4/4/2024	8:07:50 ANB to A, No	3	3	72.3	8.1	155	131	8.2	10267	131		
4/4/2024	8:07:54 ANA to B, No	3	3	51.1	7.2	149	125	7.5	6494.9	125		
4/4/2024	8:08:06 ANA to B, No	3	3	50.5	12.4	159	135	12.5	10976.4	135		
4/4/2024	8:08:10 ANA to B, No	2	2	56.5	3.3	123	99	3.5	3324.6	99		
4/4/2024	8:08:16 ANA to B, No	3	3	55.7	5.8	144	120	6	5731.1	120		
4/4/2024	8:08:21 ANA to B, No	5	4	56.6	5.4	172	148	5.6	5416.9	148		
4/4/2024	8:08:29 ANA to B, No	3	3	48.9	7.8	165	141	8	6718.8	141		
4/4/2024	8:08:34 ANA to B, No	2	2	61.2	4.5	130	106	4.7	4854.9	106		
4/4/2024	8:08:38 ANA to B, No	3	3	57.6	3.5	143	119	3.6	3532.8	119		
4/4/2024	8:08:40 ANB to A, No	3	3	58.8	49.5	150	126	49.6	51193.7	126		
4/4/2024	8:08:40 ANA to B, No	2	2	53.5	2.7	126	102	2.9	2568.9	102		
4/4/2024	8:08:46 ANA to B, No	3	3	58.1	5.2	164	140	5.4	5354.5	140		
4/4/2024	8:08:47 ANA to B, No	2	2	62.1	1	136	112	1.2	1136	112		
4/4/2024	8:09:07 ANA to B, No	6	6	56.5	19.8	284	260	19.9	19674.5	260	54	
4/4/2024	8:09:09 ANA to B, No	2	2	59.1	1.4	136	112	1.7	1431.5	112		
4/4/2024	8:09:10 ANB to A, No	3	3	57.8	30.4	149	125	30.6	30996.7	125		
4/4/2024	8:09:12 ANA to B, No	2	2	51.5	3.3	129	105	3.5	3010.9	105		
4/4/2024	8:09:36 ANA to B, No	2	2	63	23.6	135	111	23.8	26211.9	111		
4/4/2024	8:09:40 ANA to B, No	2	2	58.8	3.8	131	107	3.9	3920.6	107		
4/4/2024	8:10:00 ANA to B, No	2	2	59.1	19.9	135	111	20.1	20688.3	111		
4/4/2024	8:10:02 ANB to A, No	2	2	54.6	51.8	139	115	52	49840.2	115		
4/4/2024	8:10:04 ANB to A, No	2	2	58.9	1.3	141	117	1.5	1333.1	117		
4/4/2024	8:10:05 ANB to A, No	3	3	55.6	1.1	148	124	1.2	1055.1	124		
4/4/2024	8:10:07 ANA to B, No	3	3	48.7	7.2	162	138	7.4	6210.5	138		
4/4/2024	8:10:08 ANA to B, No	5	4	59.3	0.5	178	154	0.7	482.9	154		
4/4/2024	8:10:11 ANA to B, No	2	2	57.7	2.7	129	105	2.9	2703.1	105		
4/4/2024	8:10:13 ANA to B, No	3	3	53.1	1.5	167	143	1.6	1379.2	143		
4/4/2024	8:10:13 ANA to B, No	3	3	53.7	0.8	146	122	1	737.8	122		
4/4/2024	8:10:21 ANA to B, No	3	3	53.9	6.9	166	142	7	6502.2	142		
4/4/2024	8:10:22 ANA to B, No	2	2	52.4	1.1	129	105	1.3	1036	105		
4/4/2024	8:10:27 ANA to B, No	2	2	59.7	5.3	127	103	5.5	5601.3	103		
4/4/2024	8:10:30 ANA to B, No	3	3	58.3	2.2	155	131	2.4	2263.5	131		
4/4/2024	8:11:02 ANA to B, No	2	2	51.6	32.3	126	102	32.5	29362.3	102		
4/4/2024	8:11:07 ANA to B, No	2	2	51.5	4.7	127	103	4.9	4300.9	103		
4/4/2024	8:11:10 ANA to B, No	2	2	57.7	2.4	131	107	2.6	2485.9	107		
4/4/2024	8:11:15 ANA to B, No	2	2	54.1	4.8	136	112	4.9	4551.5	112		
4/4/2024	8:11:16 ANA to B, No	2	2	57.4	1.4	128	104	1.6	1462.2	104		
4/4/2024	8:11:20 ANB to A, No	2	2	52.2	74.6	137	113	74.8	68618.9	113		
4/4/2024	8:11:21 ANB to A, No	3	3	54	1	144	120	1.2	947.3	120		
4/4/2024	8:11:22 ANB to A, No	5	4	56.2	0.6	183	159	0.8	599.7	159		
4/4/2024	8:11:23 ANB to A, No	3	3	54.7	0.7	143	119	0.9	694.5	119		
4/4/2024	8:11:23 ANA to B, No	2	2	51.5	6.5	130	106	6.7	5914	106		
4/4/2024	8:11:26 ANA to B, No	3	3	55.4	2.6	148	124	2.8	2571.9	124		
4/4/2024	8:11:31 ANA to B, No	2	2	47.2	4.8	142	118	4.9	3956.5	118		
4/4/2024	8:11:35 ANA to B, No	2	2	58	4.1	129	105	4.3	4159	105		
4/4/2024	8:11:40 ANA to B, No	3	3	55.1	5.3	159	135	5.5	5146.3	135		
4/4/2024	8:11:54 ANA to B, No	2	2	56.8	13.6	128	104	13.8	13587.3	104		
4/4/2024	8:12:09 ANA to B, No	2	2	48.4	14.1	118	94	14.3	12028	94		
4/4/2024	8:12:10 ANA to B, No	2	2	46.9	1.1	138	114	1.3	940.9	114		
4/4/2024	8:12:12 ANA to B, No	2	2	47.4	1.9	130	106	2.1	1577.8	106		
4/4/2024	8:12:13 ANB to A, No	3	3	44.6	49.7	160	136	49.9	39076.7	136		
4/4/2024	8:12:14 ANB to A, No	3	3	45.5	0.9	145	121	1.1	725.5	121		
4/4/2024	8:12:14 ANA to B, No	3	3	51.3	2.3	165	141	2.5	2117.3	141		
4/4/2024	8:12:17 ANA to B, No	2	2	52.2	2.3	126	102	2.5	2143.4	102		
4/4/2024	8:12:22 ANA to B, No	2	2	49.3	5.2	139	115	5.3	4493.3	115		
4/4/2024	8:12:24 ANA to B, No	3	3	47.8	1.6	170	146	1.8	1373.2	146		
4/4/2024	8:12:33 ANA to B, No	2	2	47.4	8.9	134	110	9.1	7425.9	110		
4/4/2024	8:12:35 ANA to B, No	2	2	48.7	2	131	107	2.2	1697.9	107		
4/4/2024	8:12:46 ANA to B, No	2	2	53.5	10.7	126	102	10.9	10091	102		
4/4/2024	8:12:48 ANB to A, No	2	2	57	33.6	140	116	33.8	33659.9	116		
4/4/2024	8:12:49 ANA to B, No	2	2	56.5	2.7	128	104	2.8	2637.3	104		
4/4/2024	8:12:57 ANA to B, No	2	2	57.3	7.6	136	112	7.8	7691.5	112		

4/4/2024	8:12:57 ANB to A, No	3	3	57.7	9.5	147	123	9.6	9602.5	123
4/4/2024	8:13:19 ANA to B, No	2	2	42	21.6	127	103	21.8	15962.3	103
4/4/2024	8:13:26 ANA to B, No	3	3	56.9	6.7	158	134	6.9	6700.7	134
4/4/2024	8:13:27 ANA to B, No	3	3	59.2	1.6	149	125	1.8	1634.5	125
4/4/2024	8:13:29 ANA to B, No	2	2	60.1	1.1	126	102	1.3	1212.1	102
4/4/2024	8:13:36 ANA to B, No	2	2	52.8	7.4	128	104	7.5	6870.7	104
4/4/2024	8:13:48 ANA to B, No	2	2	49.2	11.8	126	102	11.9	10191.5	102
4/4/2024	8:13:52 ANA to B, No	3	3	51.2	4	165	141	4.2	3647.1	141
4/4/2024	8:14:00 ANB to A, No	3	3	62.4	63	143	119	63.1	69171.1	119
4/4/2024	8:14:05 ANA to B, No	2	2	46.2	12.8	134	110	13	10370.3	110
4/4/2024	8:14:09 ANA to B, No	2	2	53.3	3.5	129	105	3.7	3266.5	105
4/4/2024	8:14:10 ANA to B, No	3	3	55.1	0.6	149	125	0.7	534.9	125
4/4/2024	8:14:19 ANA to B, No	2	2	57.9	9	141	117	9.2	9225	117
4/4/2024	8:14:20 ANA to B, No	3	3	57.6	0.8	168	144	0.9	762.9	144
4/4/2024	8:14:27 ANA to B, No	2	2	49.5	6.6	125	101	6.8	5762	101
4/4/2024	8:14:31 ANA to B, No	2	2	58	4.2	121	97	4.4	4266.2	97
4/4/2024	8:14:42 ANA to B, No	3	3	55.4	11.1	151	127	11.2	10821.5	127
4/4/2024	8:15:05 ANB to A, No	3	3	63.7	64.3	146	122	64.5	72139.6	122
4/4/2024	8:15:08 ANB to A, No	2	2	68	2.6	140	116	2.8	3119.2	116
4/4/2024	8:15:11 ANB to A, No	5	4	58.1	3.3	180	156	3.5	3406.1	156
4/4/2024	8:15:13 ANB to A, No	2	2	58.5	1.4	139	115	1.6	1464.1	115
4/4/2024	8:15:20 ANA to B, No	5	4	47.1	38	177	153	38.2	31518.3	153
4/4/2024	8:15:22 ANA to B, No	2	2	47.9	1.4	137	113	1.6	1177.2	113
4/4/2024	8:15:30 ANA to B, No	2	2	51	7.7	122	98	7.9	6934.5	98
4/4/2024	8:15:37 ANB to A, No	3	3	53.4	23.9	152	128	24	22448.8	128
4/4/2024	8:15:44 ANB to A, No	3	3	52	7.2	161	137	7.4	6623.5	137
4/4/2024	8:15:48 ANA to B, No	2	2	56.5	17.5	127	103	17.7	17437.6	103
4/4/2024	8:16:13 ANA to B, No	2	2	58.3	25.3	132	108	25.4	25962.8	108
4/4/2024	8:16:26 ANA to B, No	2	2	48.6	12.8	125	101	13	10968.7	101
4/4/2024	8:16:37 ANA to B, No	2	2	51	10.5	132	108	10.7	9437	108
4/4/2024	8:16:38 ANA to B, No	2	2	53.2	1.1	129	105	1.3	1070.9	105
4/4/2024	8:16:41 ANA to B, No	2	2	56.5	3	119	95	3.2	3006.9	95
4/4/2024	8:16:43 ANA to B, No	5	4	55.6	1.2	256	232	1.3	1146.4	232
4/4/2024	8:16:50 ANA to B, No	5	4	52.5	6.6	185	161	6.9	6135.2	161
4/4/2024	8:16:51 ANA to B, No	2	2	56.4	1.5	142	118	1.7	1496.6	118
4/4/2024	8:16:55 ANA to B, No	5	4	53.4	3.3	188	164	3.5	3087.4	164
4/4/2024	8:17:06 ANA to B, No	3	3	58.4	11.1	156	132	11.3	11400.9	132
4/4/2024	8:17:10 ANB to A, No	2	2	51.9	85.6	142	118	85.8	78272.8	118
4/4/2024	8:17:11 ANB to A, No	3	3	49.7	1	147	123	1.1	843.3	123
4/4/2024	8:17:25 ANB to A, No	3	3	51.9	13.5	146	122	13.7	12369.7	122
4/4/2024	8:17:26 ANB to A, No	5	4	51.1	0.9	180	156	1.1	781.3	156
4/4/2024	8:17:28 ANB to A, No	2	2	53.5	1.8	134	110	2	1679.8	110
4/4/2024	8:17:30 ANB to A, No	2	2	57.1	2	139	115	2.2	2000.9	115
4/4/2024	8:17:34 ANA to B, No	2	2	58.4	28	125	101	28.2	28829.7	101
4/4/2024	8:17:44 ANA to B, No	3	3	62.6	9.7	165	141	9.9	10726.8	141
4/4/2024	8:17:49 ANA to B, No	2	2	56.5	5.2	142	118	5.3	5120.8	118
4/4/2024	8:17:50 ANA to B, No	2	2	56.6	0.7	131	107	0.9	723.5	107
4/4/2024	8:17:56 ANA to B, No	2	2	46.4	5.4	134	110	5.5	4373.4	110
4/4/2024	8:18:13 ANA to B, No	2	2	49	16.9	132	108	17.1	14577.7	108
4/4/2024	8:18:13 ANA to B, No	2	2	67.2	0.2	129	105	0.3	189.3	105
4/4/2024	8:18:30 ANA to B, No	5	4	47.4	16.9	190	166	17	14116.3	166
4/4/2024	8:18:44 ANA to B, No	3	3	50.2	13.3	163	139	13.6	11743.9	139
4/4/2024	8:19:08 ANB to A, No	3	3	56.1	97.4	144	120	97.6	96222.5	120
4/4/2024	8:19:10 ANB to A, No	5	4	59.5	1.9	178	154	2	1967	154
4/4/2024	8:19:11 ANB to A, No	3	3	56.1	1.5	157	133	1.7	1445.6	133
4/4/2024	8:19:12 ANA to B, No	2	2	56	27.9	121	97	28.1	27498.5	97
4/4/2024	8:19:26 ANA to B, No	4	5	49.3	14.3	289	265	14.4	12389.8	265
4/4/2024	8:19:33 ANA to B, No	2	2	46.8	5.8	123	99	6.2	4798.2	99
4/4/2024	8:19:34 ANA to B, No	2	2	51.9	1.5	128	104	1.6	1341.1	104
4/4/2024	8:19:40 ANA to B, No	2	2	53.5	5.3	127	103	5.4	4951.4	103
4/4/2024	8:20:00 ANB to A, No	5	4	58.6	48.9	172	148	49	50366.1	148
4/4/2024	8:20:02 ANA to B, No	2	2	53.6	21.8	124	100	22	20591.8	100
4/4/2024	8:20:24 ANA to B, No	2	2	51.5	22.1	123	99	22.2	20027.8	99
4/4/2024	8:20:35 ANA to B, No	2	2	47.8	10.9	126	102	11	9135.6	102
4/4/2024	8:20:53 ANB to A, No	2	2	68.5	52.7	136	112	52.9	63483.6	112
4/4/2024	8:20:54 ANA to B, No	2	2	52.7	19.1	129	105	19.3	17727	105
4/4/2024	8:20:55 ANB to A, No	3	3	67.2	1.3	158	134	1.5	1596.5	134
4/4/2024	8:20:57 ANB to A, No	3	3	67	1.6	167	143	1.8	1906.7	143
4/4/2024	8:21:03 ANA to B, No	3	3	31.4	9	166	142	9.2	4979.4	142
4/4/2024	8:21:41 ANA to B, No	2	2	63.4	37.1	126	102	37.4	41376.6	102
4/4/2024	8:21:44 ANB to A, No	2	2	57.2	47.2	139	115	47.3	47487.9	115
4/4/2024	8:21:44 ANA to B, No	2	2	64.7	3.1	140	116	3.3	3577.3	116
4/4/2024	8:21:45 ANB to A, No	3	3	60	1.5	163	139	1.6	1548.6	139
4/4/2024	8:22:03 ANB to A, No	2	2	56.3	17.1	139	115	17.2	16893.3	115
4/4/2024	8:22:21 ANA to B, No	3	10	42.2	36.5	297	273	36.6	27102	273
4/4/2024	8:22:22 ANA to B, No	2	2	45	1	129	105	1.4	765.6	105
4/4/2024	8:22:29 ANA to B, No	5	4	47	6.2	177	153	6.4	5092.2	153
4/4/2024	8:22:33 ANA to B, No	3	3	47.6	3.8	166	142	4	3151.5	142
4/4/2024	8:22:43 ANB to A, No	2	2	61.7	39.9	136	112	40	43289.7	112
4/4/2024	8:22:43 ANA to B, No	2	2	51.7	10.4	127	103	10.6	9474.4	103
4/4/2024	8:22:54 ANA to B, No	2	2	48.3	10.5	127	103	10.7	8961.4	103
4/4/2024	8:23:02 ANA to B, No	2	2	49.5	7.9	138	114	8.1	6899.6	114
4/4/2024	8:23:09 ANA to B, No	3	3	50.8	6.5	164	140	6.6	5764.3	140

4/4/2024	8:23:17	ANA to B, No	3	3	46.9	8.4	143	119	8.6	6942.9	119		
4/4/2024	8:23:21	ANA to B, No	3	3	54.3	3.2	170	146	3.4	3040.6	146		
4/4/2024	8:23:22	ANA to B, No	2	2	54	1.7	133	109	1.9	1581.2	109		
4/4/2024	8:23:24	ANA to B, No	3	3	50.6	1.3	146	122	1.5	1189.4	122		
4/4/2024	8:23:28	ANA to B, No	2	2	46.3	3.9	127	103	4.1	3172.5	103		
4/4/2024	8:23:30	ANA to B, No	2	2	53.3	2	132	108	2.2	1866.2	108		
4/4/2024	8:23:33	ANA to B, No	3	3	52.2	2.2	146	122	2.4	2057.4	122		
4/4/2024	8:23:34	ANA to B, No	3	3	56.2	1.4	146	122	1.5	1345.5	122		
4/4/2024	8:23:36	ANA to B, No	3	3	58.6	1.6	147	123	1.7	1623.7	123		
4/4/2024	8:23:37	ANA to B, No	5	4	60.4	1.3	183	159	1.5	1385.6	159		
4/4/2024	8:23:43	ANA to B, No	2	2	57.9	5.7	129	105	5.9	5767.7	105		
4/4/2024	8:23:47	ANA to B, No	2	2	50.2	3.9	127	103	4	3402.2	103		
4/4/2024	8:23:50	ANB to A, No	5	4	52.2	66.8	177	153	66.9	61340.9	153		
4/4/2024	8:23:50	ANA to B, No	2	2	63	2.4	137	113	2.6	2715.6	113		
4/4/2024	8:23:55	ANB to A, No	2	2	49.5	4.8	138	114	5	4206.7	114		
4/4/2024	8:23:57	ANA to B, No	2	2	47.4	7	138	114	7.1	5836.4	114		
4/4/2024	8:24:00	ANA to B, No	2	2	53	2.8	142	118	3	2580.3	118		
4/4/2024	8:24:02	ANA to B, No	3	3	55.3	2.1	154	130	2.2	1996	130		
4/4/2024	8:24:03	ANA to B, No	3	3	54	1	159	135	1.2	927.2	135		
4/4/2024	8:24:07	ANA to B, No	2	2	58.8	3	124	100	3.2	3120.3	100		
4/4/2024	8:24:29	ANA to B, No	2	2	56.1	22	129	105	22.1	21706	105		
4/4/2024	8:24:36	ANA to B, No	5	4	53.4	7	184	160	7.2	6621.3	160		
4/4/2024	8:24:53	ANA to B, No	2	2	53.9	16.8	130	106	17	15927.1	106		
4/4/2024	8:24:56	ANA to B, No	2	2	54.5	3.2	120	96	3.4	3076.4	96		
4/4/2024	8:25:05	ANA to B, No	2	2	48.4	8.2	138	114	8.3	6976	114		
4/4/2024	8:25:17	ANA to B, No	2	2	52.4	12	130	106	12.2	11113.6	106		
4/4/2024	8:25:22	ANB to A, No	5	4	59.3	87.5	179	155	87.7	91423.5	155		
4/4/2024	8:25:48	ANA to B, No	2	2	47.2	31	129	105	31.2	25765.5	105		
4/4/2024	8:26:10	ANA to B, No	2	2	51.5	21.4	135	111	21.6	19406.1	111		
4/4/2024	8:26:11	ANA to B, No	3	3	52.1	1.3	167	143	1.5	1180.8	143		
4/4/2024	8:26:16	ANA to B, No	2	2	55.3	4.8	126	102	5	4654.3	102		
4/4/2024	8:26:21	ANA to B, No	5	4	52.3	5	177	153	5.1	4578.5	153		
4/4/2024	8:26:26	ANB to A, No	3	3	59.3	63.1	156	132	63.3	65812.2	132		
4/4/2024	8:26:27	ANB to A, No	2	2	62.1	1.2	140	116	1.4	1350.6	116		
4/4/2024	8:26:29	ANB to A, No	5	4	59	1.6	179	155	1.7	1628.4	155		
4/4/2024	8:26:27	ANB to A, No	4	5	15.1	1.8	332	308	1.6	475.8	308		
4/4/2024	8:26:36	ANB to A, No	5	4	66	7.2	181	157	8.4	8363.6	157		
4/4/2024	8:26:42	ANA to B, No	3	3	59.9	20.3	146	122	20.5	21389.2	122		
4/4/2024	8:27:45	ANA to B, No	2	2	48.1	63.5	127	103	63.6	53768.9	103		
4/4/2024	8:27:47	ANA to B, No	3	3	47.4	1.6	147	123	1.7	1309.1	123		
4/4/2024	8:27:50	ANA to B, No	2	2	49.1	2.2	134	110	2.4	1903.9	110		
4/4/2024	8:27:52	ANB to A, No	3	3	62.4	75.8	144	120	76	83231.6	120		
4/4/2024	8:27:53	ANA to B, No	2	2	53.3	3.7	135	111	3.9	3458.5	111		
4/4/2024	8:27:55	ANB to A, No	5	4	62.3	2.7	176	152	2.8	2931.8	152		
4/4/2024	8:28:00	ANA to B, No	3	3	56.1	6	152	128	6.2	5966	128		
4/4/2024	8:28:20	ANA to B, No	3	3	46.4	19.9	156	132	20.1	16252.2	132		
4/4/2024	8:28:26	ANB to A, No	2	2	64.1	31.1	142	118	31.3	35104	118		
4/4/2024	8:28:27	ANA to B, No	2	2	52.5	7.5	130	106	7.7	6889.8	106		
4/4/2024	8:28:33	ANA to B, No	8	18	51	5.8	476	452	6	5223.5	452	245	36
4/4/2024	8:28:35	ANA to B, No	2	2	58.8	0.7	132	108	1.2	696.5	108		
4/4/2024	8:28:37	ANA to B, No	2	2	55.7	2.5	133	109	2.7	2464.3	109		
4/4/2024	8:28:43	ANA to B, No	2	2	57.6	5.7	140	116	5.9	5800.7	116		
4/4/2024	8:28:47	ANA to B, No	3	3	48.4	3.7	149	125	3.9	3188.6	125		
4/4/2024	8:28:48	ANA to B, No	2	2	48.3	1	136	112	1.2	822.7	112		
4/4/2024	8:28:50	ANA to B, No	3	3	46.6	2	150	126	2.2	1640.9	126		
4/4/2024	8:28:52	ANA to B, No	2	2	48.2	1.1	126	102	1.3	950.3	102		
4/4/2024	8:28:56	ANA to B, No	8	18	50	4	439	415	4.2	3558.9	415	214	33
4/4/2024	8:29:06	ANA to B, No	2	2	49.6	9.4	128	104	9.9	8160.5	104		
4/4/2024	8:29:08	ANA to B, No	2	2	49.1	1.7	130	106	1.9	1486	106		
4/4/2024	8:29:10	ANA to B, No	2	2	50.8	2	130	106	2.2	1811.3	106		
4/4/2024	8:29:11	ANA to B, No	2	2	50.9	1.1	126	102	1.2	942.7	102		
4/4/2024	8:29:13	ANA to B, No	3	3	52.7	1.6	144	120	1.7	1457.1	120		
4/4/2024	8:29:15	ANB to A, No	5	4	59.2	13.5	209	185	13.7	14025.3	185		
4/4/2024	8:29:17	ANB to A, No	2	2	56.5	1.6	141	117	1.8	1564.2	117		
4/4/2024	8:29:40	ANA to B, No	3	3	53.4	26.8	155	131	27	25181.8	131		
4/4/2024	8:29:46	ANA to B, No	2	2	52.3	5.7	141	117	5.9	5264.8	117		
4/4/2024	8:29:49	ANA to B, No	3	3	51.5	2.8	148	124	3	2557.5	124		
4/4/2024	8:29:51	ANA to B, No	3	3	51.2	2.2	168	144	2.4	2018.7	144		
4/4/2024	8:29:52	ANB to A, No	2	2	76.5	34.6	138	114	34.8	46583.6	114		
4/4/2024	8:30:23	ANA to B, No	2	2	47.7	31.7	125	101	31.9	26627.1	101		
4/4/2024	8:30:25	ANA to B, No	2	2	48.3	2.2	123	99	2.3	1833.3	99		
4/4/2024	8:30:26	ANA to B, No	8	11	57.9	0.8	345	321	0.9	788.9	321	165	
4/4/2024	8:30:31	ANA to B, No	3	3	58.2	3.9	168	144	4.3	4006	144		
4/4/2024	8:30:36	ANA to B, No	2	2	55.2	4.8	128	104	5	4714.6	104		
4/4/2024	8:30:39	ANA to B, No	3	3	55.9	3.4	161	137	3.5	3329.2	137		
4/4/2024	8:30:46	ANA to B, No	2	2	54.1	6.1	124	100	6.3	5801	100		
4/4/2024	8:30:48	ANA to B, No	2	2	51.1	2.7	128	104	2.9	2452.4	104		
4/4/2024	8:30:56	ANA to B, No	2	2	49.2	7.4	130	106	7.5	6378.6	106		
4/4/2024	8:30:57	ANA to B, No	2	2	49.2	1	134	110	1.2	886.7	110		
4/4/2024	8:31:01	ANA to B, No	2	2	60	3.2	132	108	3.4	3413.6	108		
4/4/2024	8:31:03	ANA to B, No	3	3	58.8	1.7	143	119	1.9	1807.9	119		
4/4/2024	8:31:07	ANA to B, No	2	2	54.1	4	131	107	4.2	3800	107		
4/4/2024	8:31:26	ANB to A, No	5	4	56.5	94.6	182	158	94.7	93966.3	158		

4/4/2024	8:31:32	ANA to B, No	4	5	49.8	25	283	259	25.2	21916.4	259		
4/4/2024	8:31:34	AMB to A, No	2	2	60.2	8	140	116	8.2	8451.3	116		
4/4/2024	8:31:37	ANA to B, No	5	4	51.6	4.7	191	167	5.1	4273.2	167		
4/4/2024	8:31:39	ANA to B, No	3	3	52	2.3	166	142	2.5	2059.1	142		
4/4/2024	8:31:45	AMB to A, No	3	3	55.6	10.1	166	142	10.3	9925	142		
4/4/2024	8:31:52	ANA to B, No	2	2	53.3	12.4	128	104	12.6	11628.6	104		
4/4/2024	8:31:53	AMB to A, No	5	4	58.1	8.5	182	158	8.7	8708.5	158		
4/4/2024	8:31:56	ANA to B, No	3	3	54.7	3.7	159	135	3.8	3545	135		
4/4/2024	8:31:56	AMB to A, No	2	2	59.9	2.4	135	111	2.6	2509.7	111		
4/4/2024	8:32:00	AMB to A, No	5	4	61.5	3.8	197	173	4	4146	173		
4/4/2024	8:32:04	AMB to A, No	3	3	62.2	4.2	153	129	4.4	4547.1	129		
4/4/2024	8:32:08	ANA to B, No	3	3	38	11.8	165	141	12	7903.9	141		
4/4/2024	8:32:09	ANA to B, No	2	2	39.6	1.1	128	104	1.4	762	104		
4/4/2024	8:32:13	AMB to A, No	3	3	49.5	8.6	151	127	8.7	7468.3	127		
4/4/2024	8:32:13	ANA to B, No	2	2	45.2	4	129	105	4.2	3188.5	105		
4/4/2024	8:32:33	ANA to B, No	5	4	54.8	18.9	177	153	19.1	18263.7	153		
4/4/2024	8:32:33	AMB to A, No	3	3	6.9	19.8	161	137	20	2392.9	137		
4/4/2024	8:32:47	AMB to A, No	3	3	59.6	11.9	156	132	13.5	12470.8	132		
4/4/2024	8:32:51	AMB to A, No	5	4	43	4.4	178	154	4.6	3359.6	154		
4/4/2024	8:32:52	ANA to B, No	2	2	46.6	19.7	126	102	19.9	16161.1	102		
4/4/2024	8:33:07	ANA to B, No	2	2	48.6	14.1	128	104	14.3	12054.6	104		
4/4/2024	8:33:14	ANA to B, No	2	2	48.3	7.3	125	101	7.5	6207.4	101		
4/4/2024	8:33:19	ANA to B, No	2	2	48.5	4.6	126	102	4.8	3948.6	102		
4/4/2024	8:33:23	AMB to A, No	5	4	44	31.6	177	153	31.8	24430	153		
4/4/2024	8:33:26	AMB to A, No	3	3	40.6	2.1	153	129	2.4	1530.1	129		
4/4/2024	8:33:26	ANA to B, No	2	2	57.8	7.3	124	100	7.5	7406	100		
4/4/2024	8:33:29	AMB to A, No	2	2	48.1	3.5	142	118	3.7	2936.3	118		
4/4/2024	8:33:40	ANA to B, No	5	4	64.1	13.5	181	157	13.7	15251.8	157		
4/4/2024	8:33:45	ANA to B, No	2	2	60.9	4.2	132	108	4.4	4528	108		
4/4/2024	8:33:50	ANA to B, No	3	3	51.9	5.4	148	124	5.5	4913.6	124		
4/4/2024	8:34:28	ANA to B, No	2	2	53.3	37.4	129	105	37.6	35049.9	105		
4/4/2024	8:34:47	ANA to B, No	2	2	49	19.1	137	113	19.2	16431.9	113		
4/4/2024	8:34:48	ANA to B, No	2	2	50.5	1	127	103	1.2	930	103		
4/4/2024	8:35:09	ANA to B, No	2	2	50.1	21.1	127	103	21.3	18647.7	103		
4/4/2024	8:35:25	ANA to B, No	6	6	23.9	15	271	247	15.1	6289.9	191	56	
4/4/2024	8:35:29	ANA to B, No	2	2	17.2	3.4	133	109	4.1	1035.1	109		
4/4/2024	8:35:35	AMB to A, No	2	2	31.4	125.6	138	114	125.8	69465.8	114		
4/4/2024	8:35:36	ANA to B, No	2	2	32.1	6.4	131	107	7	3637.3	107		
4/4/2024	8:35:39	ANA to B, No	2	2	41.6	3.4	130	106	3.7	2481.4	106		
4/4/2024	8:35:41	ANA to B, No	2	2	45.1	1.2	129	105	1.4	962.7	105		
4/4/2024	8:35:43	ANA to B, No	2	2	42.6	1.9	131	107	2.1	1412.3	107		
4/4/2024	8:36:07	ANA to B, No	8	17	49.5	24.1	685	661	24.3	20986.4	229	52	380
4/4/2024	8:36:09	ANA to B, No	3	3	50.9	1.3	148	124	2.1	1163.6	124		
4/4/2024	8:36:12	ANA to B, No	3	3	50.2	2.5	148	124	2.7	2236.3	124		
4/4/2024	8:36:20	ANA to B, No	2	2	49.7	7.7	123	99	7.8	6689.5	99		
4/4/2024	8:36:35	ANA to B, No	2	2	53.3	15	136	112	15.2	14113.8	112		
4/4/2024	8:36:45	ANA to B, No	2	2	49.4	9.4	142	118	9.5	8152	118		
4/4/2024	8:36:57	ANA to B, No	2	2	53.9	12.7	128	104	12.8	12003.8	104		
4/4/2024	8:37:03	ANA to B, No	2	2	46.8	5.9	130	106	6	4844.5	106		
4/4/2024	8:37:06	ANA to B, No	2	2	52.1	2.8	140	116	3	2570.5	116		
4/4/2024	8:37:18	ANA to B, No	3	3	47	11.1	165	141	11.3	9155.4	141		
4/4/2024	8:37:20	ANA to B, No	3	3	46.6	1.6	153	129	1.9	1340.8	129		
4/4/2024	8:37:20	AMB to A, No	5	4	44.1	104.9	202	178	105.2	81394.9	178		
4/4/2024	8:37:21	ANA to B, No	3	3	45.3	1.6	150	126	1.8	1287.6	126		
4/4/2024	8:37:23	ANA to B, No	2	2	49.1	1.4	126	102	1.7	1245.6	102		
4/4/2024	8:37:29	ANA to B, No	2	2	47	5.4	124	100	5.6	4455.5	100		
4/4/2024	8:38:06	AMB to A, No	5	4	55.4	45.1	197	173	45.4	43950.7	173		
4/4/2024	8:38:17	ANA to B, No	3	3	51.2	48	166	142	48.2	43260.1	142		
4/4/2024	8:38:20	ANA to B, No	2	2	53.2	3	135	111	3.2	2827.5	111		
4/4/2024	8:38:21	ANA to B, No	2	2	54.3	1	137	113	1.1	923.2	113		
4/4/2024	8:38:22	ANA to B, No	2	2	54	1	131	107	1.1	924.3	107		
4/4/2024	8:38:24	ANA to B, No	5	4	49.8	1.3	190	166	1.5	1180.2	166		
4/4/2024	8:38:30	ANA to B, No	2	2	51.9	6.2	127	103	6.4	5649.9	103		
4/4/2024	8:38:40	AMB to A, No	3	3	37.8	34	163	139	34.2	22626.5	139		
4/4/2024	8:39:22	ANA to B, No	3	3	53.2	51.9	161	137	52.1	48602.4	137		
4/4/2024	8:39:26	ANA to B, No	2	2	50.7	3.3	130	106	3.5	2968.8	106		
4/4/2024	8:39:31	ANA to B, No	2	2	59	4.5	134	110	4.7	4686.5	110		
4/4/2024	8:39:34	ANA to B, No	2	2	48.8	3.3	129	105	3.5	2861.5	105		
4/4/2024	8:39:39	AMB to A, No	3	3	46.2	59.4	154	130	59.7	48290.6	130		
4/4/2024	8:39:40	ANA to B, No	2	2	55.1	5.6	130	106	5.8	5440.3	106		
4/4/2024	8:39:42	ANA to B, No	2	2	54.1	1.9	125	101	2	1780	101		
4/4/2024	8:39:43	ANA to B, No	2	2	53.4	1	141	117	1.2	957.7	117		
4/4/2024	8:39:46	ANA to B, No	2	2	50.4	3	125	101	3.2	2654.2	101		
4/4/2024	8:39:50	ANA to B, No	2	2	51	3.4	129	105	3.6	3082.9	105		
4/4/2024	8:39:53	AMB to A, No	2	2	39.9	13.2	142	118	13.4	9289.2	118		
4/4/2024	8:39:56	ANA to B, No	2	2	52.5	5.7	123	99	5.9	5299.5	99		
4/4/2024	8:40:01	ANA to B, No	3	3	49.6	5.1	146	122	5.2	4446.9	122		
4/4/2024	8:40:41	ANA to B, No	2	2	42.4	39.4	127	103	39.6	29409.6	103		
4/4/2024	8:40:46	ANA to B, No	5	4	55.3	5	185	161	5.2	4893	161		
4/4/2024	8:40:49	ANA to B, No	2	2	57.3	3.2	140	116	3.4	3242.2	116		
4/4/2024	8:40:50	AMB to A, No	2	2	37.1	56.4	138	114	56.7	36853.6	114		
4/4/2024	8:40:55	ANA to B, No	2	2	51.5	5.9	132	108	6.1	5350.3	108		
4/4/2024	8:41:04	ANA to B, No	2	2	56.6	8.7	132	108	8.8	8634.6	108		



4/4/2024	8:41:15 ANB to A, No	2	2	38.3	25.6	141	117	25.8	17242.1	117
4/4/2024	8:41:36 ANA to B, No	2	2	40.9	32.2	135	111	32.3	23137.1	111
4/4/2024	8:41:38 ANA to B, No	2	2	41.5	1.5	134	110	1.7	1099.9	110
4/4/2024	8:41:43 ANA to B, No	3	3	54.5	4.2	168	144	4.5	4061.7	144
4/4/2024	8:42:07 ANA to B, No	3	3	56.6	24.7	155	131	24.9	24544.9	131
4/4/2024	8:42:14 ANA to B, No	2	2	52.3	6.5	127	103	6.7	6012.6	103
4/4/2024	8:42:36 ANB to A, No	2	2	45.1	80.2	141	117	80.5	63667.5	117
4/4/2024	8:42:38 ANA to B, No	5	4	40.8	23.4	215	191	23.5	16786.2	191
4/4/2024	8:42:40 ANB to A, No	3	3	35	4.3	150	126	4.5	2637.5	126
4/4/2024	8:43:02 ANB to A, No	5	4	32.9	21.8	179	155	22.1	12594	155
4/4/2024	8:43:07 ANB to A, No	3	3	31.1	4.2	144	120	4.5	2281.1	120
4/4/2024	8:43:13 ANA to B, No	3	3	38.6	35.1	166	142	35.4	23857.2	142
4/4/2024	8:43:16 ANA to B, No	2	2	43.4	2.1	124	100	2.4	1613.1	100
4/4/2024	8:43:21 ANA to B, No	2	2	48.7	5.7	131	107	5.9	4910.5	107
4/4/2024	8:43:30 ANA to B, No	2	2	48	8.4	137	113	8.6	7131.3	113
4/4/2024	8:43:35 ANA to B, No	2	2	52.2	4.6	130	106	4.7	4191.6	106
4/4/2024	8:43:44 ANB to A, No	3	3	40.1	36.4	151	127	36.7	25677.2	127
4/4/2024	8:43:50 ANA to B, No	2	2	42.5	14.7	134	110	14.9	11014.6	110
4/4/2024	8:43:55 ANB to A, No	2	2	45.5	11.3	142	118	11.5	9019.8	118
4/4/2024	8:43:59 ANB to A, No	3	3	38.8	3.7	153	129	3.9	2532.8	129
4/4/2024	8:44:03 ANB to A, No	3	3	41.5	4.2	169	145	4.4	3043.6	145
4/4/2024	8:44:38 ANB to A, No	2	2	40.1	34.6	141	117	34.9	24453.1	117
4/4/2024	8:44:49 ANA to B, No	3	16	45.2	59.3	416	392	59.5	47121.4	145
4/4/2024	8:44:52 ANA to B, No	3	3	46.1	1.7	167	143	2.3	1386.8	143
4/4/2024	8:44:53 ANA to B, No	3	3	46.8	1.3	143	119	1.5	1081.2	119
4/4/2024	8:44:54 ANA to B, No	2	2	47.4	1	127	103	1.2	820.6	103
4/4/2024	8:44:58 ANA to B, No	3	3	45.8	4	161	137	4.2	3243.8	137
4/4/2024	8:45:00 ANB to A, No	3	3	32.8	21.3	158	134	21.5	12312	134
4/4/2024	8:45:07 ANB to A, No	3	3	58.8	7	146	122	7.3	7203.4	122
4/4/2024	8:45:23 ANA to B, No	2	2	44.4	23.9	128	104	24.2	18720.1	104
4/4/2024	8:45:35 ANA to B, No	2	2	51.4	12.5	127	103	12.6	11255	103
4/4/2024	8:45:46 ANA to B, No	3	3	53.3	11	148	124	11.1	10306.1	124
4/4/2024	8:45:49 ANA to B, No	2	2	57	2.7	124	100	2.9	2707.1	100
4/4/2024	8:45:54 ANB to A, No	5	4	38.9	46.8	173	149	47	32067.1	149
4/4/2024	8:45:59 ANB to A, No	3	3	43.3	4.2	158	134	4.5	3177.1	134
4/4/2024	8:46:08 ANB to A, No	3	3	43.9	8.9	170	146	9.1	6831.8	146
4/4/2024	8:46:12 ANB to A, No	3	3	33.4	4.1	151	127	4.3	2406.2	127
4/4/2024	8:46:48 ANA to B, No	2	2	17.2	58.8	139	115	58.9	17761.9	115
4/4/2024	8:46:51 ANA to B, No	4	5	14.3	2.6	300	276	3.2	658.6	276
4/4/2024	8:46:54 ANB to A, No	2	2	37.3	41.7	134	110	42	27334	110
4/4/2024	8:46:55 ANA to B, No	2	2	14.1	3.2	130	106	2.6	807.6	106
4/4/2024	8:46:58 ANA to B, No	2	2	14	5.3	129	105	6.6	1308.3	105
4/4/2024	8:46:57 ANB to A, No	2	2	26.2	3	137	113	3.2	1376.3	113
4/4/2024	8:47:00 ANA to B, No	5	4	14.4	3.5	196	172	4.1	891.2	172
4/4/2024	8:47:04 ANA to B, No	5	4	14.5	3.1	172	148	4	793.8	148
4/4/2024	8:47:06 ANA to B, No	2	2	15.3	1.8	131	107	2.6	493.5	107
4/4/2024	8:47:10 ANA to B, No	2	2	16.9	2.9	137	113	3.5	853.5	113
4/4/2024	8:47:12 ANA to B, No	2	2	14.6	2.2	139	115	2.7	557.6	115
4/4/2024	8:47:15 ANA to B, No	2	2	16.8	2.2	136	112	2.8	643.1	112
4/4/2024	8:47:18 ANA to B, No	5	4	18.9	2.2	172	148	2.8	742	148
4/4/2024	8:47:22 ANA to B, No	2	2	20.8	3.8	126	102	4.4	1388.7	102
4/4/2024	8:47:24 ANA to B, No	3	3	19.4	1.6	163	139	2	534	139
4/4/2024	8:47:28 ANA to B, No	5	4	22.5	2.9	180	156	3.5	1159	156
4/4/2024	8:48:00 ANB to A, No	3	3	45.7	62.3	147	123	62.7	50148.4	123
4/4/2024	8:48:02 ANB to A, No	2	2	48.9	2.2	137	113	2.4	1904.8	113
4/4/2024	8:48:06 ANB to A, No	2	2	50.6	3.3	129	105	3.5	2908.9	105
4/4/2024	8:48:09 ANA to B, No	2	2	44.1	40.6	127	103	41.1	31496.8	103
4/4/2024	8:48:24 ANB to A, No	3	3	38.3	17.8	146	122	18	12005.5	122
4/4/2024	8:48:26 ANA to B, No	2	2	53.7	1.9	125	101	1.9	1790	101
4/4/2024	8:48:28 ANB to A, No	5	4	55.8	4	181	157	4.2	3922.5	157
4/4/2024	8:48:30 ANA to B, No	2	2	52.1	4.2	141	117	4.4	3891.4	117
4/4/2024	8:48:43 ANA to B, No	2	2	40.1	12.6	133	109	12.7	8875.6	109
4/4/2024	8:48:46 ANA to B, No	5	4	51.4	2.6	188	164	2.8	2362.9	164
4/4/2024	8:49:00 ANA to B, No	3	3	39.5	14.2	162	138	14.4	9828	138
4/4/2024	8:49:13 ANA to B, No	5	4	42	12.6	183	159	12.8	9294.1	159
4/4/2024	8:49:19 ANA to B, No	2	2	44.4	5.6	126	102	5.9	4354.2	102
4/4/2024	8:49:20 ANA to B, No	2	2	44.5	1.2	126	102	1.4	951	102
4/4/2024	8:49:22 ANA to B, No	2	2	46.4	1.9	138	114	2.1	1545.3	114
4/4/2024	8:49:24 ANA to B, No	3	3	45.9	1.3	167	143	1.5	1063	143
4/4/2024	8:49:25 ANA to B, No	2	2	46.1	1.1	127	103	1.3	873.3	103
4/4/2024	8:49:26 ANA to B, No	2	2	45.2	0.9	134	110	1.1	723.7	110
4/4/2024	8:49:28 ANA to B, No	3	3	41.5	1.6	155	131	1.8	1204.2	131
4/4/2024	8:49:30 ANA to B, No	2	2	41.1	1.9	126	102	2.1	1375.3	102
4/4/2024	8:49:31 ANA to B, No	3	3	42.9	1.1	146	122	1.3	828.6	122
4/4/2024	8:49:47 ANA to B, No	3	3	33.6	14.9	166	142	15.2	8841.7	142
4/4/2024	8:49:50 ANA to B, No	5	4	31.7	2.7	171	147	3.1	1527.1	147
4/4/2024	8:50:01 ANA to B, No	3	3	35	10.9	169	145	11.2	6677.3	145
4/4/2024	8:50:07 ANA to B, No	2	2	36.3	6.3	115	91	6.6	4011.6	91
4/4/2024	8:50:09 ANB to A, No	2	2	43.1	11.7	138	114	12	8846.9	114
4/4/2024	8:50:11 ANA to B, No	5	4	35.3	3.6	181	157	3.8	2242.7	157
4/4/2024	8:50:16 ANB to A, No	2	2	41.3	6	133	109	6.2	4329.1	109
4/4/2024	8:50:17 ANB to A, No	2	2	41.5	0.7	134	110	0.9	483.4	110
4/4/2024	8:50:19 ANA to B, No	2	2	44.6	6.9	131	107	7.2	5400.7	107

4/4/2024	8:50:23	ANA to B, No	2	2	44.9	4.1	139	115	4.3	3219.3	115			
4/4/2024	8:50:25	AMB to A, No	2	2	50.8	8.2	135	111	8.4	7351.3	111			
4/4/2024	8:50:27	ANA to B, No	5	4	50.6	4.1	174	150	4.3	3619	150			
4/4/2024	8:50:32	ANA to B, No	5	4	47.5	4.8	178	154	5	4023.6	154			
4/4/2024	8:50:37	ANA to B, No	3	3	48.5	4.2	154	130	4.5	3617.4	130			
4/4/2024	8:51:04	AMB to A, No	3	3	40.6	38.6	160	136	38.7	27573.1	136			
4/4/2024	8:51:06	ANA to B, No	2	2	52.7	29.5	127	103	29.7	27320.4	103			
4/4/2024	8:51:11	ANA to B, No	2	2	50.7	4.9	126	102	5	4350.8	102			
4/4/2024	8:51:38	ANA to B, No	2	2	31.9	26.9	122	98	27.1	15113.2	98			
4/4/2024	8:51:40	ANA to B, No	3	3	33.1	1.7	154	130	2	1013.3	130			
4/4/2024	8:51:42	ANA to B, No	2	2	30.2	1.2	132	108	1.5	638.4	108			
4/4/2024	8:51:44	ANA to B, No	2	2	30.3	1.4	115	91	1.7	727.9	91			
4/4/2024	8:51:46	ANA to B, No	3	3	29	1.8	150	126	2.1	917.1	126			
4/4/2024	8:51:48	ANA to B, No	2	2	40.5	2.5	125	101	2.9	1815.1	101			
4/4/2024	8:51:57	ANA to B, No	2	2	44.5	8.7	141	117	9	6843.3	117			
4/4/2024	8:52:08	ANA to B, No	2	2	41.5	10.3	124	100	10.5	7498.4	100			
4/4/2024	8:52:12	AMB to A, No	5	4	36.8	68	194	170	68.2	43966.6	170			
4/4/2024	8:52:37	AMB to A, No	2	2	56.2	25	142	118	25.4	24793.3	118			
4/4/2024	8:52:44	AMB to A, No	3	3	62	6.7	144	120	6.9	7312.3	120			
4/4/2024	8:53:11	ANA to B, No	2	2	51.9	58.8	128	104	58.9	53672.6	104			
4/4/2024	8:53:35	AMB to A, No	8	18	42.5	51.1	416	392	51.2	38176.2	161	194		37
4/4/2024	8:53:42	ANA to B, No	2	2	47.7	30.4	130	106	30.6	25517.7	106			
4/4/2024	8:53:52	ANA to B, No	3	3	63.5	10.7	169	145	10.8	11907.5	145			
4/4/2024	8:54:06	AMB to A, No	2	2	49.6	30.2	135	111	30.8	26385.3	111			
4/4/2024	8:54:12	ANA to B, No	2	2	53.8	19.8	117	93	20	18789.7	93			
4/4/2024	8:54:14	AMB to A, No	3	3	52.4	7.9	166	142	8.1	7310.6	142			
4/4/2024	8:54:22	ANA to B, No	8	18	38.5	9.2	413	389	9.4	6254.2	151	202		36
4/4/2024	8:54:24	ANA to B, No	2	2	39	2	129	105	2.6	1370.4	105			
4/4/2024	8:54:26	ANA to B, No	2	2	41.1	1.7	128	104	2	1262.7	104			
4/4/2024	8:54:28	ANA to B, No	2	2	43.5	1.2	131	107	1.4	905	107			
4/4/2024	8:54:30	ANA to B, No	2	2	53.3	2.2	134	110	2.4	2075.3	110			
4/4/2024	8:54:42	ANA to B, No	2	2	48.7	12	124	100	12.2	10276.2	100			
4/4/2024	8:54:46	ANA to B, No	3	3	53.1	3	164	140	3.2	2806	140			
4/4/2024	8:54:51	AMB to A, No	5	4	49.5	36.9	181	157	37.1	32145.8	157			
4/4/2024	8:54:53	ANA to B, No	2	2	60	7.4	130	106	7.6	7805.1	106			
4/4/2024	8:55:06	AMB to A, No	2	2	49	14.8	139	115	15	12734.7	115			
4/4/2024	8:55:08	ANA to B, No	3	3	57.5	15	161	137	15.1	15150.2	137			
4/4/2024	8:55:11	ANA to B, No	2	2	56.8	2.9	132	108	3.1	2892.6	108			
4/4/2024	8:55:22	ANA to B, No	3	3	57.8	10.4	151	127	10.5	10523.7	127			
4/4/2024	8:55:36	ANA to B, No	5	4	47	14.2	175	151	14.4	11727.6	151			
4/4/2024	8:55:42	ANA to B, No	2	2	49.6	5.7	127	103	6	5018.4	103			
4/4/2024	8:55:47	ANA to B, No	3	3	46.6	5.1	158	134	5.2	4142	134			
4/4/2024	8:56:14	ANA to B, No	2	2	47	26.7	120	96	27	22093.9	96			
4/4/2024	8:56:31	ANA to B, No	2	2	47.6	16.4	132	108	16.6	13728.3	108			
4/4/2024	8:56:33	ANA to B, No	2	2	49.6	1.9	136	112	2	1624.1	112			
4/4/2024	8:56:33	AMB to A, No	5	4	36.2	86.7	179	155	86.8	55138.3	155			
4/4/2024	8:56:34	ANA to B, No	3	3	47.8	1.2	143	119	1.4	1032.9	119			
4/4/2024	8:56:59	ANA to B, No	3	3	48.2	24	165	141	24.2	20352.3	141			
4/4/2024	8:57:02	ANA to B, No	5	4	46	3.4	174	150	3.7	2782.2	150			
4/4/2024	8:57:07	ANA to B, No	3	3	49.6	5	153	129	5.2	4326.7	129			
4/4/2024	8:57:09	AMB to A, No	5	4	42.8	35.2	176	152	35.5	26506.2	152			
4/4/2024	8:57:10	AMB to A, No	2	2	45.6	1.5	141	117	1.7	1180.3	117			
4/4/2024	8:57:12	AMB to A, No	5	4	42.5	1.7	192	168	1.9	1235.7	168			
4/4/2024	8:57:15	ANA to B, No	2	2	56.4	7.4	129	105	7.6	7361.3	105			
4/4/2024	8:57:26	ANA to B, No	3	10	53.2	10.9	290	266	11.1	10199.7	125	141		
4/4/2024	8:57:30	ANA to B, No	2	2	51.6	3.2	128	104	3.6	2922.9	104			
4/4/2024	8:57:32	ANA to B, No	4	12	61.3	2.7	371	347	2.8	2858.8	240	107		
4/4/2024	8:57:39	AMB to A, No	5	4	46.6	26.7	208	184	27	21877.6	184			
4/4/2024	8:57:42	ANA to B, No	2	2	50.4	9	128	104	9.3	7973.1	104			
4/4/2024	8:57:50	ANA to B, No	2	2	48.3	7.5	115	91	7.7	6376.7	91			
4/4/2024	8:58:05	ANA to B, No	2	2	52.3	15.1	131	107	15.2	13882.6	107			
4/4/2024	8:58:11	ANA to B, No	2	2	50.7	5.9	134	110	6	5248.7	110			
4/4/2024	8:58:14	ANA to B, No	2	2	53.6	2.6	123	99	2.7	2423.6	99			
4/4/2024	8:58:20	ANA to B, No	2	2	48.8	6.3	129	105	6.4	5367.9	105			
4/4/2024	8:58:34	AMB to A, No	2	2	36.9	54.1	139	115	54.4	35114.4	115			
4/4/2024	8:58:38	ANA to B, No	3	3	51.8	17.6	166	142	17.8	16052.8	142			
4/4/2024	8:58:52	AMB to A, No	9	25	39.8	17.7	803	779	17.9	12373.8	210	55	386	128
4/4/2024	8:59:11	AMB to A, No	8	18	44.4	18.5	498	474	19.6	14405	180	257	37	
4/4/2024	8:59:38	ANA to B, No	3	3	45.9	60.4	147	123	60.7	48836.2	123			
4/4/2024	8:59:43	ANA to B, No	2	2	51.3	4	127	103	4.2	3581.6	103			
4/4/2024	9:00:02	ANA to B, No	2	2	45.7	19.3	123	99	19.5	15546.8	99			
4/4/2024	9:00:22	ANA to B, No	2	2	51.9	20	128	104	20.2	18300	104			
4/4/2024	9:00:26	ANA to B, No	2	2	51.6	3.1	135	111	3.3	2835.4	111			
4/4/2024	9:00:30	ANA to B, No	2	2	50	4.3	131	107	4.5	3809.6	107			
4/4/2024	9:00:48	ANA to B, No	2	2	53	17.3	130	106	17.5	16117.6	106			
4/4/2024	9:00:49	ANA to B, No	2	2	51.3	1.8	129	105	1.9	1595.9	105			
4/4/2024	9:00:52	ANA to B, No	3	3	49.8	2.2	162	138	2.3	1904	138			
4/4/2024	9:00:53	ANA to B, No	5	4	49.4	0.8	178	154	1	715.1	154			
4/4/2024	9:00:55	ANA to B, No	2	2	51.1	2.4	136	112	2.6	2144.3	112			
4/4/2024	9:00:57	ANA to B, No	2	2	52.4	1.3	123	99	1.5	1217.9	99			
4/4/2024	9:01:12	AMB to A, No	2	2	48.6	119.7	120	96	120.4	102363.4	96			
4/4/2024	9:01:19	AMB to A, No	5	4	43	7.5	187	163	7.7	5664.3	163			
4/4/2024	9:01:21	ANA to B, No	2	2	59.9	23.8	127	103	24	25090.2	103			

4/4/2024	9:01:24	ANA to B, No	5	4	62	3.3	175	151	3.4	3569	151
4/4/2024	9:01:29	ANA to B, No	2	2	51.6	0.8	124	100	0.7	770.6	100
4/4/2024	9:01:30	ANA to B, No	2	2	52.1	5.5	138	114	5.7	5036.4	114
4/4/2024	9:01:34	ANA to B, No	2	2	56.4	4.5	132	108	4.7	4472.5	108
4/4/2024	9:01:42	AMB to A, No	2	2	42.3	22.9	137	113	23.2	17011	113
4/4/2024	9:01:44	ANA to B, No	3	3	49.2	9.4	165	141	9.6	8157.3	141
4/4/2024	9:01:45	AMB to A, No	5	4	45.7	2.5	178	154	2.7	1983.8	154
4/4/2024	9:01:48	ANA to B, No	3	3	51.7	4	143	119	4.2	3617.6	119
4/4/2024	9:02:01	AMB to A, No	2	2	51.5	15.5	134	110	15.7	14036.2	110
4/4/2024	9:02:21	AMB to A, No	5	4	34.8	20.1	193	169	20.2	12276.2	169
4/4/2024	9:02:26	AMB to A, No	5	4	51.5	4.9	177	153	5.2	4412.1	153
4/4/2024	9:02:31	AMB to A, No	2	2	52.6	4.1	138	114	4.4	3830.3	114
4/4/2024	9:02:43	ANA to B, No	3	3	38.4	55.4	161	137	55.6	37442	137
4/4/2024	9:02:48	ANA to B, No	2	2	36.5	4.7	134	110	5	3008.2	110
4/4/2024	9:02:52	ANA to B, No	2	2	47.5	3.6	132	108	3.8	2973.1	108
4/4/2024	9:02:59	AMB to A, No	5	4	35.3	27.9	179	155	28.1	17345.3	155
4/4/2024	9:02:59	ANA to B, No	2	2	50.5	7.1	125	101	7.3	6320.9	101
4/4/2024	9:03:02	ANA to B, No	2	2	52.7	1.9	126	102	2.1	1772.9	102
4/4/2024	9:03:07	ANA to B, No	3	3	54.3	5	164	140	5.2	4798.2	140
4/4/2024	9:03:09	ANA to B, No	2	2	55.5	2.1	132	108	2.3	2089.4	108
4/4/2024	9:03:22	ANA to B, No	3	3	41.9	13.2	160	136	13.3	9723.7	136
4/4/2024	9:03:25	ANA to B, No	3	3	41.2	2	166	142	2.3	1455.9	142
4/4/2024	9:03:25	AMB to A, No	5	4	43.2	26.3	208	184	26.6	19992.3	184
4/4/2024	9:03:30	ANA to B, No	2	2	50.8	4.8	130	106	5.1	4280.1	106
4/4/2024	9:03:34	ANA to B, No	3	3	52.8	4.1	148	124	4.3	3823.2	124
4/4/2024	9:03:39	AMB to A, No	3	3	53.6	13.7	143	119	14	12922.4	119
4/4/2024	9:03:58	ANA to B, No	8	18	49	24	469	445	24.2	20682.7	151
4/4/2024	9:04:01	ANA to B, No	2	2	47	2.7	134	110	3.2	2196.2	110
4/4/2024	9:04:04	ANA to B, No	2	2	45.6	2.5	122	98	2.7	2000.3	98
4/4/2024	9:04:12	ANA to B, No	2	2	56.7	7.9	133	109	8.1	7904	109
4/4/2024	9:04:35	ANA to B, No	3	3	54.9	22.8	149	125	22.9	22007.2	125
4/4/2024	9:04:38	AMB to A, No	5	4	49.7	58.2	173	149	58.4	50925.3	149
4/4/2024	9:04:42	AMB to A, No	3	3	35.4	3.4	145	121	3.6	2129.7	121
4/4/2024	9:04:43	ANA to B, No	2	2	50.9	7.4	127	103	7.5	6588.9	103
4/4/2024	9:04:46	ANA to B, No	5	4	50.6	3.1	173	149	3.3	2796.4	149
4/4/2024	9:04:49	ANA to B, No	3	3	53.3	3	153	129	3.2	2801.3	129
4/4/2024	9:05:18	ANA to B, No	2	2	48.6	28.3	128	104	28.5	24191.5	104
4/4/2024	9:05:33	ANA to B, No	2	2	50.5	14.9	132	108	15	13228.5	108
4/4/2024	9:05:33	ANA to B, No	2	2	51.2	0.6	128	104	0.8	574.5	104
4/4/2024	9:05:40	ANA to B, No	2	2	49.8	6.1	129	105	6.2	5320.2	105
4/4/2024	9:05:43	AMB to A, No	5	4	52.6	60.8	172	148	61.1	56251.9	148
4/4/2024	9:05:45	AMB to A, No	2	2	46.9	2.5	135	111	2.7	2028.7	111
4/4/2024	9:05:46	AMB to A, No	2	2	49.1	0.9	137	113	1.1	741.1	113
4/4/2024	9:05:47	ANA to B, No	2	2	49	7	130	106	7.2	6052.9	106
4/4/2024	9:06:17	ANA to B, No	2	2	49.7	30.2	129	105	30.4	26440.1	105
4/4/2024	9:06:33	ANA to B, No	2	2	52	15.4	128	104	15.6	14149.3	104
4/4/2024	9:06:34	ANA to B, No	3	3	51	1.3	169	145	1.5	1166.9	145
4/4/2024	9:06:41	ANA to B, No	2	2	48.9	6.9	125	101	7.1	5921.3	101
4/4/2024	9:06:45	ANA to B, No	2	2	54.2	3.3	127	103	3.5	3176.4	103
4/4/2024	9:06:59	ANA to B, No	5	4	47.5	13.9	171	147	14.1	11636.4	147
4/4/2024	9:07:24	AMB to A, No	2	2	51.6	97.2	138	114	97.4	88281.7	114
4/4/2024	9:07:32	ANA to B, No	3	3	48.4	32.3	151	127	32.5	27503.7	127
4/4/2024	9:07:33	ANA to B, No	5	4	48.9	1.1	176	152	1.3	911.9	152
4/4/2024	9:07:34	ANA to B, No	3	3	51.8	1.4	164	140	1.6	1291.1	140
4/4/2024	9:07:36	ANA to B, No	2	2	55.4	1.4	125	101	1.6	1398.7	101
4/4/2024	9:07:43	ANA to B, No	3	3	59.6	6.9	147	123	7	7228.9	123
4/4/2024	9:07:59	AMB to A, No	5	4	50.3	34.6	175	151	34.8	30664	151
4/4/2024	9:08:02	AMB to A, No	2	2	49.1	3.7	141	117	3.9	3202.8	117
4/4/2024	9:08:04	AMB to A, No	5	4	45.8	1.8	194	170	2	1420.1	170
4/4/2024	9:08:06	ANA to B, No	2	2	57.7	22.6	131	107	22.8	22967.8	107
4/4/2024	9:08:07	AMB to A, No	3	3	48.9	2.8	163	139	3.1	2405.5	139
4/4/2024	9:08:17	ANA to B, No	2	2	61.5	10.9	141	117	11.1	11838.8	117
4/4/2024	9:08:37	AMB to A, No	3	3	51.9	29.1	162	138	29.3	26595.3	138
4/4/2024	9:08:51	ANA to B, No	2	2	42.5	33.8	128	104	34	25291	104
4/4/2024	9:08:56	ANA to B, No	3	3	38.7	4.6	144	120	4.8	3125.2	120
4/4/2024	9:09:07	ANA to B, No	3	3	56	11.1	159	135	11.4	10970	135
4/4/2024	9:09:07	AMB to A, No	3	3	49.5	30.4	149	125	30.6	26467.2	125
4/4/2024	9:09:18	ANA to B, No	2	2	41.1	10.4	128	104	10.5	7484.6	104
4/4/2024	9:09:36	AMB to A, No	5	4	49.2	28.3	175	151	28.5	24487.7	151
4/4/2024	9:09:43	ANA to B, No	2	2	45.9	25.3	126	102	25.5	20460.5	102
4/4/2024	9:09:55	ANA to B, No	3	3	44.1	11.2	146	122	11.4	8662.2	122
4/4/2024	9:10:08	AMB to A, No	2	2	47.6	31.4	133	109	31.7	26330.5	109
4/4/2024	9:10:27	ANA to B, No	2	2	60.1	32.6	132	108	32.8	34464.2	108
4/4/2024	9:10:36	ANA to B, No	2	2	60.1	8.4	135	111	8.6	8894.6	111
4/4/2024	9:10:42	AMB to A, No	5	4	37.5	34.7	173	149	34.9	22871.5	149
4/4/2024	9:10:59	ANA to B, No	2	2	47.1	22.9	125	101	23.1	19017.9	101
4/4/2024	9:11:01	ANA to B, No	3	3	48.8	2.1	143	119	2.3	1808	119
4/4/2024	9:11:05	AMB to A, No	3	3	50.6	22.3	163	139	22.6	19863.2	139
4/4/2024	9:11:08	AMB to A, No	5	4	49	2.6	181	157	2.8	2237.5	157
4/4/2024	9:11:10	ANA to B, No	2	2	49.8	8.8	126	102	9	7682.5	102
4/4/2024	9:11:12	ANA to B, No	2	2	48.8	1.8	126	102	2	1528.9	102
4/4/2024	9:11:14	ANA to B, No	2	2	48.3	1.7	128	104	1.9	1435.9	104
4/4/2024	9:11:20	ANA to B, No	2	2	41.9	5.8	129	105	6	4262.8	105

4/4/2024	9:11:21 ANB to A, No	3	3	46.6	13.4	154	130	13.6	10955.7	130				
4/4/2024	9:11:24 ANB to A, No	5	4	45	2.6	177	153	2.8	2061	153				
4/4/2024	9:11:29 ANA to B, No	5	4	37.7	8.7	198	174	8.9	5748.8	174				
4/4/2024	9:11:31 ANA to B, No	2	2	37.8	1.5	132	108	1.9	1010.3	108				
4/4/2024	9:11:38 ANA to B, No	3	16	50.1	7.2	371	347	7.4	6303.8	141	173	33		
4/4/2024	9:11:56 ANB to A, No	2	2	51	31.4	135	111	31.6	28132.8	111				
4/4/2024	9:12:05 ANA to B, No	2	2	54.1	26.1	126	102	26.5	24834.7	102				
4/4/2024	9:12:17 ANB to A, No	5	4	49.3	21.3	190	166	21.5	18475.3	166				
4/4/2024	9:12:30 ANB to A, No	3	3	22.1	12.7	155	131	13	4954.6	131				
4/4/2024	9:12:47 ANA to B, No	2	2	46.8	41.9	134	110	42	34487	110				
4/4/2024	9:12:48 ANA to B, No	2	2	48.9	1.2	128	104	1.4	1061.7	104				
4/4/2024	9:12:49 ANA to B, No	2	2	50.3	0.8	132	108	1	752.6	108				
4/4/2024	9:12:53 ANA to B, No	2	2	50.4	1.2	127	103	1.5	1024.1	103				
4/4/2024	9:12:54 ANA to B, No	2	2	50.2	1.3	127	103	1.5	1157.3	103				
4/4/2024	9:12:56 ANA to B, No	3	3	50.5	1.5	158	134	1.7	1320.2	134				
4/4/2024	9:12:58 ANA to B, No	3	3	45.6	1.9	165	141	2.1	1533.8	141				
4/4/2024	9:13:02 ANA to B, No	2	2	49.1	3.9	124	100	4.1	3369	100				
4/4/2024	9:13:10 ANB to A, No	3	3	38	39.2	143	119	39.7	26252.4	119				
4/4/2024	9:13:11 ANA to B, No	2	2	48.9	8.6	130	106	8.8	7445.9	106				
4/4/2024	9:13:12 ANB to A, No	2	2	37.7	1.8	141	117	2.1	1221.1	117				
4/4/2024	9:13:16 ANA to B, No	2	2	48	4.8	136	112	5	4040.9	112				
4/4/2024	9:13:18 ANA to B, No	2	2	50.5	1.6	133	109	1.8	1425.5	109				
4/4/2024	9:13:24 ANA to B, No	2	2	45.9	6	141	117	6.2	4856.1	117				
4/4/2024	9:13:31 ANA to B, No	2	2	40.8	6.5	130	106	6.7	4686.5	106				
4/4/2024	9:13:48 ANA to B, No	2	2	45.1	17	127	103	17.2	13516.7	103				
4/4/2024	9:13:50 ANA to B, No	2	2	46.4	2.4	127	103	2.6	1962.1	103				
4/4/2024	9:13:53 ANA to B, No	2	2	49.5	1.9	124	100	2.1	1654.2	100				
4/4/2024	9:13:54 ANA to B, No	2	2	50	1.6	133	109	1.8	1437.1	109				
4/4/2024	9:13:56 ANB to A, No	2	2	41.9	43.3	134	110	43.5	31899	110				
4/4/2024	9:13:56 ANA to B, No	3	3	50	1.2	146	122	1.4	1057.2	122				
4/4/2024	9:13:57 ANB to A, No	2	2	41.7	1.2	136	112	1.4	856.5	112				
4/4/2024	9:13:59 ANB to A, No	2	2	45.2	2.4	130	106	2.6	1897.1	106				
4/4/2024	9:15:13 ANA to B, No	2	2	56.8	77.2	119	95	77.4	77127	95				
4/4/2024	9:15:21 ANA to B, No	5	4	50.8	7.8	183	159	8	6991.7	159				
4/4/2024	9:15:26 ANA to B, No	2	2	48.1	4.3	127	103	4.5	3606.4	103				
4/4/2024	9:15:31 ANB to A, No	2	2	44.9	90.9	142	118	91.1	71839	118				
4/4/2024	9:15:53 ANA to B, No	8	17	53.4	26.9	682	658	27.1	25293.5	208	52	398		
4/4/2024	9:15:56 ANA to B, No	3	3	59.7	2.7	168	144	3.4	2798.2	144				
4/4/2024	9:15:57 ANB to A, No	2	2	37.9	25.7	139	115	25.9	17169.5	115				
4/4/2024	9:16:03 ANA to B, No	8	17	52.2	7	702	678	7.2	6420	233	53	392		
4/4/2024	9:16:05 ANA to B, No	3	3	50.5	1.3	147	123	2.1	1120.5	123				
4/4/2024	9:16:07 ANB to A, No	3	3	48.2	10.2	147	123	10.5	8664.7	123				
4/4/2024	9:16:09 ANA to B, No	2	2	51.4	3.7	130	106	3.9	3383.5	106				
4/4/2024	9:16:11 ANA to B, No	3	3	51.8	1.3	158	134	1.5	1186.6	134				
4/4/2024	9:16:17 ANA to B, No	2	2	53	6.1	132	108	6.3	5720.9	108				
4/4/2024	9:16:23 ANA to B, No	2	2	53.4	5.5	132	108	5.7	5166.2	108				
4/4/2024	9:16:26 ANA to B, No	2	2	55	3.2	141	117	3.4	3097	117				
4/4/2024	9:16:44 ANA to B, No	2	2	46.3	18.2	128	104	18.4	14858.4	104				
4/4/2024	9:17:16 ANB to A, No	3	3	62.6	68.6	153	129	68.8	75604.3	129				
4/4/2024	9:17:19 ANA to B, No	2	2	50.8	34	142	118	34.2	30434.1	118				
4/4/2024	9:17:25 ANA to B, No	3	3	49.9	5.8	146	122	6	5113	122				
4/4/2024	9:17:32 ANB to A, No	5	4	47.7	16.2	207	183	16.4	13628.3	183				
4/4/2024	9:17:48 ANB to A, No	3	3	48.2	15.6	150	126	15.8	13197.8	126				
4/4/2024	9:17:58 ANB to A, No	3	3	52.3	9.8	169	145	10	9008.8	145				
4/4/2024	9:17:59 ANA to B, No	3	3	22.7	34.6	166	142	34.8	13803.2	142				
4/4/2024	9:18:00 ANB to A, No	5	4	49.7	1.8	176	152	2	1596.7	152				
4/4/2024	9:18:16 ANA to B, No	2	2	49.7	15.8	135	111	16.3	13813.7	111				
4/4/2024	9:18:17 ANA to B, No	2	2	47.6	1.3	131	107	1.5	1084.7	107				
4/4/2024	9:18:18 ANA to B, No	2	2	49	0.6	127	103	0.8	507.9	103				
4/4/2024	9:18:20 ANA to B, No	3	3	60.5	2.2	167	143	2.4	2366.3	143				
4/4/2024	9:18:39 ANB to A, No	2	2	53.8	38.9	139	115	39.1	36808.5	115				
4/4/2024	9:18:48 ANA to B, No	2	2	47.9	27.3	135	111	27.5	22995.9	111				
4/4/2024	9:19:13 ANB to A, No	2	2	53.5	33.9	141	117	34	31863	117				
4/4/2024	9:19:31 ANA to B, No	2	2	57.8	42.6	129	105	42.8	43292.7	105				
4/4/2024	9:20:31 ANA to B, No	2	2	50.3	60	135	111	60.1	53103.3	111				
4/4/2024	9:20:32 ANA to B, No	3	3	50.7	1.3	160	136	1.4	1129.1	136				
4/4/2024	9:21:27 ANA to B, No	2	2	60.3	55.1	133	109	55.3	58436.4	109				
4/4/2024	9:21:54 ANA to B, No	2	2	49.3	26.7	137	113	26.9	23179.9	113				
4/4/2024	9:21:56 ANA to B, No	2	2	51.2	1.3	126	102	1.5	1163.1	102				
4/4/2024	9:21:57 ANA to B, No	2	2	51.2	1.1	131	107	1.3	1019.4	107				
4/4/2024	9:21:58 ANA to B, No	10	31	51	1.1	823	799	1.3	989.9	233	51	408	54	53
4/4/2024	9:22:02 ANB to A, No	5	4	51.1	168.6	183	159	168.7	151507.9	159				
4/4/2024	9:22:05 ANA to B, No	2	2	52.1	6.1	134	110	7	5574	110				
4/4/2024	9:22:15 ANB to A, No	3	3	60.6	12.3	147	123	12.5	13116.3	123				
4/4/2024	9:22:23 ANA to B, No	5	4	47.4	17.7	177	153	17.9	14799.9	153				
4/4/2024	9:22:27 ANA to B, No	3	3	51.3	3.3	149	125	3.5	2965	125				
4/4/2024	9:22:57 ANA to B, No	2	2	51.9	30.1	137	113	30.3	27491.6	113				
4/4/2024	9:23:02 ANA to B, No	2	2	51.4	4.8	129	105	5	4364.1	105				
4/4/2024	9:23:08 ANB to A, No	2	2	46.9	53.6	137	113	53.8	44292.7	113				
4/4/2024	9:23:58 ANA to B, No	3	3	51	56.3	158	134	56.4	50503.2	134				
4/4/2024	9:24:02 ANA to B, No	3	3	53.1	3.4	166	142	3.6	3202.2	142				
4/4/2024	9:24:04 ANA to B, No	3	3	52.7	1.5	151	127	1.7	1388.4	127				
4/4/2024	9:24:10 ANA to B, No	2	2	47.2	6.4	132	108	6.6	5292.3	108				

4/4/2024	9:24:13	ANA to B, No	5	4	51.3	2.2	193	169	2.4	1984.7	169		
4/4/2024	9:24:19	ANA to B, No	2	2	48.2	6.5	127	103	6.8	5523.4	103		
4/4/2024	9:24:24	ANA to B, No	3	3	50.3	4.2	158	134	4.4	3696.8	134		
4/4/2024	9:24:28	ANA to B, No	2	2	49	4	126	102	4.2	3446.9	102		
4/4/2024	9:24:33	ANB to A, No	2	2	46	84.6	140	116	84.8	68523.2	116		
4/4/2024	9:24:34	ANB to A, No	5	4	48.9	0.9	177	153	1.1	806.4	153		
4/4/2024	9:24:35	ANA to B, No	2	2	66.1	7	132	108	7.1	8100	108		
4/4/2024	9:24:52	ANB to A, No	5	4	43.8	17.5	198	174	17.7	13465.3	174		
4/4/2024	9:24:54	ANB to A, No	3	3	44	2.1	156	132	2.4	1634.8	132		
4/4/2024	9:24:59	ANB to A, No	2	2	49.9	4.1	135	111	4.3	3580.2	111		
4/4/2024	9:25:22	ANA to B, No	3	3	45.1	46.3	161	137	46.4	36754	137		
4/4/2024	9:25:34	ANA to B, No	2	2	54.6	12.4	129	105	12.6	11882.6	105		
4/4/2024	9:25:41	ANA to B, No	8	18	59.4	6.6	537	513	6.7	6865.3	176	294	43
4/4/2024	9:25:48	ANA to B, No	3	3	57	6.5	169	145	7	6533.9	145		
4/4/2024	9:25:56	ANB to A, No	2	2	51.7	56.7	141	117	56.9	51540.5	117		
4/4/2024	9:25:57	ANB to A, No	5	4	49.3	0.9	176	152	1.1	803.6	152		
4/4/2024	9:25:57	ANA to B, No	3	3	53.9	8.9	161	137	9.1	8476	137		
4/4/2024	9:25:59	ANA to B, No	2	2	55.7	1.4	142	118	1.6	1348.1	118		
4/4/2024	9:26:11	ANA to B, No	2	2	60.5	12	130	106	12.2	12826.7	106		
4/4/2024	9:26:22	ANA to B, No	2	2	51.5	10.6	139	115	10.7	9609.3	115		
4/4/2024	9:26:28	ANA to B, No	3	3	52.3	5.9	143	119	6	5387.2	119		
4/4/2024	9:26:31	ANA to B, No	3	3	55.7	3.4	164	140	3.6	3344.3	140		
4/4/2024	9:26:34	ANA to B, No	2	2	52.9	2.4	126	102	2.6	2266.3	102		
4/4/2024	9:26:37	ANA to B, No	2	2	53.3	3.3	129	105	3.5	3094.3	105		
4/4/2024	9:26:39	ANA to B, No	5	4	47	0.9	179	155	0.7	751.9	155		
4/4/2024	9:26:40	ANA to B, No	2	2	47.6	0.8	126	102	0.6	653.8	102		
4/4/2024	9:26:41	ANA to B, No	2	2	50.3	3.1	139	115	3.3	2780.4	115		
4/4/2024	9:26:53	ANA to B, No	2	2	51.6	13.1	129	105	13.3	11859.4	105		
4/4/2024	9:27:01	ANA to B, No	3	3	45.7	7.9	165	141	8.1	6346.6	141		
4/4/2024	9:27:14	ANB to A, No	3	3	50.5	68.7	144	120	68.9	61082.7	120		
4/4/2024	9:27:35	ANB to A, No	3	3	51.8	20.8	143	119	21	18955.2	119		
4/4/2024	9:27:35	ANA to B, No	2	2	32.2	34.2	123	99	34.4	19388.2	99		
4/4/2024	9:27:36	ANB to A, No	5	4	48.7	1.2	179	155	1.4	1031.8	155		
4/4/2024	9:27:52	ANB to A, No	2	2	51.2	15.4	141	117	15.6	13883.5	117		
4/4/2024	9:28:04	ANB to A, No	3	3	56.6	12	153	129	12.2	11998.6	129		
4/4/2024	9:28:12	ANA to B, No	2	2	57.6	36.9	124	100	37.1	37382	100		
4/4/2024	9:28:17	ANA to B, No	2	2	53	4.5	137	113	4.6	4184	113		
4/4/2024	9:28:34	ANA to B, No	2	2	48.6	17.3	135	111	17.5	14824.8	111		
4/4/2024	9:28:36	ANB to A, No	2	2	45.4	31.9	133	109	32.1	25470.8	109		
4/4/2024	9:28:37	ANB to A, No	2	2	44.8	0.7	130	106	0.9	582.7	106		
4/4/2024	9:28:39	ANB to A, No	3	3	45.5	2	166	142	2.2	1570.6	142		
4/4/2024	9:28:46	ANB to A, No	3	3	44.6	6.3	150	126	6.5	4943.5	126		
4/4/2024	9:28:56	ANA to B, No	2	2	56.8	21.3	128	104	21.5	21329.7	104		
4/4/2024	9:29:00	ANA to B, No	2	2	54.2	4	131	107	4.2	3839	107		
4/4/2024	9:29:12	ANA to B, No	2	2	45.1	12	111	87	12.2	9550.5	87		
4/4/2024	9:29:17	ANA to B, No	5	4	45.7	4.8	178	154	4.9	3830.8	154		
4/4/2024	9:29:18	ANB to A, No	2	2	48.7	31.8	137	113	32	27195.4	113		
4/4/2024	9:29:21	ANA to B, No	2	2	46.5	3.9	134	110	4.1	3177.3	110		
4/4/2024	9:29:26	ANA to B, No	3	3	49.8	4.3	161	137	4.5	3781.3	137		
4/4/2024	9:29:27	ANA to B, No	2	2	51	1.2	137	113	1.4	1072.8	113		
4/4/2024	9:29:59	ANA to B, No	2	2	56.8	31.7	134	110	31.9	31745.5	110		
4/4/2024	9:30:09	ANA to B, No	2	2	51.8	9.4	129	105	9.6	8594.3	105		
4/4/2024	9:30:19	ANA to B, No	3	3	47.9	10.1	168	144	10.2	8491	144		
4/4/2024	9:30:21	ANA to B, No	2	2	48.1	1.4	132	108	1.6	1162.6	108		
4/4/2024	9:30:22	ANA to B, No	3	3	49	0.8	145	121	1	712.1	121		
4/4/2024	9:30:23	ANA to B, No	2	2	47.5	0.7	133	109	0.6	617.7	109		
4/4/2024	9:30:24	ANA to B, No	2	2	47.7	1.8	129	105	2	1495	105		
4/4/2024	9:30:25	ANA to B, No	2	2	49.2	1.3	128	104	1.5	1101	104		
4/4/2024	9:30:26	ANA to B, No	2	2	49.7	0.9	127	103	1	757.2	103		
4/4/2024	9:30:26	ANA to B, No	2	2	50	0.6	138	114	0.7	495.2	114		
4/4/2024	9:30:29	ANA to B, No	2	2	52.5	2.2	135	111	2.4	2001.4	111		
4/4/2024	9:30:31	ANB to A, No	2	2	28.3	72.6	133	109	72.7	36115.8	109		
4/4/2024	9:30:33	ANB to A, No	5	4	41.6	2.2	180	156	2.5	1597.8	156		
4/4/2024	9:30:38	ANA to B, No	3	3	57.7	9.3	164	140	9.4	9405.2	140		
4/4/2024	9:30:47	ANA to B, No	2	2	48.5	8.3	124	100	8.5	7068.5	100		
4/4/2024	9:31:27	ANB to A, No	3	3	45.9	53.3	149	125	53.6	43142.6	125		
4/4/2024	9:31:31	ANB to A, No	3	3	41.8	3.8	165	141	4	2811.3	141		
4/4/2024	9:31:52	ANA to B, No	2	2	55.8	65.1	126	102	65.3	63947.3	102		
4/4/2024	9:31:53	ANA to B, No	2	2	51.8	1.4	132	108	1.6	1298.4	108		
4/4/2024	9:32:16	ANA to B, No	5	4	58.9	22.5	186	162	22.7	23358.1	162		
4/4/2024	9:32:30	ANA to B, No	3	3	44.9	13.7	163	139	13.9	10861.5	139		
4/4/2024	9:32:46	ANB to A, No	5	4	48.7	74.6	193	169	74.9	63971.4	169		
4/4/2024	9:32:50	ANB to A, No	5	4	49.7	3.7	181	157	4	3252.6	157		
4/4/2024	9:32:53	ANA to B, No	2	2	47.3	22.7	142	118	22.9	18887.6	118		
4/4/2024	9:32:59	ANA to B, No	2	2	51.8	5.8	126	102	6	5332	102		
4/4/2024	9:33:23	ANB to A, No	5	4	47.8	33.2	175	151	33.5	27938.3	151		
4/4/2024	9:33:45	ANB to A, No	2	2	54.8	22	142	118	22.3	21226.7	118		
4/4/2024	9:33:50	ANA to B, No	2	2	47.4	50.5	136	112	50.6	42100.2	112		
4/4/2024	9:34:13	ANA to B, No	3	10	43.7	23	305	281	23.2	17709.2	131	150	
4/4/2024	9:34:13	ANB to A, No	0	0	14.4	27.8	24	0	27.9	7024.6	0		
4/4/2024	9:34:26	ANA to B, No	8	18	42.9	12.5	468	444	12.9	9406.4	170	239	35
4/4/2024	9:34:31	ANA to B, No	2	2	44.8	4.4	141	117	5.1	3486.4	117		
4/4/2024	9:34:32	ANB to A, No	5	4	52.7	14.8	204	180	18.6	13766.8	180		

4/4/2024	9:34:34	ANA to B, No	2	2	48.6	3	135	111	3.2	2571.9	111		
4/4/2024	9:34:38	ANA to B, No	3	3	49.5	3.8	164	140	4	3279.8	140		
4/4/2024	9:34:39	ANB to A, No	2	2	46.1	7.1	132	108	7.4	5772.2	108		
4/4/2024	9:34:40	ANB to A, No	2	2	45.2	0.9	136	112	1.1	730.9	112		
4/4/2024	9:34:45	ANB to A, No	5	4	53.4	4.5	180	156	4.7	4212.9	156		
4/4/2024	9:35:22	ANA to B, No	2	2	48.2	43.5	128	104	43.7	36835.3	104		
4/4/2024	9:35:28	ANA to B, No	2	2	49.6	5.7	134	110	5.9	4965.1	110		
4/4/2024	9:35:38	ANB to A, No	2	2	41.8	52.8	134	110	53	38857.4	110		
4/4/2024	9:35:49	ANB to A, No	5	4	38.4	11.2	245	221	11.4	7534.2	221		
4/4/2024	9:35:51	ANB to A, No	2	2	38.1	1.3	140	116	1.7	905.5	116		
4/4/2024	9:35:53	ANB to A, No	3	3	41.4	1.6	156	132	1.8	1149.2	132		
4/4/2024	9:36:00	ANA to B, No	5	4	47	32.4	191	167	32.6	26813.3	167		
4/4/2024	9:36:02	ANA to B, No	2	2	47	1.4	124	100	1.7	1175.9	100		
4/4/2024	9:36:07	ANA to B, No	5	4	47.5	4.9	206	182	5	4060.7	182		
4/4/2024	9:36:09	ANA to B, No	3	3	49.1	1.7	152	128	1.9	1441.3	128		
4/4/2024	9:36:16	ANA to B, No	2	2	47.2	6.8	135	111	7	5676.2	111		
4/4/2024	9:36:18	ANA to B, No	2	2	50.8	1.9	130	106	2.1	1702.7	106		
4/4/2024	9:36:22	ANB to A, No	3	16	43.7	28.8	390	366	29	22110.1	146	181	39
4/4/2024	9:36:25	ANA to B, No	2	2	63.8	7	130	106	7.2	7881.5	106		
4/4/2024	9:36:26	ANB to A, No	5	4	43.5	3.7	188	164	4.2	2815.9	164		
4/4/2024	9:36:32	ANA to B, No	3	3	49.2	6.7	149	125	6.8	5776.6	125		
4/4/2024	9:36:43	ANB to A, No	8	18	42.9	17	551	527	17.3	12817.6	198	277	52
4/4/2024	9:36:47	ANB to A, No	3	3	36.5	2.9	169	145	3.7	1859.4	145		
4/4/2024	9:36:53	ANA to B, No	2	2	45.1	21.3	130	106	21.5	16911.7	106		
4/4/2024	9:36:57	ANA to B, No	5	4	51.9	3.2	193	169	3.4	2933.3	169		
4/4/2024	9:36:59	ANA to B, No	2	2	52.4	1.8	125	101	2.1	1677.1	101		
4/4/2024	9:37:01	ANA to B, No	2	2	57.2	1.8	135	111	1.9	1788.4	111		
4/4/2024	9:37:08	ANB to A, No	3	3	51.7	20.4	143	119	20.7	18533.6	119		
4/4/2024	9:37:10	ANA to B, No	5	4	45.8	9.2	172	148	9.4	7453	148		
4/4/2024	9:37:13	ANA to B, No	3	3	52.1	2.4	151	127	2.6	2165.9	127		
4/4/2024	9:37:14	ANB to A, No	5	4	60.6	6.4	184	160	6.6	6799.7	160		
4/4/2024	9:37:17	ANB to A, No	5	4	58.4	3	175	151	3.2	3045.3	151		
4/4/2024	9:37:30	ANA to B, No	2	2	42.3	17.1	130	106	17.2	12685.8	106		
4/4/2024	9:37:32	ANA to B, No	2	2	42.3	1.6	124	100	1.8	1217.1	100		
4/4/2024	9:37:33	ANA to B, No	3	3	41.8	1	150	126	1.2	772.5	126		
4/4/2024	9:37:39	ANA to B, No	2	2	47	5.9	130	106	6.2	4914.9	106		
4/4/2024	9:37:47	ANA to B, No	2	2	49.9	7.1	129	105	7.3	6207.7	105		
4/4/2024	9:37:51	ANA to B, No	2	2	55	4.3	127	103	4.5	4156.8	103		
4/4/2024	9:37:54	ANA to B, No	2	2	49.6	2.7	125	101	2.9	2395	101		
4/4/2024	9:37:59	ANB to A, No	5	4	38.3	41.1	174	150	41.3	27659.5	150		
4/4/2024	9:38:19	ANA to B, No	3	3	52.9	24.4	170	146	24.5	22664	146		
4/4/2024	9:38:20	ANA to B, No	3	3	54.8	1.4	162	138	1.6	1384.9	138		
4/4/2024	9:38:30	ANA to B, No	2	2	52.2	9.5	122	98	9.7	8723.8	98		
4/4/2024	9:38:54	ANB to A, No	3	3	56	55.4	162	138	55.7	54523.9	138		
4/4/2024	9:38:56	ANB to A, No	5	4	47.1	1.6	176	152	1.8	1317.4	152		
4/4/2024	9:39:22	ANA to B, No	2	2	46.3	52.1	131	107	52.3	42455.7	107		
4/4/2024	9:39:35	ANB to A, No	2	2	41	38.4	130	106	38.7	27716.7	106		
4/4/2024	9:39:36	ANB to A, No	5	4	40.9	1	176	152	1.2	699.6	152		
4/4/2024	9:39:46	ANA to B, No	3	3	54.5	23.3	165	141	23.5	22317.3	141		
4/4/2024	9:39:50	ANB to A, No	5	4	45.8	13.6	193	169	13.9	10965.7	169		
4/4/2024	9:40:12	ANA to B, No	2	2	45.7	25.9	129	105	26.1	20824.9	105		
4/4/2024	9:40:51	ANA to B, No	4	12	42.9	39.6	328	304	39.8	29911.8	248	56	
4/4/2024	9:40:54	ANA to B, No	3	3	42.6	2.4	144	120	2.9	1789.4	120		
4/4/2024	9:40:58	ANA to B, No	2	2	47	3.9	130	106	4.1	3221.2	106		
4/4/2024	9:40:59	ANA to B, No	2	2	48.3	0.6	135	111	0.8	540.5	111		
4/4/2024	9:41:06	ANA to B, No	3	3	49	6.9	148	124	7	5918.1	124		
4/4/2024	9:41:12	ANB to A, No	3	3	47.3	81.5	152	128	81.8	67906.2	128		
4/4/2024	9:41:13	ANB to A, No	5	4	49.1	0.9	172	148	1.2	815	148		
4/4/2024	9:41:16	ANB to A, No	5	4	56.9	3.1	208	184	3.3	3095	184		
4/4/2024	9:41:32	ANA to B, No	3	3	49.5	25.9	149	125	26.1	22506.6	125		
4/4/2024	9:42:38	ANA to B, No	2	2	47.5	65.4	128	104	65.6	54753.9	104		
4/4/2024	9:42:43	ANB to A, No	5	4	52	86.6	209	185	86.9	79285.5	185		
4/4/2024	9:42:45	ANA to B, No	3	3	48.5	7.1	158	134	7.2	6024.4	134		
4/4/2024	9:42:46	ANB to A, No	3	3	51.1	2.6	144	120	2.9	2366.3	120		
4/4/2024	9:43:01	ANA to B, No	2	2	49	15.4	128	104	15.6	13271.3	104		
4/4/2024	9:43:15	ANA to B, No	2	2	56.4	14.1	127	103	14.3	14034.3	103		
4/4/2024	9:43:16	ANB to A, No	2	2	41.7	29.7	137	113	29.9	21816.4	113		
4/4/2024	9:43:25	ANB to A, No	2	2	52.7	8.8	133	109	9	8180.9	109		
4/4/2024	9:43:26	ANB to A, No	2	2	51.2	1.3	137	113	1.5	1200.2	113		
4/4/2024	9:43:46	ANB to A, No	2	2	48.4	19.9	129	105	20.1	16985.2	105		
4/4/2024	9:43:59	ANA to B, No	3	3	53.4	43.3	165	141	43.5	40739.8	141		
4/4/2024	9:44:28	ANA to B, No	2	2	47.9	29.5	127	103	29.7	24923.3	103		
4/4/2024	9:44:43	ANB to A, No	3	3	36.4	56.3	151	127	56.5	36046.5	127		
4/4/2024	9:44:45	ANA to B, No	2	2	54.4	16.6	130	106	16.8	15921.3	106		
4/4/2024	9:44:49	ANB to A, No	5	4	57.3	5.9	183	159	6.2	5975.6	159		
4/4/2024	9:44:51	ANA to B, No	3	3	51	5.9	146	122	6	5259	122		
4/4/2024	9:44:52	ANB to A, No	3	3	55.6	3	158	134	3.2	2944.2	134		
4/4/2024	9:44:54	ANA to B, No	2	2	46.3	3	129	105	3.2	2427.1	105		
4/4/2024	9:44:57	ANA to B, No	2	2	47.1	2.8	138	114	3	2299.9	114		
4/4/2024	9:44:59	ANA to B, No	3	10	46.8	1.1	342	318	1.3	891.5	141	177	
4/4/2024	9:45:02	ANA to B, No	3	3	44	2.8	153	129	3.3	2182.2	129		
4/4/2024	9:45:03	ANA to B, No	2	2	46.1	0.7	127	103	1	605.7	103		
4/4/2024	9:45:04	ANA to B, No	3	3	46.1	0.9	150	126	1.1	710.6	126		



4/4/2024	9:57:25	ANA to B, No	2	2	47.5	5.1	127	103	5.2	4251.6	103		
4/4/2024	9:57:39	AMB to A, No	3	3	40.4	24.9	151	127	25.4	17710	127		
4/4/2024	9:57:42	AMB to A, No	3	3	46.4	2.1	143	119	2.4	1754	119		
4/4/2024	9:57:53	ANA to B, No	2	2	47.8	28.1	134	110	28.3	23608.3	110		
4/4/2024	9:57:56	ANA to B, No	3	16	51.8	2.3	414	390	2.5	2099.9	140	217	33
4/4/2024	9:58:22	ANA to B, No	2	2	51.2	25.8	131	107	26.3	23253.7	107		
4/4/2024	9:58:28	ANA to B, No	2	2	46	6	134	110	6.2	4891	110		
4/4/2024	9:58:31	ANA to B, No	2	2	37.7	2.4	128	104	2.6	1619.9	104		
4/4/2024	9:58:33	ANA to B, No	2	2	44	1.6	136	112	1.9	1261.5	112		
4/4/2024	9:58:33	AMB to A, No	2	2	34.6	51.3	141	117	51.5	31224.7	117		
4/4/2024	9:58:40	ANA to B, No	2	15	48.4	6.8	349	325	7	5793.6	115	178	32
4/4/2024	9:58:43	ANA to B, No	3	3	46.8	2.9	149	125	3.4	2429.5	125		
4/4/2024	9:59:39	ANA to B, No	2	2	42.2	55.6	136	112	55.8	41250.7	112		
4/4/2024	9:59:45	AMB to A, No	2	2	54.7	71.6	128	104	71.9	68913.4	104		
4/4/2024	9:59:52	ANA to B, No	2	2	49.3	12.6	125	101	12.8	10960.3	101		
4/4/2024	10:00:16	AA to B, No	2	2	43	24.5	125	101	24.7	18581.4	101		
4/4/2024	10:00:17	AB to A, No	3	3	42.4	31.9	148	124	32.1	23826.5	124		
4/4/2024	10:00:43	AB to A, No	2	2	52.1	25.9	135	111	26.2	23778.4	111		
4/4/2024	10:00:58	AA to B, No	2	2	49.3	41.3	126	102	41.5	35822	102		
4/4/2024	10:01:00	AA to B, No	2	2	47.5	2.1	142	118	2.3	1779.2	118		
4/4/2024	10:01:12	AB to A, No	4	5	13.4	0	472	448	3.5	4.8	448		
4/4/2024	10:01:21	AA to B, No	2	2	44.6	21	135	111	21.2	16469.8	111		
4/4/2024	10:01:23	AA to B, No	2	2	42.1	1.3	124	100	1.5	956.2	100		
4/4/2024	10:01:24	AA to B, No	2	2	41.8	1.1	133	109	1.4	845	109		
4/4/2024	10:01:26	AB to A, No	3	3	39	12.1	152	128	14	8346.4	128		
4/4/2024	10:01:28	AA to B, No	2	2	48.5	3.2	121	97	3.4	2760.1	97		
4/4/2024	10:01:28	AB to A, No	2	2	40.7	1.5	140	116	1.7	1068.4	116		
4/4/2024	10:02:04	AA to B, No	2	2	52.9	35.9	127	103	36	33391.1	103		
4/4/2024	10:02:19	AA to B, No	2	2	47.7	15.3	124	100	15.4	12821.8	100		
4/4/2024	10:02:24	AA to B, No	2	2	47.3	4.7	131	107	4.8	3884.3	107		
4/4/2024	10:02:25	AA to B, No	2	2	50.4	1.2	124	100	1.3	1022.9	100		
4/4/2024	10:02:36	AA to B, No	2	2	35.9	10.9	140	116	11.1	6893	116		
4/4/2024	10:02:38	AA to B, No	2	2	37.3	1.3	125	101	1.5	838.5	101		
4/4/2024	10:02:39	AB to A, No	3	3	50	71	143	119	71.2	62428	119		
4/4/2024	10:02:41	AA to B, No	3	3	44.7	2.7	153	129	2.9	2100.3	129		
4/4/2024	10:02:42	AA to B, No	2	2	42.6	1.4	135	111	1.6	1062.2	111		
4/4/2024	10:02:55	AA to B, No	3	3	46	12.7	157	133	12.9	10310.8	133		
4/4/2024	10:02:58	AA to B, No	2	2	48.9	2	124	100	2.2	1728.2	100		
4/4/2024	10:03:31	AA to B, No	3	3	46.3	32.8	162	138	33	26770.6	138		
4/4/2024	10:03:32	AA to B, No	5	4	43.4	1.6	173	149	1.8	1206.7	149		
4/4/2024	10:03:41	AA to B, No	8	11	52.8	8.6	377	353	8.9	8017.1	162	191	
4/4/2024	10:03:59	AA to B, No	3	3	49.9	17.5	161	137	17.9	15365.9	137		
4/4/2024	10:04:08	AB to A, No	2	2	29.7	88.8	134	110	89	46410.2	110		
4/4/2024	10:04:10	AA to B, No	3	3	55.8	10.1	165	141	10.3	9896.8	141		
4/4/2024	10:04:13	AA to B, No	2	2	59.5	3.3	135	111	3.4	3409.3	111		
4/4/2024	10:04:24	AA to B, No	2	2	56.4	10.7	135	111	10.9	10653.2	111		
4/4/2024	10:04:25	AA to B, No	2	2	54.8	1.5	129	105	1.6	1418.1	105		
4/4/2024	10:04:30	AA to B, No	3	3	57.9	4.5	159	135	4.7	4606.8	135		
4/4/2024	10:04:37	AA to B, No	5	4	54.5	6.4	187	163	6.5	6096.2	163		
4/4/2024	10:04:52	AA to B, No	2	2	46.7	14.9	131	107	15.1	12272.6	107		
4/4/2024	10:05:02	AA to B, No	2	2	52.8	9.7	124	100	9.9	9003.6	100		
4/4/2024	10:05:03	AA to B, No	0	0	55.6	1	81	57	1.2	985.3	57	0	0
4/4/2024	10:05:18	AB to A, No	3	3	47.5	69.9	152	128	70.2	58411.9	128		
4/4/2024	10:05:33	AA to B, No	3	3	45.5	29.8	161	137	30.5	23911.1	137		
4/4/2024	10:05:38	AA to B, No	8	18	48.1	4.4	387	363	4.6	3686.3	149	181	33
4/4/2024	10:06:00	AB to A, No	5	4	46.5	21.5	177	153	21.5	17618.1	153		
4/4/2024	10:06:31	AA to B, No	3	3	47	52.2	165	141	52.7	43203.5	141		
4/4/2024	10:06:40	AB to A, No	3	3	48	40.4	169	145	40.6	34121.1	145		
4/4/2024	10:06:41	AA to B, No	2	2	40.2	10.1	123	99	10.3	7156	99		
4/4/2024	10:06:42	AA to B, No	2	2	41.7	0.8	128	104	1	588.2	104		
4/4/2024	10:06:44	AA to B, No	3	3	40.3	1.6	166	142	1.8	1140.7	142		
4/4/2024	10:06:51	AB to A, No	2	2	41.5	10.5	140	116	10.7	7646.4	116		
4/4/2024	10:06:51	AA to B, No	2	2	53.1	7.3	141	117	7.5	6780.2	117		
4/4/2024	10:06:59	AA to B, No	3	3	43.6	7.7	165	141	7.9	5931.8	141		
4/4/2024	10:07:06	AA to B, No	2	2	43.8	6.2	125	101	6.4	4757	101		
4/4/2024	10:07:10	AA to B, No	3	3	48.3	4.5	165	141	4.6	3781.7	141		
4/4/2024	10:07:20	AB to A, No	3	3	50.1	29	146	122	29.2	25573.7	122		
4/4/2024	10:07:27	AB to A, No	2	2	50.1	6.8	133	109	7	6010.9	109		
4/4/2024	10:07:41	AB to A, No	5	4	55.3	13.7	182	158	13.9	13341	158		
4/4/2024	10:07:44	AA to B, No	2	2	60.3	33.2	125	101	33.5	35251.1	101		
4/4/2024	10:07:49	AB to A, No	3	3	52.8	7.2	154	130	7.4	6679.4	130		
4/4/2024	10:07:52	AB to A, No	2	2	51	3	137	113	3.1	2652.5	113		
4/4/2024	10:08:40	AB to A, No	2	2	48.3	47.9	132	108	48.1	40716.7	108		
4/4/2024	10:08:43	AA to B, No	2	2	58.1	58.7	125	101	58.9	60054	101		
4/4/2024	10:08:46	AA to B, No	3	3	56.7	2.7	146	122	2.9	2704.1	122		
4/4/2024	10:09:15	AA to B, No	3	3	49.2	29	146	122	29.2	25095	122		
4/4/2024	10:09:53	AB to A, No	2	2	50.7	72.8	139	115	73	64907.3	115		
4/4/2024	10:09:54	AB to A, No	8	18	50.7	1.1	511	487	1.3	1002	171	276	40
4/4/2024	10:10:38	AA to B, No	2	2	56.2	83	123	99	83.2	82078.4	99		
4/4/2024	10:10:40	AA to B, No	2	2	58.3	2.4	133	109	2.5	2419.9	109		
4/4/2024	10:10:53	AA to B, No	1	1	45.6	12.1	87	63	12.3	9759.4	63		
4/4/2024	10:11:01	AA to B, No	2	2	48.2	8.4	132	108	8.5	7118.6	108		
4/4/2024	10:11:09	AA to B, No	2	2	56.9	7.1	124	100	7.3	7082.3	100		



4/4/2024	10:11:11 AA to B, No	2	2	58.1	1.9	129	105	2.1	1990	105		
4/4/2024	10:11:12 AA to B, No	5	4	59	1.5	180	156	1.6	1507.5	156		
4/4/2024	10:11:15 AA to B, No	2	2	54.8	2.3	129	105	2.5	2257.4	105		
4/4/2024	10:11:24 AA to B, No	6	6	53.5	8.9	235	211	9.1	8366.5	160	51	
4/4/2024	10:11:25 AA to B, No	2	2	59.5	0.9	128	104	1.2	959.8	104		
4/4/2024	10:11:37 AA to B, No	2	2	42.4	12.3	134	110	12.5	9188.8	110		
4/4/2024	10:11:48 AA to B, No	2	2	49.1	10.3	133	109	10.5	8913.6	109		
4/4/2024	10:11:50 AA to B, No	1	1	51.2	1.5	85	61	1.7	1324.1	61		
4/4/2024	10:12:05 AA to B, No	3	3	53.5	15.4	157	133	15.5	14496.7	133		
4/4/2024	10:12:13 AA to B, No	3	3	49.5	7.5	146	122	7.7	6564.5	122		
4/4/2024	10:12:38 AA to B, No	3	3	57.1	24.8	168	144	25	24929.5	144		
4/4/2024	10:12:44 AB to A, No	6	6	17.9	168.8	285	261	169.4	53248.1	204	57	
4/4/2024	10:12:55 AB to A, No	3	3	58.1	10.9	164	140	11.9	11144	140		
4/4/2024	10:13:06 AA to B, No	2	2	58.1	28.2	131	107	28.3	28791.4	107		
4/4/2024	10:13:06 AB to A, No	2	2	53.7	10.8	136	112	10.9	10175.2	112		
4/4/2024	10:13:33 AA to B, No	3	3	39.1	26.3	149	125	26.4	18090	125		
4/4/2024	10:13:36 AB to A, No	2	2	58.3	29.5	136	112	29.7	30295.4	112		
4/4/2024	10:13:38 AA to B, No	2	2	43	5.3	133	109	5.6	4032.2	109		
4/4/2024	10:13:41 AA to B, No	2	2	38.3	2.3	136	112	2.5	1541.1	112		
4/4/2024	10:13:42 AA to B, No	2	2	37.3	1.1	128	104	1.3	706.4	104		
4/4/2024	10:13:44 AA to B, No	3	3	38.8	1.3	146	122	1.5	870.6	122		
4/4/2024	10:13:46 AA to B, No	5	4	41.6	1.9	176	152	2.2	1392.5	152		
4/4/2024	10:13:50 AA to B, No	2	2	24.5	3.7	108	84	4	1603.7	84		
4/4/2024	10:13:50 AB to A, No	5	4	7.4	13.5	174	150	13.6	1763	150		
4/4/2024	10:13:51 AA to B, No	4	5	5.5	0.8	361	337	1.2	81.2	337		
4/4/2024	10:13:59 AA to B, No	3	3	43	4.3	161	137	8.3	3244.9	137		
4/4/2024	10:14:02 AA to B, No	3	3	47.4	2.2	164	140	2.4	1839.9	140		
4/4/2024	10:14:05 AA to B, No	2	2	38.3	2.9	121	97	3.1	1962.2	97		
4/4/2024	10:14:26 AA to B, No	2	2	46	21.1	132	108	21.3	17105.7	108		
4/4/2024	10:14:32 AA to B, No	2	2	44.3	5.7	137	113	5.9	4453.7	113		
4/4/2024	10:14:42 AB to A, No	3	3	49.6	47.8	160	136	47.9	41709.6	136		
4/4/2024	10:14:57 AB to A, No	2	2	43.5	14.4	133	109	14.6	11014.7	109		
4/4/2024	10:15:20 AA to B, No	3	3	45.2	47.6	156	132	47.8	37880.1	132		
4/4/2024	10:15:23 AA to B, No	3	3	45.7	2.9	164	140	3.1	2323.3	140		
4/4/2024	10:15:25 AA to B, No	2	2	43.3	2.2	137	113	2.4	1669.9	113		
4/4/2024	10:15:27 AA to B, No	2	2	42	1.6	119	95	1.8	1182.4	95		
4/4/2024	10:15:28 AA to B, No	2	2	38.7	1	121	97	1.2	708.8	97		
4/4/2024	10:15:30 AA to B, No	5	4	43.5	1.2	178	154	1.4	941.4	154		
4/4/2024	10:15:48 AA to B, No	3	3	45.3	18.2	163	139	18.4	14485.9	139		
4/4/2024	10:16:05 AB to A, No	5	4	54.8	68.2	205	181	68.4	65699.8	181		
4/4/2024	10:16:07 AB to A, No	5	4	48.8	1.4	172	148	1.7	1223.7	148		
4/4/2024	10:16:09 AB to A, No	2	2	50.2	1.5	123	99	1.7	1297.6	99		
4/4/2024	10:16:10 AB to A, No	3	3	48.3	1.2	169	145	1.4	1019	145		
4/4/2024	10:16:10 AA to B, No	3	3	43.4	22.1	159	135	22.3	16863.1	135		
4/4/2024	10:16:12 AB to A, No	2	2	51.1	1.3	134	110	1.5	1144.5	110		
4/4/2024	10:16:12 AA to B, No	5	4	41.5	1.2	179	155	1.4	861.8	155		
4/4/2024	10:16:14 AA to B, No	2	2	46.1	1.9	115	91	2.2	1535	91		
4/4/2024	10:16:40 AA to B, No	5	4	50.8	25.4	194	170	25.6	22730.8	170		
4/4/2024	10:16:47 AA to B, No	2	2	42.8	7.6	137	113	7.8	5693.2	113		
4/4/2024	10:16:54 AB to A, No	2	2	49.6	42.2	136	112	42.4	36873.8	112		
4/4/2024	10:17:18 AA to B, No	2	2	45.5	30.7	123	99	30.9	24563.9	99		
4/4/2024	10:17:42 AA to B, No	2	2	48.2	23.1	129	105	23.2	19550.2	105		
4/4/2024	10:17:43 AA to B, No	2	2	44.2	1	135	111	1.1	742.7	111		
4/4/2024	10:17:46 AA to B, No	5	4	41.4	2.6	189	165	2.8	1874.7	165		
4/4/2024	10:18:10 AA to B, No	3	3	49.1	24.7	161	137	25	21296.1	137		
4/4/2024	10:18:14 AA to B, No	2	2	45.1	3	110	86	3.2	2405.1	86		
4/4/2024	10:18:15 AB to A, No	3	3	45.9	81.1	143	119	81.3	65572.3	119		
4/4/2024	10:18:17 AA to B, No	3	3	45.9	3.2	161	137	3.4	2592.2	137		
4/4/2024	10:18:19 AB to A, No	2	2	38.3	3.1	132	108	3.3	2107.2	108		
4/4/2024	10:18:45 AA to B, No	2	2	49	27.7	128	104	27.9	23851	104		
4/4/2024	10:18:58 AA to B, No	2	2	34.9	13.2	139	115	13.4	8129.4	115		
4/4/2024	10:19:10 AB to A, No	2	2	49.6	50.9	133	109	51.1	44395	109		
4/4/2024	10:19:12 AB to A, No	3	3	50.6	1.9	159	135	2.1	1675.6	135		
4/4/2024	10:19:20 AB to A, No	3	3	45.2	7.9	152	128	8.1	6320.4	128		
4/4/2024	10:19:31 AA to B, No	5	4	64.5	32.2	186	162	32.4	36516.6	162		
4/4/2024	10:19:39 AB to A, No	8	18	43.5	19	429	405	19.3	14580.9	155	213	37
4/4/2024	10:19:43 AB to A, No	2	2	41.3	3.4	133	109	4	2469.6	109		
4/4/2024	10:19:59 AA to B, No	2	2	59.2	28.4	139	115	28.6	29609.9	115		
4/4/2024	10:20:08 AB to A, No	5	4	52.8	24.3	206	182	24.5	22566.9	182		
4/4/2024	10:20:15 AB to A, No	3	3	48.8	7.2	145	121	7.5	6183.7	121		
4/4/2024	10:20:17 AA to B, No	3	3	47.4	17.6	166	142	17.7	14660.5	142		
4/4/2024	10:20:30 AB to A, No	5	4	47.4	14.4	171	147	14.6	11998.8	147		
4/4/2024	10:20:38 AB to A, No	8	18	31.3	8.1	427	403	8.4	4485.5	168	198	37
4/4/2024	10:20:52 AA to B, No	5	4	40.9	34.9	175	151	35.1	25120.8	151		
4/4/2024	10:20:55 AB to A, No	3	3	65.7	16.1	147	123	16.9	18590.7	123		
4/4/2024	10:21:14 AA to B, No	2	2	32.8	21.4	125	101	21.7	12350.5	101		
4/4/2024	10:21:15 AA to B, No	3	3	30.3	1	166	142	1.3	544	142		
4/4/2024	10:21:18 AA to B, No	3	3	33.5	2	150	126	2.3	1162.4	126		
4/4/2024	10:21:21 AA to B, No	2	2	48.3	3.2	129	105	3.5	2751	105		
4/4/2024	10:22:09 AB to A, No	3	3	41.4	73.5	156	132	73.6	53583.8	132		
4/4/2024	10:22:12 AA to B, No	3	3	52.1	50.9	164	140	51.1	46649	140		
4/4/2024	10:22:15 AA to B, No	2	2	55.2	2.5	128	104	2.7	2449.8	104		
4/4/2024	10:22:18 AB to A, No	2	2	40.5	9.5	134	110	9.8	6774.2	110		

4/4/2024	10:22:22 AA to B, No	2	2	50.5	7.1	127	103	7.3	6333.2	103
4/4/2024	10:22:44 AB to A, No	2	2	41.2	25.2	134	110	25.5	18289.9	110
4/4/2024	10:22:47 AA to B, No	2	2	38	24.3	129	105	24.4	16217.7	105
4/4/2024	10:23:02 AA to B, No	3	3	51	15.6	166	142	15.8	14008.1	142
4/4/2024	10:23:09 AB to A, No	3	3	45	8.8	157	133	9	6981.8	133
4/4/2024	10:23:24 AA to B, No	2	2	56.5	21.1	133	109	21.3	21018.4	109
4/4/2024	10:23:33 AB to A, No	5	4	37	23.3	240	216	23.5	15164.7	216
4/4/2024	10:23:45 AA to B, No	2	2	57	21	124	100	21.1	21030.7	100
4/4/2024	10:23:57 AB to A, No	2	2	40.1	24	128	104	24.4	16924.3	104
4/4/2024	10:24:03 AB to A, No	2	2	45.6	6.2	127	103	6.4	4971.6	103
4/4/2024	10:24:21 AB to A, No	3	3	46.9	17	148	124	17.2	13997.6	124
4/4/2024	10:24:55 AB to A, No	3	3	48.3	33.9	160	136	34.1	28839.6	136
4/4/2024	10:24:56 AA to B, No	2	2	51.2	70.4	125	101	70.6	63418.6	101
4/4/2024	10:24:58 AB to A, No	2	2	52.4	3.4	133	109	3.6	3093.2	109
4/4/2024	10:24:59 AA to B, No	3	3	51.5	3.7	147	123	3.9	3360.8	123
4/4/2024	10:25:01 AB to A, No	2	2	44.5	2.7	137	113	2.9	2111.8	113
4/4/2024	10:25:02 AA to B, No	5	4	47.9	2.3	178	154	2.5	1962.6	154
4/4/2024	10:25:03 AA to B, No	2	2	46.9	0.8	117	93	1	664.6	93
4/4/2024	10:25:29 AB to A, No	3	3	45.2	27.7	143	119	27.9	22077.8	119
4/4/2024	10:25:56 AB to A, No	5	4	43.9	26.3	185	161	26.5	20284.7	161
4/4/2024	10:26:03 AB to A, No	5	4	49.8	6.8	192	168	7	5926.1	168
4/4/2024	10:26:07 AB to A, No	2	2	41.8	4.5	129	105	4.8	3339.1	105
4/4/2024	10:26:09 AB to A, No	5	4	43.4	1.2	174	150	1.4	939.6	150
4/4/2024	10:26:09 AA to B, No	3	3	37.9	65.9	147	123	66.1	44037.7	123
4/4/2024	10:26:11 AA to B, No	2	2	39.3	2.1	128	104	2.3	1435.8	104
4/4/2024	10:26:17 AA to B, No	3	3	43.3	5.1	146	122	5.3	3888.6	122
4/4/2024	10:26:19 AA to B, No	5	4	43.9	1.9	179	155	2.2	1495	155
4/4/2024	10:26:28 AA to B, No	5	4	38.5	8.5	180	156	8.7	5752.3	156
4/4/2024	10:26:49 AA to B, No	3	3	40.4	21.5	166	142	21.8	15288.9	142
4/4/2024	10:26:51 AB to A, No	3	3	42.6	42	157	133	42.3	31468.6	133
4/4/2024	10:27:23 AB to A, No	2	2	35.8	31.7	133	109	32	19994.8	109
4/4/2024	10:27:24 AB to A, No	4	5	35.1	0.8	303	279	1.1	519.1	279
4/4/2024	10:27:28 AB to A, No	2	2	35.2	3	139	115	3.5	1846.7	115
4/4/2024	10:27:30 AB to A, No	5	4	33.2	1.7	185	161	2	996.9	161
4/4/2024	10:27:36 AB to A, No	2	2	13.7	5.7	140	116	6.1	1383.9	116
4/4/2024	10:27:51 AA to B, No	3	3	49.7	61.1	143	119	61.3	53368.6	119
4/4/2024	10:27:57 AA to B, No	3	3	50	5.8	164	140	6	5115.5	140
4/4/2024	10:28:16 AB to A, No	3	10	53.3	39.4	312	288	40	36949.5	135
4/4/2024	10:28:22 AA to B, No	2	2	43.9	25.1	124	100	25.3	19348.6	100
4/4/2024	10:28:26 AA to B, No	2	2	56.2	3.8	119	95	4	3735	95
4/4/2024	10:28:41 AA to B, No	2	2	35	14.4	126	102	14.6	8889.7	102
4/4/2024	10:28:43 AA to B, No	3	3	34.2	1.8	167	143	2	1087.7	143
4/4/2024	10:29:04 AB to A, No	5	4	51	47.4	174	150	47.7	42485.7	150
4/4/2024	10:29:06 AB to A, No	2	2	47.3	1.9	138	114	2.1	1568.3	114
4/4/2024	10:29:11 AA to B, No	2	2	49.8	28.2	136	112	28.5	24739.2	112
4/4/2024	10:29:13 AA to B, No	2	2	49	1.8	129	105	2	1591.7	105
4/4/2024	10:29:16 AA to B, No	2	2	48.6	2.3	118	94	2.5	1948.1	94
4/4/2024	10:29:38 AB to A, No	4	5	42.3	31.9	271	247	32.1	23760.8	247
4/4/2024	10:29:40 AB to A, No	5	4	44.7	2	197	173	2.4	1584.7	173
4/4/2024	10:29:54 AA to B, No	2	2	56.7	38.6	125	101	38.8	38517.2	101
4/4/2024	10:30:01 AA to B, No	2	2	52.4	6.7	127	103	6.9	6221.5	103
4/4/2024	10:30:08 AA to B, No	2	2	50.7	6	131	107	6.1	5330.2	107
4/4/2024	10:30:10 AA to B, No	2	2	44.8	2.3	126	102	2.5	1809	102
4/4/2024	10:31:06 AA to B, No	2	2	45.7	55.6	131	107	55.8	44720.5	107
4/4/2024	10:31:32 AA to B, No	2	2	42.7	25.8	132	108	26	19398.8	108
4/4/2024	10:31:37 AA to B, No	2	2	47.8	4.6	139	115	4.8	3880.6	115
4/4/2024	10:31:54 AB to A, No	5	4	50.9	133.5	200	176	133.8	119627.1	176
4/4/2024	10:31:55 AA to B, No	3	3	47.1	18.6	162	138	18.8	15446	138
4/4/2024	10:32:01 AA to B, No	3	3	44.9	5.2	167	143	5.4	4089.6	143
4/4/2024	10:32:06 AA to B, No	2	2	51.8	5	127	103	5.2	4530.2	103
4/4/2024	10:32:19 AA to B, No	3	3	41.5	12.6	167	143	12.8	9204	143
4/4/2024	10:32:24 AA to B, No	2	2	34.1	4.7	134	110	4.9	2804.8	110
4/4/2024	10:32:29 AA to B, No	2	2	34.2	5.2	132	108	5.5	3151.9	108
4/4/2024	10:32:40 AB to A, No	5	4	50.7	45.9	178	154	46.1	40905.7	154
4/4/2024	10:32:46 AB to A, No	3	3	41.7	5.8	147	123	6	4261.2	123
4/4/2024	10:32:53 AB to A, No	8	18	42.6	6.9	479	455	7.1	5149.9	151
4/4/2024	10:32:56 AB to A, No	3	3	47.5	1.7	158	134	2.3	1383.9	134
4/4/2024	10:32:58 AA to B, No	2	2	45.6	28.4	129	105	28.7	22802.4	105
4/4/2024	10:33:00 AA to B, No	2	2	44.1	2	130	106	2.2	1562	106
4/4/2024	10:33:14 AA to B, No	2	2	42.8	13.7	134	110	13.9	10298.3	110
4/4/2024	10:33:16 AB to A, No	2	2	50.4	20.6	141	117	20.8	18285.2	117
4/4/2024	10:33:17 AA to B, No	2	2	47.6	3.3	136	112	3.5	2752.1	112
4/4/2024	10:33:22 AB to A, No	2	2	44.8	5.9	135	111	6.1	4627.6	111
4/4/2024	10:33:47 AA to B, No	2	2	46.9	29.6	121	97	29.8	24393.3	97
4/4/2024	10:33:50 AA to B, No	2	2	53.9	2.2	122	98	2.4	2107.5	98
4/4/2024	10:34:02 AA to B, No	5	4	51.4	12.4	193	169	12.6	11256	169
4/4/2024	10:34:07 AB to A, No	5	4	57.1	43.9	181	157	44.1	44060.5	157
4/4/2024	10:34:08 AB to A, No	3	3	52.1	1.3	161	137	1.5	1182.4	137
4/4/2024	10:34:11 AA to B, No	3	3	44.1	8.1	167	143	8.3	6253.8	143
4/4/2024	10:34:13 AA to B, No	3	3	43.6	2.2	164	140	2.4	1666.2	140
4/4/2024	10:34:24 AA to B, No	2	2	36	10.4	125	101	10.6	6567.7	101
4/4/2024	10:34:25 AA to B, No	2	2	36.6	1.1	119	95	1.4	718.9	95
4/4/2024	10:34:31 AA to B, No	5	4	47.3	6.1	171	147	6.3	5038.6	147

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4/4/2024	10:34:45 AA to B, No	2	2	38.9	13.2	141	117	13.4	9014.9	117			
4/4/2024	10:34:52 AA to B, No	8	18	47.1	6.9	491	467	7.2	5743.4	169	262	36	
4/4/2024	10:34:55 AA to B, No	3	3	41.8	2.9	159	135	3.6	2169.8	135			
4/4/2024	10:34:56 AB to A, No	2	2	40.2	47.9	128	104	48.1	33841.7	104			
4/4/2024	10:34:57 AA to B, No	2	2	43.6	1.8	127	103	2	1369	103			
4/4/2024	10:34:59 AB to A, No	3	3	44.4	2.7	151	127	2.9	2107.3	127			
4/4/2024	10:35:06 AA to B, No	3	3	43.1	8.2	143	119	8.4	6224.1	119			
4/4/2024	10:35:10 AB to A, No	2	2	32.7	10.4	132	108	10.6	5977	108			
4/4/2024	10:35:12 AB to A, No	3	3	36.4	2	151	127	2.3	1286.9	127			
4/4/2024	10:35:15 AA to B, No	3	10	47	8.8	319	295	9	7239.9	146	149		
4/4/2024	10:35:27 AA to B, No	3	3	36.6	12	165	141	12.4	7705.6	141			
4/4/2024	10:35:43 AA to B, No	3	3	48.8	15.4	156	132	15.7	13259.9	132			
4/4/2024	10:35:49 AA to B, No	2	2	44.4	5.7	126	102	5.9	4470.7	102			
4/4/2024	10:35:59 AA to B, No	2	2	46.5	10.1	137	113	10.3	8296.1	113			
4/4/2024	10:36:20 AA to B, No	2	2	51.5	20.6	129	105	20.8	18679.7	105			
4/4/2024	10:36:23 AB to A, No	3	3	22.6	70.6	167	143	70.9	28030.6	143			
4/4/2024	10:36:29 AA to B, No	2	2	56	8.5	126	102	8.7	8367.5	102			
4/4/2024	10:36:48 AA to B, No	2	2	46.7	19	122	98	19.1	15574.8	98			
4/4/2024	10:36:57 AA to B, No	2	2	45.2	9.1	126	102	9.3	7252.2	102			
4/4/2024	10:37:14 AB to A, No	3	3	47.9	50.4	150	126	50.9	42513.1	126			
4/4/2024	10:37:16 AB to A, No	2	2	46.3	2	130	106	2.2	1589.6	106			
4/4/2024	10:37:30 AA to B, No	3	3	52.4	32.7	160	136	32.9	30209.1	136			
4/4/2024	10:37:38 AA to B, No	2	2	51.5	7.9	132	108	8.1	7200	108			
4/4/2024	10:37:46 AA to B, No	2	2	39.5	7.3	129	105	7.5	5094.1	105			
4/4/2024	10:37:56 AA to B, No	3	3	44.7	10.1	150	126	10.3	7937.5	126			
4/4/2024	10:37:58 AA to B, No	2	2	47.9	1.9	124	100	2.1	1622.5	100			
4/4/2024	10:38:04 AB to A, No	4	26	44.8	47.7	738	714	47.9	37624.6	244	56	285	129
4/4/2024	10:38:07 AB to A, No	2	2	44.2	2	135	111	3	1546.2	111			
4/4/2024	10:38:26 AB to A, No	5	4	42.7	18.7	186	162	18.9	14072.8	162			
4/4/2024	10:38:29 AB to A, No	3	3	43.8	3.3	143	119	3.6	2563.4	119			
4/4/2024	10:38:30 AA to B, No	2	2	49.5	32.1	131	107	32.3	27979.9	107			
4/4/2024	10:38:45 AA to B, No	2	2	51.9	14.5	124	100	14.7	13229.4	100			
4/4/2024	10:38:53 AB to A, No	5	4	43.3	23.4	174	150	23.6	17873.9	150			
4/4/2024	10:39:18 AB to A, No	3	3	38.4	25	149	125	25.2	16872.2	125			
4/4/2024	10:39:29 AA to B, No	2	2	43.7	43.4	125	101	43.6	33396	101			
4/4/2024	10:39:47 AA to B, No	4	5	44.5	17.9	289	265	18.1	14005.6	265			
4/4/2024	10:39:59 AA to B, No	2	2	43.5	12.4	126	102	12.8	9499.6	102			
4/4/2024	10:40:03 AA to B, No	2	2	41.6	3.2	137	113	3.4	2379.5	113			
4/4/2024	10:40:08 AB to A, No	5	4	31.3	49.3	198	174	49.5	27174.2	174			
4/4/2024	10:40:16 AA to B, No	3	3	44.4	12.7	158	134	12.9	9909.2	134			
4/4/2024	10:40:22 AB to A, No	3	3	52.8	13.9	159	135	14.4	12961.2	135			
4/4/2024	10:40:28 AB to A, No	5	4	48	5.8	184	160	6	4921.1	160			
4/4/2024	10:40:28 AA to B, No	5	4	42.9	12.3	184	160	12.5	9296.1	160			
4/4/2024	10:40:30 AA to B, No	2	2	40.9	1.8	136	112	2.1	1280.5	112			
4/4/2024	10:40:33 AA to B, No	2	2	45.5	2.2	123	99	2.4	1732.5	99			
4/4/2024	10:40:42 AB to A, No	5	4	35	13.5	244	220	13.7	8317.6	220			
4/4/2024	10:40:46 AB to A, No	5	4	34.1	3.8	173	149	4.3	2307.9	149			
4/4/2024	10:40:51 AB to A, No	5	4	39.1	4.5	173	149	4.9	3117.9	149			
4/4/2024	10:40:58 AB to A, No	2	2	35	6.9	140	116	7.2	4269.3	116			
4/4/2024	10:41:02 AB to A, No	5	4	36.1	3.8	172	148	4	2402.3	148			
4/4/2024	10:41:05 AB to A, No	5	4	36.7	2.5	188	164	2.9	1640.9	164			
4/4/2024	10:41:14 AA to B, No	3	3	39.7	41.6	161	137	41.8	29021.6	137			
4/4/2024	10:41:17 AA to B, No	3	3	37.3	1.8	168	144	2	1149.8	144			
4/4/2024	10:41:18 AA to B, No	2	2	39.6	1.4	128	104	1.7	952.3	104			
4/4/2024	10:41:21 AA to B, No	3	3	37.8	2.9	144	120	3.1	1945.4	120			
4/4/2024	10:41:44 AA to B, No	2	2	44.3	22.8	142	118	23	17748.8	118			
4/4/2024	10:41:52 AA to B, No	5	4	43.9	7.1	176	152	7.3	5455.3	152			
4/4/2024	10:41:53 AA to B, No	3	3	45.3	1	160	136	1.3	832.9	136			
4/4/2024	10:41:59 AA to B, No	8	18	47.5	5.4	452	428	5.6	4520.5	428	249	34	
4/4/2024	10:42:01 AA to B, No	2	2	46	1.4	133	109	2	1119.5	109			
4/4/2024	10:42:02 AA to B, No	2	2	46.2	1.4	139	115	1.6	1171	115			
4/4/2024	10:42:07 AA to B, No	2	2	49.8	4.2	124	100	4.4	3662.8	100			
4/4/2024	10:42:15 AB to A, No	2	2	45.3	69.7	137	113	70	55594.5	113			
4/4/2024	10:42:16 AA to B, No	2	2	43.5	8.8	138	114	9	6762	114			
4/4/2024	10:42:20 AA to B, No	2	2	34.9	4.5	125	101	4.7	2783.7	101			
4/4/2024	10:42:51 AB to A, No	5	4	44.1	35.7	186	162	35.9	27749.3	162			
4/4/2024	10:43:09 AA to B, No	2	2	42.7	48.6	134	110	48.8	36485.2	110			
4/4/2024	10:43:22 AA to B, No	3	3	48.5	12.7	160	136	13	10882.1	136			
4/4/2024	10:43:41 AB to A, No	3	3	46.3	49.7	152	128	49.9	40438.7	128			
4/4/2024	10:43:42 AA to B, No	3	3	44	20.1	161	137	20.3	15574.2	137			
4/4/2024	10:43:44 AA to B, No	2	2	45.1	1	127	103	1.2	797.9	103			
4/4/2024	10:43:48 AA to B, No	3	3	45.9	3.8	166	142	4	3096.1	142			
4/4/2024	10:43:52 AB to A, No	2	2	37.8	7.5	134	110	7.7	4980.2	110			
4/4/2024	10:44:05 AA to B, No	2	2	46.2	16.8	119	95	17	13623.6	95			
4/4/2024	10:44:13 AA to B, No	3	3	44.6	8.2	160	136	8.4	6467.3	136			
4/4/2024	10:45:15 AB to A, No	5	4	38.2	82.7	221	197	83	55677.7	197			
4/4/2024	10:45:19 AB to A, No	9	25	40.2	2.9	729	705	3.3	2076.7	222	55	300	128
4/4/2024	10:45:22 AB to A, No	3	3	37.1	2	163	139	3.1	1335.7	139			
4/4/2024	10:45:24 AB to A, No	2	2	37.4	1.6	131	107	1.9	1061.1	107			
4/4/2024	10:45:25 AB to A, No	5	4	38	1.5	176	152	1.7	1001.7	152			
4/4/2024	10:45:29 AB to A, No	3	3	40.3	3	166	142	3.3	2133.8	142			
4/4/2024	10:45:30 AB to A, No	2	2	39	1	134	110	1.3	676.3	110			
4/4/2024	10:45:32 AB to A, No	5	4	37.2	1.7	175	151	2	1137.7	151			

4/4/2024	10:45:36 AA to B, No	2	2	39.2	82.9	136	112	83.1	57241.2	112			
4/4/2024	10:45:46 AB to A, No	2	2	47.4	13.6	136	112	13.9	11348.8	112			
4/4/2024	10:45:53 AB to A, No	5	4	42.5	7	188	164	7.2	5266.6	164			
4/4/2024	10:46:21 AB to A, No	8	18	48.7	27.6	493	469	27.9	23620.8	146	291	32	
4/4/2024	10:46:26 AB to A, No	2	2	44.3	4.9	141	117	5.5	3800	117			
4/4/2024	10:46:35 AA to B, No	2	2	40.3	58.9	134	110	59.1	41731.4	110			
4/4/2024	10:46:37 AA to B, No	5	4	39.8	1.8	189	165	2	1251.9	165			
4/4/2024	10:46:45 AA to B, No	2	2	45	7	127	103	7.3	5563.6	103			
4/4/2024	10:47:14 AA to B, No	5	4	40	28.8	176	152	29	20257	152			
4/4/2024	10:47:15 AB to A, No	4	12	29.8	48.8	340	316	49	25618.9	259	57		
4/4/2024	10:47:20 AA to B, No	2	2	37.5	6.1	132	108	6.4	4040.5	108			
4/4/2024	10:47:24 AA to B, No	2	2	54.9	3.7	130	106	3.9	3537.8	106			
4/4/2024	10:47:28 AB to A, No	2	2	40.7	11.4	131	107	12.1	8169	107			
4/4/2024	10:47:29 AA to B, No	2	2	54.2	5.2	127	103	5.4	4986.2	103			
4/4/2024	10:47:33 AA to B, No	2	2	46.5	3.9	123	99	4.1	3196.8	99			
4/4/2024	10:47:36 AA to B, No	2	2	47.1	2.5	137	113	2.7	2047.9	113			
4/4/2024	10:47:40 AA to B, No	2	2	47.6	4.1	126	102	4.3	3413.1	102			
4/4/2024	10:47:48 AA to B, No	2	2	47.5	7.9	125	101	8.1	6615.3	101			
4/4/2024	10:47:57 AA to B, No	3	3	41.5	8.3	166	142	8.5	6083.4	142			
4/4/2024	10:48:04 AA to B, No	5	4	46	6.5	195	171	6.7	5226.6	171			
4/4/2024	10:48:07 AB to A, No	2	2	52	39.6	136	112	39.9	36286.9	112			
4/4/2024	10:48:47 AB to A, No	5	4	48.5	39.3	180	156	39.4	33493.5	156			
4/4/2024	10:48:47 AA to B, No	5	4	39.3	43.4	184	160	43.7	30019.9	160			
4/4/2024	10:48:53 AA to B, No	5	4	41.2	5	181	157	5.3	3633.7	157			
4/4/2024	10:48:59 AA to B, No	2	2	41.3	6	127	103	6.3	4370.8	103			
4/4/2024	10:49:08 AB to A, No	2	2	42.5	20.8	139	115	21	15540.3	115			
4/4/2024	10:49:23 AB to A, No	5	4	46.1	15.1	180	156	15.3	12258.1	156			
4/4/2024	10:49:35 AA to B, No	2	2	47	35.8	140	116	36	29572.6	116			
4/4/2024	10:49:39 AB to A, No	2	2	43.2	15.2	134	110	15.5	11575.8	110			
4/4/2024	10:49:46 AB to A, No	5	4	44.1	7.4	174	150	7.6	5710.1	150			
4/4/2024	10:49:57 AB to A, No	3	16	44.5	11	372	348	11.2	8593.2	122	198	28	
4/4/2024	10:50:01 AB to A, No	5	4	43.9	2.7	201	177	3.2	2080.9	177			
4/4/2024	10:50:04 AB to A, No	5	4	41.5	2.7	203	179	3	1949.1	179			
4/4/2024	10:50:34 AA to B, No	2	2	49.6	59.2	127	103	59.4	51662.9	103			
4/4/2024	10:50:54 AA to B, No	5	4	39.2	19.2	226	202	19.3	13235	202			
4/4/2024	10:50:57 AA to B, No	2	2	41.9	2.5	137	113	2.9	1872.7	113			
4/4/2024	10:51:02 AA to B, No	2	2	42.5	5.2	131	107	5.4	3907.4	107			
4/4/2024	10:51:08 AA to B, No	2	2	41.3	5.4	124	100	5.6	3909.8	100			
4/4/2024	10:51:22 AA to B, No	2	2	44.2	14.1	126	102	14.3	10972.5	102			
4/4/2024	10:51:47 AA to B, No	4	5	42	25.4	286	262	25.6	18780.1	262			
4/4/2024	10:52:03 AA to B, No	3	3	49.5	14.8	165	141	15.2	12888.9	141			
4/4/2024	10:52:21 AB to A, No	2	2	42.8	136.8	128	104	137.2	103132.5	104			
4/4/2024	10:52:56 AA to B, No	3	3	37	53.4	150	126	53.6	34732.1	126			
4/4/2024	10:53:07 AA to B, No	2	2	43.1	10.6	133	109	10.9	8046.2	109			
4/4/2024	10:53:09 AA to B, No	2	2	41.6	2	138	114	2.2	1443.8	114			
4/4/2024	10:53:11 AA to B, No	3	3	42.5	1.9	164	140	2.1	1417.3	140			
4/4/2024	10:53:18 AB to A, No	3	3	41.3	57.4	161	137	57.6	41744.5	137			
4/4/2024	10:53:40 AA to B, No	5	4	45.2	28.3	183	159	28.5	22453.1	159			
4/4/2024	10:53:46 AA to B, No	3	3	46.6	5.8	166	142	6.1	4801.5	142			
4/4/2024	10:53:49 AA to B, No	2	2	45.7	2.9	124	100	3.1	2304	100			
4/4/2024	10:54:01 AB to A, No	5	4	36	42.7	172	148	42.9	27056.1	148			
4/4/2024	10:54:02 AA to B, No	2	2	47.8	12.4	126	102	12.6	10480.4	102			
4/4/2024	10:54:06 AB to A, No	2	2	46.6	4	132	108	4.3	3284.4	108			
4/4/2024	10:54:08 AA to B, No	3	3	49.6	6.4	164	140	6.5	5556.1	140			
4/4/2024	10:54:20 AB to A, No	3	3	42.9	14.2	153	129	14.4	10706	129			
4/4/2024	10:54:26 AA to B, No	3	3	39	17.9	159	135	18.1	12297.9	135			
4/4/2024	10:54:28 AB to A, No	2	2	43.6	8.2	139	115	8.4	6274.2	115			
4/4/2024	10:54:36 AA to B, No	3	3	42.8	9.3	144	120	9.5	6982.6	120			
4/4/2024	10:54:38 AA to B, No	2	2	42.3	2.3	128	104	2.5	1704	104			
4/4/2024	10:55:02 AB to A, No	9	25	46.4	33.3	725	701	33.5	27201.6	209	55	385	52
4/4/2024	10:55:11 AB to A, No	2	2	43.7	7.8	129	105	8.7	5992.5	105			
4/4/2024	10:55:38 AB to A, No	3	3	45.2	27	168	144	27.2	21480	144			
4/4/2024	10:55:41 AB to A, No	2	2	45.6	2.5	129	105	2.7	2011	105			
4/4/2024	10:55:43 AA to B, No	2	2	46.1	64.2	123	99	64.4	52061	99			
4/4/2024	10:55:44 AA to B, No	2	2	48.4	1.2	133	109	1.4	1008.1	109			
4/4/2024	10:55:46 AA to B, No	2	2	47.7	1.9	125	101	2.1	1606	101			
4/4/2024	10:55:49 AA to B, No	2	2	45.3	2.3	136	112	2.5	1859.4	112			
4/4/2024	10:56:11 AB to A, No	3	3	47.3	30.1	158	134	30.3	25087	134			
4/4/2024	10:56:13 AB to A, No	2	2	43.9	1.5	128	104	1.7	1143.5	104			
4/4/2024	10:56:16 AA to B, No	2	2	47.4	26.9	134	110	27.1	22456.3	110			
4/4/2024	10:56:38 AA to B, No	2	2	42	21.9	127	103	22.1	16223.3	103			
4/4/2024	10:56:44 AB to A, No	2	2	28.9	31.6	131	107	31.8	16082.5	107			
4/4/2024	10:56:47 AB to A, No	2	2	27.8	2.2	122	98	2.5	1089.4	98			
4/4/2024	10:56:55 AB to A, No	2	2	45.9	7.8	141	117	8.1	6320.9	117			
4/4/2024	10:56:58 AB to A, No	3	3	20.4	2.7	143	119	2.9	981.2	119			
4/4/2024	10:57:11 AA to B, No	2	2	44.7	32.6	128	104	32.8	25675.4	104			
4/4/2024	10:57:13 AA to B, No	3	3	40.5	1.8	148	124	2	1265.3	124			
4/4/2024	10:58:16 AB to A, No	2	2	53.4	77.1	142	118	77.5	72516	118			
4/4/2024	10:58:21 AB to A, No	2	2	47.2	4.9	132	108	5.1	4077.4	108			
4/4/2024	10:58:25 AA to B, No	3	3	40.7	71.5	167	143	71.8	51247.1	143			
4/4/2024	10:58:28 AA to B, No	3	3	42.9	2.8	161	137	3	2086.8	137			
4/4/2024	10:59:28 AB to A, No	2	2	40.2	67.3	142	118	67.5	47555.3	118			
4/4/2024	10:59:30 AB to A, No	3	3	42.2	1.7	143	119	2	1280.7	119			

4/4/2024	10:59:36	AB to A, No	2	2	64.7	5.8	142	118	6.1	6639.9	118		
4/4/2024	10:59:42	AB to A, No	2	2	48.2	5.6	135	111	5.7	4726	111		
4/4/2024	10:59:44	AA to B, No	2	2	47.2	76.4	121	97	76.7	63450.7	97		
4/4/2024	10:59:46	AA to B, No	3	3	47.8	1.7	148	124	1.8	1392.8	124		
4/4/2024	10:59:49	AA to B, No	2	2	47.3	2.6	128	104	2.8	2153.1	104		
4/4/2024	11:00:05	AA to B, No	2	2	43.3	15.4	129	105	15.6	11756.5	105		
4/4/2024	11:00:27	AA to B, No	1	1	42.1	22.3	83	59	22.5	16515.7	59		
4/4/2024	11:00:29	AA to B, No	0	0	43.6	1.6	594	570	1.7	1203.4	61	456	53
4/4/2024	11:00:33	AA to B, No	1	1	38.8	3	81	57	3.8	2040.4	57		
4/4/2024	11:00:46	AB to A, No	2	2	46.6	63.9	130	106	64.1	52436.3	106		
4/4/2024	11:00:49	AB to A, No	3	3	38.7	2.8	170	146	3	1929.8	146		
4/4/2024	11:00:57	AA to B, No	2	2	47	24.4	141	117	24.6	20189.2	117		
4/4/2024	11:00:58	AA to B, No	3	3	48.3	1.1	152	128	1.3	948.7	128		
4/4/2024	11:01:11	AB to A, No	5	4	49.9	21.9	180	156	22.2	19219	156		
4/4/2024	11:01:53	AB to A, No	3	3	50	41.4	160	136	41.6	36405.4	136		
4/4/2024	11:01:59	AB to A, No	5	4	48.7	6.5	173	149	6.7	5577.1	149		
4/4/2024	11:02:06	AB to A, No	2	2	42.9	6.8	135	111	7	5109.9	111		
4/4/2024	11:02:15	AA to B, No	3	3	40.9	76.8	165	141	77	55280.4	141		
4/4/2024	11:02:17	AA to B, No	2	2	41.5	1.5	130	106	1.8	1123.3	106		
4/4/2024	11:02:18	AA to B, No	2	2	41	0.9	131	107	1.1	663.7	107		
4/4/2024	11:02:31	AB to A, No	3	3	50.5	24.2	166	142	24.4	21526	142		
4/4/2024	11:03:06	AB to A, No	5	4	45.2	34.8	208	184	35	27679	184		
4/4/2024	11:03:48	AB to A, No	3	3	57.6	41.6	143	119	41.9	42199.4	119		
4/4/2024	11:04:03	AA to B, No	2	2	51.1	104.8	124	100	105	94188.8	100		
4/4/2024	11:04:17	AA to B, No	2	2	39.5	13.3	127	103	13.5	9270.8	103		
4/4/2024	11:04:20	AB to A, No	3	3	50.9	32.1	152	128	32.2	28742.3	128		
4/4/2024	11:04:42	AA to B, No	2	2	44.2	24.9	123	99	25.1	19393.3	99		
4/4/2024	11:05:19	AB to A, No	2	2	34.3	58.6	139	115	58.8	35320.6	115		
4/4/2024	11:05:23	AA to B, No	3	3	40.4	40.9	159	135	41	29055.1	135		
4/4/2024	11:05:31	AA to B, No	5	4	33.2	7.8	178	154	8	4538.8	154		
4/4/2024	11:06:11	AA to B, No	2	2	38.8	39.8	126	102	40.2	27238	102		
4/4/2024	11:06:15	AA to B, No	2	2	38.9	3.8	132	108	4.1	2633.4	108		
4/4/2024	11:06:26	AA to B, No	5	4	49.7	10.3	187	163	10.5	9009.6	163		
4/4/2024	11:06:40	AB to A, No	5	4	42.8	80.8	180	156	81.1	60828.4	156		
4/4/2024	11:06:42	AB to A, No	2	2	42.3	1.8	135	111	2.1	1366.3	111		
4/4/2024	11:06:43	AA to B, No	3	3	45.4	16.9	166	142	17.1	13457.1	142		
4/4/2024	11:06:46	AA to B, No	2	2	45.7	2.8	133	109	3	2215.1	109		
4/4/2024	11:06:48	AA to B, No	2	2	43.7	2.1	132	108	2.3	1594.3	108		
4/4/2024	11:06:55	AA to B, No	2	2	41.5	6.9	128	104	7.1	5037.4	104		
4/4/2024	11:07:12	AA to B, No	3	3	50.7	16.7	146	122	16.9	14880.6	122		
4/4/2024	11:07:23	AA to B, No	3	10	44.7	10.2	298	274	10.4	8011.2	141	133	
4/4/2024	11:07:42	AB to A, No	3	3	58.5	59.3	152	128	59.6	61079.4	128		
4/4/2024	11:07:48	AA to B, No	6	6	30.4	25.5	267	243	25.9	13641.1	188	55	
4/4/2024	11:07:52	AA to B, No	2	2	33.2	3.1	123	99	3.6	1810.3	99		
4/4/2024	11:07:56	AA to B, No	2	2	36.6	4.1	132	108	4.3	2634.6	108		
4/4/2024	11:09:04	AA to B, No	2	2	33.3	67.2	125	101	67.4	39423.1	101		
4/4/2024	11:09:11	AA to B, No	3	3	51.9	6.5	169	145	6.8	5956.5	145		
4/4/2024	11:10:13	AA to B, No	2	2	45.1	61.9	125	101	62.1	49127.4	101		
4/4/2024	11:10:23	AB to A, No	2	2	47.2	161.4	136	112	161.6	134106.2	112		
4/4/2024	11:10:34	AA to B, No	5	4	53.7	21.5	178	154	21.7	20325.4	154		
4/4/2024	11:10:47	AB to A, No	3	3	49.4	23.7	154	130	23.9	20589.3	130		
4/4/2024	11:11:11	AA to B, No	5	4	38.5	36.4	235	211	36.6	24664.4	211		
4/4/2024	11:11:16	AA to B, No	5	4	33.1	4.2	234	210	4.6	2464.6	210		
4/4/2024	11:11:19	AA to B, No	5	4	35.2	3.3	176	152	3.8	2059.2	152		
4/4/2024	11:11:22	AA to B, No	3	3	37.7	2.1	160	136	2.5	1419.6	136		
4/4/2024	11:11:33	AA to B, No	3	16	34.7	10.7	365	341	11	6535.2	137	168	36
4/4/2024	11:11:52	AB to A, No	5	4	48.9	36.3	179	155	36.3	31185.3	155		
4/4/2024	11:12:03	AA to B, No	2	2	40.2	29.4	130	106	30	20791.4	106		
4/4/2024	11:12:16	AA to B, No	2	2	47.5	12.7	127	103	12.9	10601	103		
4/4/2024	11:12:52	AA to B, No	3	3	50.5	35.9	144	120	36	31877.2	120		
4/4/2024	11:13:06	AB to A, No	3	3	38.9	73.8	147	123	74.1	50522.2	123		
4/4/2024	11:13:11	AA to B, No	3	3	50.7	18.7	144	120	18.9	16704.4	120		
4/4/2024	11:13:24	AA to B, No	2	2	42.5	12.7	124	100	12.9	9515.3	100		
4/4/2024	11:13:28	AA to B, No	2	2	47	4.4	126	102	4.6	3613.1	102		
4/4/2024	11:13:41	AB to A, No	2	2	48.6	33.9	141	117	34.2	29029.1	117		
4/4/2024	11:13:42	AB to A, No	2	2	45.9	0.8	142	118	1	655.1	118		
4/4/2024	11:13:43	AB to A, No	3	3	44.6	1.4	165	141	1.6	1119.9	141		
4/4/2024	11:13:46	AA to B, No	2	2	49.5	17.1	126	102	17.3	14911.3	102		
4/4/2024	11:13:47	AB to A, No	2	2	38.4	3.2	131	107	3.5	2175.6	107		
4/4/2024	11:13:49	AB to A, No	5	4	35.4	2	174	150	2.2	1228.3	150		
4/4/2024	11:13:51	AB to A, No	2	2	29.8	1.6	139	115	1.9	834.3	115		
4/4/2024	11:13:52	AB to A, No	5	4	28.7	1.1	188	164	1.4	571.8	164		
4/4/2024	11:14:01	AB to A, No	5	4	35.5	8.5	176	152	8.9	5317.5	152		
4/4/2024	11:14:39	AA to B, No	5	4	39	53.1	256	232	53.2	36379.7	232		
4/4/2024	11:14:41	AA to B, No	2	2	38.8	2	127	103	2.4	1338.4	103		
4/4/2024	11:15:25	AA to B, No	3	3	42	43.7	150	126	43.9	32258.9	126		
4/4/2024	11:15:35	AB to A, No	5	4	47.4	93.4	172	148	93.7	77899.2	148		
4/4/2024	11:15:46	AA to B, No	3	3	50	21.1	164	140	21.4	18581.3	140		
4/4/2024	11:15:49	AA to B, No	3	3	48.9	2.6	161	137	2.8	2248.3	137		
4/4/2024	11:15:52	AA to B, No	2	2	48.9	2.4	125	101	2.7	2104.6	101		
4/4/2024	11:15:54	AB to A, No	5	4	42.6	19.4	186	162	19.6	14544.7	162		
4/4/2024	11:15:56	AB to A, No	2	2	41.3	1.4	136	112	1.7	1010.2	112		
4/4/2024	11:15:58	AB to A, No	2	2	41.1	1.2	140	116	1.4	861.9	116		

4/4/2024	11:16:01	AB to A, No	5	4	41.5	3.1	175	151	3.4	2285.9	151
4/4/2024	11:16:09	AA to B, No	3	3	45.7	16.5	148	124	16.7	13292.5	124
4/4/2024	11:16:25	AA to B, No	2	2	40.8	15.8	129	105	16	11354.6	105
4/4/2024	11:16:28	AA to B, No	3	3	35.8	2.9	143	119	3.1	1830	119
4/4/2024	11:16:32	AA to B, No	2	2	38.6	3.8	132	108	4.1	2601.9	108
4/4/2024	11:16:39	AA to B, No	3	3	47	6.6	147	123	6.8	5433.8	123
4/4/2024	11:17:00	AA to B, No	5	4	36.2	20.9	185	161	21.1	13324.5	161
4/4/2024	11:17:10	AA to B, No	2	2	43.1	10.3	129	105	10.6	7826	105
4/4/2024	11:17:23	AB to A, No	3	3	42.2	82.3	143	119	82.6	61151.4	119
4/4/2024	11:17:24	AA to B, No	2	2	43.6	13.1	132	108	13.3	10092.3	108
4/4/2024	11:17:25	AB to A, No	5	4	41.4	1.5	193	169	1.7	1084.2	169
4/4/2024	11:17:26	AB to A, No	2	2	40	0.9	135	111	1.2	600.4	111
4/4/2024	11:17:28	AB to A, No	2	2	38.7	1	136	112	1.2	652.5	112
4/4/2024	11:17:31	AA to B, No	2	2	44.6	6.9	128	104	7.1	5427.1	104
4/4/2024	11:17:50	AB to A, No	2	2	38.6	22.6	132	108	22.8	15362.6	108
4/4/2024	11:18:00	AA to B, No	2	2	43.4	28.8	132	108	29	21977.9	108
4/4/2024	11:18:02	AB to A, No	5	4	46.8	11.7	190	166	12	9662	166
4/4/2024	11:18:03	AA to B, No	2	2	44.7	2.5	120	96	2.7	1962.6	96
4/4/2024	11:18:35	AB to A, No	5	4	55.3	32.2	172	148	32.4	31349.2	148
4/4/2024	11:19:04	AA to B, No	2	2	39.4	61.5	134	110	61.7	42652.3	110
4/4/2024	11:19:09	AB to A, No	5	4	37.5	33.7	175	151	33.9	22291.4	151
4/4/2024	11:19:17	AA to B, No	3	3	38.7	12.6	143	119	12.9	8600.5	119
4/4/2024	11:19:18	AA to B, No	2	2	38	0.8	136	112	1.1	548.1	112
4/4/2024	11:19:20	AA to B, No	2	2	39.3	1.3	127	103	1.6	909.4	103
4/4/2024	11:19:21	AB to A, No	3	3	45.9	12.2	159	135	12.5	9837.8	135
4/4/2024	11:19:23	AA to B, No	2	2	37.1	2.7	120	96	2.9	1744.6	96
4/4/2024	11:19:24	AA to B, No	2	2	39.9	1.2	129	105	1.4	825.4	105
4/4/2024	11:19:29	AA to B, No	2	2	42.8	4.9	126	102	5.1	3658.7	102
4/4/2024	11:19:41	AB to A, No	3	3	39	20	150	126	20.2	13701.4	126
4/4/2024	11:20:13	AB to A, No	3	3	29.5	31.8	156	132	32.1	16531.5	132
4/4/2024	11:20:51	AB to A, No	3	3	39	37.2	169	145	37.5	25503.5	145
4/4/2024	11:20:51	AA to B, No	3	3	47.9	82	148	124	82.2	69167.8	124
4/4/2024	11:20:52	AB to A, No	2	2	39.9	1.1	139	115	1.3	747.5	115
4/4/2024	11:20:54	AB to A, No	3	3	39.8	1	146	122	1.3	717.5	122
4/4/2024	11:20:55	AA to B, No	3	3	45.6	3.9	150	126	4.1	3128.3	126
4/4/2024	11:20:57	AB to A, No	2	2	40.8	2.7	133	109	3	1968.1	109
4/4/2024	11:20:58	AA to B, No	2	2	48.4	2	126	102	2.2	1697.3	102
4/4/2024	11:20:58	AB to A, No	2	2	43.1	1.7	134	110	1.9	1271.9	110
4/4/2024	11:21:03	AA to B, No	2	2	49.3	5	125	101	5.1	4300.6	101
4/4/2024	11:21:04	AB to A, No	5	4	42.7	5.3	172	148	5.6	4014.2	148
4/4/2024	11:21:05	AA to B, No	2	2	46.1	2.6	125	101	2.7	2070.9	101
4/4/2024	11:21:06	AB to A, No	5	4	39.8	1.8	178	154	2.1	1278.6	154
4/4/2024	11:21:10	AA to B, No	2	2	46.5	4.2	126	102	4.4	3423.8	102
4/4/2024	11:21:27	AB to A, No	3	3	43	21.1	160	136	21.4	15942.7	136
4/4/2024	11:21:29	AB to A, No	5	4	43.4	1.6	172	148	1.9	1256.9	148
4/4/2024	11:22:01	AA to B, No	2	2	49.7	51.3	134	110	51.5	44893.3	110
4/4/2024	11:22:03	AA to B, No	2	2	50.2	1.5	140	116	1.7	1350.7	116
4/4/2024	11:22:09	AA to B, No	1	1	54.9	5.5	86	62	5.7	5360.3	62
4/4/2024	11:22:12	AB to A, No	2	2	50.2	42	137	113	42.3	37137.8	113
4/4/2024	11:22:23	AB to A, No	2	2	39.6	10.9	131	107	11.1	7598	107
4/4/2024	11:22:26	AB to A, No	2	2	52.6	3.3	132	108	3.5	3043.6	108
4/4/2024	11:22:32	AB to A, No	2	2	48.9	5.3	139	115	5.4	4520	115
4/4/2024	11:22:33	AB to A, No	5	4	46.1	1.2	177	153	1.4	1006.7	153
4/4/2024	11:22:42	AA to B, No	2	2	49.5	33.3	133	109	33.4	29009.9	109
4/4/2024	11:22:44	AA to B, No	2	2	51.8	1.6	127	103	1.8	1449.3	103
4/4/2024	11:22:58	AB to A, No	8	18	41.6	25.1	418	394	25.3	18342.3	153
4/4/2024	11:23:01	AA to B, No	3	3	53.4	17	165	141	17.1	15953.2	141
4/4/2024	11:23:01	AB to A, No	5	4	41.4	2.3	177	153	2.9	1708.9	153
4/4/2024	11:23:14	AB to A, No	2	2	43.4	12	139	115	12.3	9178.5	115
4/4/2024	11:23:27	AA to B, No	2	2	45	25.3	129	105	25.5	20050.2	105
4/4/2024	11:23:31	AA to B, No	3	3	42.2	4.6	147	123	4.8	3407.6	123
4/4/2024	11:23:33	AA to B, No	2	2	47	1.9	126	102	2.1	1548.3	102
4/4/2024	11:23:35	AA to B, No	2	2	46.8	1.2	135	111	1.4	1001.7	111
4/4/2024	11:23:43	AB to A, No	2	2	42	29.6	135	111	29.8	21865.5	111
4/4/2024	11:23:46	AA to B, No	3	3	44.9	11.2	154	130	11.4	8832.4	130
4/4/2024	11:23:47	AB to A, No	3	3	42.9	3.8	170	146	4	2881.7	146
4/4/2024	11:23:52	AB to A, No	5	4	47.8	4.4	179	155	4.7	3718.1	155
4/4/2024	11:24:00	AA to B, No	3	3	46.5	13.4	147	123	13.7	10994.5	123
4/4/2024	11:24:17	AA to B, No	2	2	40.8	17	122	98	17.2	12193.4	98
4/4/2024	11:24:19	AA to B, No	5	4	52.2	1.3	175	151	1.5	1204.9	151
4/4/2024	11:24:46	AA to B, No	3	3	56.8	27.2	148	124	27.4	27140.2	124
4/4/2024	11:25:20	AA to B, No	2	2	42.3	33.7	129	105	33.9	25049.3	105
4/4/2024	11:25:22	AB to A, No	3	3	54	89.7	146	122	89.9	85190.2	122
4/4/2024	11:25:23	AA to B, No	2	2	44.8	2.9	127	103	3.1	2281.1	103
4/4/2024	11:25:29	AA to B, No	2	2	49	5.7	134	110	5.9	4902.2	110
4/4/2024	11:25:37	AB to A, No	5	4	43.7	14.8	176	152	14.9	11364.5	152
4/4/2024	11:26:00	AA to B, No	3	3	40.7	30.6	146	122	30.8	21959.6	122
4/4/2024	11:26:01	AB to A, No	2	2	47.8	23.4	135	111	23.7	19691.2	111
4/4/2024	11:26:01	AA to B, No	3	3	38.7	1.1	159	135	1.4	761.8	135
4/4/2024	11:26:16	AA to B, No	2	2	48.2	14.5	127	103	14.8	12321.9	103
4/4/2024	11:26:21	AB to A, No	4	5	34.3	20.1	259	235	20.3	12137.3	235
4/4/2024	11:26:25	AA to B, No	3	3	45.5	8.8	170	146	9	7047.5	146
4/4/2024	11:26:26	AB to A, No	2	2	43	4.3	135	111	4.8	3259.4	111

4/4/2024	11:26:28 AB to A, No	2	2	38.5	1.5	134	110	1.3	1014.6	110		
4/4/2024	11:26:30 AB to A, No	2	2	40.5	3.6	138	114	3.8	2566	114		
4/4/2024	11:26:29 AA to B, No	3	3	46	3.8	158	134	4.1	3084.3	134		
4/4/2024	11:26:48 AB to A, No	2	2	41.6	20	135	111	20.2	14600.7	111		
4/4/2024	11:27:02 AA to B, No	2	2	44.7	32.6	127	103	32.8	25667.6	103		
4/4/2024	11:27:20 AB to A, No	5	4	45.5	31.3	173	149	31.5	25041.9	149		
4/4/2024	11:27:44 AB to A, No	2	2	45.9	23.6	141	117	23.8	19046.8	117		
4/4/2024	11:27:49 AA to B, No	2	2	43.1	46.9	136	112	47.1	35555.6	112		
4/4/2024	11:27:53 AA to B, No	2	2	43.6	4.3	130	106	4.5	3295	106		
4/4/2024	11:27:56 AB to A, No	2	2	47.1	11.7	138	114	11.9	9714.7	114		
4/4/2024	11:27:56 AA to B, No	2	2	49.9	2.7	126	102	2.9	2330.8	102		
4/4/2024	11:27:57 AB to A, No	2	2	46.8	1.5	134	110	1.7	1203.3	110		
4/4/2024	11:28:00 AB to A, No	5	4	40.9	2.2	178	154	2.4	1619.5	154		
4/4/2024	11:28:02 AA to B, No	5	4	51.4	5.6	174	150	5.8	5097.9	150		
4/4/2024	11:28:10 AA to B, No	2	2	49.9	7.6	129	105	7.8	6683.7	105		
4/4/2024	11:28:11 AB to A, No	3	3	48.7	10.9	158	134	11.2	9344.3	134		
4/4/2024	11:28:13 AB to A, No	3	3	52.9	1.6	162	138	1.8	1515.2	138		
4/4/2024	11:28:15 AA to B, No	2	2	51.3	4.7	116	92	4.8	4212.3	92		
4/4/2024	11:28:21 AB to A, No	3	3	52.3	7.7	160	136	7.9	7076.6	136		
4/4/2024	11:28:23 AA to B, No	2	2	52.7	8.4	124	100	8.5	7756.8	100		
4/4/2024	11:28:37 AA to B, No	2	2	45.3	14	128	104	14.2	11201.1	104		
4/4/2024	11:28:41 AA to B, No	2	2	49.4	3.4	141	117	3.6	2970.8	117		
4/4/2024	11:29:27 AB to A, No	2	2	39.2	66.5	133	109	66.7	45921.7	109		
4/4/2024	11:29:29 AA to B, No	3	3	49.2	47.9	168	144	48.1	41471.2	144		
4/4/2024	11:29:31 AA to B, No	0	0	45.2	1.6	162	138	1.8	1286.7	138	0	0
4/4/2024	11:29:29 AB to A, No	2	2	36.1	1.6	133	109	1.8	1008.9	109		
4/4/2024	11:29:34 AA to B, No	2	2	46.2	1.7	126	102	3.4	1361.3	102		
4/4/2024	11:29:45 AB to A, No	2	2	64.2	15.1	142	118	15.3	17046.6	118		
4/4/2024	11:30:10 AA to B, No	3	3	45	35.8	148	124	35.9	28316.4	124		
4/4/2024	11:30:11 AB to A, No	3	3	61	25.9	145	121	26.1	27845	121		
4/4/2024	11:30:32 AB to A, No	2	2	41.1	21.6	139	115	21.7	15585.2	115		
4/4/2024	11:30:45 AA to B, No	3	3	50.9	34.2	163	139	34.5	30695.4	139		
4/4/2024	11:30:54 AA to B, No	3	3	46.4	8.9	162	138	9.1	7252.8	138		
4/4/2024	11:31:05 AA to B, No	8	11	42.1	10.9	415	391	11.2	8103.2	391	230	
4/4/2024	11:31:12 AB to A, No	2	2	53.7	39.6	139	115	39.9	37485.9	115		
4/4/2024	11:31:26 AB to A, No	2	2	53.3	13.5	133	109	13.7	12682	109		
4/4/2024	11:31:36 AA to B, No	3	3	51.6	30.1	164	140	30.6	27305.6	140		
4/4/2024	11:31:37 AA to B, No	2	2	47.2	1.1	135	111	1.3	914.6	111		
4/4/2024	11:31:43 AB to A, No	3	3	61.5	16.6	152	128	16.8	17946.6	128		
4/4/2024	11:31:46 AB to A, No	2	2	53.8	3.6	136	112	3.8	3439.7	112		
4/4/2024	11:31:50 AA to B, No	3	3	46.1	13	143	119	13.2	10580.1	119		
4/4/2024	11:32:20 AB to A, No	5	4	63.1	32.9	180	156	33.1	36554.4	156		
4/4/2024	11:32:27 AA to B, No	2	2	48.8	36.5	127	103	36.8	31411.1	103		
4/4/2024	11:32:29 AA to B, No	5	4	51.8	2.3	216	192	2.4	2070.8	192		
4/4/2024	11:32:35 AA to B, No	2	2	55.8	5	127	103	5.3	4928.9	103		
4/4/2024	11:32:44 AA to B, No	2	2	52.2	9	126	102	9.1	8243.3	102		
4/4/2024	11:33:00 AB to A, No	3	3	60	40.2	159	135	40.4	42441.7	135		
4/4/2024	11:33:09 AB to A, No	3	3	53.5	9.3	148	124	9.5	8757.6	124		
4/4/2024	11:33:16 AB to A, No	3	3	58.8	6.1	143	119	6.3	6321.8	119		
4/4/2024	11:33:17 AB to A, No	3	3	59.9	1.5	146	122	1.6	1564.2	122		
4/4/2024	11:33:20 AB to A, No	2	2	55	2.7	141	117	2.9	2612.4	117		
4/4/2024	11:33:24 AB to A, No	2	2	53.6	3.1	139	115	3.3	2942.4	115		
4/4/2024	11:33:35 AB to A, No	2	2	48.2	11.7	135	111	11.9	9922.3	111		
4/4/2024	11:33:38 AA to B, No	3	3	54.5	54.4	161	137	54.6	52142.7	137		
4/4/2024	11:33:41 AA to B, No	2	2	57.6	2.1	134	110	2.3	2147.2	110		
4/4/2024	11:34:13 AA to B, No	8	18	43.9	32	473	449	32.2	24747	449	239	37
4/4/2024	11:34:16 AA to B, No	2	2	39.6	2.6	135	111	3.2	1808.2	111		
4/4/2024	11:34:21 AA to B, No	3	3	40.5	5.2	145	121	5.4	3714.3	121		
4/4/2024	11:34:25 AA to B, No	2	2	42.8	3.8	141	117	4.1	2884.3	117		
4/4/2024	11:34:29 AA to B, No	3	3	51.1	3.4	159	135	3.6	3026.4	135		
4/4/2024	11:34:41 AA to B, No	2	2	48.6	11.3	132	108	11.5	9633.7	108		
4/4/2024	11:34:51 AB to A, No	2	2	53.3	75.6	140	116	75.8	70985.9	116		
4/4/2024	11:35:07 AB to A, No	2	2	56	15.5	138	114	15.7	15260.9	114		
4/4/2024	11:35:09 AB to A, No	3	3	54.7	1.6	149	125	1.8	1586.3	125		
4/4/2024	11:35:12 AB to A, No	8	11	58.1	2.7	400	376	2.9	2766	376	224	
4/4/2024	11:35:38 AA to B, No	2	2	51.3	26	136	112	26	23440.6	112		
4/4/2024	11:35:52 AA to B, No	2	2	41.4	13.6	126	102	13.8	9926.4	102		
4/4/2024	11:35:57 AB to A, No	3	3	45.5	45.3	143	119	45.8	36276.8	119		
4/4/2024	11:36:01 AA to B, No	2	2	52.4	8.7	136	112	8.9	8045.9	112		
4/4/2024	11:36:04 AA to B, No	3	3	53.3	2.8	159	135	3	2629.7	135		
4/4/2024	11:36:07 AA to B, No	3	3	54.5	3.4	162	138	3.5	3214.2	138		
4/4/2024	11:36:09 AA to B, No	2	2	59	1.5	125	101	1.7	1540.9	101		
4/4/2024	11:36:22 AA to B, No	3	3	40.5	12.9	158	134	13.1	9195.5	134		
4/4/2024	11:36:28 AB to A, No	3	3	63.3	30.1	160	136	30.3	33530.3	136		
4/4/2024	11:36:50 AA to B, No	3	3	57.1	27.5	163	139	27.8	27621.3	139		
4/4/2024	11:37:05 AA to B, No	3	3	51.2	14.9	145	121	15.1	13437.2	121		
4/4/2024	11:37:42 AB to A, No	5	4	52.2	74.1	180	156	74.2	68040.8	156		
4/4/2024	11:37:44 AB to A, No	2	2	47.3	1.8	127	103	2.1	1527.5	103		
4/4/2024	11:37:51 AB to A, No	3	3	48.9	7.2	151	127	7.4	6229.8	127		
4/4/2024	11:38:16 AA to B, No	2	2	58.5	71.4	128	104	71.6	73517.8	104		
4/4/2024	11:38:26 AA to B, No	2	2	41.6	9.2	141	117	9.4	6749.5	117		
4/4/2024	11:38:27 AA to B, No	2	2	43.4	1.3	130	106	1.5	956.6	106		
4/4/2024	11:38:29 AA to B, No	2	2	40	1.8	126	102	2	1295.6	102		

4/4/2024	11:38:30 AA to B, No	2	2	40.5	0.8	127	103	1	542.3	103
4/4/2024	11:38:48 AA to B, No	3	3	51.1	18	147	123	18.2	16136.2	123
4/4/2024	11:39:00 AA to B, No	5	4	38.5	11.2	194	170	11.3	7569.6	170
4/4/2024	11:39:01 AA to B, No	2	2	39.9	0.8	134	110	1.1	570.2	110
4/4/2024	11:39:14 AA to B, No	2	2	62.2	12.9	133	109	13.1	14082.3	109
4/4/2024	11:39:17 AB to A, No	3	3	50.2	85	160	136	85.2	75049.9	136
4/4/2024	11:39:40 AB to A, No	1	1	44.5	23.2	90	66	23.4	18194.6	66
4/4/2024	11:39:43 AB to A, No	3	3	50.3	3	147	123	3.1	2616.6	123
4/4/2024	11:40:04 AB to A, No	5	4	56.7	21	178	154	21.2	20915.8	154
4/4/2024	11:40:13 AA to B, No	2	2	53.7	58.6	134	110	58.8	55460.4	110
4/4/2024	11:40:18 AB to A, No	5	4	60.4	13.4	174	150	13.6	14259	150
4/4/2024	11:40:18 AA to B, No	2	2	59.6	5.4	134	110	5.6	5669	110
4/4/2024	11:40:26 AB to A, No	3	3	56.5	8.3	143	119	8.5	8299.2	119
4/4/2024	11:40:30 AA to B, No	2	2	54.7	11.2	131	107	11.4	10823.3	107
4/4/2024	11:40:40 AA to B, No	2	2	53.4	10.2	120	96	10.4	9596.5	96
4/4/2024	11:41:02 AA to B, No	8	11	52.6	22	405	381	22.2	20363.9	168
4/4/2024	11:41:04 AA to B, No	3	3	49.8	1.6	164	140	2	1368.5	140
4/4/2024	11:41:21 AB to A, No	2	2	48.3	54.6	136	112	54.8	46420.6	112
4/4/2024	11:41:23 AB to A, No	2	2	45.1	1.7	141	117	1.9	1357.3	117
4/4/2024	11:41:36 AA to B, No	3	3	45.7	31.1	149	125	31.3	25026.3	125
4/4/2024	11:41:47 AA to B, No	2	2	58.1	11	128	104	11.2	11202.4	104
4/4/2024	11:42:21 AA to B, No	3	3	51.3	34.3	163	139	34.4	30970.5	139
4/4/2024	11:42:35 AA to B, No	2	2	51.6	13.9	123	99	14.1	12639.2	99
4/4/2024	11:42:42 AA to B, No	3	3	52.3	6.1	155	131	6.3	5638.6	131
4/4/2024	11:42:47 AA to B, No	3	3	57.7	5.3	146	122	5.5	5394	122
4/4/2024	11:42:57 AA to B, No	2	2	49.1	9.9	125	101	10	8522.6	101
4/4/2024	11:42:59 AA to B, No	5	4	52	1.6	171	147	1.8	1452.6	147
4/4/2024	11:43:11 AA to B, No	2	2	42	11.8	133	109	12	8728.1	109
4/4/2024	11:43:20 AA to B, No	5	4	53.2	8.5	177	153	8.7	7942.1	153
4/4/2024	11:43:43 AA to B, No	2	2	49.5	22.9	128	104	23.1	19969.4	104
4/4/2024	11:43:57 AB to A, No	2	2	49.6	154.1	140	116	154.3	134677.7	116
4/4/2024	11:43:59 AB to A, No	5	4	60.8	1.6	173	149	1.8	1693.7	149
4/4/2024	11:44:11 AB to A, No	2	2	46.6	11.6	135	111	11.8	9541.8	111
4/4/2024	11:44:38 AA to B, No	2	2	58.5	55.4	133	109	55.6	57117.6	109
4/4/2024	11:45:17 AA to B, No	2	2	49.7	38.6	131	107	38.7	33736.2	107
4/4/2024	11:45:19 AA to B, No	2	2	48.7	1.3	134	110	1.5	1112.7	110
4/4/2024	11:45:38 AA to B, No	2	2	49.5	19.4	131	107	19.5	16861.8	107
4/4/2024	11:45:55 AB to A, No	2	2	59.7	103.6	134	110	103.7	108732.4	110
4/4/2024	11:46:16 AB to A, No	3	3	66.4	21.3	160	136	21.4	24866.6	136
4/4/2024	11:46:17 AB to A, No	5	4	69.7	1.2	202	178	1.3	1423.9	178
4/4/2024	11:46:21 AA to B, No	3	3	47.3	42.3	162	138	42.4	35155	138
4/4/2024	11:46:31 AB to A, No	5	4	39.9	13.7	173	149	13.9	9638.1	149
4/4/2024	11:46:49 AA to B, No	2	2	56.6	28.2	122	98	28.4	28066.3	98
4/4/2024	11:46:57 AA to B, No	3	3	55.5	8.4	146	122	8.5	8196.4	122
4/4/2024	11:47:02 AA to B, No	3	3	62.3	4	162	138	4.1	4350	138
4/4/2024	11:47:12 AA to B, No	2	2	53.3	10.1	126	102	10.3	9484.8	102
4/4/2024	11:47:28 AB to A, No	2	2	61.6	56.4	133	109	56.7	61169.2	109
4/4/2024	11:47:30 AB to A, No	3	3	61.3	1.6	144	120	1.8	1768.1	120
4/4/2024	11:47:59 AA to B, No	3	3	57.9	47.2	161	137	47.4	48145.8	137
4/4/2024	11:48:08 AB to A, No	2	2	42.9	38.5	134	110	38.6	29088.3	110
4/4/2024	11:48:10 AB to A, No	2	2	45.4	1.4	131	107	1.6	1147.3	107
4/4/2024	11:48:13 AB to A, No	3	3	44.5	2.4	144	120	2.6	1891.1	120
4/4/2024	11:48:41 AA to B, No	2	2	47.1	41.9	128	104	42	34708.2	104
4/4/2024	11:48:46 AB to A, No	5	4	56.6	32.6	183	159	32.9	32489.5	159
4/4/2024	11:49:03 AA to B, No	2	2	56.7	21.2	122	98	21.3	21113	98
4/4/2024	11:49:10 AA to B, No	2	2	52.3	7.2	124	100	7.4	6644.8	100
4/4/2024	11:49:29 AB to A, No	2	2	55	43	135	111	43.2	41570.3	111
4/4/2024	11:49:48 AA to B, No	2	2	55.2	38.1	125	101	38.2	37001.3	101
4/4/2024	11:50:12 AA to B, No	3	3	42.7	24.1	165	141	24.2	18098.4	141
4/4/2024	11:50:59 AA to B, No	2	2	54.2	46.7	127	103	47	44616.1	103
4/4/2024	11:51:13 AB to A, No	5	4	57.5	103.7	176	152	103.9	104925.1	152
4/4/2024	11:51:14 AB to A, No	3	3	58	1.5	161	137	1.7	1539.1	137
4/4/2024	11:51:18 AB to A, No	5	4	57.6	3.3	178	154	3.5	3329.4	154
4/4/2024	11:51:28 AA to B, No	3	3	45.6	28.3	151	127	28.5	22717.2	127
4/4/2024	11:51:30 AA to B, No	3	3	47	2.3	164	140	2.5	1910.4	140
4/4/2024	11:51:57 AB to A, No	2	2	52.6	39.3	135	111	39.5	36340.4	111
4/4/2024	11:52:01 AB to A, No	2	2	50.8	3.4	132	108	3.6	3020.9	108
4/4/2024	11:52:02 AB to A, No	2	2	49.3	1.3	132	108	1.5	1157.9	108
4/4/2024	11:52:03 AB to A, No	3	3	49.2	0.9	154	130	1.1	806.8	130
4/4/2024	11:52:18 AA to B, No	2	2	54.4	47.3	123	99	47.6	45312.6	99
4/4/2024	11:52:20 AA to B, No	2	2	55.8	1.6	128	104	1.7	1564.7	104
4/4/2024	11:52:28 AB to A, No	2	2	58.1	24.7	135	111	24.9	25275.8	111
4/4/2024	11:52:38 AA to B, No	2	2	53	18.4	123	99	18.6	17184.4	99
4/4/2024	11:52:40 AB to A, No	3	3	54.2	11.8	153	129	11.9	11210.8	129
4/4/2024	11:52:45 AA to B, No	2	2	56.2	6.1	125	101	6.2	6004	101
4/4/2024	11:53:03 AA to B, No	2	2	53	18.5	131	107	18.6	17268.9	107
4/4/2024	11:53:19 AB to A, No	2	2	65.9	38.6	142	118	38.8	44828.1	118
4/4/2024	11:53:29 AB to A, No	3	3	49.3	10	159	135	10.1	8645.6	135
4/4/2024	11:53:31 AB to A, No	2	2	55	1.7	131	107	1.9	1662.4	107
4/4/2024	11:53:35 AB to A, No	2	2	60.8	3.7	139	115	3.9	3989.7	115
4/4/2024	11:53:38 AB to A, No	5	4	56.9	3.1	197	173	3.2	3089	173
4/4/2024	11:53:48 AA to B, No	2	2	47.2	44.2	126	102	44.4	36719.1	102
4/4/2024	11:53:54 AA to B, No	2	2	49.5	6.1	137	113	6.3	5361.3	113



4/4/2024	11:54:07 AB to A, No	2	2	48.4	28.8	136	112	29	24515.4	112		
4/4/2024	11:54:17 AA to B, No	3	3	47.3	22.9	150	126	23.1	19073.7	126		
4/4/2024	11:54:19 AA to B, No	2	2	46	2.1	131	107	2.3	1729.5	107		
4/4/2024	11:54:38 AA to B, No	2	2	59.8	18.9	125	101	19.1	19889.4	101		
4/4/2024	11:55:04 AB to A, No	3	3	46.9	56.6	148	124	56.8	46739	124		
4/4/2024	11:55:23 AB to A, No	5	4	54	18.5	177	153	18.7	17550.7	153		
4/4/2024	11:55:42 AA to B, No	3	3	54.2	63	160	136	63.1	60098.6	136		
4/4/2024	11:55:43 AA to B, No	3	3	53.4	1.3	162	138	1.5	1188.5	138		
4/4/2024	11:56:05 AB to A, No	3	3	48.7	42	162	138	42.2	36001.6	138		
4/4/2024	11:56:19 AB to A, No	3	3	47.5	13.7	143	119	13.9	11462.7	119		
4/4/2024	11:56:21 AB to A, No	3	3	52.1	2.1	143	119	2.3	1897.3	119		
4/4/2024	11:56:36 AB to A, No	2	2	50.4	14.4	137	113	14.6	12806.4	113		
4/4/2024	11:56:57 AA to B, No	2	2	48.9	73.4	128	104	73.6	63190.3	104		
4/4/2024	11:57:16 AA to B, No	2	2	50.8	19.1	126	102	19.3	17107.3	102		
4/4/2024	11:57:23 AB to A, No	2	2	56.2	46.6	140	116	46.8	46108	116		
4/4/2024	11:57:24 AB to A, No	3	3	55	1.7	157	133	1.8	1624.5	133		
4/4/2024	11:57:43 AA to B, No	5	4	46	26.3	173	149	26.5	21290.4	149		
4/4/2024	11:57:47 AB to A, No	5	4	48.5	22.9	191	167	23	19527.8	167		
4/4/2024	11:58:08 AA to B, No	2	2	53.7	25.1	122	98	25.4	23734.5	98		
4/4/2024	11:58:16 AA to B, No	2	2	51.6	7.9	129	105	8.1	7189.8	105		
4/4/2024	11:58:18 AA to B, No	2	2	49.3	1.5	136	112	1.7	1297.2	112		
4/4/2024	11:58:20 AA to B, No	2	2	48.5	1.9	133	109	2	1590.1	109		
4/4/2024	11:58:21 AA to B, No	2	2	47.7	1.1	130	106	1.3	944.9	106		
4/4/2024	11:58:32 AB to A, No	3	3	48.7	44	143	119	44.3	37729.9	119		
4/4/2024	11:58:38 AB to A, No	2	2	47.7	6.3	136	112	6.5	5316.9	112		
4/4/2024	11:58:40 AB to A, No	2	2	52	1.5	138	114	1.7	1408.7	114		
4/4/2024	11:58:43 AB to A, No	5	4	54.8	2.6	176	152	2.7	2463.6	152		
4/4/2024	11:58:44 AA to B, No	2	2	51.5	22.5	125	101	22.7	20382	101		
4/4/2024	11:58:50 AA to B, No	3	3	47	6	147	123	6.2	4954.7	123		
4/4/2024	11:58:55 AA to B, No	2	2	50.3	4.7	137	113	4.9	4133.8	113		
4/4/2024	11:59:00 AB to A, No	2	2	55	17.1	140	116	17.3	16512.3	116		
4/4/2024	11:59:02 AB to A, No	5	4	52	1.6	189	165	1.7	1430.1	165		
4/4/2024	11:59:05 AB to A, No	2	2	57.4	3	137	113	3.2	3013.5	113		
4/4/2024	11:59:14 AB to A, No	5	4	51.3	9	174	150	9.1	8122.2	150		
4/4/2024	11:59:48 AA to B, No	8	17	50	53.3	682	658	53.5	46946.1	228	52	378
4/4/2024	11:59:53 AA to B, No	2	2	48.9	4.2	135	111	5	3569.6	111		
4/4/2024	11:59:55 AA to B, No	1	1	49.8	1.8	87	63	2	1578.7	63		
4/4/2024	12:00:00 FA to B, No	5	4	58.8	4.4	175	151	4.6	4596.5	151		
4/4/2024	12:00:20 FA to B, No	3	3	52.3	20.5	145	121	20.6	18811.5	121		
4/4/2024	12:00:25 FB to A, No	2	2	59.3	70.9	136	112	71.1	74065.4	112		
4/4/2024	12:00:34 FB to A, No	2	2	52.1	8.3	141	117	8.4	7588.8	117		
4/4/2024	12:00:45 FA to B, No	2	2	58.4	24.4	132	108	24.6	25040.5	108		
4/4/2024	12:01:09 FB to A, No	8	11	48.8	35.6	443	419	35.8	30542.2	184	235	
4/4/2024	12:01:11 FB to A, No	5	4	54.2	1.3	192	168	1.8	1225.1	168		
4/4/2024	12:01:15 FB to A, No	3	3	51.5	3.5	153	129	3.7	3164	129		
4/4/2024	12:01:18 FB to A, No	3	3	46.2	2.3	156	132	2.5	1905.3	132		
4/4/2024	12:01:20 FB to A, No	2	2	47.1	2.5	136	112	2.7	2063.9	112		
4/4/2024	12:01:25 FA to B, No	2	2	56.2	40.2	140	116	40.4	39816.2	116		
4/4/2024	12:01:28 FB to A, No	2	2	59.1	7.6	125	101	7.8	7890.6	101		
4/4/2024	12:01:30 FB to A, No	2	2	56.6	2	140	116	2.1	1949.7	116		
4/4/2024	12:01:47 FA to B, No	3	3	55.7	21.7	143	119	21.9	21327	119		
4/4/2024	12:01:54 FA to B, No	3	3	52.1	6.7	149	125	6.9	6151.6	125		
4/4/2024	12:01:55 FB to A, No	5	4	47.2	24.5	183	159	24.6	20344	159		
4/4/2024	12:02:01 FA to B, No	2	2	50.8	6.7	126	102	6.9	6031.6	102		
4/4/2024	12:02:08 FB to A, No	2	2	69.8	12.6	140	116	12.8	15441.2	116		
4/4/2024	12:02:33 FA to B, No	2	2	54.7	32.2	135	111	32.4	30984.1	111		
4/4/2024	12:02:44 FB to A, No	2	2	49.3	36.5	139	115	36.7	31701	115		
4/4/2024	12:02:47 FA to B, No	2	2	65.1	13.2	134	110	13.3	15084.9	110		
4/4/2024	12:02:55 FA to B, No	2	2	45.4	7.9	142	118	8	6312.1	118		
4/4/2024	12:03:19 FA to B, No	3	3	48.3	24.1	161	137	24.3	20449.1	137		
4/4/2024	12:03:24 FA to B, No	2	2	47.9	4.5	128	104	4.7	3807	104		
4/4/2024	12:03:29 FB to A, No	5	4	47.2	44.2	195	171	44.4	36713.8	171		
4/4/2024	12:03:30 FA to B, No	2	2	45.2	6.2	142	118	6.4	4924.5	118		
4/4/2024	12:03:41 FA to B, No	2	2	39.3	10.8	122	98	11	7501.9	98		
4/4/2024	12:03:56 FB to A, No	3	3	41.5	27.2	155	131	27.5	19900.7	131		
4/4/2024	12:04:05 FA to B, No	2	2	49.3	24	125	101	24.2	20847.1	101		
4/4/2024	12:04:11 FA to B, No	2	2	51.6	5.8	125	101	5.9	5229.2	101		
4/4/2024	12:04:21 FA to B, No	3	3	49.6	10	165	141	10.1	8708.6	141		
4/4/2024	12:04:30 FA to B, No	2	2	47.9	8.2	120	96	8.4	6898.7	96		
4/4/2024	12:04:31 FB to A, No	5	4	61.4	34.1	181	157	34.4	36885.2	157		
4/4/2024	12:04:40 FB to A, No	2	2	55.6	9.1	136	112	9.3	8877.4	112		
4/4/2024	12:04:49 FA to B, No	3	3	54.2	18.8	147	123	18.9	17886.1	123		
4/4/2024	12:04:56 FA to B, No	2	2	55.8	7.3	121	97	7.5	7215.4	97		
4/4/2024	12:05:21 FA to B, No	3	3	50.3	25	144	120	25.1	22103.2	120		
4/4/2024	12:05:38 FB to A, No	2	2	71.9	58.2	137	113	58.4	73680.6	113		
4/4/2024	12:05:56 FA to B, No	5	4	47.5	34.8	176	152	35	29104.3	152		
4/4/2024	12:06:38 FB to A, No	3	3	59.4	59.9	149	125	60	62650.1	125		
4/4/2024	12:06:39 FA to B, No	3	3	47.7	42.4	160	136	42.7	35604.4	136		
4/4/2024	12:06:40 FB to A, No	2	2	65.2	1.8	133	109	2	2106.7	109		
4/4/2024	12:06:41 FA to B, No	8	18	50.7	1.8	465	441	2	1564.6	155	251	35
4/4/2024	12:06:57 FB to A, No	2	2	50.1	16.2	141	117	16.4	14316.3	117		
4/4/2024	12:06:57 FA to B, No	3	3	54.2	15.8	161	137	16.3	15046.6	137		
4/4/2024	12:07:18 FA to B, No	2	2	50.2	20.4	125	101	20.6	18045.2	101		

4/4/2024	12:07:21 FA to B, No	5	4	53.2	2.6	191	167	2.8	2454.7	167		
4/4/2024	12:07:28 FB to A, No	2	2	51.3	30.9	142	118	31.1	27877	118		
4/4/2024	12:08:08 FA to B, No	5	4	46.3	47.2	177	153	47.4	38404.8	153		
4/4/2024	12:08:15 FA to B, No	3	10	53.6	6.9	374	350	7.2	6545.3	142	208	
4/4/2024	12:08:26 FA to B, No	2	2	45.1	10.6	133	109	11	8418	109		
4/4/2024	12:08:53 FA to B, No	3	3	50.1	25.9	166	142	26.1	22811.9	142		
4/4/2024	12:08:54 FA to B, No	2	2	54.3	0.8	126	102	1	771.6	102		
4/4/2024	12:09:14 FA to B, No	2	2	47.9	20.3	128	104	20.4	17097.5	104		
4/4/2024	12:09:15 FA to B, No	2	2	46.7	1.1	141	117	1.2	867.1	117		
4/4/2024	12:09:17 FA to B, No	2	2	45.5	1.7	126	102	1.9	1322.3	102		
4/4/2024	12:09:30 FA to B, No	2	2	51.4	13.2	123	99	13.4	11900.7	99		
4/4/2024	12:09:35 FA to B, No	2	2	54.3	4.3	131	107	4.5	4133.4	107		
4/4/2024	12:09:37 FB to A, No	5	4	49.9	81.3	171	147	81.3	71432.9	147		
4/4/2024	12:09:42 FB to A, No	8	18	54.1	4.4	417	393	4.6	4189.6	149	209	35
4/4/2024	12:09:44 FB to A, No	8	18	56.4	1.6	428	404	2.1	1613.1	167	200	37
4/4/2024	12:09:54 FA to B, No	3	3	63.3	18.7	170	146	18.9	20844.4	146		
4/4/2024	12:09:54 FB to A, No	8	18	56.2	10.1	531	507	10.6	9993.4	182	286	39
4/4/2024	12:10:03 FB to A, No	2	2	65.1	7.6	140	116	8.1	8657.6	116		
4/4/2024	12:10:29 FA to B, No	3	3	51	34.6	143	119	34.8	31058.5	119		
4/4/2024	12:10:48 FB to A, No	5	4	58.3	45	182	158	45.2	46162.5	158		
4/4/2024	12:10:55 FB to A, No	2	2	56.1	6.9	134	110	7.1	6798.2	110		
4/4/2024	12:10:56 FB to A, No	2	2	56	1.4	141	117	1.6	1390.9	117		
4/4/2024	12:11:20 FB to A, No	2	2	56.9	23	117	93	23.2	23067.3	93		
4/4/2024	12:11:31 FA to B, No	2	2	48.5	62	137	113	62.2	53012.5	113		
4/4/2024	12:11:46 FA to B, No	2	2	56	15.5	131	107	15.7	15237.3	107		
4/4/2024	12:11:55 FA to B, No	2	2	46.9	8.3	123	99	8.5	6855	99		
4/4/2024	12:12:00 FA to B, No	3	3	49.2	5.1	166	142	5.3	4408.7	142		
4/4/2024	12:12:07 FA to B, No	3	3	48.3	6.1	147	123	6.4	5221.1	123		
4/4/2024	12:12:08 FA to B, No	2	2	46.9	1.3	136	112	1.5	1080.3	112		
4/4/2024	12:12:13 FA to B, No	5	4	51.1	5	189	165	5.1	4456.1	165		
4/4/2024	12:12:54 FB to A, No	2	2	53.4	94.3	135	111	94.4	88561.9	111		
4/4/2024	12:13:00 FB to A, No	2	2	49.3	5.7	134	110	5.9	4985.9	110		
4/4/2024	12:13:06 FB to A, No	2	2	59.8	5.9	141	117	6.1	6210.2	117		
4/4/2024	12:13:08 FB to A, No	3	3	56.3	2	144	120	2.1	1958	120		
4/4/2024	12:13:18 FA to B, No	2	2	51.3	64.9	131	107	65.2	58589.6	107		
4/4/2024	12:13:30 FA to B, No	3	3	56.2	11.8	160	136	12	11667.6	136		
4/4/2024	12:13:33 FB to A, No	2	2	50.8	24.6	135	111	24.7	21971.6	111		
4/4/2024	12:13:35 FB to A, No	3	3	54.3	1.5	158	134	1.7	1464.6	134		
4/4/2024	12:13:56 FA to B, No	2	2	50.6	25.9	127	103	26.1	23062.5	103		
4/4/2024	12:14:11 FA to B, No	2	2	51.1	14.2	126	102	14.3	12750.6	102		
4/4/2024	12:14:21 FB to A, No	2	2	54.5	46.2	142	118	46.4	44301.5	118		
4/4/2024	12:14:40 FB to A, No	2	2	59.5	18.9	140	116	19.1	19816.2	116		
4/4/2024	12:15:08 FA to B, No	2	2	47.7	57.3	129	105	57.5	48149.4	105		
4/4/2024	12:15:50 FA to B, No	2	2	45.8	41.6	142	118	41.7	33463.8	118		
4/4/2024	12:15:53 FA to B, No	5	4	42.3	3.2	171	147	3.4	2348.5	147		
4/4/2024	12:15:56 FA to B, No	2	2	43.3	2	127	103	2.3	1558.7	103		
4/4/2024	12:15:58 FA to B, No	2	2	44.9	1.8	126	102	2	1411.3	102		
4/4/2024	12:16:00 FB to A, No	2	2	58.6	80.2	140	116	80.4	82796.9	116		
4/4/2024	12:16:02 FB to A, No	2	2	59	1.3	138	114	1.4	1325.6	114		
4/4/2024	12:16:30 FA to B, No	3	3	43.6	32.1	165	141	32.3	24597.8	141		
4/4/2024	12:16:32 FA to B, No	3	3	44.3	2.3	147	123	2.5	1771.5	123		
4/4/2024	12:16:35 FA to B, No	2	2	51.2	2.1	129	105	2.3	1865.8	105		
4/4/2024	12:16:41 FA to B, No	3	3	47.9	6.5	165	141	6.7	5501.9	141		
4/4/2024	12:16:42 FB to A, No	3	3	50.3	40.4	167	143	40.5	35771.3	143		
4/4/2024	12:16:45 FB to A, No	5	4	46.9	2.7	193	169	2.9	2185.9	169		
4/4/2024	12:17:03 FA to B, No	3	10	53.1	21.9	275	251	22.1	20482.8	124	127	
4/4/2024	12:17:13 FA to B, No	2	2	55.9	9.5	133	109	9.8	9360.6	109		
4/4/2024	12:17:33 FA to B, No	2	2	47.8	19	131	107	19.2	16001	107		
4/4/2024	12:17:54 FA to B, No	2	2	45.9	21.6	134	110	21.8	17495.1	110		
4/4/2024	12:17:55 FB to A, No	3	3	49.6	51.6	153	129	51.6	44984.2	129		
4/4/2024	12:17:57 FB to A, No	5	4	51.7	1.1	210	186	1.3	960.5	186		
4/4/2024	12:17:58 FA to B, No	2	2	44.6	3.2	123	99	3.4	2509.1	99		
4/4/2024	12:17:59 FB to A, No	2	2	54	2.3	131	107	2.6	2186.6	107		
4/4/2024	12:18:00 FA to B, No	3	3	44.8	2.2	168	144	2.4	1764	144		
4/4/2024	12:18:00 FB to A, No	2	2	54.4	1	138	114	1.2	980.2	114		
4/4/2024	12:18:05 FA to B, No	2	2	48.3	4.5	120	96	4.7	3784.2	96		
4/4/2024	12:18:07 FB to A, No	3	3	49.8	6.5	157	133	6.7	5718.4	133		
4/4/2024	12:18:08 FB to A, No	2	2	51.2	0.8	141	117	1	748.7	117		
4/4/2024	12:18:08 FA to B, No	2	2	53.5	3.5	120	96	3.6	3279.3	96		
4/4/2024	12:18:28 FA to B, No	5	4	67.4	19.5	173	149	19.7	23141.6	149		
4/4/2024	12:18:41 FB to A, No	2	2	44.7	32.4	133	109	32.6	25499.8	109		
4/4/2024	12:18:50 FA to B, No	2	2	45.8	21.5	129	105	21.6	17291.1	105		
4/4/2024	12:18:53 FA to B, No	5	4	60.7	2.8	193	169	3	3024.4	169		
4/4/2024	12:19:23 FB to A, No	3	3	61.8	41.9	151	127	42.1	45574	127		
4/4/2024	12:19:41 FB to A, No	5	4	58.2	17.9	183	159	18	18298.1	159		
4/4/2024	12:19:47 FB to A, No	2	2	46.9	5.5	135	111	5.7	4508.2	111		
4/4/2024	12:19:48 FB to A, No	3	3	43.3	1.2	167	143	1.4	913	143		
4/4/2024	12:19:50 FB to A, No	5	4	42.5	1.5	207	183	1.7	1095.4	183		
4/4/2024	12:19:52 FB to A, No	2	2	44.1	2.4	138	114	2.7	1884.5	114		
4/4/2024	12:19:58 FA to B, No	3	3	53.8	65.5	164	140	65.7	61999.5	140		
4/4/2024	12:20:02 FB to A, No	3	3	53.2	9.3	145	121	9.5	8682.5	121		
4/4/2024	12:20:02 FA to B, No	2	2	54.3	3.4	141	117	3.6	3269.6	117		
4/4/2024	12:20:04 FB to A, No	3	3	56.8	1.8	156	132	2	1824.1	132		

4/4/2024	12:20:10 FA to B, No	2	2	56.1	8.1	127	103	8.2	7944.9	103		
4/4/2024	12:20:19 FA to B, No	2	2	49.7	8.9	125	101	9.1	7796.6	101		
4/4/2024	12:20:27 FB to A, No	2	2	59.6	22.6	138	114	22.7	23665.2	114		
4/4/2024	12:20:57 FA to B, No	3	3	42.8	37.5	149	125	37.6	28238.8	125		
4/4/2024	12:21:06 FA to B, No	5	4	48.7	8.4	188	164	8.6	7185.9	164		
4/4/2024	12:21:24 FA to B, No	8	18	41	18	453	429	18.2	12958.9	137	259	33
4/4/2024	12:21:26 FA to B, No	3	3	41.5	1.3	149	125	2	962.1	125		
4/4/2024	12:21:59 FA to B, No	2	2	47.7	33.4	132	108	33.7	28084	108		
4/4/2024	12:22:18 FA to B, No	2	2	46.3	18.1	140	116	18.3	14707	116		
4/4/2024	12:22:19 FA to B, No	2	2	45.9	1.3	125	101	1.5	1055.1	101		
4/4/2024	12:22:20 FA to B, No	2	2	45.7	1	136	112	1.2	828.9	112		
4/4/2024	12:22:25 FB to A, No	2	2	57.4	118	131	107	118.1	119171.8	107		
4/4/2024	12:22:34 FB to A, No	2	2	49.8	9.1	133	109	9.3	8011.2	109		
4/4/2024	12:23:00 FA to B, No	2	2	53.5	39.6	127	103	39.8	37306.4	103		
4/4/2024	12:23:03 FA to B, No	2	2	54.4	2.1	125	101	2.2	1965.3	101		
4/4/2024	12:23:06 FA to B, No	3	3	52.4	2.9	146	122	3.1	2719.8	122		
4/4/2024	12:23:11 FB to A, No	2	2	38.1	36.9	133	109	37.1	24771.6	109		
4/4/2024	12:23:13 FB to A, No	5	4	32.7	1.4	189	165	1.6	805.5	165		
4/4/2024	12:23:15 FB to A, No	2	2	35.7	2	134	110	2.4	1255	110		
4/4/2024	12:23:16 FA to B, No	2	2	50.5	10.3	131	107	10.5	9193.4	107		
4/4/2024	12:23:17 FB to A, No	5	4	36	1.6	180	156	1.8	1006.5	156		
4/4/2024	12:23:20 FA to B, No	2	2	53.2	4	131	107	4.1	3717.3	107		
4/4/2024	12:23:22 FB to A, No	8	18	45.6	4.9	432	408	5.2	3948.4	168	205	35
4/4/2024	12:23:55 FA to B, No	3	3	53.5	34.9	162	138	35.1	32843.5	138		
4/4/2024	12:24:02 FA to B, No	3	3	52.4	6.6	144	120	6.8	6100.1	120		
4/4/2024	12:24:11 FB to A, No	3	3	59.3	47.8	149	125	48.4	49935	125		
4/4/2024	12:24:11 FA to B, No	2	2	44.7	8.9	125	101	9.1	7025.5	101		
4/4/2024	12:24:12 FB to A, No	5	4	55.8	1.4	177	153	1.6	1420.1	153		
4/4/2024	12:24:13 FB to A, No	3	3	56.3	0.7	144	120	0.9	705.5	120		
4/4/2024	12:24:24 FA to B, No	2	2	51.8	12.1	131	107	12.3	11004.1	107		
4/4/2024	12:24:26 FA to B, No	2	2	52.1	2.2	140	116	2.4	2054.4	116		
4/4/2024	12:24:28 FA to B, No	3	3	54	2.2	165	141	2.4	2104.9	141		
4/4/2024	12:24:44 FA to B, No	3	3	49.2	15.5	147	123	15.6	13374.8	123		
4/4/2024	12:24:47 FB to A, No	2	2	50.1	33.3	137	113	33.5	29384.5	113		
4/4/2024	12:24:50 FB to A, No	3	3	45.1	2.9	167	143	3.1	2323.2	143		
4/4/2024	12:24:56 FB to A, No	2	2	53.3	6.5	132	108	6.7	6077.9	108		
4/4/2024	12:25:03 FA to B, No	5	4	45.9	18.6	175	151	18.8	15021.4	151		
4/4/2024	12:25:27 FA to B, No	2	2	46.7	23.8	127	103	24	19551.1	103		
4/4/2024	12:25:51 FB to A, No	3	3	57.4	54.5	145	121	54.7	55037.5	121		
4/4/2024	12:25:54 FA to B, No	8	11	53	27.3	376	352	27.5	25431	156	196	
4/4/2024	12:26:01 FB to A, No	2	2	59.5	9.6	136	112	9.8	10053.7	112		
4/4/2024	12:26:07 FA to B, No	2	2	57.6	12.6	123	99	13	12767.1	99		
4/4/2024	12:26:09 FA to B, No	2	2	53.6	1.2	120	96	1.3	1120.4	96		
4/4/2024	12:26:21 FA to B, No	3	3	48.6	12.7	168	144	12.8	10833	144		
4/4/2024	12:26:26 FA to B, No	2	2	54.5	3.9	130	106	4.1	3734.5	106		
4/4/2024	12:26:27 FA to B, No	2	2	56.2	1.3	124	100	1.5	1321.7	100		
4/4/2024	12:26:41 FA to B, No	2	2	52.3	13.4	125	101	13.6	12347.7	101		
4/4/2024	12:26:46 FA to B, No	3	3	40.1	4.8	164	140	5	3414.5	140		
4/4/2024	12:26:48 FA to B, No	5	4	42.2	1.6	174	150	1.9	1208.5	150		
4/4/2024	12:26:52 FA to B, No	5	4	40.3	4.6	179	155	4.9	3278.5	155		
4/4/2024	12:26:55 FA to B, No	3	3	39.3	2.2	159	135	2.5	1555.5	135		
4/4/2024	12:26:57 FA to B, No	2	2	37.9	1.3	129	105	1.6	882.9	105		
4/4/2024	12:27:02 FA to B, No	2	2	43.1	5.3	127	103	5.5	3990.1	103		
4/4/2024	12:27:05 FA to B, No	2	2	40.3	3.1	125	101	3.3	2216.4	101		
4/4/2024	12:27:07 FA to B, No	2	2	41.7	1.7	126	102	1.9	1232.6	102		
4/4/2024	12:27:11 FA to B, No	2	2	50.2	3.1	127	103	3.3	2757.2	103		
4/4/2024	12:27:13 FA to B, No	2	2	51.8	2	126	102	2.2	1836.3	102		
4/4/2024	12:27:30 FB to A, No	5	4	59	89	184	160	89.2	92382.4	160		
4/4/2024	12:27:38 FA to B, No	3	3	44.8	25	158	134	25.2	19755	134		
4/4/2024	12:28:02 FB to A, No	5	4	52	31.7	173	149	31.9	29009.1	149		
4/4/2024	12:28:06 FB to A, No	5	4	54.1	3.9	179	155	4.1	3666.2	155		
4/4/2024	12:28:42 FA to B, No	2	2	47	64.2	122	98	64.4	53067.8	98		
4/4/2024	12:28:46 FA to B, No	2	2	48.8	4	127	103	4.1	3410.7	103		
4/4/2024	12:28:50 FB to A, No	3	3	32.9	43.8	168	144	44	25339.2	144		
4/4/2024	12:29:04 FB to A, No	2	2	39.3	13.4	127	103	13.7	9230.9	103		
4/4/2024	12:29:05 FB to A, No	3	3	40.7	1.3	144	120	1.5	906.5	120		
4/4/2024	12:29:28 FA to B, No	3	3	49.3	41.1	147	123	41.3	35632.9	123		
4/4/2024	12:29:47 FB to A, No	2	2	62.4	41.5	140	116	41.7	45551.2	116		
4/4/2024	12:29:50 FB to A, No	2	2	57.7	3.1	135	111	3.3	3190.2	111		
4/4/2024	12:29:52 FB to A, No	2	2	57.5	1.7	140	116	1.9	1745.7	116		
4/4/2024	12:30:00 FA to B, No	2	2	52.3	32.5	126	102	32.7	29905.3	102		
4/4/2024	12:30:05 FA to B, No	2	2	49.4	4.5	125	101	4.6	3903.2	101		
4/4/2024	12:30:07 FA to B, No	2	2	48.8	1.9	133	109	2.1	1620.6	109		
4/4/2024	12:30:11 FA to B, No	2	2	56.7	3.8	124	100	4	3833.7	100		
4/4/2024	12:30:54 FA to B, No	2	2	53.1	40	123	99	40	37385.6	99		
4/4/2024	12:31:09 FA to B, No	2	2	43	14.4	138	114	14.4	10921.5	114		
4/4/2024	12:31:15 FB to A, No	2	2	47	82.7	130	106	82.9	68432.6	106		
4/4/2024	12:31:17 FB to A, No	5	4	52.5	1.8	172	148	1.9	1623.7	148		
4/4/2024	12:31:19 FB to A, No	0	0	51	1.6	24	0	1.8	1429	0	0	0
4/4/2024	12:31:19 FA to B, No	2	2	55.6	9.7	133	109	9.9	9515.4	109		
4/4/2024	12:31:21 FB to A, No	8	18	52.4	1.6	573	549	2.6	1446.7	187	314	48
4/4/2024	12:31:29 FA to B, No	2	2	51.2	9.6	132	108	9.8	8647.2	108		
4/4/2024	12:31:33 FA to B, No	2	2	52.8	4.4	125	101	4.5	4049.8	101		

4/4/2024	12:31:43 FA to B, No	3	3	44.2	10	160	136	10.1	7753.3	136
4/4/2024	12:32:32 FB to A, No	2	2	56.2	70.5	133	109	71.2	69814.9	109
4/4/2024	12:32:39 FA to B, No	2	2	60.9	55.7	123	99	55.9	59630.4	99
4/4/2024	12:32:51 FA to B, No	3	3	50	11.3	162	138	11.4	9900.6	138
4/4/2024	12:32:59 FB to A, No	5	4	75	26.5	178	154	26.6	34941.9	154
4/4/2024	12:33:14 FB to A, No	5	4	54.1	14.9	181	157	15	14184.9	157
4/4/2024	12:33:52 FA to B, No	2	2	53.5	60.9	129	105	61.1	57313.1	105
4/4/2024	12:34:07 FA to B, No	2	2	45.4	15.2	127	103	15.3	12123.2	103
4/4/2024	12:34:09 FA to B, No	2	2	45.8	1.8	139	115	2	1432.1	115
4/4/2024	12:34:15 FA to B, No	2	2	45	5.9	123	99	6.1	4636.4	99
4/4/2024	12:34:49 FA to B, No	2	2	53.8	33.3	119	95	33.4	31479	95
4/4/2024	12:34:54 FA to B, No	2	2	51	5.6	124	100	5.8	5029.4	100
4/4/2024	12:34:55 FB to A, No	2	2	52.3	100.6	133	109	100.8	92589.2	109
4/4/2024	12:34:56 FA to B, No	2	2	52.4	1.6	121	97	1.8	1467.7	97
4/4/2024	12:34:57 FB to A, No	5	4	53.5	2.1	178	154	2.3	1989.9	154
4/4/2024	12:34:58 FB to A, No	3	3	54.6	0.8	149	125	1.1	814.7	125
4/4/2024	12:35:06 FA to B, No	8	17	58.2	9.8	677	653	10	10089.4	224
4/4/2024	12:35:10 FA to B, No	2	2	54.9	3.1	128	104	3.7	2957.1	104
4/4/2024	12:35:16 FA to B, No	3	3	54.3	6.2	168	144	6.3	5878.7	144
4/4/2024	12:35:21 FA to B, No	2	2	57.7	4.6	130	106	4.8	4704.5	106
4/4/2024	12:35:25 FA to B, No	3	3	55.7	3.4	164	140	3.6	3345.9	140
4/4/2024	12:35:27 FA to B, No	5	4	54.7	1.9	178	154	2.1	1813.8	154
4/4/2024	12:35:36 FA to B, No	2	2	49.2	9	139	115	9.2	7752.3	115
4/4/2024	12:35:38 FA to B, No	3	3	48.3	2.3	167	143	2.5	1987.4	143
4/4/2024	12:35:56 FB to A, No	5	4	57.6	58	176	152	58.2	58778.2	152
4/4/2024	12:35:58 FA to B, No	2	2	55.5	19.9	134	110	20.1	19421.6	110
4/4/2024	12:36:33 FA to B, No	2	2	47.8	34.2	128	104	34.3	28765.4	104
4/4/2024	12:36:42 FB to A, No	2	2	56.2	44.9	140	116	45.1	44433.9	116
4/4/2024	12:37:02 FA to B, No	3	3	45.9	28.7	164	140	28.9	23207.3	140
4/4/2024	12:37:13 FB to A, No	5	4	60.4	30.8	181	157	31	32772.3	157
4/4/2024	12:37:21 FA to B, No	2	2	47.1	18.7	132	108	18.9	15475	108
4/4/2024	12:37:22 FA to B, No	3	3	46.9	1.2	148	124	1.4	988	124
4/4/2024	12:37:34 FB to A, No	5	4	43.9	20.8	207	183	21	16065.7	183
4/4/2024	12:37:35 FA to B, No	2	2	51.7	12.7	117	93	12.9	11515	93
4/4/2024	12:37:36 FA to B, No	3	3	50.1	1.4	160	136	1.6	1248.4	136
4/4/2024	12:37:54 FB to A, No	3	10	54.2	20.3	332	308	20.6	19368.3	121
4/4/2024	12:37:57 FA to B, No	2	2	47.9	20.2	128	104	20.4	17066.1	104
4/4/2024	12:38:05 FA to B, No	5	4	49.4	8.1	176	152	8.3	7074.9	152
4/4/2024	12:38:15 FA to B, No	2	2	55.5	9.6	142	118	9.8	9364.6	118
4/4/2024	12:38:20 FB to A, No	3	3	51.1	26	150	126	26.3	23358.4	126
4/4/2024	12:38:22 FB to A, No	2	2	54.3	1.8	132	108	2	1707.6	108
4/4/2024	12:38:24 FB to A, No	5	4	55.6	1	177	153	1.2	998.4	153
4/4/2024	12:38:25 FB to A, No	5	4	58.9	1.6	181	157	1.8	1629	157
4/4/2024	12:38:26 FA to B, No	2	2	56	11.3	123	99	11.4	11101.4	99
4/4/2024	12:38:28 FB to A, No	2	2	56.3	2.3	135	111	2.4	2232	111
4/4/2024	12:38:35 FB to A, No	2	2	56.9	6.7	140	116	6.8	6691.1	116
4/4/2024	12:38:45 FB to A, No	3	3	54.6	10.5	156	132	10.7	10114.5	132
4/4/2024	12:38:48 FB to A, No	8	11	55.7	2	427	403	2.1	1915	158
4/4/2024	12:38:57 FA to B, No	2	2	55.2	30	130	106	30.2	29130.1	106
4/4/2024	12:38:59 FB to A, No	2	2	49.9	11.4	137	113	11.9	10046.9	113
4/4/2024	12:39:06 FB to A, No	3	3	50.7	6	155	131	6.2	5354.2	131
4/4/2024	12:39:14 FB to A, No	2	2	57.9	8	139	115	8.2	8117.6	115
4/4/2024	12:39:15 FA to B, No	2	2	47.7	17.8	127	103	18	14955.1	103
4/4/2024	12:39:21 FB to A, No	8	11	63.7	7.3	408	384	7.5	8223.2	175
4/4/2024	12:40:44 FB to A, No	2	2	56.4	82.5	128	104	82.9	81908.6	104
4/4/2024	12:40:45 FB to A, No	5	4	57.4	1	175	151	1.2	1013.4	151
4/4/2024	12:40:47 FB to A, No	5	4	56.2	1.3	179	155	1.5	1244.9	155
4/4/2024	12:40:49 FB to A, No	2	2	55.3	1.6	137	113	1.8	1518.2	113
4/4/2024	12:41:01 FB to A, No	3	3	40.4	11.8	152	128	12	8403.6	128
4/4/2024	12:41:04 FA to B, No	2	2	50.3	109.4	127	103	109.6	96781.5	103
4/4/2024	12:41:09 FB to A, No	2	2	55.3	8.5	130	106	8.8	8274.7	106
4/4/2024	12:41:15 FA to B, No	2	2	54.5	10.3	123	99	10.4	9832.1	99
4/4/2024	12:41:23 FA to B, No	3	3	55.3	8.7	155	131	8.8	8458.8	131
4/4/2024	12:41:36 FA to B, No	2	2	49.2	12.4	141	117	12.6	10776.5	117
4/4/2024	12:42:14 FA to B, No	2	2	52.3	37.5	124	100	37.7	34520.2	100
4/4/2024	12:42:40 FB to A, No	5	4	47.3	91	248	224	91.2	75794.9	224
4/4/2024	12:42:42 FB to A, No	5	4	46.2	1.5	186	162	1.8	1235	162
4/4/2024	12:42:46 FB to A, No	2	2	44.9	3.2	132	108	3.5	2559.1	108
4/4/2024	12:42:50 FA to B, No	2	2	43.3	35.8	130	106	35.9	27251.9	106
4/4/2024	12:43:08 FB to A, No	3	3	42.4	22.4	166	142	22.6	16717.1	142
4/4/2024	12:43:09 FB to A, No	1	1	13.3	0	53	29	0.2	3.1	29
4/4/2024	12:43:12 FB to A, No	2	2	42.7	3	137	113	3.3	2224.4	113
4/4/2024	12:43:13 FB to A, No	2	2	43.6	1.1	137	113	1.3	863.8	113
4/4/2024	12:43:15 FB to A, No	2	2	43.9	1.4	134	110	1.6	1096.5	110
4/4/2024	12:43:16 FB to A, No	2	2	44.2	1.1	136	112	1.3	867.6	112
4/4/2024	12:43:19 FB to A, No	3	3	50.7	2.3	170	146	2.5	2013.5	146
4/4/2024	12:43:20 FA to B, No	3	3	56.8	10.9	165	141	11	10914.6	141
4/4/2024	12:43:22 FA to B, No	2	2	54.3	1.5	135	111	1.7	1433.8	111
4/4/2024	12:43:20 FA to B, No	4	5	12.6	1.6	459	435	1.5	359.9	435
4/4/2024	12:43:36 FA to B, No	2	2	53.2	13.4	127	103	15.3	12527.3	103
4/4/2024	12:43:37 FA to B, No	3	3	55.4	1.7	146	122	1.8	1629.8	122
4/4/2024	12:43:57 FA to B, No	2	2	50.7	19.4	132	108	19.6	17335.6	108
4/4/2024	12:44:01 FB to A, No	3	3	74.7	42.4	152	128	42.6	55695.9	128

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4/4/2024	12:44:15 FA to B, No	2	2	52.1	18	128	104	18.2	16509.8	104		
4/4/2024	12:44:30 FB to A, No	2	2	58.2	28.4	129	105	28.6	29101.1	105		
4/4/2024	12:44:47 FB to A, No	3	3	59	17	145	121	17.1	17636.4	121		
4/4/2024	12:44:49 FA to B, No	2	2	46.9	34	134	110	34.1	28041.2	110		
4/4/2024	12:44:53 FA to B, No	3	3	45.7	3.8	143	119	4	3048.5	119		
4/4/2024	12:45:07 FA to B, No	2	2	46.4	13.9	141	117	14.1	11345.3	117		
4/4/2024	12:45:10 FB to A, No	2	2	64.9	23.4	132	108	23.6	26740.4	108		
4/4/2024	12:45:12 FB to A, No	3	3	61.1	1	147	123	1.1	1072.6	123		
4/4/2024	12:45:15 FB to A, No	1	1	61.1	2.9	87	63	3.1	3171.3	63		
4/4/2024	12:45:30 FA to B, No	2	2	53.4	22.1	126	102	22.3	20736.6	102		
4/4/2024	12:45:32 FA to B, No	2	2	54.1	1.6	136	112	1.8	1534.3	112		
4/4/2024	12:45:53 FB to A, No	5	4	49	37.7	189	165	37.8	32530.8	165		
4/4/2024	12:45:56 FB to A, No	3	3	54.8	3.2	144	120	3.4	3090.8	120		
4/4/2024	12:45:58 FB to A, No	5	4	57.9	2.1	201	177	2.3	2140	177		
4/4/2024	12:46:21 FB to A, No	3	3	48.7	22.5	148	124	22.7	19256.9	124		
4/4/2024	12:46:23 FB to A, No	0	0	45.5	2	24	0	2.2	1625.6	0	0	
4/4/2024	12:46:23 FA to B, No	1	1	38.8	51.6	88	64	51.7	35195.7	64		
4/4/2024	12:46:44 FA to B, No	8	17	48	20.1	681	657	20.3	16971.6	209	51	397
4/4/2024	12:46:54 FB to A, No	5	4	56.6	30.3	173	149	31.3	30200.1	149		
4/4/2024	12:46:58 FA to B, No	2	2	47.7	13.7	130	106	14.5	11505.6	106		
4/4/2024	12:46:58 FB to A, No	2	2	57.7	3.5	134	110	3.7	3556.8	110		
4/4/2024	12:47:05 FB to A, No	5	4	71.8	6.8	184	160	7	8602.6	160		
4/4/2024	12:47:13 FB to A, No	3	3	67.9	8	143	119	8.2	9611.3	119		
4/4/2024	12:48:03 FA to B, No	2	2	52.7	64.5	135	111	64.7	59849.1	111		
4/4/2024	12:48:11 FA to B, No	2	2	54.7	8.6	131	107	8.7	8228.5	107		
4/4/2024	12:48:15 FA to B, No	2	2	59.1	3.7	124	100	3.9	3874.9	100		
4/4/2024	12:48:39 FA to B, No	2	2	54.5	23.1	126	102	23.3	22172.8	102		
4/4/2024	12:48:47 FB to A, No	8	11	60.4	93.1	434	410	93.3	99083.7	165	245	
4/4/2024	12:48:49 FA to B, No	2	2	44.9	10.1	126	102	10.3	8002.3	102		
4/4/2024	12:48:51 FA to B, No	5	4	48.2	1.5	174	150	1.6	1237.8	150		
4/4/2024	12:48:52 FA to B, No	2	2	47.5	1.3	125	101	1.5	1082.9	101		
4/4/2024	12:49:02 FA to B, No	2	2	54.8	9.8	128	104	10	9433.4	104		
4/4/2024	12:49:07 FB to A, No	5	4	58.1	20	182	158	20.5	20487	158		
4/4/2024	12:49:09 FB to A, No	3	3	58.7	1.6	145	121	1.8	1699	121		
4/4/2024	12:49:10 FB to A, No	2	2	56.5	0.6	132	108	0.8	627.3	108		
4/4/2024	12:49:16 FA to B, No	8	11	49.7	13.5	401	377	13.7	11815.3	148	229	
4/4/2024	12:49:31 FA to B, No	2	2	47.8	14.5	126	102	15	12240.6	102		
4/4/2024	12:49:32 FA to B, No	2	2	48.5	1.5	123	99	1.6	1238.5	99		
4/4/2024	12:49:34 FA to B, No	2	2	49.6	1.6	131	107	1.8	1413.4	107		
4/4/2024	12:49:38 FA to B, No	3	3	62.9	3.2	158	134	3.4	3582	134		
4/4/2024	12:49:40 FB to A, No	5	4	59.7	2.6	179	155	2.6	2732.4	155		
4/4/2024	12:49:45 FA to B, No	2	2	54.9	7.2	127	103	7.3	6916	103		
4/4/2024	12:49:49 FB to A, No	3	3	57	7.9	150	126	8.1	7930.8	126		
4/4/2024	12:50:03 FA to B, No	5	4	57.2	17.5	185	161	17.7	17629	161		
4/4/2024	12:50:11 FA to B, No	2	2	54.5	8.5	123	99	8.7	8159.1	99		
4/4/2024	12:50:19 FB to A, No	3	3	50.9	30.6	145	121	30.8	27402	121		
4/4/2024	12:50:21 FB to A, No	3	3	54.9	1.7	161	137	1.9	1645.7	137		
4/4/2024	12:50:24 FB to A, No	2	2	52.9	2.5	134	110	2.7	2305.2	110		
4/4/2024	12:50:26 FB to A, No	5	4	56.7	1.6	208	184	1.8	1643.4	184		
4/4/2024	12:51:08 FB to A, No	3	3	54.2	41.8	150	126	42.1	39918.6	126		
4/4/2024	12:51:10 FB to A, No	5	4	54.9	1.6	179	155	1.8	1541.7	155		
4/4/2024	12:51:17 FB to A, No	3	16	47.8	7.2	324	300	7.4	6091.2	133	133	34
4/4/2024	12:51:39 FA to B, No	2	2	47.6	87.7	129	105	87.9	73438.5	105		
4/4/2024	12:51:53 FB to A, No	2	2	51	36	132	108	36.4	32281.4	108		
4/4/2024	12:52:00 FA to B, No	3	3	53.8	20.4	159	135	20.6	19352.5	135		
4/4/2024	12:52:03 FB to A, No	2	2	53.9	9.4	133	109	9.5	8872.4	109		
4/4/2024	12:52:17 FB to A, No	2	2	46.7	13.5	128	104	13.7	11133.4	104		
4/4/2024	12:52:18 FB to A, No	5	4	45.2	1.3	177	153	1.5	1072.5	153		
4/4/2024	12:52:24 FB to A, No	3	3	47.8	5.9	160	136	6.2	4978.7	136		
4/4/2024	12:52:28 FB to A, No	2	2	47.5	3.2	136	112	3.4	2683.2	112		
4/4/2024	12:52:29 FA to B, No	5	4	48.9	29	187	163	29.2	24991.1	163		
4/4/2024	12:52:49 FB to A, No	2	2	48.8	21.1	136	112	21.3	18132.2	112		
4/4/2024	12:52:50 FB to A, No	5	4	50.3	1	181	157	1.2	924.4	157		
4/4/2024	12:52:55 FB to A, No	3	3	51.7	4	159	135	4.3	3675.3	135		
4/4/2024	12:52:56 FB to A, No	3	3	53.6	1.3	147	123	1.5	1250.1	123		
4/4/2024	12:52:57 FB to A, No	2	2	50.6	0.9	130	106	1.1	783.8	106		
4/4/2024	12:53:00 FA to B, No	2	2	53	31.2	129	105	31.4	29045.7	105		
4/4/2024	12:53:08 FB to A, No	2	2	42.8	10.7	131	107	10.8	8037.3	107		
4/4/2024	12:53:22 FB to A, No	2	2	48	14.2	136	112	14.5	12049.7	112		
4/4/2024	12:53:28 FA to B, No	2	2	49.8	27	124	100	27.2	23653.4	100		
4/4/2024	12:53:30 FA to B, No	2	2	47.7	2.5	140	116	2.6	2065.3	116		
4/4/2024	12:53:41 FB to A, No	5	4	59.8	18	182	158	18.1	18904.8	158		
4/4/2024	12:53:49 FA to B, No	2	2	42.7	18.4	124	100	18.6	13810.3	100		
4/4/2024	12:53:52 FA to B, No	2	2	43.9	2.7	127	103	2.9	2068.2	103		
4/4/2024	12:54:04 FA to B, No	2	2	48.6	12.1	123	99	12.3	10383.9	99		
4/4/2024	12:54:11 FA to B, No	2	2	57.2	6.9	124	100	7.1	6987.5	100		
4/4/2024	12:54:44 FB to A, No	5	4	65	63.3	179	155	63.5	72502.8	155		
4/4/2024	12:54:45 FB to A, No	2	2	65.1	0.9	142	118	1.1	1037.7	118		
4/4/2024	12:55:15 FA to B, No	2	2	47.9	64.2	127	103	64.3	54141.7	103		
4/4/2024	12:55:37 FA to B, No	9	25	50.3	21.7	646	622	21.9	19204.9	185	46	345
4/4/2024	12:55:45 FA to B, No	5	4	57.8	6.6	190	166	7.4	6715.1	166		
4/4/2024	12:55:51 FB to A, No	5	4	59.5	65.5	178	154	65.7	68681.9	154		
4/4/2024	12:55:53 FA to B, No	2	2	49.5	8.1	129	105	8.3	7064.7	105		

4/4/2024	12:56:03 FB to A, No	3	3	60.4	11.9	160	136	12.1	12670.2	136				
4/4/2024	12:56:07 FA to B, No	2	2	51	14.1	128	104	14.3	12689.1	104				
4/4/2024	12:56:09 FA to B, No	3	3	56.2	2	150	126	2.2	2009.9	126				
4/4/2024	12:56:20 FA to B, No	2	2	55.4	10	130	106	10.2	9755.5	106				
4/4/2024	12:56:21 FB to A, No	5	4	57.3	17.8	179	155	18	17994.6	155				
4/4/2024	12:56:21 FA to B, No	2	2	55.6	1.6	140	116	1.8	1582	116				
4/4/2024	12:56:24 FB to A, No	2	2	59.5	2.3	138	114	2.5	2443.3	114				
4/4/2024	12:57:05 FA to B, No	2	2	46	43.8	129	105	43.9	35448.4	105				
4/4/2024	12:57:13 FB to A, No	5	4	62.2	49.1	176	152	49.3	53799.7	152				
4/4/2024	12:57:24 FA to B, No	3	3	52.9	19	148	124	19.2	17656	124				
4/4/2024	12:57:36 FB to A, No	5	4	53.6	23.1	178	154	23.2	21760.1	154				
4/4/2024	12:57:38 FB to A, No	2	2	55.5	1.8	139	115	2	1733.1	115				
4/4/2024	12:57:47 FA to B, No	2	2	49.9	22.6	139	115	22.8	19852.8	115				
4/4/2024	12:57:55 FA to B, No	2	2	57.7	7.9	126	102	8.1	7992.6	102				
4/4/2024	12:58:01 FA to B, No	3	3	51.8	5.9	146	122	6	5363.9	122				
4/4/2024	12:58:46 FB to A, No	2	2	41.9	68	134	110	68.2	50089.8	110				
4/4/2024	12:58:48 FB to A, No	3	3	42.2	1.3	144	120	1.5	978.4	120				
4/4/2024	12:59:07 FA to B, No	2	2	50.2	65.2	132	108	65.4	57585.7	108				
4/4/2024	12:59:10 FA to B, No	2	2	52.6	3.1	133	109	3.3	2888.6	109				
4/4/2024	12:59:14 FB to A, No	2	2	51.5	26.4	139	115	26.7	23950.5	115				
4/4/2024	12:59:18 FB to A, No	2	2	49.5	2.9	131	107	3.1	2559	107				
4/4/2024	12:59:27 FA to B, No	2	2	48.5	17	125	101	17.2	14544.8	101				
4/4/2024	12:59:49 FA to B, No	3	3	45.2	21.6	150	126	21.8	17220.1	126				
4/4/2024	12:59:59 FB to A, No	3	3	51.8	41.5	148	124	41.7	37851	124				
4/4/2024	1:00:02 PNB to A, No	2	2	54.7	2.5	138	114	2.7	2371.4	114				
4/4/2024	1:00:04 PNB to A, No	2	2	61	1.9	139	115	2.1	2029.9	115				
4/4/2024	1:00:05 PNB to A, No	5	4	63.2	1.2	176	152	1.3	1297.8	152				
4/4/2024	1:00:21 PMA to B, No	3	3	56.1	31.3	162	138	31.5	30863.6	138				
4/4/2024	1:00:47 PNB to A, No	4	5	50.8	41.8	373	349	42	37357.2	349				
4/4/2024	1:00:47 PMA to B, No	2	2	54.3	26.6	138	114	26.8	25373.7	114				
4/4/2024	1:00:49 PMA to B, No	3	3	54.9	1.4	162	138	1.4	1390.7	138				
4/4/2024	1:00:51 PNB to A, No	5	4	53.9	3	171	147	3.5	2889.5	147				
4/4/2024	1:00:56 PNB to A, No	5	4	52.9	5.2	242	218	5.4	4816.2	218				
4/4/2024	1:00:57 PNB to A, No	2	2	50.3	1.1	136	112	1.4	968.5	112				
4/4/2024	1:00:59 PNB to A, No	2	2	48	1.4	133	109	1.5	1147.7	109				
4/4/2024	1:01:01 PNB to A, No	3	3	53.6	1.9	160	136	2.1	1802.4	136				
4/4/2024	1:01:22 PMA to B, No	3	3	54.8	33.3	163	139	33.5	32094.3	139				
4/4/2024	1:01:37 PMA to B, No	2	2	52.9	14.2	121	97	14.4	13214.3	97				
4/4/2024	1:01:49 PNB to A, No	3	3	62.4	47.8	146	122	48	52465.7	122				
4/4/2024	1:01:51 PNB to A, No	2	2	61	1.5	137	113	1.6	1596	113				
4/4/2024	1:01:53 PNB to A, No	2	2	63	1.8	142	118	1.9	1977.5	118				
4/4/2024	1:02:25 PMA to B, No	2	2	50.9	48.3	117	93	48.5	43270.5	93				
4/4/2024	1:02:27 PMA to B, No	2	2	48	1.5	126	102	1.7	1298.8	102				
4/4/2024	1:02:29 PNB to A, No	3	3	65.1	36.5	152	128	36.6	41800.8	128				
4/4/2024	1:02:32 PMA to B, No	2	2	51.7	4.9	124	100	5.1	4446.3	100				
4/4/2024	1:02:49 PMA to B, No	5	4	64.3	16.9	193	169	17	19072.6	169				
4/4/2024	1:02:52 PMA to B, No	2	2	50.3	3	131	107	3.2	2662.9	107				
4/4/2024	1:02:58 PMA to B, No	2	2	48.4	5.7	135	111	5.9	4845.1	111				
4/4/2024	1:03:04 PMA to B, No	2	2	56.2	5.3	132	108	5.5	5275	108				
4/4/2024	1:03:09 PMA to B, No	5	4	57.4	5.7	179	155	5.8	5734.3	155				
4/4/2024	1:03:21 PMA to B, No	2	2	55.4	11.9	132	108	12.1	11574.2	108				
4/4/2024	1:03:48 PMA to B, No	5	4	57.8	26	173	149	26.2	26474.2	149				
4/4/2024	1:04:18 PMA to B, No	2	2	51	30	137	113	30.2	26940.5	113				
4/4/2024	1:04:24 PMA to B, No	2	2	48.8	6.1	126	102	6.3	5251.6	102				
4/4/2024	1:04:53 PNB to A, No	3	3	47.8	143.3	164	140	143.5	120494.7	140				
4/4/2024	1:04:59 PNB to A, No	2	2	50.5	6.3	137	113	6.5	5594.3	113				
4/4/2024	1:05:01 PMA to B, No	2	2	49.5	36.8	125	101	37	32083.5	101				
4/4/2024	1:05:03 PNB to A, No	3	3	48.2	3.6	149	125	3.8	3071.6	125				
4/4/2024	1:05:05 PNB to A, No	5	4	48.6	1.4	180	156	1.6	1171.6	156				
4/4/2024	1:05:07 PNB to A, No	10	31	49.1	2	853	829	2.3	1754.5	202	58	453	59	57
4/4/2024	1:05:13 PMA to B, No	3	3	48.5	11.4	145	121	11.6	9713.1	121				
4/4/2024	1:05:14 PMA to B, No	3	3	49.9	1.3	143	119	1.5	1155.5	119				
4/4/2024	1:05:16 PMA to B, No	2	2	48.4	2.1	127	103	2.3	1760.5	103				
4/4/2024	1:05:18 PMA to B, No	2	2	45.4	1.6	127	103	1.7	1254.5	103				
4/4/2024	1:05:19 PMA to B, No	2	2	43.2	1	140	116	1.2	761.3	116				
4/4/2024	1:05:25 PMA to B, No	2	2	54	5.8	122	98	6	5463.1	98				
4/4/2024	1:05:30 PMA to B, No	2	2	48	4.6	131	107	4.7	3842.9	107				
4/4/2024	1:05:31 PNB to A, No	2	2	61.4	23.1	142	118	24.1	24954.9	118				
4/4/2024	1:05:32 PMA to B, No	3	3	52.2	2.1	159	135	2.2	1889.5	135				
4/4/2024	1:05:44 PMA to B, No	2	2	50.6	11.9	120	96	12.1	10641.1	96				
4/4/2024	1:05:46 PMA to B, No	8	11	50.1	1.6	408	384	1.7	1370.5	170	214			
4/4/2024	1:05:59 PMA to B, No	3	3	43.9	12	144	120	12.5	9263	120				
4/4/2024	1:06:14 PNB to A, No	5	4	49.6	43.1	191	167	43.2	37613.7	167				
4/4/2024	1:06:20 PMA to B, No	2	2	48.6	21.1	130	106	21.3	18016.2	106				
4/4/2024	1:06:41 PNB to A, No	2	2	56	26.9	134	110	27.2	26511.9	110				
4/4/2024	1:06:44 PNB to A, No	2	2	57.1	2.1	127	103	2.2	2084.5	103				
4/4/2024	1:07:08 PMA to B, No	2	2	48.2	48.3	137	113	48.5	41035	113				
4/4/2024	1:07:20 PNB to A, No	3	3	56	36.2	158	134	36.4	35655.4	134				
4/4/2024	1:07:22 PNB to A, No	3	3	59	1.8	170	146	2	1838.4	146				
4/4/2024	1:07:25 PNB to A, No	2	2	61	2.8	137	113	3	3019.4	113				
4/4/2024	1:07:30 PMA to B, No	2	2	49.6	21.7	132	108	21.9	18953.2	108				
4/4/2024	1:07:31 PMA to B, No	5	4	47.9	0.8	182	158	1	688.2	158				
4/4/2024	1:07:51 PNB to A, No	8	18	49.8	26.2	486	462	26.4	22967.1	164	260	38		

4/4/2024	1:07:57 PMA to B, No	2	2	55.2	25.9	128	104	26.1	25159.4	104
4/4/2024	1:08:31 PMA to B, No	5	4	50	33	190	166	33.1	29011.9	166
4/4/2024	1:08:36 PMA to B, No	2	2	48.9	5.1	129	105	5.4	4426.8	105
4/4/2024	1:08:41 PNB to A, No	5	4	62.7	49.4	201	177	50	54459	177
4/4/2024	1:08:51 PNB to A, No	3	3	66.1	9.4	155	131	9.6	10886.9	131
4/4/2024	1:08:53 PNB to A, No	2	2	64.2	2.5	129	105	2.6	2779.3	105
4/4/2024	1:09:05 PMA to B, No	2	2	54	28.8	125	101	28.9	27333.7	101
4/4/2024	1:09:22 PMA to B, No	2	2	57.7	16.8	120	96	17	17119.8	96
4/4/2024	1:09:36 PNB to A, No	2	2	59.8	42.6	139	115	42.7	44824.2	115
4/4/2024	1:10:01 PNB to A, No	3	3	59.9	24.8	149	125	25	26158.9	125
4/4/2024	1:10:03 PNB to A, No	5	4	57.9	2.1	172	148	2.3	2151.5	148
4/4/2024	1:10:20 PMA to B, No	2	2	54.5	57.6	127	103	57.8	55308.7	103
4/4/2024	1:10:30 PNB to A, No	5	4	86.7	26.1	180	156	26.3	39875.3	156
4/4/2024	1:10:47 PMA to B, No	2	2	52.7	27.5	124	100	27.7	25565	100
4/4/2024	1:11:08 PMA to B, No	2	2	52.8	20.9	128	104	21.1	19460	104
4/4/2024	1:11:20 PNB to A, No	2	2	48.4	49.8	126	102	49.9	42408.3	102
4/4/2024	1:11:21 PNB to A, No	5	4	49.7	1.2	176	152	1.4	1088.3	152
4/4/2024	1:11:29 PMA to B, No	2	2	53.4	20.6	125	101	20.8	19409.8	101
4/4/2024	1:11:30 PNB to A, No	3	3	56.3	8.4	143	119	8.7	8345	119
4/4/2024	1:11:55 PNB to A, No	5	4	52.5	25	177	153	25.1	23062.9	153
4/4/2024	1:12:07 PNB to A, No	2	2	43.2	11.6	133	109	11.8	8828.2	109
4/4/2024	1:12:08 PNB to A, No	5	4	42.1	1.3	171	147	1.5	937	147
4/4/2024	1:12:11 PNB to A, No	3	3	44.4	2.1	155	131	2.4	1677.7	131
4/4/2024	1:12:13 PNB to A, No	5	4	41.4	2.5	189	165	2.7	1805.7	165
4/4/2024	1:12:17 PNB to A, No	3	3	48.1	3.6	150	126	3.9	3045.1	126
4/4/2024	1:12:18 PNB to A, No	3	3	51.2	1.1	157	133	1.3	960.9	133
4/4/2024	1:12:22 PNB to A, No	2	2	49.6	3	131	107	3.2	2619.9	107
4/4/2024	1:12:25 PNB to A, No	5	4	48.9	3.3	177	153	3.4	2813.6	153
4/4/2024	1:12:36 PNB to A, No	2	2	57.6	11.1	136	112	11.4	11276.7	112
4/4/2024	1:12:46 PMA to B, No	5	4	45.9	76.4	196	172	76.5	61701.3	172
4/4/2024	1:12:49 PMA to B, No	2	2	48.6	3.2	139	115	3.4	2715.4	115
4/4/2024	1:12:53 PMA to B, No	2	2	49.3	3.1	140	116	3.3	2707	116
4/4/2024	1:13:12 PNB to A, No	2	2	48	35.2	138	114	35.3	29694.3	114
4/4/2024	1:13:15 PNB to A, No	2	2	50.2	2.9	138	114	3	2526.3	114
4/4/2024	1:13:17 PMA to B, No	3	3	62.8	24.7	155	131	24.9	27332.3	131
4/4/2024	1:13:25 PNB to A, No	1	1	59.8	10.1	89	65	10.3	10665.6	65
4/4/2024	1:13:28 PMA to B, No	2	2	51.7	10.5	129	105	10.7	9589.3	105
4/4/2024	1:13:37 PMA to B, No	2	2	52.1	8.5	136	112	8.6	7749.3	112
4/4/2024	1:13:44 PMA to B, No	3	3	49.2	7.5	143	119	7.7	6475.2	119
4/4/2024	1:13:48 PNB to A, No	3	3	50.8	23.1	143	119	23.2	20635.6	119
4/4/2024	1:13:50 PNB to A, No	2	2	49.3	1.1	136	112	1.2	915	112
4/4/2024	1:13:52 PNB to A, No	2	2	55.6	1.9	142	118	2.1	1847.8	118
4/4/2024	1:13:57 PNB to A, No	1	1	53.5	5.4	92	68	5.5	5069.4	68
4/4/2024	1:14:00 PNB to A, No	3	3	62.4	2.4	148	124	2.6	2681.8	124
4/4/2024	1:14:09 PMA to B, No	2	2	49.9	24	134	110	24.2	21036.1	110
4/4/2024	1:14:10 PNB to A, No	8	11	63	10.3	370	346	10.5	11480.2	171
4/4/2024	1:14:14 PMA to B, No	2	2	47.5	5.7	130	106	5.9	4774.6	106
4/4/2024	1:14:39 PMA to B, No	2	2	47.3	24.4	134	110	24.6	20320.7	110
4/4/2024	1:14:54 PMA to B, No	5	4	47	15	205	181	15.2	12413.2	181
4/4/2024	1:14:57 PMA to B, No	3	3	47.9	2.3	145	121	2.6	1936	121
4/4/2024	1:15:00 PMA to B, No	2	2	55.2	2.8	128	104	3	2755.8	104
4/4/2024	1:15:07 PMA to B, No	4	5	51.4	7.4	278	254	7.5	6670.3	254
4/4/2024	1:15:11 PMA to B, No	2	2	51	3	123	99	3.3	2698.7	99
4/4/2024	1:15:15 PMA to B, No	2	2	42.5	4.4	128	104	4.5	3269.5	104
4/4/2024	1:15:34 PNB to A, No	2	2	63.5	83.3	139	115	83.6	93069.3	115
4/4/2024	1:16:15 PNB to A, No	5	4	49.2	40.6	176	152	40.8	35154.4	152
4/4/2024	1:16:27 PNB to A, No	5	4	60	12.1	179	155	12.4	12811.8	155
4/4/2024	1:16:34 PNB to A, No	2	2	56.1	6.3	134	110	6.5	6267.9	110
4/4/2024	1:16:42 PNB to A, No	3	3	50	8.2	150	126	8.3	7179	126
4/4/2024	1:16:44 PNB to A, No	5	4	56.4	2.1	189	165	2.3	2123.8	165
4/4/2024	1:16:48 PNB to A, No	5	4	58.4	3.8	171	147	4.1	3947.2	147
4/4/2024	1:17:21 PNB to A, No	6	6	54.6	32.2	253	229	32.4	30965.2	175
4/4/2024	1:17:40 PNB to A, No	3	3	46	19.2	147	123	19.4	15499.9	123
4/4/2024	1:17:43 PNB to A, No	2	2	50.7	3	129	105	3.2	2651.9	105
4/4/2024	1:17:48 PMA to B, No	2	2	54.2	152.7	136	112	152.9	145751.2	112
4/4/2024	1:17:58 PNB to A, No	2	2	53.5	9.4	137	113	9.5	8890.4	113
4/4/2024	1:18:04 PMA to B, No	5	4	61.6	15.4	172	148	15.6	16679.9	148
4/4/2024	1:18:15 PNB to A, No	2	2	53.5	10.7	141	117	10.7	10089	117
4/4/2024	1:18:39 PNB to A, No	2	2	64.8	23.6	142	118	23.8	26921.1	118
4/4/2024	1:18:40 PNB to A, No	2	2	61.5	1.4	135	111	1.5	1507.9	111
4/4/2024	1:18:41 PNB to A, No	3	3	58.6	0.9	170	146	1	891.9	146
4/4/2024	1:18:43 PNB to A, No	2	2	58.6	1.9	141	117	2.1	1935.8	117
4/4/2024	1:19:00 PNB to A, No	2	2	49.4	16.8	131	107	16.9	14584.9	107
4/4/2024	1:19:09 PMA to B, No	2	2	53	65.4	129	105	65.6	61019.6	105
4/4/2024	1:19:10 PNB to A, No	3	3	55.8	10.1	163	139	10.3	9912	139
4/4/2024	1:19:16 PMA to B, No	1	1	49.4	6.3	84	60	6.4	5450	60
4/4/2024	1:19:20 PMA to B, No	2	2	53.6	4.5	124	100	4.7	4273.9	100
4/4/2024	1:19:29 PMA to B, No	2	2	52.6	8.3	128	104	8.5	7711.8	104
4/4/2024	1:19:31 PMA to B, No	2	2	47.8	2.1	116	92	2.3	1807.4	92
4/4/2024	1:19:54 PMA to B, No	2	2	45.4	22.3	134	110	22.5	17815	110
4/4/2024	1:20:01 PMA to B, No	2	2	49.9	7.3	123	99	7.5	6419.9	99
4/4/2024	1:20:05 PMA to B, No	2	2	52.5	3.3	119	95	3.4	3015.5	95
4/4/2024	1:20:06 PMA to B, No	2	2	53.9	0.8	129	105	1	784.5	105

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4/4/2024	1:20:22 PNB to A, No	4	26	52.2	71.2	735	711	71.4	65462.2	245	56	281	129
4/4/2024	1:20:27 PNB to A, No	2	2	54	4	140	116	4.8	3811.4	116			
4/4/2024	1:20:31 PNB to A, No	2	2	48.5	3.8	135	111	4	3275.8	111			
4/4/2024	1:20:34 PNB to A, No	2	2	49.8	2.9	134	110	3.1	2558	110			
4/4/2024	1:20:38 PNB to A, No	5	4	54.6	4.5	186	162	4.7	4351.2	162			
4/4/2024	1:20:41 PNB to A, No	2	2	55.6	2.2	138	114	2.4	2119.4	114			
4/4/2024	1:20:42 PNB to B, No	2	2	53.3	36.3	122	98	36.5	34088.5	98			
4/4/2024	1:20:56 PNB to A, No	2	2	54	14.9	137	113	15.1	14171.2	113			
4/4/2024	1:21:05 PNB to B, No	2	2	50.4	22.5	125	101	22.6	19928.6	101			
4/4/2024	1:21:07 PNB to A, No	3	3	51.4	10.7	158	134	10.9	9695.5	134			
4/4/2024	1:21:17 PNB to B, No	3	10	49.5	12.3	312	288	12.5	10757.9	136	152		
4/4/2024	1:21:26 PNB to B, No	8	11	39.3	8	311	287	8.4	5525.2	156	131		
4/4/2024	1:21:28 PNB to B, No	2	2	40.5	1.6	139	115	2.1	1142	115			
4/4/2024	1:21:29 PNB to B, No	2	2	41.9	1	128	104	1.2	733.4	104			
4/4/2024	1:21:31 PNB to B, No	2	2	43.4	1.4	122	98	1.6	1037.9	98			
4/4/2024	1:21:38 PNB to A, No	3	3	50.6	31.3	145	121	31.5	27914.4	121			
4/4/2024	1:21:40 PNB to A, No	3	3	50.4	1.2	143	119	1.4	1030.9	119			
4/4/2024	1:21:43 PNB to A, No	2	2	54.2	2.7	135	111	2.8	2534.5	111			
4/4/2024	1:21:49 PNB to B, No	2	2	40.8	17.8	127	103	18	12818.8	103			
4/4/2024	1:21:51 PNB to B, No	3	3	41.6	1.9	143	119	2.1	1410	119			
4/4/2024	1:22:04 PNB to A, No	2	2	45.8	21.7	139	115	21.9	17526.2	115			
4/4/2024	1:22:06 PNB to A, No	2	2	45.7	1	137	113	1.2	767.6	113			
4/4/2024	1:22:10 PNB to A, No	3	3	50.7	4.7	148	124	4.9	4146.7	124			
4/4/2024	1:22:17 PNB to A, No	3	3	48.1	6.3	152	128	6.5	5313.3	128			
4/4/2024	1:22:19 PNB to B, No	2	2	50	27.8	126	102	28.1	24478.1	102			
4/4/2024	1:22:20 PNB to B, No	3	3	47.4	1.6	164	140	1.7	1308.8	140			
4/4/2024	1:22:25 PNB to B, No	2	2	49.6	4.3	124	100	4.5	3768.2	100			
4/4/2024	1:22:32 PNB to B, No	2	2	42.2	7	125	101	7.2	5232.6	101			
4/4/2024	1:23:01 PNB to A, No	2	2	52.7	43.9	140	116	44.1	40763.3	116			
4/4/2024	1:23:05 PNB to A, No	2	2	50	3.3	140	116	3.5	2890.4	116			
4/4/2024	1:23:07 PNB to B, No	2	2	46.4	34.9	120	96	35.1	28499.7	96			
4/4/2024	1:23:17 PNB to B, No	2	2	51.7	9.7	128	104	9.9	8849.4	104			
4/4/2024	1:23:35 PNB to A, No	3	3	53.7	29.8	159	135	30	28159.7	135			
4/4/2024	1:23:37 PNB to B, No	2	2	51.3	19.5	128	104	19.7	17624.4	104			
4/4/2024	1:23:49 PNB to B, No	2	2	51.9	11.9	120	96	12.1	10913.9	96			
4/4/2024	1:23:53 PNB to B, No	2	2	52.4	4	121	97	4.1	3665	97			
4/4/2024	1:23:55 PNB to B, No	2	2	55.4	1.5	142	118	1.7	1488.2	118			
4/4/2024	1:23:57 PNB to B, No	2	2	52.9	2.2	119	95	2.4	2060	95			
4/4/2024	1:24:00 PNB to A, No	2	2	59.3	25.5	137	113	25.7	26582.9	113			
4/4/2024	1:24:05 PNB to B, No	2	2	50	7.8	129	105	8	6908.4	105			
4/4/2024	1:24:10 PNB to B, No	2	2	50.8	4.2	122	98	4.4	3784.2	98			
4/4/2024	1:24:17 PNB to A, No	3	3	56.4	16.9	143	119	17.1	16797.8	119			
4/4/2024	1:24:50 PNB to B, No	3	3	45.3	40	160	136	40.2	31895.5	136			
4/4/2024	1:24:54 PNB to B, No	8	11	53.2	3.5	393	369	3.7	3241.7	149	220		
4/4/2024	1:24:56 PNB to A, No	3	3	49.8	38.8	144	120	39	34068.1	120			
4/4/2024	1:24:57 PNB to B, No	2	2	48.4	3.3	129	105	3.7	2802.9	105			
4/4/2024	1:25:06 PNB to B, No	2	2	46.4	8.6	129	105	8.8	7016.4	105			
4/4/2024	1:25:08 PNB to A, No	2	2	50.5	11.6	136	112	11.8	10314.3	112			
4/4/2024	1:25:10 PNB to A, No	2	2	47.8	1.3	129	105	1.5	1084.7	105			
4/4/2024	1:25:11 PNB to A, No	3	3	48.2	1.6	150	126	1.8	1353.7	126			
4/4/2024	1:25:26 PNB to B, No	2	2	48.3	20.1	124	100	20.3	17041.9	100			
4/4/2024	1:25:30 PNB to A, No	2	2	51.8	18.1	135	111	18.3	16508.5	111			
4/4/2024	1:25:34 PNB to A, No	3	3	56.2	4.5	151	127	4.7	4470.5	127			
4/4/2024	1:25:39 PNB to A, No	2	2	59.2	4.4	136	112	4.6	4598.5	112			
4/4/2024	1:25:43 PNB to A, No	2	2	61.3	3.8	134	110	3.9	4079.1	110			
4/4/2024	1:25:45 PNB to A, No	3	3	60	2.5	143	119	2.7	2662.2	119			
4/4/2024	1:25:47 PNB to A, No	2	2	60.8	1.5	130	106	1.6	1552.7	106			
4/4/2024	1:26:09 PNB to A, No	2	2	50	21.6	133	109	21.8	19023.8	109			
4/4/2024	1:26:22 PNB to A, No	3	3	40.4	12.8	149	125	13	9099.3	125			
4/4/2024	1:26:46 PNB to A, No	3	3	54	24	145	121	24.3	22849.3	121			
4/4/2024	1:26:48 PNB to A, No	2	2	54.3	2	138	114	2.1	1880.8	114			
4/4/2024	1:26:50 PNB to A, No	5	4	56.6	1.1	186	162	1.3	1130.5	162			
4/4/2024	1:26:50 PNB to B, No	2	2	53.1	83.3	125	101	83.5	77824.1	101			
4/4/2024	1:26:51 PNB to A, No	2	2	58.8	1.4	133	109	1.6	1425.6	109			
4/4/2024	1:27:23 PNB to A, No	3	3	61.2	31.6	143	119	31.8	34064.3	119			
4/4/2024	1:27:34 PNB to B, No	3	3	52	44.1	155	131	44.3	40359.2	131			
4/4/2024	1:27:46 PNB to A, No	3	3	51.2	23.3	149	125	23.4	20955.4	125			
4/4/2024	1:27:47 PNB to A, No	3	3	53.5	0.9	144	120	1.1	858.1	120			
4/4/2024	1:28:05 PNB to A, No	2	2	45.9	17	130	106	17.2	13757.7	106			
4/4/2024	1:28:11 PNB to A, No	3	3	65.3	5.9	149	125	6.1	6733.8	125			
4/4/2024	1:28:25 PNB to A, No	5	4	57.4	14.4	181	157	14.5	14496	157			
4/4/2024	1:28:41 PNB to A, No	2	2	53.1	15.4	139	115	15.6	14354.8	115			
4/4/2024	1:28:52 PNB to B, No	2	2	46.1	77.5	141	117	77.7	62910.3	117			
4/4/2024	1:29:05 PNB to A, No	2	2	48.3	23.6	135	111	23.8	20107.4	111			
4/4/2024	1:29:09 PNB to B, No	3	16	40.6	17.1	389	365	17.3	12265.6	143	189	33	
4/4/2024	1:29:13 PNB to B, No	2	2	41	3	115	91	3.6	2168.7	91			
4/4/2024	1:29:58 PNB to B, No	2	2	54.8	45.3	134	110	45.5	43756.9	110			
4/4/2024	1:30:07 PNB to A, No	2	2	51.4	62.5	137	113	62.7	56586	113			
4/4/2024	1:30:29 PNB to A, No	5	4	55	21.9	171	147	22	21162.2	147			
4/4/2024	1:30:32 PNB to A, No	5	4	53.5	2.5	184	160	2.7	2391.9	160			
4/4/2024	1:30:48 PNB to B, No	2	2	54.2	50	124	100	50.2	47735.5	100			
4/4/2024	1:30:55 PNB to A, No	2	2	51.9	22.5	136	112	22.7	20526.8	112			
4/4/2024	1:31:01 PNB to A, No	3	3	55.3	5.8	143	119	6	5641.2	119			



4/4/2024	1:31:06 PMA to B, No	6	6	56.2	16.9	233	209	17.1	16735.7	159	50				
4/4/2024	1:31:14 PNB to A, No	2	2	45.4	13	136	112	13.2	10381	112					
4/4/2024	1:31:19 PMA to B, No	3	3	51.3	13	150	126	13.2	11717.7	126					
4/4/2024	1:31:21 PMA to B, No	3	3	51	1.6	143	119	1.8	1429.5	119					
4/4/2024	1:31:22 PMA to B, No	2	2	54.8	1.2	128	104	1.4	1158.6	104					
4/4/2024	1:31:36 PMA to B, No	3	3	42.6	14.1	150	126	14.3	10588.7	126					
4/4/2024	1:31:44 PMA to B, No	5	4	49.8	7.2	174	150	7.4	6288.4	150					
4/4/2024	1:31:49 PMA to B, No	2	2	49.1	5.3	130	106	5.5	4564.6	106					
4/4/2024	1:31:51 PMA to B, No	3	3	54.6	2.1	164	140	2.3	1992.2	140					
4/4/2024	1:32:01 PMA to B, No	2	2	52	9.8	124	100	10	8979.9	100					
4/4/2024	1:32:15 PNB to A, No	8	11	51.5	61.2	440	416	61.4	55491.2	183	233				
4/4/2024	1:32:17 PNB to A, No	2	2	52.3	1.1	138	114	1.6	1003.9	114					
4/4/2024	1:32:19 PMA to B, No	2	2	46.6	17.4	128	104	17.5	14258	104					
4/4/2024	1:32:20 PNB to A, No	2	2	47.7	2.7	140	116	2.9	2300	116					
4/4/2024	1:32:20 PMA to B, No	2	2	45	1.4	129	105	1.6	1096.5	105					
4/4/2024	1:32:22 PMA to B, No	3	3	54.1	1.1	150	126	1.3	1094.4	126					
4/4/2024	1:32:24 PMA to B, No	2	2	46	2.4	136	112	2.6	1962.4	112					
4/4/2024	1:32:33 PMA to B, No	2	2	50	7.9	125	101	8.1	6987.2	101					
4/4/2024	1:32:46 PNB to A, No	2	2	47.2	25.8	116	92	26	21451.9	92					
4/4/2024	1:32:47 PNB to A, No	3	3	47.4	1.4	145	121	1.6	1187.6	121					
4/4/2024	1:32:49 PNB to A, No	2	2	48.4	1.1	140	116	1.3	906.8	116					
4/4/2024	1:32:51 PNB to A, No	2	2	51.7	2.1	128	104	2.3	1883.2	104					
4/4/2024	1:33:25 PMA to B, No	2	2	61.1	52.3	125	101	52.4	56192.5	101					
4/4/2024	1:33:32 PMA to B, No	2	2	55.5	7.4	124	100	7.5	7200.4	100					
4/4/2024	1:33:38 PNB to A, No	2	2	37.5	47.2	131	107	47.4	31216.6	107					
4/4/2024	1:33:41 PNB to A, No	2	2	42.8	2	135	111	2.3	1534.9	111					
4/4/2024	1:33:42 PNB to A, No	5	4	46.3	1.6	177	153	1.8	1281.9	153					
4/4/2024	1:33:43 PNB to A, No	2	2	47.3	0.6	135	111	0.9	540.4	111					
4/4/2024	1:33:44 PNB to A, No	2	2	48.2	0.9	131	107	1.1	795.5	107					
4/4/2024	1:33:47 PNB to A, No	2	2	51.1	2.2	134	110	2.3	1945	110					
4/4/2024	1:33:48 PNB to A, No	3	3	51.8	1	157	133	1.2	920.9	133					
4/4/2024	1:33:50 PMA to B, No	2	2	48	17.6	138	114	17.8	14887.9	114					
4/4/2024	1:33:55 PNB to A, No	2	2	50.4	6.7	134	110	6.9	5913.6	110					
4/4/2024	1:34:26 PNB to A, No	3	3	69.9	31.4	170	146	31.6	38705.5	146					
4/4/2024	1:34:38 PMA to B, No	2	2	51.1	47.2	126	102	47.4	42415.3	102					
4/4/2024	1:34:57 PMA to B, No	2	2	52.4	19.3	131	107	19.4	17795.8	107					
4/4/2024	1:35:27 PMA to B, No	2	2	49.2	29.4	128	104	29.5	25412.9	104					
4/4/2024	1:35:28 PMA to B, No	3	3	51.4	1	162	138	1.2	889.7	138					
4/4/2024	1:36:11 PNB to A, No	5	4	34.8	104.4	249	225	104.6	63951.6	225					
4/4/2024	1:36:19 PNB to A, No	2	2	41.2	7.4	133	109	7.9	5384.4	109					
4/4/2024	1:36:22 PNB to A, No	3	3	41.9	3.2	157	133	3.4	2368	133					
4/4/2024	1:36:24 PNB to A, No	2	2	46.3	1.6	137	113	1.9	1308.1	113					
4/4/2024	1:36:34 PNB to A, No	0	0	49.1	9.9	414	390	10	8505.7	156	199	35	0	0	
4/4/2024	1:36:35 PMA to B, No	3	3	50.6	67	159	135	67.2	59692.2	135					
4/4/2024	1:36:37 PNB to A, No	5	4	50.4	1.3	178	154	2.7	1171.6	154					
4/4/2024	1:36:49 PMA to B, No	2	2	42.9	13.8	127	103	14	10396	103					
4/4/2024	1:36:51 PMA to B, No	2	2	47.4	2	126	102	2.2	1626.7	102					
4/4/2024	1:36:57 PMA to B, No	5	4	48.8	6	187	163	6.2	5145.4	163					
4/4/2024	1:37:01 PMA to B, No	2	2	47.9	3.1	127	103	3.3	2602.3	103					
4/4/2024	1:37:03 PMA to B, No	2	2	47.7	2.3	142	118	2.4	1898.4	118					
4/4/2024	1:37:10 PMA to B, No	2	2	50.7	7.1	125	101	7.3	6350.3	101					
4/4/2024	1:37:13 PMA to B, No	3	10	51.2	2.1	317	293	2.3	1896.6	143	150				
4/4/2024	1:37:14 PMA to B, No	3	3	51.9	1.4	161	137	1.8	1311.7	137					
4/4/2024	1:37:31 PMA to B, No	2	2	54.5	16.2	127	103	16.5	15575.1	103					
4/4/2024	1:37:34 PNB to A, No	5	4	56.1	57.2	171	147	57.5	56514.7	147					
4/4/2024	1:37:36 PMA to B, No	2	2	52.8	5	126	102	5.2	4671.5	102					
4/4/2024	1:37:44 PMA to B, No	2	2	58.5	8.2	128	104	8.3	8417.6	104					
4/4/2024	1:37:48 PNB to A, No	3	3	48.8	13.7	162	138	13.9	11788.2	138					
4/4/2024	1:37:49 PNB to A, No	5	4	49.3	0.9	174	150	1.1	746.8	150					
4/4/2024	1:37:52 PNB to A, No	5	4	52.5	2.4	177	153	2.6	2214.9	153					
4/4/2024	1:38:35 PMA to B, No	2	2	52.1	50.4	122	98	50.5	46231.3	98					
4/4/2024	1:38:43 PMA to B, No	2	2	53	8	116	92	8.2	7477.3	92					
4/4/2024	1:38:53 PMA to B, No	3	3	50.1	9.3	159	135	9.4	8183.7	135					
4/4/2024	1:38:58 PMA to B, No	2	2	48.4	4.9	129	105	5.1	4169.2	105					
4/4/2024	1:39:03 PMA to B, No	2	2	55.9	5	139	115	5.1	4878.7	115					
4/4/2024	1:39:19 PMA to B, No	2	2	51.8	15.9	132	108	16	14478.3	108					
4/4/2024	1:39:25 PNB to A, No	4	5	48	92.4	309	285	92.7	78128.2	285					
4/4/2024	1:39:27 PNB to A, No	5	4	48.9	2.2	175	151	2.6	1872.5	151					
4/4/2024	1:39:29 PNB to A, No	2	2	49	1.5	134	110	1.7	1264.3	110					
4/4/2024	1:39:32 PMA to B, No	2	2	42.9	13.3	122	98	13.4	10011	98					
4/4/2024	1:39:43 PNB to A, No	2	2	47.9	10.1	140	116	10.3	8533.1	116					
4/4/2024	1:39:43 PMA to B, No	2	2	46.5	10.8	135	111	11	8813.5	111					
4/4/2024	1:39:45 PMA to B, No	3	3	43.9	1.8	165	141	2	1392.6	141					
4/4/2024	1:39:54 PNB to A, No	2	2	63.7	11.2	141	117	11.4	12520.4	117					
4/4/2024	1:40:13 PNB to A, No	2	2	52.9	18.5	141	117	18.7	17264.3	117					
4/4/2024	1:40:14 PNB to A, No	2	2	58.1	1	133	109	1.1	992.9	109					
4/4/2024	1:40:27 PMA to B, No	2	2	47	41.9	123	99	42.1	34636.8	99					
4/4/2024	1:40:32 PMA to B, No	2	2	45.9	4.4	122	98	4.6	3587.9	98					
4/4/2024	1:40:58 PNB to A, No	2	2	50.5	44.2	132	108	44.3	39256.7	108					
4/4/2024	1:40:59 PNB to A, No	3	3	48.9	0.9	168	144	1.1	814.8	144					
4/4/2024	1:41:07 PNB to A, No	3	3	60.3	7.4	158	134	7.6	7873.2	134					
4/4/2024	1:41:15 PNB to A, No	5	4	59.1	8	172	148	8.2	8357	148					
4/4/2024	1:41:25 PMA to B, No	2	2	52	52.8	126	102	53	48311.1	102					

4/4/2024	1:41:27 PMA to B, No	2	2	52.3	2	126	102	2.2	1840.9	102				
4/4/2024	1:41:31 PMA to B, No	2	2	48.9	3.7	121	97	3.8	3143.3	97				
4/4/2024	1:41:39 PMA to B, No	3	3	36.2	7.9	161	137	8	5013	137				
4/4/2024	1:41:48 PNB to A, No	2	2	44.6	32.9	134	110	33	25763.7	110				
4/4/2024	1:42:17 PMA to B, No	2	2	52.2	38.1	126	102	38.4	35065.7	102				
4/4/2024	1:42:27 PMA to B, No	2	8	42.2	9.8	275	251	9.9	7237.7	100	151			
4/4/2024	1:42:33 PNB to A, No	5	4	54.3	44.3	176	152	44.5	42315.7	152				
4/4/2024	1:42:47 PMA to B, No	2	2	51.7	19.2	133	109	19.6	17479.5	109				
4/4/2024	1:43:03 PMA to B, No	2	2	51.1	15.7	130	106	15.9	14117	106				
4/4/2024	1:43:04 PMA to B, No	2	2	51.7	1.4	128	104	1.5	1243.5	104				
4/4/2024	1:43:13 PNB to A, No	2	2	57.7	40.2	135	111	40.4	40825.7	111				
4/4/2024	1:43:37 PNB to A, No	2	2	46.1	23.8	130	106	23.9	19279.7	106				
4/4/2024	1:43:58 PMA to B, No	2	2	44	53.2	139	115	53.3	41209	115				
4/4/2024	1:44:04 PNB to A, No	2	2	55.9	27.1	140	116	27.3	26673.9	116				
4/4/2024	1:44:06 PNB to A, No	3	3	56.1	1.9	153	129	2.1	1878.7	129				
4/4/2024	1:44:07 PMA to B, No	2	9	48.2	8.8	340	316	9	7490.6	111	205			
4/4/2024	1:44:09 PNB to A, No	5	4	56.9	2.2	176	152	2.4	2184.5	152				
4/4/2024	1:44:15 PMA to B, No	2	2	45	8	129	105	8.4	6317.3	105				
4/4/2024	1:44:18 PMA to B, No	2	2	42.3	3.1	142	118	3.3	2289	118				
4/4/2024	1:44:22 PNB to A, No	4	26	59.6	13.2	746	722	13.4	13807.8	246	56	291	129	
4/4/2024	1:44:45 PMA to B, No	2	2	48.7	26.5	129	105	26.7	22703.7	105				
4/4/2024	1:45:12 PNB to A, No	1	1	58.5	49	92	68	49.7	50431.4	68				
4/4/2024	1:45:21 PNB to A, No	2	2	49.2	9	141	117	9.1	7816.6	117				
4/4/2024	1:45:22 PNB to A, No	2	2	48.3	0.9	135	111	1.1	804.4	111				
4/4/2024	1:45:35 PMA to B, No	2	2	55	49.6	135	111	49.8	48018.2	111				
4/4/2024	1:45:48 PNB to A, No	2	2	46.3	26.2	128	104	26.4	21384.4	104				
4/4/2024	1:46:09 PNB to A, No	5	4	59.2	19.9	180	156	20	20689.1	156				
4/4/2024	1:46:31 PNB to A, No	2	2	51	21.8	139	115	22	19613.8	115				
4/4/2024	1:46:47 PMA to B, No	5	4	31.8	72.1	178	154	72.3	40296.9	154				
4/4/2024	1:46:51 PMA to B, No	2	2	37.8	3.8	122	98	4.1	2502.3	98				
4/4/2024	1:47:00 PMA to B, No	2	2	50.6	8.9	130	106	9.1	7920.3	106				
4/4/2024	1:47:22 PNB to A, No	2	2	70	50.9	126	102	51.1	62737.1	102				
4/4/2024	1:47:23 PNB to A, No	3	3	71.1	1.3	143	119	1.5	1680.7	119				
4/4/2024	1:47:23 PMA to B, No	3	3	52.6	22.7	160	136	22.9	21038.1	136				
4/4/2024	1:47:37 PMA to B, No	2	2	51.7	13.4	130	106	13.6	12225.9	106				
4/4/2024	1:47:42 PNB to A, No	3	3	51.9	18.6	160	136	18.7	16998	136				
4/4/2024	1:47:56 PMA to B, No	2	2	44.1	18.5	141	117	18.7	14347.6	117				
4/4/2024	1:47:59 PMA to B, No	2	2	51	3.4	117	93	3.6	3032.2	93				
4/4/2024	1:48:05 PMA to B, No	2	2	50.2	5.6	132	108	5.8	4985.1	108				
4/4/2024	1:48:14 PNB to A, No	2	2	52.4	32.3	142	118	32.5	29794.3	118				
4/4/2024	1:48:16 PNB to A, No	2	2	55.1	1.4	132	108	1.5	1319.8	108				
4/4/2024	1:48:30 PMA to B, No	2	2	52.2	24.8	135	111	25	22787.1	111				
4/4/2024	1:48:36 PMA to B, No	3	3	48.4	5.6	145	121	5.8	4792	121				
4/4/2024	1:48:50 PNB to A, No	2	2	59.4	34.1	124	100	34.2	35593.8	100				
4/4/2024	1:48:51 PNB to A, No	2	2	58.8	1.1	137	113	1.2	1095.5	113				
4/4/2024	1:49:00 PMA to B, No	2	2	58.4	23.6	130	106	23.8	24210.9	106				
4/4/2024	1:49:12 PMA to B, No	2	2	47.7	12.4	132	108	12.6	10430.6	108				
4/4/2024	1:49:20 PMA to B, No	2	2	51.7	7.8	134	110	7.9	7052.2	110				
4/4/2024	1:49:29 PNB to A, No	3	3	47.5	37.4	170	146	37.6	31294.6	146				
4/4/2024	1:49:31 PMA to B, No	2	2	43	11.2	140	116	11.3	8455.5	116				
4/4/2024	1:49:44 PNB to A, No	3	3	48.6	14.5	150	126	14.7	12423	126				
4/4/2024	1:49:45 PNB to A, No	2	2	49.7	1.3	135	111	1.5	1116.7	111				
4/4/2024	1:49:48 PNB to A, No	2	2	49.2	2.2	137	113	2.4	1927.3	113				
4/4/2024	1:49:50 PNB to A, No	3	3	51	2.1	150	126	2.3	1911.5	126				
4/4/2024	1:50:17 PNB to A, No	2	2	66.5	27.4	132	108	27.6	32107.3	108				
4/4/2024	1:50:34 PMA to B, No	2	2	52.8	62.6	131	107	62.9	58223.9	107				
4/4/2024	1:50:36 PMA to B, No	2	2	52.6	1.6	129	105	1.8	1507.5	105				
4/4/2024	1:50:44 PMA to B, No	5	4	52.1	7.6	179	155	7.8	7000.4	155				
4/4/2024	1:50:55 PMA to B, No	2	2	60.1	11.3	131	107	11.5	11967.6	107				
4/4/2024	1:51:05 PNB to A, No	2	2	58.1	47.4	142	118	47.5	48440.6	118				
4/4/2024	1:51:34 PNB to A, No	2	2	44.8	29.1	129	105	29.2	22900.7	105				
4/4/2024	1:51:38 PMA to B, No	2	2	43.9	42.8	125	101	43	33090	101				
4/4/2024	1:51:59 PNB to A, No	5	4	52.4	24.3	210	186	24.5	22389.8	186				
4/4/2024	1:52:05 PNB to A, No	5	4	55.5	5.9	177	153	6.2	5801.8	153				
4/4/2024	1:52:30 PMA to B, No	2	2	51.2	51.7	126	102	51.9	46535.9	102				
4/4/2024	1:52:50 PMA to B, No	3	3	51.2	19.4	167	143	19.5	17468	143				
4/4/2024	1:53:13 PMA to B, No	2	2	51.2	22.6	116	92	22.9	20420.3	92				
4/4/2024	1:53:35 PMA to B, No	2	2	48.3	22.3	135	111	22.4	18931.4	111				
4/4/2024	1:53:40 PNB to A, No	5	4	51	95.2	178	154	95.4	85349.6	154				
4/4/2024	1:53:56 PNB to A, No	1	1	57.1	15.6	87	63	15.9	15706.2	63				
4/4/2024	1:54:04 PMA to B, No	2	2	58.2	29	124	100	29.2	29715.8	100				
4/4/2024	1:54:18 PNB to A, No	5	4	48.8	21.7	173	149	21.8	18615.6	149				
4/4/2024	1:54:20 PNB to A, No	2	2	46.6	1.8	137	113	2	1447.9	113				
4/4/2024	1:54:21 PNB to A, No	2	2	46.5	0.9	139	115	1	696.4	115				
4/4/2024	1:54:22 PNB to A, No	2	2	46.7	1.1	142	118	1.3	928	118				
4/4/2024	1:54:28 PNB to A, No	3	3	49.5	5.6	149	125	5.8	4902.9	125				
4/4/2024	1:54:36 PNB to A, No	2	2	48.3	7.8	135	111	8	6633.9	111				
4/4/2024	1:54:38 PNB to A, No	3	3	55	1.9	153	129	2.1	1876.5	129				
4/4/2024	1:55:27 PMA to B, No	2	2	45.3	83.1	137	113	83.2	66269.8	113				
4/4/2024	1:55:48 PNB to A, No	9	25	59.6	69.5	740	716	69.7	72912.8	225	56	305	130	
4/4/2024	1:55:52 PMA to B, No	2	2	46.1	24.6	127	103	24.8	19945.8	103				
4/4/2024	1:55:54 PNB to A, No	3	3	57.3	4.9	148	124	5.6	4893.8	124				
4/4/2024	1:55:56 PMA to B, No	2	2	52.2	3.6	131	107	3.8	3312.2	107				

4/4/2024	1:55:59 PNB to A, No	3	3	58	5.7	155	131	5.8	5790	131				
4/4/2024	1:56:01 PNB to A, No	5	4	58.6	1.5	173	149	1.7	1537.8	149				
4/4/2024	1:56:10 PNB to A, No	5	4	57.1	8.4	179	155	8.6	8444.6	155				
4/4/2024	1:56:11 PNA to B, No	3	3	62	14.9	170	146	15	16227.9	146				
4/4/2024	1:56:31 PNA to B, No	3	3	44.7	19.4	168	144	19.5	15241.9	144				
4/4/2024	1:56:33 PNB to A, No	5	4	68.4	23.3	180	156	23.5	28120.7	156				
4/4/2024	1:56:40 PNA to B, No	1	1	50	8.9	94	70	9.2	7870.3	70				
4/4/2024	1:56:41 PNA to B, No	3	3	48.1	1.1	162	138	1.2	918.2	138				
4/4/2024	1:57:13 PNB to A, No	0	0	53.9	40	423	399	40.1	37933.6	55	295	49		
4/4/2024	1:57:14 PNA to B, No	3	3	48.1	33.1	159	135	33.3	28015.2	135				
4/4/2024	1:57:16 PNA to B, No	2	2	52.5	1.7	127	103	1.9	1601.6	103				
4/4/2024	1:57:17 PNB to A, No	2	2	61.8	3.9	133	109	4	4194.5	109				
4/4/2024	1:57:42 PNA to B, No	2	2	58.4	25.9	127	103	26	26596.1	103				
4/4/2024	1:57:52 PNB to A, No	3	3	55.3	35.2	143	119	35.3	34201.6	119				
4/4/2024	1:58:06 PNB to A, No	3	3	54.8	13.1	145	121	13.3	12675	121				
4/4/2024	1:58:13 PNB to A, No	5	4	49	6.8	202	178	6.9	5839	178				
4/4/2024	1:58:28 PNA to B, No	3	3	51.1	45.6	161	137	45.7	41028.9	137				
4/4/2024	1:58:35 PNB to A, No	3	3	57.4	22.4	163	139	22.7	22648.3	139				
4/4/2024	1:58:50 PNA to B, No	8	18	44.3	22.1	419	395	22.3	17273.6	165	195	35		
4/4/2024	1:59:03 PNB to A, No	3	3	49.5	27	152	128	27.2	23518.8	128				
4/4/2024	1:59:10 PNB to A, No	3	3	50.8	7.3	159	135	7.5	6539.1	135				
4/4/2024	1:59:12 PNB to A, No	2	2	49	2.1	141	117	2.3	1782.3	117				
4/4/2024	1:59:17 PNB to A, No	3	3	51.7	4.6	167	143	4.8	4217.8	143				
4/4/2024	1:59:19 PNB to A, No	2	2	49	1.3	141	117	1.5	1125.5	117				
4/4/2024	1:59:22 PNB to A, No	2	2	49.3	3	134	110	3.2	2583.6	110				
4/4/2024	1:59:29 PNA to B, No	2	2	58.6	38.2	134	110	38.7	39389.1	110				
4/4/2024	1:59:34 PNB to A, No	2	2	45.9	12	140	116	12.2	9727	116				
4/4/2024	1:59:36 PNA to B, No	2	2	58.6	6.2	139	115	6.4	6399.7	115				
4/4/2024	2:00:00 PNA to B, No	2	2	49.4	24.2	130	106	24.4	21056.5	106				
4/4/2024	2:00:12 PNA to B, No	5	4	61.2	11.7	187	163	11.9	12612.4	163				
4/4/2024	2:00:30 PNA to B, No	2	2	48.8	17.7	129	105	17.9	15182.5	105				
4/4/2024	2:00:31 PNA to B, No	10	31	53.7	1.2	812	788	1.4	1142.5	194	55	430	54	55
4/4/2024	2:00:40 PNA to B, No	2	2	57.9	7.7	132	108	8.6	7818.6	108				
4/4/2024	2:00:53 PNA to B, No	2	2	64.9	13.3	136	112	13.4	15166.2	112				
4/4/2024	2:00:58 PNA to B, No	2	2	53.3	4.9	137	113	5	4604.4	113				
4/4/2024	2:01:08 PNB to A, No	3	3	57.4	94.1	169	145	94.3	95147.2	145				
4/4/2024	2:01:12 PNA to B, No	2	2	47.6	13.6	125	101	13.8	11395.9	101				
4/4/2024	2:01:36 PNB to A, No	2	2	53.4	24	135	111	24	22509.6	111				
4/4/2024	2:01:37 PNB to A, No	3	3	50.3	1.2	153	129	1.4	1073.1	129				
4/4/2024	2:01:44 PNA to B, No	2	2	48.6	32.3	126	102	32.5	27642.2	102				
4/4/2024	2:01:46 PNA to B, No	2	2	52.7	2	139	115	2.2	1847.5	115				
4/4/2024	2:01:54 PNA to B, No	5	4	62.1	7.4	226	202	7.6	8080.6	202				
4/4/2024	2:02:06 PNA to B, No	2	2	54.8	12.1	140	116	12.4	11706.9	116				
4/4/2024	2:02:36 PNB to A, No	2	2	51.2	58.5	138	114	58.7	52701.8	114				
4/4/2024	2:02:38 PNB to A, No	3	3	55	1.6	149	125	1.8	1536.6	125				
4/4/2024	2:02:41 PNB to A, No	2	2	55.5	2.6	139	115	2.8	2573.5	115				
4/4/2024	2:02:43 PNB to A, No	2	2	54	1.7	141	117	1.9	1650.9	117				
4/4/2024	2:02:47 PNB to A, No	4	26	58.4	4.5	598	574	4.6	4601.2	237	57	148	132	
4/4/2024	2:02:49 PNA to B, No	2	2	55.2	42	127	103	42.2	40862.6	103				
4/4/2024	2:02:50 PNB to A, No	2	2	51.2	2.1	137	113	2.7	1901.8	113				
4/4/2024	2:02:51 PNB to A, No	2	2	52	1	129	105	1.2	920.7	105				
4/4/2024	2:02:53 PNB to A, No	2	2	55.2	1.7	138	114	1.9	1668.5	114				
4/4/2024	2:03:07 PNA to B, No	2	2	49.3	18.1	123	99	18.3	15695.9	99				
4/4/2024	2:03:24 PNA to B, No	3	3	49.3	16.9	145	121	17.1	14684.7	121				
4/4/2024	2:03:30 PNA to B, No	3	3	54.6	6.1	167	143	6.3	5869.6	143				
4/4/2024	2:03:41 PNA to B, No	3	3	58.8	10.9	160	136	11.1	11325.1	136				
4/4/2024	2:03:57 PNB to A, No	2	2	63.6	63.9	134	110	64	71517.3	110				
4/4/2024	2:04:00 PNB to A, No	2	2	62.8	2.8	141	117	3	3123.3	117				
4/4/2024	2:04:09 PNA to B, No	2	2	48.6	27.4	124	100	27.6	23416.5	100				
4/4/2024	2:04:20 PNB to A, No	2	2	54.3	19.8	134	110	19.9	18874.5	110				
4/4/2024	2:04:38 PNB to A, No	5	4	56.5	17.5	195	171	17.7	17395.5	171				
4/4/2024	2:04:52 PNA to B, No	8	18	42.9	12.7	422	398	12.8	9565.5	167	194	37		
4/4/2024	2:04:57 PNA to B, No	5	4	51.2	4.7	189	165	5.3	4206.7	165				
4/4/2024	2:04:59 PNA to B, No	1	1	54.5	1.2	84	60	1.5	1193.4	60				
4/4/2024	2:05:04 PNA to B, No	3	3	52.3	5.3	167	143	5.4	4869.3	143				
4/4/2024	2:05:06 PNA to B, No	3	3	49	2.2	151	127	2.4	1884.3	127				
4/4/2024	2:05:08 PNA to B, No	2	2	50.5	1.5	122	98	1.7	1290.4	98				
4/4/2024	2:05:15 PNA to B, No	1	1	54.6	6.3	82	58	6.5	6095	58				
4/4/2024	2:06:06 PNB to A, No	2	2	48.7	88.3	140	116	88.6	75683.8	116				
4/4/2024	2:06:07 PNB to A, No	3	3	48.3	0.9	162	138	1.1	753.1	138				
4/4/2024	2:06:09 PNB to A, No	5	4	50.1	1.6	179	155	1.8	1405.3	155				
4/4/2024	2:06:24 PNA to B, No	5	4	39.8	69.4	239	215	69.5	48559.9	215				
4/4/2024	2:06:26 PNA to B, No	2	2	40.3	1.3	131	107	1.7	946	107				
4/4/2024	2:06:27 PNA to B, No	3	3	41.7	0.8	159	135	1	577.1	135				
4/4/2024	2:06:29 PNA to B, No	1	1	40	2.3	87	63	2.5	1596.7	63				
4/4/2024	2:06:32 PNA to B, No	2	2	46.6	2.6	129	105	2.8	2159.2	105				
4/4/2024	2:07:28 PNA to B, No	2	2	50.7	55.7	120	96	55.8	49661.2	96				
4/4/2024	2:07:29 PNA to B, No	2	2	47.9	1.3	140	116	1.5	1120.3	116				
4/4/2024	2:07:48 PNB to A, No	3	3	72.3	99	151	127	99.2	125889.3	127				
4/4/2024	2:07:50 PNA to B, No	3	3	51.8	20.4	163	139	20.6	18565.6	139				
4/4/2024	2:07:54 PNA to B, No	2	2	55.2	3.3	123	99	3.5	3181.5	99				
4/4/2024	2:08:03 PNA to B, No	3	3	45.8	9.6	147	123	9.7	7708.1	123				
4/4/2024	2:08:13 PNB to A, No	2	2	56.6	24.6	134	110	24.8	24536	110				

4/4/2024	2:08:15 PNB to A, No	3	3	55.5	1.4	144	120	1.5	1353	120		
4/4/2024	2:08:15 PMA to B, No	3	3	43.9	11.4	162	138	11.6	8762.8	138		
4/4/2024	2:08:23 PNB to A, No	3	3	48.3	8.4	158	134	8.6	7129	134		
4/4/2024	2:08:26 PNB to A, No	2	2	54.6	2.4	141	117	2.6	2309.5	117		
4/4/2024	2:08:28 PNB to A, No	2	2	53.6	1.9	133	109	2.1	1818.8	109		
4/4/2024	2:08:30 PNB to A, No	3	3	53.9	1.7	148	124	1.9	1652	124		
4/4/2024	2:08:38 PMA to B, No	5	4	53.8	23.4	189	165	23.6	22148	165		
4/4/2024	2:08:53 PNB to A, No	2	2	50.7	22.8	134	110	22.9	20307.2	110		
4/4/2024	2:09:00 PNB to A, No	2	2	61.8	6.6	133	109	6.8	7216.3	109		
4/4/2024	2:09:18 PNB to A, No	2	2	54.6	17.9	133	109	18	17171.8	109		
4/4/2024	2:09:29 PNB to A, No	3	3	59	11	146	122	11.2	11408.8	122		
4/4/2024	2:10:11 PNB to A, No	3	3	49.5	41.7	154	130	41.9	36394.4	130		
4/4/2024	2:10:11 PMA to B, No	2	2	47.8	92.6	130	106	92.8	77894.8	106		
4/4/2024	2:10:13 PNB to A, No	5	4	49.8	1.7	172	148	1.9	1514.6	148		
4/4/2024	2:10:15 PNB to A, No	5	4	52	2.2	239	215	2.4	2017.1	215		
4/4/2024	2:10:16 PNB to A, No	3	3	51.9	1.2	170	146	1.5	1068.4	146		
4/4/2024	2:10:19 PNB to A, No	3	3	55	2.1	160	136	2.3	2024.9	136		
4/4/2024	2:10:21 PNB to A, No	2	2	50	2.3	139	115	2.5	2056.4	115		
4/4/2024	2:10:24 PNB to A, No	3	3	49.6	2.4	169	145	2.6	2115.4	145		
4/4/2024	2:10:26 PNB to A, No	2	2	50.7	1.4	135	111	1.6	1254.6	111		
4/4/2024	2:11:18 PNB to A, No	2	2	46.3	52.8	132	108	53	43028.8	108		
4/4/2024	2:11:22 PNB to A, No	8	18	43.2	3.2	651	627	3.4	2429.9	166	410	51
4/4/2024	2:11:33 PNB to A, No	5	4	59.6	10.4	194	170	11.3	10892.2	170		
4/4/2024	2:11:36 PMA to B, No	1	1	59.8	84.4	77	53	84.6	88832.4	53		
4/4/2024	2:11:38 PMA to B, No	1	1	61.1	1.9	76	52	2	2045.7	52		
4/4/2024	2:11:50 PNB to A, No	2	2	44.2	16.6	140	116	16.8	12892.5	116		
4/4/2024	2:11:52 PNB to A, No	5	4	49	1.8	196	172	2	1568.3	172		
4/4/2024	2:12:02 PNB to A, No	2	2	51.4	10.1	126	102	10.4	9161.3	102		
4/4/2024	2:12:05 PNB to A, No	3	3	52.8	2.3	158	134	2.5	2131.7	134		
4/4/2024	2:12:50 PNB to A, No	5	4	58	45.4	192	168	45.6	46336	168		
4/4/2024	2:12:51 PMA to B, No	3	3	44.5	73.6	150	126	73.7	57626.8	126		
4/4/2024	2:13:01 PMA to B, No	3	3	40.3	9.5	162	138	9.7	6756	138		
4/4/2024	2:13:06 PMA to B, No	2	2	47.6	4.8	131	107	5	3989.2	107		
4/4/2024	2:13:38 PNB to A, No	5	4	42.9	47.7	174	150	48	36019.4	150		
4/4/2024	2:13:39 PMA to B, No	2	2	43.3	0.9	130	106	0.7	711.5	106		
4/4/2024	2:13:40 PMA to B, No	2	2	43.5	33.8	121	97	34	25849.2	97		
4/4/2024	2:13:46 PMA to B, No	2	2	47.8	6.5	141	117	6.7	5470.9	117		
4/4/2024	2:13:52 PNB to A, No	1	1	69.4	13.4	93	69	13.7	16388.5	69		
4/4/2024	2:13:52 PMA to B, No	3	3	50.8	5.7	155	131	5.9	5104.4	131		
4/4/2024	2:13:57 PNB to A, No	1	1	68.1	4.8	93	69	4.8	5693.4	69		
4/4/2024	2:13:59 PMA to B, No	2	2	47.6	6.8	123	99	7	5690.7	99		
4/4/2024	2:14:03 PMA to B, No	2	2	56.9	4.1	136	112	4.3	4103.3	112		
4/4/2024	2:14:35 PMA to B, No	2	2	49.2	31.5	128	104	31.7	27291.9	104		
4/4/2024	2:14:37 PMA to B, No	3	3	50.5	1.8	147	123	2	1634.8	123		
4/4/2024	2:14:38 PNB to A, No	5	4	48.5	41.5	200	176	41.6	35428.8	176		
4/4/2024	2:14:39 PMA to B, No	2	2	50.7	1.8	124	100	2	1620.2	100		
4/4/2024	2:15:03 PMA to B, No	2	2	49.7	24.1	126	102	24.3	21070.4	102		
4/4/2024	2:15:16 PMA to B, No	2	2	47.1	12.2	137	113	12.3	10098.9	113		
4/4/2024	2:15:17 PMA to B, No	2	2	49.5	1.2	116	92	1.4	1023.7	92		
4/4/2024	2:15:18 PMA to B, No	3	3	47.5	1.1	156	132	1.3	943.1	132		
4/4/2024	2:15:25 PNB to A, No	2	2	51.1	46.1	133	109	46.4	41492.3	109		
4/4/2024	2:15:26 PNB to A, No	2	2	45.8	1.1	134	110	1.3	867.4	110		
4/4/2024	2:15:30 PMA to B, No	3	10	45.1	11.8	367	343	12.1	9401.7	136	207	
4/4/2024	2:15:31 PNB to A, No	2	2	50	4.5	124	100	4.7	3965.8	100		
4/4/2024	2:15:32 PNB to A, No	2	2	51.7	0.9	131	107	1	784.3	107		
4/4/2024	2:15:33 PNB to A, No	2	2	50.8	1.3	139	115	1.5	1194	115		
4/4/2024	2:15:37 PMA to B, No	2	2	58.8	5.9	131	107	6.4	6063.7	107		
4/4/2024	2:15:55 PMA to B, No	4	12	48.9	17.8	321	297	18	15362.2	243	54	
4/4/2024	2:15:57 PMA to B, No	2	2	49.1	1.5	119	95	1.9	1278	95		
4/4/2024	2:15:59 PMA to B, No	3	3	49.2	2.2	164	140	2.3	1897	140		
4/4/2024	2:16:14 PNB to A, No	2	2	60	40.3	131	107	40.5	42600.4	107		
4/4/2024	2:16:16 PMA to B, No	3	10	48.8	17.1	315	291	17.4	14730.2	133	158	
4/4/2024	2:16:17 PNB to A, No	2	2	59	2.6	136	112	2.7	2689	112		
4/4/2024	2:16:19 PMA to B, No	2	2	50.3	2	121	97	2.4	1794.2	97		
4/4/2024	2:16:39 PMA to B, No	2	2	43.5	19.8	131	107	20	15206.4	107		
4/4/2024	2:16:42 PNB to A, No	3	10	55.4	25.6	303	279	25.8	24963.2	120	159	
4/4/2024	2:16:45 PNB to A, No	3	3	59.5	2.7	153	129	3	2814.4	129		
4/4/2024	2:17:00 PNB to A, No	2	2	51	14.7	140	116	14.9	13230.1	116		
4/4/2024	2:17:17 PMA to B, No	3	3	43	37.8	146	122	38	28611.2	122		
4/4/2024	2:17:26 PNB to A, No	2	2	61.8	25.2	142	118	25.4	27423.1	118		
4/4/2024	2:17:48 PNB to A, No	2	2	59.3	21.9	137	113	22	22854.3	113		
4/4/2024	2:18:26 PMA to B, No	3	3	42.3	68.8	155	131	69	51215.6	131		
4/4/2024	2:18:38 PNB to A, No	3	3	48.9	50.2	146	122	50.3	43201.9	122		
4/4/2024	2:18:40 PNB to A, No	2	2	45.9	2	129	105	2.2	1616.7	105		
4/4/2024	2:18:44 PNB to A, No	3	3	57.2	4.1	156	132	4.2	4087.9	132		
4/4/2024	2:18:46 PNB to A, No	3	3	59.3	1.3	152	128	1.5	1403.2	128		
4/4/2024	2:19:12 PMA to B, No	1	1	65.6	46.1	80	56	46.3	53244.8	56		
4/4/2024	2:19:19 PMA to B, No	2	2	54.7	6.7	125	101	6.7	6408.9	101		
4/4/2024	2:19:46 PNB to A, No	5	4	49.9	60.1	178	154	60.2	52783	154		
4/4/2024	2:19:48 PNB to A, No	2	2	47.2	1.4	134	110	1.6	1150.3	110		
4/4/2024	2:19:49 PMA to B, No	2	2	45.9	30.2	129	105	30.3	24403.8	105		
4/4/2024	2:20:10 PNB to A, No	2	2	60.8	21.6	131	107	21.8	23138.1	107		
4/4/2024	2:20:17 PNB to A, No	2	2	50.8	7.2	141	117	7.3	6422.6	117		

4/4/2024	2:20:18 PNB to A, No	5	4	49.2	1	185	161	1.2	882	161
4/4/2024	2:20:20 PMA to B, No	2	2	53.1	30.9	131	107	31.1	28908.8	107
4/4/2024	2:20:28 PNB to A, No	3	3	44.2	9.8	158	134	10.1	7654.3	134
4/4/2024	2:20:35 PMA to B, No	5	4	57.6	14	178	154	14.2	14189.2	154
4/4/2024	2:20:54 PNB to A, No	5	4	51.9	25.8	177	153	26	23545.2	153
4/4/2024	2:20:57 PNB to A, No	2	2	53.3	2.2	135	111	2.4	2042.3	111
4/4/2024	2:20:59 PNB to A, No	3	3	53	2.2	144	120	2.3	2011.9	120
4/4/2024	2:21:02 PNB to A, No	3	3	50.9	3.1	143	119	3.3	2802.2	119
4/4/2024	2:21:07 PMA to B, No	2	2	51.9	32.5	128	104	32.7	29721.3	104
4/4/2024	2:21:37 PMA to B, No	2	2	54	29.7	126	102	29.9	28236.9	102
4/4/2024	2:21:38 PMA to B, No	2	2	57.3	1.1	131	107	1.3	1143.3	107
4/4/2024	2:21:44 PMA to B, No	2	2	57.6	5.5	127	103	5.6	5535	103
4/4/2024	2:22:17 PMA to B, No	2	2	56.1	33.3	138	114	33.4	32825.2	114
4/4/2024	2:22:32 PMA to B, No	3	3	63.1	14.4	143	119	14.5	15952.5	119
4/4/2024	2:22:36 PNB to A, No	2	2	51.8	93.4	136	112	93.6	85146.1	112
4/4/2024	2:22:48 PNB to A, No	3	3	48.6	12.3	147	123	12.5	10560.8	123
4/4/2024	2:22:49 PNB to A, No	3	3	46.4	0.8	170	146	1	692.8	146
4/4/2024	2:22:59 PNB to A, No	2	2	60.9	8.9	135	111	9.1	9518.1	111
4/4/2024	2:23:17 PNB to A, No	2	2	57	18.8	135	111	18.9	18858	111
4/4/2024	2:23:18 PMA to B, No	2	2	54.2	46.1	132	108	46.3	43947	108
4/4/2024	2:23:19 PNB to A, No	3	3	59.9	1.5	144	120	1.6	1553.2	120
4/4/2024	2:23:20 PNB to A, No	3	3	60.8	1.3	144	120	1.4	1344.9	120
4/4/2024	2:23:40 PMA to B, No	2	2	50.1	21.6	133	109	21.8	19042.7	109
4/4/2024	2:24:14 PNB to A, No	3	3	69.1	53.1	148	124	53.3	64590.8	124
4/4/2024	2:24:22 PMA to B, No	3	3	64.9	41.6	161	137	41.8	47487	137
4/4/2024	2:24:41 PMA to B, No	2	2	52.3	19.1	126	102	19.3	17585.9	102
4/4/2024	2:24:50 PNB to A, No	3	3	53.6	36.3	160	136	36.5	34314.8	136
4/4/2024	2:25:07 PNB to A, No	3	3	58	16.3	144	120	16.5	16673	120
4/4/2024	2:25:10 PMA to B, No	2	2	51.2	28.5	130	106	28.7	25691.2	106
4/4/2024	2:25:15 PNB to A, No	2	2	53.7	8.1	137	113	8.3	7684.4	113
4/4/2024	2:26:00 PNB to A, No	2	2	50.1	44.5	134	110	44.7	39251.1	110
4/4/2024	2:26:03 PMA to B, No	2	2	46.6	53.1	141	117	53.2	43490.9	117
4/4/2024	2:26:04 PMA to B, No	2	2	45.8	1	130	106	1.2	817.6	106
4/4/2024	2:26:13 PNB to A, No	2	2	56.3	13	138	114	13.2	12916.7	114
4/4/2024	2:26:17 PNB to A, No	2	2	53.7	3.6	131	107	3.7	3375.9	107
4/4/2024	2:26:19 PNB to A, No	2	2	52.9	2.3	136	112	2.4	2115.1	112
4/4/2024	2:26:59 PMA to B, No	2	2	51.9	54.5	125	101	54.7	49771.3	101
4/4/2024	2:27:18 PNB to A, No	5	4	63.7	58.3	179	155	58.4	65317.6	155
4/4/2024	2:27:26 PMA to B, No	3	3	51.4	26.7	145	121	26.9	24152.9	121
4/4/2024	2:28:08 PMA to B, No	2	2	52.1	42	121	97	42.2	38533.7	97
4/4/2024	2:28:10 PNB to A, No	8	18	51.9	52.1	408	384	52.3	47565.2	152
4/4/2024	2:28:28 PMA to B, No	3	3	48.6	20	147	123	20.1	17068.5	123
4/4/2024	2:28:40 PNB to A, No	2	2	48.8	29.8	134	110	30.3	25578.7	110
4/4/2024	2:28:41 PNB to A, No	2	2	49.3	0.7	130	106	0.9	633.5	106
4/4/2024	2:28:43 PNB to A, No	5	4	52.6	2.2	187	163	2.4	2036.9	163
4/4/2024	2:28:54 PNB to A, No	2	2	58.1	10.6	134	110	10.8	10808.6	110
4/4/2024	2:29:02 PMA to B, No	2	2	59	33.5	121	97	33.7	34777.3	97
4/4/2024	2:29:11 PNB to A, No	3	3	52.6	16.4	151	127	16.5	15162.3	127
4/4/2024	2:29:11 PMA to B, No	2	2	50.8	9.7	137	113	9.8	8662.1	113
4/4/2024	2:29:12 PNB to A, No	2	2	50.7	1	137	113	1.2	867.5	113
4/4/2024	2:29:13 PMA to B, No	2	2	53.7	1.6	126	102	1.8	1555.9	102
4/4/2024	2:29:17 PNB to A, No	2	2	56.5	5.2	137	113	5.4	5162.9	113
4/4/2024	2:29:18 PMA to B, No	2	2	57.3	4.8	124	100	5	4864.3	100
4/4/2024	2:29:22 PMA to B, No	2	2	59	3.7	135	111	3.9	3870.9	111
4/4/2024	2:29:31 PNB to A, No	2	2	53.8	13.7	137	113	13.9	12966.3	113
4/4/2024	2:29:55 PMA to B, No	2	2	44	33.1	133	109	33.2	25608.2	109
4/4/2024	2:29:58 PMA to B, No	2	2	43.9	2	133	109	2.2	1543.6	109
4/4/2024	2:29:59 PMA to B, No	2	2	43.7	1.5	124	100	1.7	1117.5	100
4/4/2024	2:30:01 PMA to B, No	3	3	43.6	1.8	163	139	2	1369.8	139
4/4/2024	2:30:05 PNB to A, No	2	2	51.8	33.4	134	110	33.6	30457.2	110
4/4/2024	2:30:06 PNB to A, No	2	2	55	1	134	110	1.2	998.1	110
4/4/2024	2:30:06 PMA to B, No	5	4	51	4.7	171	147	4.9	4182.5	147
4/4/2024	2:30:07 PNB to A, No	2	2	53.3	1.4	130	106	1.6	1311.5	106
4/4/2024	2:30:24 PMA to B, No	2	2	49.6	17.2	140	116	17.4	15025.5	116
4/4/2024	2:30:26 PMA to B, No	3	3	49.6	2.1	159	135	2.3	1824	135
4/4/2024	2:30:43 PNB to A, No	5	4	56.4	35.1	188	164	35.3	34868.7	164
4/4/2024	2:30:44 PNB to A, No	3	3	58.1	1.4	165	141	1.7	1469.7	141
4/4/2024	2:30:47 PNB to A, No	3	3	62.8	2.5	160	136	2.6	2722.7	136
4/4/2024	2:30:55 PNB to A, No	3	3	55.7	8	143	119	8.2	7828	119
4/4/2024	2:30:58 PNB to A, No	2	2	56	2.2	142	118	2.4	2208.6	118
4/4/2024	2:31:04 PMA to B, No	2	2	48.4	38.2	142	118	38.4	32530	118
4/4/2024	2:31:37 PNB to A, No	2	2	63.9	39.5	133	109	39.7	44437.5	109
4/4/2024	2:31:41 PNB to A, No	2	2	62.4	3.5	140	116	3.6	3830	116
4/4/2024	2:31:45 PMA to B, No	2	2	47.6	40.8	142	118	41	34210.4	118
4/4/2024	2:31:54 PMA to B, No	2	2	43.8	8.1	136	112	8.3	6232.9	112
4/4/2024	2:32:00 PMA to B, No	2	2	47.3	6.2	135	111	6.6	5122.8	111
4/4/2024	2:32:19 PMA to B, No	2	2	54.4	18.6	130	106	18.8	17832.1	106
4/4/2024	2:32:26 PMA to B, No	3	3	54.4	6.6	168	144	6.7	6302.5	144
4/4/2024	2:32:28 PNB to A, No	2	2	61.9	46.6	138	114	46.8	50803.7	114
4/4/2024	2:32:30 PNB to A, No	2	2	61.5	1.9	137	113	2	2031.1	113
4/4/2024	2:32:32 PMA to B, No	2	2	53.8	6.2	133	109	6.4	5916	109
4/4/2024	2:32:49 PNB to A, No	2	2	63.7	19.2	135	111	19.3	21466.6	111
4/4/2024	2:33:07 PMA to B, No	2	2	36.6	34.3	141	117	34.5	22106.4	117

4/4/2024	2:33:28 PNB to A, No	2	2	52.5	38.6	133	109	38.7	35699.3	109	
4/4/2024	2:33:36 PNB to A, No	5	4	54.4	7.7	178	154	7.8	7339.5	154	
4/4/2024	2:33:53 PNA to B, No	2	2	54.3	45.7	133	109	46	43672.9	109	
4/4/2024	2:33:58 PNB to A, No	2	2	51.5	22.1	134	110	22.3	20048.1	110	
4/4/2024	2:34:00 PNA to B, No	3	3	49.8	7.4	150	126	7.5	6447.2	126	
4/4/2024	2:34:02 PNA to B, No	3	3	56	1.4	144	120	1.6	1385.8	120	
4/4/2024	2:34:19 PNB to A, No	2	2	53.4	20.8	132	108	21	19567.8	108	
4/4/2024	2:34:20 PNB to A, No	3	3	59.1	1.3	153	129	1.4	1315.6	129	
4/4/2024	2:34:37 PNB to A, No	2	2	56.1	16.1	135	111	16.3	15916.9	111	
4/4/2024	2:34:38 PNB to A, No	2	2	54.5	1.3	132	108	1.5	1265.6	108	
4/4/2024	2:34:39 PNB to A, No	2	2	54.2	0.9	142	118	1	838.9	118	
4/4/2024	2:35:22 PNB to A, No	5	4	59.1	43	204	180	43.2	44794.1	180	
4/4/2024	2:35:34 PNA to B, No	3	3	55.7	91.6	164	140	91.8	89865.1	140	
4/4/2024	2:35:54 PNA to B, No	2	2	53.3	19.9	130	106	20.1	18646.8	106	
4/4/2024	2:36:07 PNA to B, No	5	4	42.6	12.6	189	165	12.8	9471.8	165	
4/4/2024	2:36:19 PNA to B, No	2	2	52.9	11.8	124	100	12.1	11015.9	100	
4/4/2024	2:36:32 PNB to A, No	5	4	50.1	69.9	184	160	70.1	61687.4	160	
4/4/2024	2:36:34 PNB to A, No	3	3	49.9	0.9	165	141	1.1	801.5	141	
4/4/2024	2:36:35 PNB to A, No	3	3	50.2	1.4	161	137	1.6	1266.9	137	
4/4/2024	2:36:37 PNB to A, No	5	4	47.7	1.5	176	152	1.7	1241.3	152	
4/4/2024	2:36:39 PNB to A, No	0	0	48.8	2.1	159	135	2.3	1775.3	135	0
4/4/2024	2:36:39 PNA to B, No	5	4	48.9	20.4	178	154	20.5	17524.6	154	
4/4/2024	2:36:40 PNA to B, No	4	12	15.3	0.4	748	724	0.6	95.2	276	448
4/4/2024	2:36:41 PNB to A, No	4	12	9.4	0.9	704	680	1.6	142.7	278	402
4/4/2024	2:36:45 PNA to B, No	4	5	13.4	2.2	353	329	5.1	525.3	329	
4/4/2024	2:36:53 PNB to A, No	5	4	51.7	3.6	218	194	6.8	3311.6	194	
4/4/2024	2:36:58 PNA to B, No	3	3	47.8	11.2	160	136	12.8	9390.4	136	
4/4/2024	2:36:59 PNA to B, No	3	3	47.5	1.1	147	123	1.3	928.5	123	
4/4/2024	2:37:00 PNB to A, No	8	11	46.6	6.4	374	350	6.6	5225.8	350	198
4/4/2024	2:37:01 PNA to B, No	2	2	49.9	2.1	130	106	2.3	1872.4	106	
4/4/2024	2:37:03 PNA to B, No	2	2	51	1.7	133	109	1.8	1496.1	109	
4/4/2024	2:37:11 PNB to A, No	2	2	55	10.8	136	112	11.3	10473.2	112	
4/4/2024	2:37:14 PNB to A, No	5	4	57.4	2.6	210	186	2.8	2654.1	186	
4/4/2024	2:37:42 PNA to B, No	3	3	50.1	39	165	141	39.2	34418.3	141	
4/4/2024	2:38:00 PNA to B, No	2	2	57.2	17.5	127	103	17.7	17589.7	103	
4/4/2024	2:38:01 PNB to A, No	2	2	53.8	47	135	111	47.2	44541.9	111	
4/4/2024	2:38:11 PNA to B, No	2	2	51.1	10.6	129	105	10.8	9565.2	105	
4/4/2024	2:38:42 PNA to B, No	2	2	48.4	31.3	125	101	31.4	26631.7	101	
4/4/2024	2:38:44 PNA to B, No	2	2	48.9	1	125	101	1.2	862.2	101	
4/4/2024	2:38:57 PNA to B, No	2	2	46.6	12.8	130	106	13	10520.8	106	
4/4/2024	2:39:00 PNA to B, No	2	2	53.9	3.2	119	95	3.4	3018.8	95	
4/4/2024	2:39:03 PNA to B, No	3	3	52	2.5	161	137	2.7	2327.6	137	
4/4/2024	2:39:05 PNA to B, No	2	2	54.9	2.3	141	117	2.5	2208.8	117	
4/4/2024	2:39:22 PNA to B, No	3	3	48.2	17	167	143	17.2	14416.3	143	
4/4/2024	2:39:27 PNA to B, No	2	2	51	4.4	121	97	4.7	3988.3	97	
4/4/2024	2:39:31 PNA to B, No	2	2	54.1	3.5	123	99	3.6	3307.2	99	
4/4/2024	2:39:34 PNB to A, No	2	2	57	92.7	133	109	92.8	93006.1	109	
4/4/2024	2:39:45 PNB to A, No	2	2	49.4	10.9	131	107	11.1	9495.3	107	
4/4/2024	2:39:47 PNB to A, No	0	0	49.6	2.1	24	0	2.3	1808.4	0	0
4/4/2024	2:39:48 PNA to B, No	3	3	50.9	16.8	165	141	17	15078.5	141	
4/4/2024	2:39:49 PNB to A, No	5	4	48.8	1.6	175	151	1.7	1409.8	151	
4/4/2024	2:39:54 PNB to A, No	2	2	49.6	4.7	132	108	4.9	4079.7	108	
4/4/2024	2:39:56 PNB to A, No	2	2	49.5	1.6	139	115	1.8	1374.1	115	
4/4/2024	2:40:19 PNB to A, No	3	3	49.9	23.3	150	126	23.4	20429.6	126	
4/4/2024	2:40:27 PNB to A, No	2	2	45.5	7.5	138	114	7.7	6032.8	114	
4/4/2024	2:40:32 PNB to A, No	3	3	65.1	4.4	143	119	4.6	5018	119	
4/4/2024	2:40:45 PNB to A, No	2	2	56.8	13.4	136	112	13.5	13358.6	112	
4/4/2024	2:40:47 PNB to A, No	2	2	55.5	1.6	139	115	1.7	1540.6	115	
4/4/2024	2:40:48 PNB to A, No	3	3	53.3	1.2	146	122	1.4	1129.3	122	
4/4/2024	2:40:50 PNB to A, No	2	2	53.8	1.7	141	117	1.9	1653.5	117	
4/4/2024	2:40:52 PNA to B, No	2	2	51.4	63.8	127	103	64	57668	103	
4/4/2024	2:41:09 PNA to B, No	2	2	63.7	17.3	131	107	17.5	19433.9	107	
4/4/2024	2:41:15 PNA to B, No	2	2	57.2	5.8	133	109	6	5876.9	109	
4/4/2024	2:41:20 PNA to B, No	2	2	57.5	4.5	130	106	4.7	4571.2	106	
4/4/2024	2:41:28 PNA to B, No	2	2	57.9	7.7	121	97	7.9	7849.1	97	
4/4/2024	2:41:33 PNA to B, No	3	3	53.1	5.5	165	141	5.6	5133.1	141	
4/4/2024	2:41:35 PNA to B, No	3	3	49.7	1.4	147	123	1.6	1238.2	123	
4/4/2024	2:41:36 PNA to B, No	2	2	49.5	1.1	126	102	1.3	934.3	102	
4/4/2024	2:41:40 PNB to A, No	5	4	58.9	49.5	192	168	49.7	51324.8	168	
4/4/2024	2:41:53 PNA to B, No	5	4	44.7	16.5	177	153	16.7	12981.6	153	
4/4/2024	2:42:48 PNA to B, No	2	2	44.6	54.8	127	103	55	42972.6	103	
4/4/2024	2:42:49 PNB to A, No	2	2	57.5	68.4	142	118	68.6	69315.9	118	
4/4/2024	2:43:03 PNA to B, No	3	3	56.4	15.4	163	139	15.6	15295.7	139	
4/4/2024	2:43:14 PNB to A, No	2	2	49.2	25.5	130	106	25.6	22054.9	106	
4/4/2024	2:43:23 PNA to B, No	2	2	48.7	19.3	128	104	19.5	16524.9	104	
4/4/2024	2:43:25 PNA to B, No	2	2	44.7	2.1	137	113	2.3	1633.8	113	
4/4/2024	2:43:55 PNA to B, No	2	2	53.2	30.1	128	104	30.3	28203.6	104	
4/4/2024	2:44:21 PNA to B, No	5	4	56.4	25.5	175	151	25.7	25350.1	151	
4/4/2024	2:44:23 PNA to B, No	2	2	55.6	1.4	119	95	1.6	1323.1	95	
4/4/2024	2:44:27 PNA to B, No	2	2	50.9	4.4	115	91	4.6	3945.8	91	
4/4/2024	2:44:29 PNA to B, No	3	3	44.9	1.5	148	124	1.6	1154.4	124	
4/4/2024	2:44:33 PNB to A, No	2	2	63.9	78.1	138	114	78.3	87878.3	114	
4/4/2024	2:45:16 PNB to A, No	3	3	51.1	42.9	147	123	43.1	38626.6	123	

4/4/2024	2:45:17 PNB to A, No	3	3	54.2	1.6	169	145	1.7	1479.5	145
4/4/2024	2:45:19 PNB to A, No	5	4	55.3	1.5	200	176	1.7	1464.4	176
4/4/2024	2:46:01 PNB to A, No	5	4	63.4	41.5	194	170	41.7	46299.2	170
4/4/2024	2:46:05 PNA to B, No	3	16	40.8	96.4	386	362	96.6	69160.8	146
4/4/2024	2:46:14 PNA to B, No	2	2	56.5	7.9	132	108	8.5	7891.5	108
4/4/2024	2:46:24 PNA to B, No	2	2	48.2	10.2	115	91	10.4	8647.7	91
4/4/2024	2:46:38 PNA to B, No	2	2	51	13.6	134	110	13.8	12209.4	110
4/4/2024	2:46:56 PNA to B, No	3	3	53.5	18	148	124	18.2	16953.6	124
4/4/2024	2:47:03 PNA to B, No	3	3	50.1	6.9	150	126	7.1	6116.1	126
4/4/2024	2:47:10 PNB to A, No	2	2	54.2	69.2	140	116	69.4	66008.6	116
4/4/2024	2:47:13 PNB to A, No	2	2	47.5	2.3	138	114	2.4	1887.5	114
4/4/2024	2:47:20 PNB to A, No	5	4	52.7	6.8	176	152	7	6314.9	152
4/4/2024	2:47:25 PNB to A, No	5	4	73.3	4.8	187	163	5	6148	163
4/4/2024	2:47:27 PNB to A, No	2	2	71.4	1.9	137	113	2.1	2425.4	113
4/4/2024	2:47:43 PNA to B, No	2	2	55.3	39.3	139	115	39.5	38310.3	115
4/4/2024	2:47:44 PNB to A, No	2	2	58.3	16.9	136	112	17	17324.4	112
4/4/2024	2:47:45 PNB to A, No	2	2	59.7	1.6	135	111	1.7	1636.4	111
4/4/2024	2:47:48 PNB to A, No	2	2	55.3	2.7	134	110	2.8	2599.8	110
4/4/2024	2:47:50 PNB to A, No	2	2	57.6	1.7	131	107	1.8	1705.9	107
4/4/2024	2:49:08 PNA to B, No	3	3	46.5	85.3	160	136	85.5	69847.8	136
4/4/2024	2:49:15 PNA to B, No	2	2	57	6.3	141	117	6.5	6302.7	117
4/4/2024	2:49:26 PNA to B, No	2	2	48.8	11	123	99	11.2	9434.6	99
4/4/2024	2:49:50 PNB to A, No	5	4	65.8	119.3	194	170	119.5	138263.2	170
4/4/2024	2:49:51 PNB to A, No	2	2	67.5	1.3	139	115	1.5	1561.8	115
4/4/2024	2:49:55 PNB to A, No	2	2	71.3	3.4	136	112	3.5	4212.7	112
4/4/2024	2:50:39 PNB to A, No	3	3	51	43.8	168	144	43.9	39362.5	144
4/4/2024	2:50:41 PNB to A, No	2	2	49	2.3	141	117	2.5	1983.1	117
4/4/2024	2:50:44 PNB to A, No	3	3	47.5	3.1	147	123	3.3	2603.4	123
4/4/2024	2:50:47 PNA to B, No	2	2	47.5	81.2	130	106	81.4	67963.8	106
4/4/2024	2:50:48 PNB to A, No	2	2	47.3	3.8	138	114	4	3124.3	114
4/4/2024	2:50:50 PNB to A, No	5	4	46.9	1.2	172	148	1.4	1024.7	148
4/4/2024	2:50:55 PNA to B, No	2	2	44.5	7.4	136	112	7.6	5780.2	112
4/4/2024	2:51:00 PNA to B, No	2	2	51.8	5	130	106	5.3	4606.2	106
4/4/2024	2:51:10 PNA to B, No	5	4	45.1	9.4	199	175	9.6	7467.2	175
4/4/2024	2:51:13 PNA to B, No	2	2	42.6	3.3	126	102	3.5	2442	102
4/4/2024	2:51:16 PNA to B, No	3	3	42.7	2.1	167	143	2.3	1589	143
4/4/2024	2:51:18 PNA to B, No	2	2	42.2	2.2	125	101	2.5	1648.5	101
4/4/2024	2:51:20 PNA to B, No	2	2	43.4	1.6	141	117	1.8	1211.1	117
4/4/2024	2:51:23 PNA to B, No	2	2	43.8	2.9	132	108	3.1	2245.2	108
4/4/2024	2:51:24 PNB to A, No	2	2	54.3	34	137	113	34.2	32468.5	113
4/4/2024	2:51:25 PNB to A, No	2	2	53.6	0.9	131	107	1	804.3	107
4/4/2024	2:51:46 PNA to B, No	2	2	45.6	22.5	131	107	22.7	18033.2	107
4/4/2024	2:51:47 PNB to A, No	5	4	62.3	21.7	206	182	21.9	23780	182
4/4/2024	2:51:48 PNA to B, No	2	2	43.7	2.3	123	99	2.5	1789.9	99
4/4/2024	2:51:49 PNA to B, No	2	2	43.2	0.8	130	106	1	619.8	106
4/4/2024	2:51:50 PNB to A, No	2	2	57.1	2.6	133	109	2.8	2597.2	109
4/4/2024	2:51:51 PNA to B, No	3	3	42.3	1.5	164	140	1.8	1153.3	140
4/4/2024	2:51:54 PNA to B, No	2	2	45.6	2.8	123	99	3.1	2279.8	99
4/4/2024	2:51:56 PNA to B, No	2	2	48	1.4	131	107	1.6	1198.5	107
4/4/2024	2:51:57 PNB to A, No	2	2	55.3	7.1	135	111	7.3	6933	111
4/4/2024	2:51:59 PNB to A, No	5	4	65.6	2.3	191	167	2.4	2611.3	167
4/4/2024	2:52:01 PNA to B, No	2	2	44.1	5.3	120	96	5.5	4146	96
4/4/2024	2:52:08 PNA to B, No	2	2	46.2	7	134	110	7.2	5721.4	110
4/4/2024	2:52:10 PNA to B, No	3	3	50.3	1.4	149	125	1.6	1239	125
4/4/2024	2:52:27 PNB to A, No	2	2	66.1	27.4	137	113	27.6	31904.5	113
4/4/2024	2:52:33 PNA to B, No	2	2	44	23.2	131	107	23.3	17921.7	107
4/4/2024	2:53:22 PNA to B, No	3	3	49.4	48.7	166	142	48.9	42287	142
4/4/2024	2:53:24 PNA to B, No	2	2	46.1	1.7	125	101	1.9	1354.3	101
4/4/2024	2:53:30 PNB to A, No	2	2	52	62.8	135	111	62.9	57415.4	111
4/4/2024	2:53:31 PNB to A, No	2	2	53	1.4	142	118	1.6	1286.4	118
4/4/2024	2:53:33 PNB to A, No	2	2	50.6	1.3	135	111	1.4	1126	111
4/4/2024	2:53:34 PNB to A, No	5	4	52.1	0.9	182	158	1.1	808.1	158
4/4/2024	2:53:37 PNB to A, No	2	2	58.1	2.6	142	118	2.8	2667.7	118
4/4/2024	2:53:40 PNB to A, No	5	4	57.8	3.2	174	150	3.3	3214.3	150
4/4/2024	2:53:45 PNB to A, No	5	4	54	4.8	178	154	5	4537.4	154
4/4/2024	2:53:47 PNB to A, No	3	3	53.5	1.6	153	129	1.8	1481.9	129
4/4/2024	2:53:50 PNB to A, No	2	2	60.6	3.3	139	115	3.5	3540.5	115
4/4/2024	2:54:12 PNA to B, No	3	3	53.8	47.4	163	139	47.6	44896.2	139
4/4/2024	2:54:19 PNA to B, No	2	2	54	7.6	133	109	7.8	7257	109
4/4/2024	2:54:29 PNA to B, No	2	2	60.1	9.1	133	109	9.2	9596.6	109
4/4/2024	2:54:36 PNB to A, No	2	2	63.6	45.2	137	113	45.3	50518.9	113
4/4/2024	2:54:38 PNA to B, No	2	2	53.7	8.9	126	102	9	8370.7	102
4/4/2024	2:54:52 PNA to B, No	2	2	52.8	13.6	133	109	13.8	12688.7	109
4/4/2024	2:55:08 PNA to B, No	3	3	56.1	16.7	146	122	16.9	16470.7	122
4/4/2024	2:55:09 PNB to A, No	3	3	49.6	33.7	144	120	33.8	29405.5	120
4/4/2024	2:55:16 PNB to A, No	2	2	63.2	6.2	137	113	6.4	6935.4	113
4/4/2024	2:55:21 PNA to B, No	2	2	51	12.6	121	97	12.8	11292.5	97
4/4/2024	2:55:42 PNB to A, No	2	2	49.8	26.2	131	107	26.4	23002.2	107
4/4/2024	2:55:46 PNB to A, No	5	4	58.4	3.9	177	153	4.1	3986	153
4/4/2024	2:55:48 PNB to A, No	3	3	57.2	1.7	143	119	1.9	1676.2	119
4/4/2024	2:56:17 PNA to B, No	2	2	48.8	55.2	135	111	55.4	47365.9	111
4/4/2024	2:56:18 PNB to A, No	3	3	55.8	30	150	126	30.1	29395	126
4/4/2024	2:56:25 PNA to B, No	2	2	58.2	8.2	131	107	8.4	8374.1	107

4/4/2024	2:56:29 PMA to B, No	2	2	53.1	3.8	126	102	3.9	3525.8	102
4/4/2024	2:56:40 PNB to A, No	2	2	47.4	21.1	134	110	21.3	17634.1	110
4/4/2024	2:56:41 PMA to B, No	2	2	45.5	12.2	126	102	12.3	9733.5	102
4/4/2024	2:56:43 PNB to A, No	1	1	51.4	1.1	91	67	1.1	1013.5	67
4/4/2024	2:56:47 PMA to B, No	3	3	47.1	5.3	163	139	5.5	4364.9	139
4/4/2024	2:56:50 PMA to B, No	2	2	48.3	3.5	142	118	3.7	2979.8	118
4/4/2024	2:56:52 PMA to B, No	2	2	47.9	1.4	135	111	1.6	1181.9	111
4/4/2024	2:56:58 PNB to A, No	2	2	59.9	15.6	123	99	15.8	16495	99
4/4/2024	2:57:00 PNB to A, No	2	2	61.1	1	135	111	1.1	1080.1	111
4/4/2024	2:57:22 PNB to A, No	3	3	52.9	22.1	148	124	22.3	20581.7	124
4/4/2024	2:57:24 PMA to B, No	2	2	52.6	31.6	126	102	31.8	29251.3	102
4/4/2024	2:57:38 PMA to B, No	5	4	63	13.8	179	155	14	15313.1	155
4/4/2024	2:57:50 PMA to B, No	2	2	42.7	12.4	126	102	12.5	9284.9	102
4/4/2024	2:58:07 PNB to A, No	2	2	47.5	44.7	135	111	44.8	37362.7	111
4/4/2024	2:58:08 PNB to A, No	5	4	45.5	1.5	179	155	1.7	1193.6	155
4/4/2024	2:58:36 PMA to B, No	2	2	49.8	45.6	133	109	45.8	39965.4	109
4/4/2024	2:58:40 PMA to B, No	5	4	56.9	3.7	175	151	3.9	3721	151
4/4/2024	2:58:41 PNB to A, No	3	3	57.5	32.1	163	139	32.4	32532.5	139
4/4/2024	2:58:43 PNB to A, No	2	2	59.9	1.8	134	110	2	1921.3	110
4/4/2024	2:58:48 PMA to B, No	5	4	48.5	8.3	222	198	8.5	7119.1	198
4/4/2024	2:58:55 PMA to B, No	2	2	49	6.4	130	106	6.7	5539	106
4/4/2024	2:58:56 PNB to A, No	3	3	58.7	13.3	152	128	13.5	13797.8	128
4/4/2024	2:59:02 PNB to A, No	3	3	59.3	5.9	145	121	6	6131.2	121
4/4/2024	2:59:04 PNB to A, No	2	2	53.3	1.7	138	114	1.9	1596.4	114
4/4/2024	3:00:12 PMA to B, No	2	2	42.1	76.5	129	105	76.7	56740.2	105
4/4/2024	3:00:14 PMA to B, No	2	2	42.6	2.2	122	98	2.4	1683.6	98
4/4/2024	3:00:19 PNB to A, No	5	4	57.8	74.6	194	170	74.8	75873.6	170
4/4/2024	3:00:20 PNB to A, No	2	2	58.3	1.3	139	115	1.5	1308.1	115
4/4/2024	3:00:26 PNB to A, No	1	1	73.4	5	85	61	5.1	6423.7	61
4/4/2024	3:00:27 PNB to A, No	1	1	78.2	1	88	64	1.1	1425.1	64
4/4/2024	3:00:39 PNB to A, No	2	2	57.5	12.7	138	114	12.8	12886.8	114
4/4/2024	3:00:56 PNB to A, No	2	2	55.1	16.3	140	116	16.4	15787.5	116
4/4/2024	3:00:57 PNB to A, No	2	2	52.8	1	135	111	1.2	929.4	111
4/4/2024	3:01:11 PMA to B, No	3	3	43.4	56.2	159	135	56.4	42905.5	135
4/4/2024	3:01:22 PMA to B, No	2	2	55.3	11.2	132	108	11.5	10945.9	108
4/4/2024	3:01:28 PNB to A, No	3	3	57.9	31.2	153	129	31.4	31848.6	129
4/4/2024	3:01:59 PMA to B, No	3	3	45.3	36.3	160	136	36.5	28977.9	136
4/4/2024	3:02:03 PNB to A, No	5	4	64.5	34.8	195	171	34.9	39475.1	171
4/4/2024	3:02:04 PMA to B, No	2	2	53.4	5.3	132	108	5.5	4967.7	108
4/4/2024	3:02:20 PMA to B, No	3	3	54.8	15.3	160	136	15.4	14718.6	136
4/4/2024	3:02:22 PMA to B, No	2	2	51.8	2.6	137	113	2.8	2391.5	113
4/4/2024	3:02:26 PMA to B, No	2	2	54.7	2.9	124	100	3.1	2823.1	100
4/4/2024	3:02:28 PMA to B, No	2	2	56.3	2.2	119	95	2.4	2178.5	95
4/4/2024	3:02:38 PMA to B, No	2	2	48.2	10	129	105	10.1	8471	105
4/4/2024	3:02:38 PNB to A, No	5	4	68.5	34.7	179	155	34.9	41817.6	155
4/4/2024	3:02:41 PMA to B, No	2	2	47.1	3	133	109	3.2	2497.5	109
4/4/2024	3:02:48 PMA to B, No	2	2	47.9	6.4	126	102	6.6	5430.4	102
4/4/2024	3:02:51 PMA to B, No	2	2	52.6	3	139	115	3.2	2812.8	115
4/4/2024	3:03:18 PMA to B, No	2	2	54.5	26.2	138	114	26.4	25171.4	114
4/4/2024	3:03:24 PMA to B, No	2	2	50.2	6.3	134	110	6.5	5563.1	110
4/4/2024	3:03:33 PNB to A, No	3	3	47.3	54.2	146	122	54.4	45158.8	122
4/4/2024	3:03:41 PNB to A, No	5	4	24.8	8.1	172	148	8.3	3554.8	148
4/4/2024	3:04:24 PMA to B, No	2	2	45.7	60	126	102	60.1	48245.1	102
4/4/2024	3:04:28 PNB to A, No	3	3	68.6	46.7	155	131	47.1	56409.9	131
4/4/2024	3:04:30 PMA to B, No	2	2	53.4	5.8	127	103	6	5419.8	103
4/4/2024	3:04:35 PMA to B, No	2	2	50.4	4.4	130	106	4.6	3922.8	106
4/4/2024	3:04:36 PMA to B, No	2	2	52.3	1	133	109	1.1	880.7	109
4/4/2024	3:04:38 PNB to A, No	5	4	82	10.2	178	154	10.3	14681.4	154
4/4/2024	3:04:41 PMA to B, No	2	2	61.3	5.2	125	101	5.4	5626.4	101
4/4/2024	3:04:50 PMA to B, No	2	2	51.7	9	135	111	9.2	8220.1	111
4/4/2024	3:05:16 PNB to A, No	3	3	72.2	37.2	146	122	37.4	47318.8	122
4/4/2024	3:05:37 PNB to A, No	2	2	52.5	21	131	107	21.1	19380.5	107
4/4/2024	3:05:51 PNB to A, No	5	4	57.1	13.5	189	165	13.7	13544.5	165
4/4/2024	3:06:03 PNB to A, No	5	4	48	12.5	202	178	12.7	10570.2	178
4/4/2024	3:06:09 PMA to B, No	2	2	41.4	78.2	126	102	78.3	56937.4	102
4/4/2024	3:06:30 PMA to B, No	2	2	45.7	21.4	124	100	21.6	17226.2	100
4/4/2024	3:06:45 PNB to A, No	1	1	49.8	41.7	91	67	41.9	36484.1	67
4/4/2024	3:07:21 PMA to B, No	3	3	48.4	0.5	162	138	0.3	417.4	138
4/4/2024	3:07:21 PMA to B, No	2	2	48.7	50.4	123	99	50.6	43233	99
4/4/2024	3:07:24 PMA to B, No	5	4	48.5	3.4	181	157	3.6	2918.6	157
4/4/2024	3:07:26 PMA to B, No	2	2	48.3	1.6	125	101	1.8	1337.2	101
4/4/2024	3:07:48 PMA to B, No	2	2	50.1	21.8	132	108	22	19267.3	108
4/4/2024	3:07:51 PNB to A, No	2	2	59.3	65.6	142	118	65.7	68480.3	118
4/4/2024	3:07:53 PNB to A, No	2	2	62.1	1.8	138	114	2	1969.1	114
4/4/2024	3:08:14 PNB to A, No	2	2	59.1	20.7	138	114	20.9	21549.6	114
4/4/2024	3:08:25 PNB to A, No	5	4	54.9	11.1	181	157	11.2	10721.5	157
4/4/2024	3:08:36 PNB to A, No	2	2	51.4	10.3	132	108	10.5	9307.2	108
4/4/2024	3:08:38 PMA to B, No	2	2	42.2	49.8	125	101	50	36989.8	101
4/4/2024	3:08:42 PNB to A, No	2	2	47.2	6.7	142	118	6.9	5585.4	118
4/4/2024	3:09:07 PMA to B, No	2	2	47.3	28.6	137	113	28.8	23784.6	113
4/4/2024	3:09:10 PMA to B, No	2	2	47.9	2.9	128	104	3.1	2442.4	104
4/4/2024	3:09:11 PNB to A, No	2	2	53.4	28.1	140	116	28.3	26404.5	116
4/4/2024	3:09:12 PMA to B, No	0	0	45.7	2.1	176	152	2.3	1695.1	152



4/4/2024	3:09:13 PNB to A, No	5	4	54.3	2	176	152	2.1	1863.1	152	
4/4/2024	3:09:15 PMA to B, No	2	2	48.9	1.4	138	114	2.8	1179.4	114	
4/4/2024	3:09:29 PNB to A, No	3	3	62.9	15.6	160	136	15.8	17291.9	136	
4/4/2024	3:09:40 PMA to B, No	2	2	48.8	24.3	139	115	24.5	20894.8	115	
4/4/2024	3:09:46 PNB to A, No	5	4	59.9	17.4	178	154	17.5	18293.9	154	
4/4/2024	3:10:14 PNB to A, No	2	2	42.4	28	124	100	28.2	20919.4	100	
4/4/2024	3:10:21 PMA to B, No	3	3	50.2	41.4	162	138	41.6	36571.5	138	
4/4/2024	3:10:22 PNB to A, No	2	2	55.1	7.4	140	116	7.6	7173.6	116	
4/4/2024	3:10:31 PMA to B, No	2	2	46.3	9.9	130	106	10.2	8094.4	106	
4/4/2024	3:10:37 PMA to B, No	2	2	53.8	5.6	128	104	5.8	5268.3	104	
4/4/2024	3:10:46 PMA to B, No	2	2	55.1	8.9	135	111	9.1	8659.9	111	
4/4/2024	3:10:48 PMA to B, No	8	11	54.6	1.4	336	312	1.6	1371.2	154	158
4/4/2024	3:10:56 PMA to B, No	5	4	56.4	8	171	147	8.4	7958.5	147	
4/4/2024	3:10:58 PMA to B, No	2	2	52.2	2.2	126	102	2.4	2019.6	102	
4/4/2024	3:11:02 PMA to B, No	2	2	58.9	3.1	127	103	3.3	3249.8	103	
4/4/2024	3:11:05 PMA to B, No	2	2	58.6	3.2	133	109	3.3	3284.5	109	
4/4/2024	3:11:26 PNB to A, No	8	11	53.5	64.3	443	419	64.4	60473.1	163	256
4/4/2024	3:11:28 PNB to A, No	2	2	53.9	0.8	135	111	1.3	795.6	111	
4/4/2024	3:11:34 PMA to B, No	2	2	48.9	28.6	132	108	28.8	24603	108	
4/4/2024	3:11:39 PMA to B, No	2	2	49.8	4.9	139	115	5	4256.7	115	
4/4/2024	3:11:47 PMA to B, No	3	3	46.4	8	159	135	8.1	6498.2	135	
4/4/2024	3:11:48 PMA to B, No	2	2	48.1	1.2	126	102	1.4	1018.7	102	
4/4/2024	3:11:57 PMA to B, No	5	4	49.8	8.3	176	152	8.4	7242.5	152	
4/4/2024	3:12:02 PNB to A, No	2	2	47.8	33.6	136	112	33.8	28250.1	112	
4/4/2024	3:12:05 PMA to B, No	8	11	49	7.5	400	376	7.7	6455	166	210
4/4/2024	3:12:09 PNB to A, No	3	10	54.9	7.2	318	294	7.4	6957	136	158
4/4/2024	3:12:10 PNB to A, No	3	3	54.8	1.1	145	121	1.4	1023.2	121	
4/4/2024	3:12:12 PMA to B, No	2	2	50.4	6.7	127	103	7.2	5920.2	103	
4/4/2024	3:12:15 PNB to A, No	3	10	56.4	4.6	325	301	4.8	4557.6	128	173
4/4/2024	3:12:18 PNB to A, No	3	3	58.7	2.7	144	120	3.1	2835.7	120	
4/4/2024	3:12:25 PNB to A, No	2	2	51	6.2	142	118	6.4	5555.4	118	
4/4/2024	3:12:27 PMA to B, No	2	2	47.3	15.1	131	107	15.2	12532.5	107	
4/4/2024	3:12:32 PNB to A, No	2	2	52	7.2	136	112	7.4	6558.8	112	
4/4/2024	3:12:34 PNB to A, No	3	3	50.8	1.9	143	119	2.1	1741	119	
4/4/2024	3:12:37 PNB to A, No	2	2	52.3	2.4	134	110	2.6	2190	110	
4/4/2024	3:12:39 PNB to A, No	2	2	54.2	2.6	142	118	2.8	2496	118	
4/4/2024	3:12:49 PMA to B, No	3	3	58.9	22.1	143	119	22.3	22919	119	
4/4/2024	3:12:58 PMA to B, No	2	2	58.8	8.8	125	101	8.9	9066.4	101	
4/4/2024	3:13:01 PNB to A, No	5	4	43.6	21.5	173	149	21.7	16488.8	149	
4/4/2024	3:13:05 PNB to A, No	2	2	49.8	3.4	142	118	3.7	2978.1	118	
4/4/2024	3:13:10 PMA to B, No	2	2	53.4	11.8	126	102	11.9	11050.3	102	
4/4/2024	3:13:21 PNB to A, No	3	3	57.7	15.6	161	137	15.8	15873.9	137	
4/4/2024	3:13:38 PMA to B, No	2	2	47.5	27.7	137	113	27.9	23161.7	113	
4/4/2024	3:13:40 PMA to B, No	3	3	51.7	1.8	143	119	2	1614.6	119	
4/4/2024	3:13:42 PMA to B, No	2	2	52	1.6	128	104	1.7	1432.6	104	
4/4/2024	3:13:43 PMA to B, No	2	2	50.9	0.9	125	101	1	786.8	101	
4/4/2024	3:13:44 PMA to B, No	3	3	50.5	1.5	162	138	1.7	1332.7	138	
4/4/2024	3:13:51 PMA to B, No	2	2	52.4	6	135	111	6.2	5549.2	111	
4/4/2024	3:13:57 PMA to B, No	2	2	50.1	6.5	125	101	6.6	5687	101	
4/4/2024	3:14:28 PMA to B, No	2	2	44	30.5	139	115	30.6	23626.7	115	
4/4/2024	3:14:30 PNB to A, No	2	2	65.2	69.2	137	113	69.4	79406.5	113	
4/4/2024	3:14:32 PNB to A, No	5	4	65.3	2.2	174	150	2.3	2505.4	150	
4/4/2024	3:14:36 PNB to A, No	3	3	58.8	3.7	152	128	3.8	3805.4	128	
4/4/2024	3:14:49 PNB to A, No	2	2	53.6	13	140	116	13.2	12282.5	116	
4/4/2024	3:14:50 PMA to B, No	3	3	51.1	21.3	158	134	21.6	19205	134	
4/4/2024	3:15:14 PNB to A, No	2	2	53.4	24.9	133	109	25	23373.1	109	
4/4/2024	3:15:20 PNB to A, No	3	3	71.7	5.1	166	142	5.3	6499.5	142	
4/4/2024	3:15:26 PNB to A, No	3	3	63.1	6.5	143	119	6.6	7183.9	119	
4/4/2024	3:16:15 PMA to B, No	3	3	51	85.5	170	146	85.7	76631.2	146	
4/4/2024	3:16:43 PMA to B, No	2	2	53.1	27.4	138	114	27.6	25582.5	114	
4/4/2024	3:17:13 PMA to B, No	2	2	58.6	30.1	133	109	30.3	31032.6	109	
4/4/2024	3:17:21 PNB to A, No	2	2	44.8	114.7	124	100	114.9	90529.4	100	
4/4/2024	3:17:23 PNB to A, No	2	2	45.9	1.4	131	107	1.6	1112.6	107	
4/4/2024	3:17:26 PMA to B, No	2	2	56.1	12.4	125	101	12.5	12190.6	101	
4/4/2024	3:17:29 PNB to A, No	3	3	57.7	6.6	161	137	6.8	6673.2	137	
4/4/2024	3:17:32 PNB to A, No	2	2	57.4	2.4	139	115	2.6	2425.3	115	
4/4/2024	3:17:33 PNB to A, No	2	2	54.6	1.2	130	106	1.4	1162	106	
4/4/2024	3:17:35 PNB to A, No	2	2	55.7	1.5	138	114	1.7	1489.4	114	
4/4/2024	3:17:40 PMA to B, No	3	3	53.3	13.9	162	138	14	12987.7	138	
4/4/2024	3:17:40 PNB to A, No	2	2	59.1	4.8	134	110	5	5034.7	110	
4/4/2024	3:17:44 PNB to A, No	3	3	57.1	3.8	170	146	3.9	3789.2	146	
4/4/2024	3:17:47 PMA to B, No	5	4	56.6	6.8	203	179	7	6758.1	179	
4/4/2024	3:17:54 PNB to A, No	2	2	46.9	9.8	135	111	10	8120.9	111	
4/4/2024	3:17:56 PMA to B, No	2	2	56	9.6	127	103	9.9	9499.8	103	
4/4/2024	3:18:16 PMA to B, No	2	2	53.7	19.4	125	101	19.6	18348.8	101	
4/4/2024	3:18:20 PMA to B, No	2	2	63.6	3.6	138	114	3.7	3975.6	114	
4/4/2024	3:18:28 PMA to B, No	2	2	54.6	8.4	124	100	8.5	8023.7	100	
4/4/2024	3:18:29 PMA to B, No	2	2	51.7	0.8	124	100	1	766.1	100	
4/4/2024	3:18:34 PNB to A, No	3	3	68.1	39.4	153	129	39.6	47199.3	129	
4/4/2024	3:18:47 PNB to A, No	2	2	62.1	12.7	137	113	12.9	13915.2	113	
4/4/2024	3:18:48 PNB to A, No	2	2	60.8	1.4	136	112	1.5	1467.5	112	
4/4/2024	3:18:55 PMA to B, No	2	2	58.1	25.7	129	105	25.9	26284.7	105	
4/4/2024	3:19:09 PMA to B, No	2	2	45.2	14	141	117	14.2	11142.7	117	

4/4/2024	3:19:15 PMA to B, No	3	3	52.9	5.3	144	120	5.5	4897.7	120
4/4/2024	3:19:28 PMA to B, No	3	3	57.7	13.5	161	137	13.7	13752.5	137
4/4/2024	3:19:41 PNB to A, No	5	4	49.9	52.8	172	148	52.9	46361.4	148
4/4/2024	3:20:10 PMA to B, No	2	2	48.2	41.3	126	102	41.5	34999.2	102
4/4/2024	3:20:22 PMA to B, No	3	3	52.4	12.3	158	134	12.5	11369.3	134
4/4/2024	3:20:31 PNB to A, No	2	2	56.3	49.6	140	116	49.8	49111	116
4/4/2024	3:20:33 PNB to A, No	2	2	56.8	2	131	107	2.1	1975.5	107
4/4/2024	3:20:35 PMA to B, No	3	3	48.5	12.4	143	119	12.6	10577.4	119
4/4/2024	3:20:42 PMA to B, No	2	2	47.3	6.8	134	110	7	5670.3	110
4/4/2024	3:20:48 PMA to B, No	2	2	44.1	6	128	104	6.2	4666.1	104
4/4/2024	3:20:49 PNB to A, No	3	3	49.1	15.7	147	123	15.8	13528.7	123
4/4/2024	3:20:51 PMA to B, No	2	2	44.6	2.5	127	103	2.7	1971.7	103
4/4/2024	3:20:52 PMA to B, No	2	2	42.6	1.2	130	106	1.3	862.8	106
4/4/2024	3:20:57 PMA to B, No	3	3	47.8	4.3	143	119	4.5	3590.8	119
4/4/2024	3:20:58 PMA to B, No	2	2	48.1	1	142	118	1.2	839.9	118
4/4/2024	3:20:59 PMA to B, No	3	3	45.4	0.9	148	124	1.1	696.5	124
4/4/2024	3:21:02 PMA to B, No	2	15	47.1	2.6	352	328	2.8	2145.4	116
4/4/2024	3:21:05 PMA to B, No	2	2	48.1	2.3	140	116	2.7	1939.3	116
4/4/2024	3:21:06 PMA to B, No	1	1	48	1.5	82	58	1.7	1310.1	58
4/4/2024	3:21:48 PNB to A, No	2	2	56.2	59.3	136	112	59.5	58680.4	112
4/4/2024	3:21:56 PNB to A, No	3	3	61.6	7.7	155	131	7.8	8316.2	131
4/4/2024	3:22:11 PNB to A, No	2	2	64.6	14.6	141	117	14.7	16569.1	117
4/4/2024	3:22:11 PMA to B, No	2	2	53.6	64.7	140	116	64.8	60972.9	116
4/4/2024	3:22:22 PMA to B, No	2	2	49.6	10.5	130	106	10.7	9190	106
4/4/2024	3:22:27 PMA to B, No	2	2	49.5	4.6	133	109	4.8	4000.6	109
4/4/2024	3:22:39 PMA to B, No	2	2	56.8	12.4	121	97	12.6	12425.2	97
4/4/2024	3:22:42 PNB to A, No	2	2	56.3	31.5	138	114	31.7	31229.9	114
4/4/2024	3:22:49 PNB to A, No	2	2	57.3	6.4	134	110	6.6	6489.9	110
4/4/2024	3:22:51 PNB to A, No	2	2	60.3	1.6	138	114	1.7	1668.7	114
4/4/2024	3:23:09 PNB to A, No	1	1	54.8	18.3	85	61	18.4	17623.9	61
4/4/2024	3:23:12 PNB to A, No	2	2	53.2	2.4	136	112	2.6	2287.5	112
4/4/2024	3:23:16 PNB to A, No	2	2	58.7	4.3	134	110	4.5	4460.4	110
4/4/2024	3:23:18 PNB to A, No	2	2	59.2	1.8	135	111	1.9	1832.9	111
4/4/2024	3:23:40 PNB to A, No	5	4	56.8	21.6	179	155	21.7	21564.2	155
4/4/2024	3:23:46 PMA to B, No	3	3	54.3	66.3	165	141	66.5	63410.6	141
4/4/2024	3:23:51 PMA to B, No	2	2	49.7	5	127	103	5.2	4404.1	103
4/4/2024	3:23:52 PMA to B, No	2	2	50.7	1.4	128	104	1.6	1273.2	104
4/4/2024	3:23:55 PMA to B, No	2	2	50.5	2.1	141	117	2.3	1862.5	117
4/4/2024	3:24:19 PNB to A, No	3	3	60.1	39.3	146	122	39.5	41614.7	122
4/4/2024	3:24:21 PNB to A, No	3	3	59.1	1.2	145	121	1.4	1296.2	121
4/4/2024	3:24:23 PNB to A, No	3	3	55.2	2	144	120	2.1	1897.6	120
4/4/2024	3:24:30 PMA to B, No	3	16	42.4	34.7	370	346	34.9	25890.2	138
4/4/2024	3:24:31 PNB to A, No	3	3	59.5	8.1	161	137	8.3	8514	137
4/4/2024	3:24:34 PNB to A, No	5	4	55.7	2.3	187	163	2.5	2276.3	163
4/4/2024	3:24:36 PMA to B, No	5	4	44	5.4	174	150	5.9	4182.7	150
4/4/2024	3:24:41 PMA to B, No	2	2	49	4.8	129	105	5.1	4149.8	105
4/4/2024	3:25:13 PNB to A, No	2	2	59.3	39.5	141	117	39.7	41227.3	117
4/4/2024	3:25:17 PNB to A, No	5	4	56.1	3.2	193	169	3.4	3209	169
4/4/2024	3:25:18 PMA to B, No	5	4	42.7	37.5	228	204	37.7	28176	204
4/4/2024	3:25:22 PMA to B, No	3	3	39	3.4	160	136	3.8	2358.7	136
4/4/2024	3:25:26 PMA to B, No	2	2	39.6	3.3	133	109	3.5	2283.2	109
4/4/2024	3:25:28 PMA to B, No	2	2	45.4	1.9	141	117	2.1	1520.8	117
4/4/2024	3:25:31 PMA to B, No	3	3	54.5	2.8	144	120	3	2697.9	120
4/4/2024	3:25:40 PNB to A, No	2	2	51.1	23.4	135	111	23.6	21035.3	111
4/4/2024	3:25:42 PNB to A, No	5	4	47.8	1.8	177	153	2	1514.9	153
4/4/2024	3:25:46 PNB to A, No	2	2	51	3.1	132	108	3.4	2802.2	108
4/4/2024	3:25:48 PNB to A, No	2	2	48.6	2.4	132	108	2.5	2022.7	108
4/4/2024	3:26:01 PMA to B, No	2	2	48	30.3	134	110	30.4	25586	110
4/4/2024	3:26:02 PNB to A, No	5	4	59.6	13.1	172	148	13.2	13714.7	148
4/4/2024	3:26:05 PNB to A, No	2	2	56.5	3.5	136	112	3.7	3485.6	112
4/4/2024	3:26:10 PNB to A, No	2	2	55.6	4.9	132	108	5.1	4812.8	108
4/4/2024	3:26:12 PNB to A, No	5	4	53.1	1	175	151	1.2	949.6	151
4/4/2024	3:26:13 PNB to A, No	2	2	53	1.1	124	100	1.3	1023.5	100
4/4/2024	3:26:17 PMA to B, No	2	2	54.7	15.5	131	107	15.6	14875.8	107
4/4/2024	3:26:24 PNB to A, No	3	3	43.9	11.5	150	126	11.6	8858.4	126
4/4/2024	3:26:41 PMA to B, No	2	2	58.4	24.1	126	102	24.3	24781	102
4/4/2024	3:26:56 PNB to A, No	2	2	58.1	31.2	142	118	31.4	31873.9	118
4/4/2024	3:26:57 PNB to A, No	2	2	57.6	1	136	112	1.1	970.2	112
4/4/2024	3:27:07 PNB to A, No	2	2	47.6	9.7	134	110	9.8	8112.1	110
4/4/2024	3:27:09 PMA to B, No	2	2	53.3	27.5	126	102	27.6	25807.9	102
4/4/2024	3:27:09 PNB to A, No	3	3	53.2	2.2	157	133	2.4	2102.7	133
4/4/2024	3:27:12 PNB to A, No	2	2	53.6	2.7	131	107	2.9	2570.9	107
4/4/2024	3:27:21 PNB to A, No	2	2	60.9	8.8	139	115	9	9448.9	115
4/4/2024	3:27:28 PNB to A, No	2	2	60.5	6.6	129	105	6.7	7012.8	105
4/4/2024	3:27:35 PNB to A, No	2	2	63.2	6.8	142	118	6.9	7521.3	118
4/4/2024	3:27:41 PNB to A, No	2	2	64.3	6.2	135	111	6.3	7012.7	111
4/4/2024	3:28:10 PNB to A, No	2	2	59.1	29.2	134	110	29.3	30362.6	110
4/4/2024	3:28:16 PNB to A, No	3	3	48.7	5.1	143	119	5.2	4348.3	119
4/4/2024	3:28:20 PMA to B, No	2	2	55.1	71.2	123	99	71.4	69049.9	99
4/4/2024	3:28:25 PNB to A, No	3	3	44.2	9	148	124	9.2	7000	124
4/4/2024	3:28:28 PNB to A, No	2	2	37.5	2.8	140	116	3	1862.4	116
4/4/2024	3:28:55 PNB to A, No	2	2	51.5	27.1	134	110	27.3	24577.7	110
4/4/2024	3:29:09 PNB to A, No	2	2	51.3	13.8	139	115	13.9	12427.9	115

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4/4/2024	3:29:11	PMB to A, No	5	4	51.4	2	177	153	2.2	1786.8	153
4/4/2024	3:29:13	PMB to A, No	2	2	50.2	1.3	135	111	1.5	1108	111
4/4/2024	3:29:19	PMB to A, No	3	3	47	5.5	145	121	5.7	4550.9	121
4/4/2024	3:29:23	PMB to A, No	2	2	44.7	4.6	99	75	4.8	3609.2	75
4/4/2024	3:29:25	PMB to A, No	2	2	52.8	2	136	112	2.1	1846.5	112
4/4/2024	3:29:46	PMA to B, No	2	2	51.9	85.7	127	103	85.9	78286.6	103
4/4/2024	3:29:47	PMA to B, No	2	2	51.5	0.8	121	97	1	749.1	97
4/4/2024	3:30:00	PMA to B, No	2	9	46.9	13.1	282	258	13.2	10787.9	117
4/4/2024	3:30:02	PMB to A, No	2	2	60.2	36.7	140	116	36.9	38906	116
4/4/2024	3:30:06	PMA to B, No	2	2	44.8	5.6	127	103	6	4446.5	103
4/4/2024	3:30:28	PMA to B, No	2	2	53.6	21.3	142	118	21.5	20070.6	118
4/4/2024	3:30:33	PMA to B, No	2	2	51.1	5.2	133	109	5.3	4632	109
4/4/2024	3:30:42	PMB to A, No	3	3	46.8	39.5	152	128	39.7	32564.5	128
4/4/2024	3:30:43	PMA to B, No	3	3	43.2	9.5	162	138	9.7	7218.4	138
4/4/2024	3:30:44	PMB to A, No	5	4	56.2	2.2	189	165	2.4	2177	165
4/4/2024	3:30:48	PMA to B, No	3	3	42.8	4.9	159	135	5.1	3664.7	135
4/4/2024	3:30:49	PMB to A, No	2	2	52	4	136	112	4.2	3667.9	112
4/4/2024	3:30:56	PMB to A, No	8	18	56.8	7.3	389	365	7.5	7339.8	164
4/4/2024	3:31:04	PMB to A, No	5	4	54.6	7.9	187	163	8.3	7599.3	163
4/4/2024	3:31:25	PMB to A, No	2	2	50	20.7	138	114	20.9	18174.1	114
4/4/2024	3:31:26	PMA to B, No	2	2	63.9	38.1	125	101	38.3	42859.6	101
4/4/2024	3:31:29	PMB to A, No	3	3	47.1	3.2	147	123	3.4	2640.4	123
4/4/2024	3:31:37	PMB to A, No	2	2	45	7.6	131	107	7.8	6001.7	107
4/4/2024	3:31:39	PMB to A, No	5	4	51.8	2.5	177	153	2.7	2300.9	153
4/4/2024	3:31:41	PMB to A, No	3	3	50.2	1.7	158	134	2	1539.5	134
4/4/2024	3:31:43	PMB to A, No	2	2	49.5	1.6	137	113	1.8	1412.7	113
4/4/2024	3:31:49	PMA to B, No	5	4	55.7	23	189	165	23.1	22535.3	165
4/4/2024	3:32:06	PMB to A, No	3	3	61.8	22.3	151	127	22.5	24310	127
4/4/2024	3:32:42	PMB to A, No	3	3	61.6	36.4	145	121	36.6	39527.5	121
4/4/2024	3:32:43	PMB to A, No	5	4	62	0.8	174	150	1	885.1	150
4/4/2024	3:32:48	PMB to A, No	1	1	81	4.6	93	69	4.7	6499.7	69
4/4/2024	3:32:58	PMB to A, No	2	2	48.8	10.1	128	104	10.2	8706.2	104
4/4/2024	3:32:59	PMB to A, No	2	2	48.2	1.2	135	111	1.4	1026.1	111
4/4/2024	3:33:15	PMB to A, No	2	2	63.5	15.4	140	116	15.5	17161.2	116
4/4/2024	3:33:26	PMB to A, No	2	2	46.3	10.8	134	110	10.9	8778	110
4/4/2024	3:33:26	PMA to B, No	3	3	50	96.8	143	119	97	85228.7	119
4/4/2024	3:33:31	PMB to A, No	5	4	48.5	4.4	191	167	4.6	3756.3	167
4/4/2024	3:33:31	PMA to B, No	1	1	50.4	4.5	86	62	4.7	4025.6	62
4/4/2024	3:33:32	PMA to B, No	1	1	46.7	0.5	84	60	0.7	449.7	60
4/4/2024	3:33:34	PMB to A, No	5	4	49.6	2.9	187	163	3.1	2512.4	163
4/4/2024	3:33:52	PMB to A, No	3	3	51.4	17.7	167	143	18	16023.4	143
4/4/2024	3:33:55	PMB to A, No	2	2	48.5	2.8	139	115	3	2368.1	115
4/4/2024	3:33:56	PMB to A, No	2	2	49.6	1.5	135	111	1.7	1332.8	111
4/4/2024	3:33:58	PMB to A, No	2	2	52.1	1.6	136	112	1.7	1422.4	112
4/4/2024	3:33:59	PMB to A, No	3	3	50.4	1.1	149	125	1.3	1004.7	125
4/4/2024	3:34:04	PMB to A, No	3	3	46.1	4.1	169	145	4.3	3337.8	145
4/4/2024	3:34:06	PMB to A, No	3	3	46.3	2.3	148	124	2.5	1839	124
4/4/2024	3:34:21	PMA to B, No	2	2	43.7	49.4	125	101	49.6	37994.2	101
4/4/2024	3:34:25	PMA to B, No	2	2	55.6	3.6	129	105	3.8	3530.3	105
4/4/2024	3:34:27	PMB to A, No	3	3	48.8	20.6	149	125	20.8	17661.5	125
4/4/2024	3:34:29	PMB to A, No	2	2	50.5	1.5	142	118	1.7	1371.3	118
4/4/2024	3:34:51	PMB to A, No	2	2	51.8	22.3	136	112	22.5	20349.2	112
4/4/2024	3:34:56	PMA to B, No	2	2	47.9	31.3	138	114	31.4	26345.3	114
4/4/2024	3:35:16	PMB to A, No	2	2	51.6	24.7	137	113	24.9	22471.6	113
4/4/2024	3:35:18	PMA to B, No	2	2	48.9	20.8	130	106	21	17928.2	106
4/4/2024	3:35:19	PMA to B, No	2	2	49.2	1.7	133	109	1.9	1496.9	109
4/4/2024	3:35:21	PMA to B, No	2	2	44.6	1.4	142	118	1.6	1114.5	118
4/4/2024	3:35:22	PMB to A, No	2	2	53.4	5.6	137	113	5.8	5275.2	113
4/4/2024	3:35:27	PMA to B, No	2	2	53.7	5.6	140	116	5.8	5328.8	116
4/4/2024	3:35:30	PMA to B, No	2	2	53.4	3.2	116	92	3.4	3026.3	92
4/4/2024	3:35:41	PMA to B, No	5	4	50.8	10.1	177	153	10.3	9047.1	153
4/4/2024	3:35:47	PMA to B, No	3	3	42.5	6.2	165	141	6.4	4615.4	141
4/4/2024	3:35:48	PMB to A, No	8	18	52.5	25.5	392	368	25.7	23582.4	151
4/4/2024	3:35:51	PMB to A, No	5	4	60.6	2.5	174	150	3	2677.2	150
4/4/2024	3:35:54	PMB to A, No	2	2	60	3.2	125	101	3.4	3386.1	101
4/4/2024	3:35:56	PMB to A, No	3	3	60.8	1.5	154	130	1.7	1624.3	130
4/4/2024	3:36:01	PMB to A, No	2	2	56	5.3	137	113	5.4	5192.9	113
4/4/2024	3:36:03	PMB to A, No	2	2	55.5	1.4	141	117	1.5	1348.9	117
4/4/2024	3:36:07	PMB to A, No	4	5	53.4	4.5	313	289	4.6	4189.5	289
4/4/2024	3:36:11	PMA to B, No	3	3	55.1	23.8	147	123	24	23048.6	123
4/4/2024	3:36:18	PMB to A, No	2	2	48.1	10	131	107	10.4	8473.6	107
4/4/2024	3:36:29	PMB to A, No	3	3	51.5	11.5	146	122	11.7	10397.6	122
4/4/2024	3:36:31	PMB to A, No	3	3	54.1	2	155	131	2.2	1945.7	131
4/4/2024	3:36:33	PMB to A, No	3	3	54.7	1.1	162	138	1.3	1050.6	138
4/4/2024	3:36:34	PMB to A, No	2	2	51.6	1.2	125	101	1.4	1077.2	101
4/4/2024	3:36:39	PMA to B, No	2	2	53	28.1	134	110	28.3	26247.9	110
4/4/2024	3:36:42	PMB to A, No	5	4	51.7	7.8	178	154	8	7122.7	154
4/4/2024	3:36:45	PMA to B, No	2	2	51.9	5.5	129	105	5.7	5063.1	105
4/4/2024	3:36:51	PMB to A, No	3	3	56.3	8.7	145	121	8.9	8602.4	121
4/4/2024	3:36:52	PMA to B, No	2	2	51.1	7.3	129	105	7.5	6567.7	105
4/4/2024	3:36:53	PMB to A, No	2	2	54	1.9	140	116	2.1	1851.5	116
4/4/2024	3:36:59	PMA to B, No	2	2	49.2	6	127	103	6.1	5181.4	103
4/4/2024	3:37:02	PMB to A, No	3	3	46.3	9.1	160	136	9.3	7452.8	136

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4/4/2024	3:37:13	PMB to A, No	5	4	48.9	10.5	171	147	10.7	9023.5	147
4/4/2024	3:37:21	PMB to A, No	2	2	49.1	7.8	129	105	8	6750.6	105
4/4/2024	3:37:31	PMB to A, No	2	2	56.2	9.5	137	113	9.7	9379	113
4/4/2024	3:37:32	PMB to A, No	3	3	56.4	1.3	165	141	1.4	1246.7	141
4/4/2024	3:37:43	PMB to A, No	3	3	54.6	10.2	148	124	10.4	9836.4	124
4/4/2024	3:37:44	PMB to A, No	4	5	55.3	1.5	273	249	1.6	1413.4	249
4/4/2024	3:37:51	PMA to B, No	3	3	44.7	51.9	147	123	52	40769.3	123
4/4/2024	3:37:51	PMB to A, No	2	2	55.3	6.8	138	114	7.1	6605.8	114
4/4/2024	3:37:56	PMB to A, No	3	3	62.8	4.8	145	121	5	5347.2	121
4/4/2024	3:38:09	PMA to B, No	5	4	41.8	17.8	172	148	18	13066.8	148
4/4/2024	3:38:10	PMA to B, No	3	3	41.4	1.3	159	135	1.6	955.5	135
4/4/2024	3:38:11	PMB to A, No	2	2	46.1	14.6	137	113	14.8	11886.1	113
4/4/2024	3:38:24	PMB to A, No	3	3	57.3	12.4	146	122	12.6	12487.1	122
4/4/2024	3:38:29	PMB to A, No	3	3	53	4.8	148	124	5	4486.8	124
4/4/2024	3:38:30	PMB to A, No	2	2	50.1	0.6	136	112	0.8	544.9	112
4/4/2024	3:38:46	PMA to B, No	2	2	52	35.1	125	101	35.3	32083.3	101
4/4/2024	3:38:49	PMA to B, No	2	2	51	3.2	127	103	3.3	2848.6	103
4/4/2024	3:38:50	PMB to A, No	3	3	57	2.9	152	128	3.2	2906.3	128
4/4/2024	3:38:54	PMB to A, No	2	2	57.3	3.9	125	101	4.1	3961.4	101
4/4/2024	3:38:59	PMA to B, No	2	2	47.8	9.9	128	104	10.1	8358.9	104
4/4/2024	3:38:59	PMB to A, No	3	3	53.8	4.8	160	136	5	4574.6	136
4/4/2024	3:39:08	PMB to A, No	5	4	53.1	8.8	205	181	9	8208.9	181
4/4/2024	3:39:12	PMA to B, No	2	2	41.5	12.7	126	102	12.8	9247.8	102
4/4/2024	3:39:19	PMB to A, No	3	3	50	9.9	149	125	10.2	8721.3	125
4/4/2024	3:39:21	PMB to A, No	2	2	51.4	2.4	135	111	2.6	2204.8	111
4/4/2024	3:39:23	PMB to A, No	5	4	50.4	1.9	174	150	2	1651.3	150
4/4/2024	3:39:25	PMB to A, No	2	2	50.2	1.1	140	116	1.4	1003.4	116
4/4/2024	3:39:33	PMB to A, No	3	3	58.3	8.6	162	138	8.8	8837.9	138
4/4/2024	3:39:34	PMA to B, No	2	2	47.3	21.6	127	103	21.8	18019.2	103
4/4/2024	3:39:38	PMB to A, No	2	2	50.5	4.8	138	114	5	4243.6	114
4/4/2024	3:39:39	PMB to A, No	8	11	52.6	0.9	439	415	1.1	864.5	178
4/4/2024	3:39:40	PMA to B, No	3	3	56.3	6.2	165	141	6.4	6122.1	141
4/4/2024	3:39:44	PMB to A, No	2	2	49.8	4.2	136	112	4.7	3691.5	112
4/4/2024	3:39:46	PMA to B, No	3	3	59.3	5.5	153	129	5.7	5787.9	129
4/4/2024	3:39:59	PMB to A, No	2	2	46.2	13.4	137	113	13.5	10933.3	113
4/4/2024	3:40:02	PMA to B, No	2	2	55.5	16.3	128	104	16.4	15902.3	104
4/4/2024	3:40:08	PMB to A, No	3	3	50.1	8.3	146	122	8.4	7278.8	122
4/4/2024	3:40:11	PMB to A, No	2	2	54.6	3.1	140	116	3.3	3018.7	116
4/4/2024	3:40:13	PMA to B, No	2	2	54.3	10.6	125	101	10.8	10146.6	101
4/4/2024	3:40:22	PMB to A, No	2	9	41.6	10.7	296	272	10.9	7838.6	109
4/4/2024	3:40:24	PMB to A, No	2	2	41.9	1.5	129	105	1.9	1086.4	105
4/4/2024	3:40:26	PMB to A, No	2	2	39.4	1.3	132	108	1.5	914.3	108
4/4/2024	3:40:35	PMA to B, No	3	3	58	22.1	167	143	22.2	22506.6	143
4/4/2024	3:40:37	PMB to A, No	2	2	51.2	11.6	125	101	11.9	10487.5	101
4/4/2024	3:40:40	PMB to A, No	2	2	52.9	2	139	115	2.1	1834.8	115
4/4/2024	3:41:12	PMB to A, No	3	3	44.6	32.5	148	124	32.7	25479.4	124
4/4/2024	3:41:30	PMB to A, No	5	4	64.3	17.4	205	181	17.6	19684.7	181
4/4/2024	3:41:31	PMA to B, No	2	2	51	56.1	131	107	56.3	50321.8	107
4/4/2024	3:41:38	PMA to B, No	2	2	50	6.6	132	108	6.8	5791	108
4/4/2024	3:41:44	PMA to B, No	3	3	47.5	5.7	144	120	5.8	4741.8	120
4/4/2024	3:41:48	PMB to A, No	2	2	57.5	17.7	135	111	17.9	17880.2	111
4/4/2024	3:41:50	PMB to A, No	3	3	61	2.6	152	128	2.7	2749.9	128
4/4/2024	3:41:55	PMA to B, No	2	2	52.2	10.7	125	101	10.9	9864.3	101
4/4/2024	3:41:58	PMB to A, No	2	2	61.4	7.4	136	112	7.6	8029.6	112
4/4/2024	3:42:09	PMB to A, No	2	2	66.1	10.5	139	115	10.6	12173.6	115
4/4/2024	3:42:36	PMB to A, No	3	3	56.7	27.1	144	120	27.3	27064.8	120
4/4/2024	3:42:41	PMB to A, No	2	2	61.1	5.1	129	105	5.3	5526.5	105
4/4/2024	3:42:42	PMB to A, No	3	3	61.5	1	144	120	1.2	1122.2	120
4/4/2024	3:43:00	PMB to A, No	3	3	51.4	17.6	144	120	17.8	15907.8	120
4/4/2024	3:43:05	PMB to A, No	2	2	52.5	3.1	139	115	3.2	2896.5	115
4/4/2024	3:43:07	PMB to A, No	5	4	56.1	2.4	178	154	2.6	2365.9	154
4/4/2024	3:43:20	PMA to B, No	2	2	61	84.5	127	103	84.7	90737.5	103
4/4/2024	3:43:27	PMA to B, No	2	2	62	7.3	129	105	7.4	7962.7	105
4/4/2024	3:43:31	PMA to B, No	2	2	57.5	3.6	127	103	3.7	3637.1	103
4/4/2024	3:43:35	PMB to A, No	2	2	59.9	27.5	134	110	27.7	28967.3	110
4/4/2024	3:43:37	PMB to A, No	2	2	59	2.2	131	107	2.3	2255	107
4/4/2024	3:43:39	PMB to A, No	3	3	57.2	1.7	144	120	1.9	1717	120
4/4/2024	3:43:42	PMB to A, No	3	3	56.1	2.3	170	146	2.5	2262.2	146
4/4/2024	3:43:44	PMB to A, No	3	3	51.7	2.2	154	130	2.4	1971.7	130
4/4/2024	3:43:59	PMB to A, No	5	4	50.9	14.5	171	147	14.7	13004.8	147
4/4/2024	3:44:00	PMA to B, No	2	2	60.3	28.7	128	104	28.9	30502.2	104
4/4/2024	3:44:01	PMB to A, No	3	3	48.8	1.7	145	121	1.9	1453.4	121
4/4/2024	3:44:02	PMB to A, No	3	3	47.7	1.7	149	125	1.9	1399.4	125
4/4/2024	3:44:17	PMA to B, No	2	2	51.6	16.9	140	116	17.1	15366.6	116
4/4/2024	3:44:36	PMB to A, No	2	2	54	33.6	133	109	33.8	31903	109
4/4/2024	3:44:38	PMB to A, No	2	2	52.3	1.8	130	106	1.9	1638.8	106
4/4/2024	3:44:39	PMA to B, No	2	2	46.9	22.1	126	102	22.3	18250	102
4/4/2024	3:44:41	PMA to B, No	1	1	49.8	1.8	77	53	2	1597	53
4/4/2024	3:44:45	PMB to A, No	2	2	46	6.5	135	111	6.7	5256.4	111
4/4/2024	3:44:47	PMB to A, No	2	2	46.7	1.7	132	108	1.9	1419.8	108
4/4/2024	3:44:49	PMB to A, No	3	3	56.7	1.7	143	119	1.9	1663.6	119
4/4/2024	3:44:58	PMB to A, No	2	2	50.5	9.1	140	116	9.2	8061.2	116
4/4/2024	3:45:04	PMB to A, No	3	3	57.5	5.5	143	119	5.7	5596.4	119

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4/4/2024	3:45:08 PMA to B, No	3	3	44.6	26.4	165	141	26.5	20720.6	141
4/4/2024	3:45:41 PMA to B, No	2	2	50.1	33.5	124	100	33.8	29530.2	100
4/4/2024	3:46:04 PNB to A, No	5	4	52.2	60.2	174	150	60.3	55328.3	150
4/4/2024	3:46:08 PNB to A, No	2	2	52.8	3.8	137	113	4	3492.5	113
4/4/2024	3:46:18 PNB to A, No	2	2	50.9	9.8	130	106	10	8826.3	106
4/4/2024	3:46:20 PNB to A, No	3	3	59.3	2.5	166	142	2.6	2564.7	142
4/4/2024	3:46:23 PNB to A, No	2	2	58	2.5	138	114	2.6	2507.6	114
4/4/2024	3:46:30 PNB to A, No	2	2	64	6.8	134	110	7	7692.5	110
4/4/2024	3:46:30 PMA to B, No	2	2	51.4	48.8	127	103	48.9	44121.6	103
4/4/2024	3:46:32 PNB to A, No	2	2	64.5	1.3	140	116	1.4	1434	116
4/4/2024	3:46:32 PMA to B, No	3	3	53.7	1.9	159	135	2.1	1785.9	135
4/4/2024	3:46:50 PNB to A, No	2	2	60.8	18.5	141	117	18.6	19767.3	117
4/4/2024	3:47:00 PNB to A, No	2	2	55.8	9.8	133	109	9.9	9581.6	109
4/4/2024	3:47:04 PNB to A, No	2	2	61.3	4.1	133	109	4.3	4459.7	109
4/4/2024	3:47:29 PNB to A, No	3	3	53.3	0.9	143	119	1.2	870.2	119
4/4/2024	3:47:31 PNB to A, No	2	2	53.9	1.7	141	117	1.8	1580	117
4/4/2024	3:47:36 PMA to B, No	2	2	49.2	63.1	131	107	63.3	54630.1	107
4/4/2024	3:47:38 PMA to B, No	2	2	49.7	1.9	124	100	2.1	1670.8	100
4/4/2024	3:47:43 PMA to B, No	2	2	55.9	4.9	124	100	5.1	4833.6	100
4/4/2024	3:47:47 PMA to B, No	2	2	55.2	3.9	127	103	4	3746.3	103
4/4/2024	3:48:02 PNB to A, No	4	5	53.9	30.6	312	288	30.7	28989.2	288
4/4/2024	3:48:04 PNB to A, No	3	3	54.9	1.5	143	119	1.8	1405	119
4/4/2024	3:48:07 PNB to A, No	5	4	58.3	3.1	175	151	3.3	3202.6	151
4/4/2024	3:48:09 PNB to A, No	3	3	57.5	2	143	119	2.2	2006	119
4/4/2024	3:48:13 PNB to A, No	3	3	55	3.4	170	146	3.6	3283	146
4/4/2024	3:48:34 PMA to B, No	2	2	45.4	46.9	127	103	47.1	37521.7	103
4/4/2024	3:48:57 PNB to A, No	2	2	44.2	44.2	142	118	44.4	34390.5	118
4/4/2024	3:49:00 PNB to A, No	2	2	46.6	2.3	137	113	2.5	1856.7	113
4/4/2024	3:49:01 PNB to A, No	2	2	47.4	1.4	141	117	1.6	1204	117
4/4/2024	3:49:03 PNB to A, No	3	3	46.8	1	156	132	1.2	819.9	132
4/4/2024	3:49:04 PMA to B, No	2	2	49	30.3	130	106	30.5	26186.4	106
4/4/2024	3:49:10 PMA to B, No	2	2	56.1	5.6	130	106	5.8	5577.2	106
4/4/2024	3:49:15 PNB to A, No	5	4	56.3	12.7	192	168	12.9	12546.1	168
4/4/2024	3:49:18 PNB to A, No	3	3	58.6	2.7	149	125	2.9	2808.6	125
4/4/2024	3:49:41 PMA to B, No	2	2	43.9	30.3	127	103	30.5	23398.4	103
4/4/2024	3:49:45 PMA to B, No	2	2	56.6	4.6	125	101	4.8	4550.7	101
4/4/2024	3:49:49 PMA to B, No	2	2	48.6	3.8	116	92	3.9	3224.5	92
4/4/2024	3:49:51 PMA to B, No	2	2	50	1	124	100	1.2	913.8	100
4/4/2024	3:50:09 PNB to A, No	2	2	47.2	50.9	135	111	51.1	42281.8	111
4/4/2024	3:50:18 PMA to B, No	2	2	59	27.1	136	112	27.2	28114.8	112
4/4/2024	3:50:22 PNB to A, No	3	3	64.9	12.8	143	119	13	14622.7	119
4/4/2024	3:50:25 PNB to A, No	2	2	63	2.2	126	102	2.3	2407.9	102
4/4/2024	3:50:41 PNB to A, No	8	11	57.2	16.5	444	420	16.7	16652.7	420
4/4/2024	3:50:44 PNB to A, No	3	3	54.4	1.6	150	126	2.1	1549.3	126
4/4/2024	3:50:48 PNB to A, No	2	2	50.2	4.4	137	113	4.5	3847.2	113
4/4/2024	3:50:50 PNB to A, No	3	3	50	2.1	147	123	2.3	1855.1	123
4/4/2024	3:51:00 PNB to A, No	2	2	59.4	9.3	120	96	9.5	9741.8	96
4/4/2024	3:51:05 PMA to B, No	3	3	50.7	47.3	147	123	47.5	42267.7	123
4/4/2024	3:51:28 PNB to A, No	3	3	59.3	27.5	152	128	27.7	28722.2	128
4/4/2024	3:51:31 PMA to B, No	2	2	46.9	25.6	133	109	25.8	21102.7	109
4/4/2024	3:51:42 PMA to B, No	5	4	59.5	11.2	173	149	11.4	11734.4	149
4/4/2024	3:51:57 PNB to A, No	2	2	60.1	29	140	116	29.1	30622	116
4/4/2024	3:51:59 PNB to A, No	3	3	56.8	1.8	154	130	2	1817.6	130
4/4/2024	3:52:19 PNB to A, No	5	4	49	20	174	150	20.1	17209.4	150
4/4/2024	3:52:20 PNB to A, No	2	2	52.8	1.5	137	113	1.7	1370.8	113
4/4/2024	3:52:22 PNB to A, No	2	2	57.8	1	133	109	1.2	996.9	109
4/4/2024	3:52:24 PNB to A, No	2	2	52.1	2.3	138	114	2.5	2110.1	114
4/4/2024	3:52:26 PNB to A, No	5	4	55	1.7	212	188	1.9	1623.8	188
4/4/2024	3:52:28 PNB to A, No	5	4	54.2	1.8	180	156	2	1720.4	156
4/4/2024	3:52:30 PNB to A, No	3	3	52.8	1.6	144	120	1.8	1480.5	120
4/4/2024	3:52:32 PNB to A, No	2	2	55.9	2.1	134	110	2.3	2074.3	110
4/4/2024	3:52:36 PNB to A, No	5	4	51.1	3.9	177	153	4.1	3547.3	153
4/4/2024	3:52:40 PNB to A, No	5	4	54.5	3.5	173	149	3.7	3330.1	149
4/4/2024	3:52:46 PNB to A, No	2	2	53.9	6.2	138	114	6.4	5875.3	114
4/4/2024	3:52:51 PNB to A, No	2	2	60.1	4.2	131	107	4.4	4470	107
4/4/2024	3:53:01 PMA to B, No	2	2	52.6	78.6	124	100	78.8	72762.5	100
4/4/2024	3:53:24 PNB to A, No	4	5	60.5	32.9	388	364	33.1	35056.4	364
4/4/2024	3:53:27 PNB to A, No	2	2	60.3	2.9	136	112	3	3089.7	112
4/4/2024	3:53:28 PNB to A, No	2	2	60.1	1.4	138	114	1.5	1445.3	114
4/4/2024	3:53:42 PNB to A, No	8	18	51.4	13.9	506	482	14.1	12611.2	482
4/4/2024	3:53:45 PNB to A, No	2	2	49	2.2	133	109	2.8	1888.6	109
4/4/2024	3:53:47 PNB to A, No	2	2	51.8	1.7	135	111	1.9	1581.3	111
4/4/2024	3:54:17 PMA to B, No	2	2	47.5	75.9	142	118	76.1	63475.8	118
4/4/2024	3:54:29 PNB to A, No	5	4	55.1	41.9	189	165	42.1	40702.8	165
4/4/2024	3:54:33 PNB to A, No	3	3	52.2	3.1	150	126	3.3	2850.5	126
4/4/2024	3:54:43 PMA to B, No	2	2	48	25.3	127	103	25.5	21408.7	103
4/4/2024	3:54:57 PNB to A, No	3	3	66.5	24.2	147	123	24.4	28387.3	123
4/4/2024	3:55:08 PMA to B, No	3	3	44.5	24.9	161	137	25.1	19487.6	137
4/4/2024	3:55:10 PNB to A, No	3	3	74.2	12.9	165	141	13.1	16915.6	141
4/4/2024	3:55:12 PMA to B, No	2	2	43.1	3.7	134	110	3.9	2772.8	110
4/4/2024	3:55:13 PMA to B, No	2	2	45.9	1.1	127	103	1.3	903.5	103
4/4/2024	3:55:16 PMA to B, No	4	5	49.4	2.9	292	268	3.1	2547.2	268
4/4/2024	3:55:29 PMA to B, No	2	2	53.2	12.8	120	96	13.1	11953.6	96

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4/4/2024	3:55:33 PMA to B, No	2	2	50	3.2	124	100	3.4	2816	100
4/4/2024	3:55:42 PNB to A, No	5	4	59.4	31.3	177	153	31.4	32688.7	153
4/4/2024	3:55:42 PMA to B, No	2	2	63.3	9	126	102	9.1	9982.9	102
4/4/2024	3:55:45 PNB to A, No	2	2	57.5	3.6	137	113	3.8	3666.9	113
4/4/2024	3:55:47 PNB to A, No	3	3	55.7	1.4	169	145	1.6	1379.4	145
4/4/2024	3:55:50 PNB to A, No	1	1	47.6	2.8	87	63	3	2343.8	63
4/4/2024	3:55:58 PMA to B, No	5	4	53	15.8	177	153	15.9	14693.6	153
4/4/2024	3:56:06 PMA to B, No	3	3	51.4	7.7	159	135	8	7007.7	135
4/4/2024	3:56:33 PMA to B, No	2	2	48.3	26.7	141	117	26.9	22707.5	117
4/4/2024	3:56:49 PMA to B, No	2	2	44.8	16.5	130	106	16.7	12999.4	106
4/4/2024	3:56:57 PNB to A, No	3	3	55.6	66.6	144	120	66.7	65236.4	120
4/4/2024	3:56:58 PNB to A, No	5	4	54.6	1.3	178	154	1.5	1288.8	154
4/4/2024	3:57:00 PNB to A, No	5	4	56.4	1.8	172	148	2.1	1827.1	148
4/4/2024	3:57:08 PNB to A, No	2	2	56.1	7.1	140	116	7.3	6999.7	116
4/4/2024	3:57:17 PMA to B, No	3	3	53.9	27.5	150	126	27.7	26118.9	126
4/4/2024	3:57:30 PNB to A, No	2	2	45.3	22.8	131	107	23	18181.5	107
4/4/2024	3:57:32 PNB to A, No	3	3	48.8	1	153	129	1.2	878.5	129
4/4/2024	3:57:38 PNB to A, No	3	3	54.5	6.1	166	142	6.3	5855.1	142
4/4/2024	3:57:39 PMA to B, No	2	2	47.9	22	125	101	22.2	18578.4	101
4/4/2024	3:57:40 PMA to B, No	3	3	49.2	0.7	144	120	0.8	563.4	120
4/4/2024	3:58:37 PMA to B, No	2	2	50	57	139	115	57.2	50142.1	115
4/4/2024	3:58:44 PMA to B, No	3	3	49.5	6.7	165	141	6.9	5821.3	141
4/4/2024	3:58:45 PMA to B, No	3	3	50.5	1	161	137	1.2	885.7	137
4/4/2024	3:59:03 PNB to A, No	2	2	45.9	85.3	142	118	85.5	68845.5	118
4/4/2024	3:59:05 PNB to A, No	2	2	46.1	0.9	134	110	1.1	703.5	110
4/4/2024	3:59:06 PNB to A, No	2	2	44.7	1.5	135	111	1.7	1191.2	111
4/4/2024	3:59:07 PNB to A, No	2	2	45	0.7	137	113	0.9	587.5	113
4/4/2024	3:59:12 PNB to A, No	1	1	46.8	4.9	88	64	5.1	4017.9	64
4/4/2024	3:59:13 PNB to A, No	1	1	45	0.7	81	57	0.8	552	57
4/4/2024	3:59:24 PMA to B, No	2	2	60.4	38.1	131	107	38.3	40533.1	107
4/4/2024	3:59:46 PMA to B, No	3	3	44.3	22.2	160	136	22.4	17348.9	136
4/4/2024	3:59:51 PMA to B, No	2	2	49.4	4.7	137	113	5	4117	113
4/4/2024	3:59:53 PNB to A, No	2	2	51	39.3	137	113	39.5	35310.5	113
4/4/2024	4:00:01 PMA to B, No	2	2	66.3	10.2	134	110	10.4	11919.8	110
4/4/2024	4:00:09 PNB to A, No	2	2	60.3	15.8	139	115	16	16760	115
4/4/2024	4:00:18 PMA to B, No	5	4	52.5	16.5	173	149	16.6	15245.5	149
4/4/2024	4:00:20 PMA to B, No	2	2	52.8	1.5	128	104	1.7	1357.1	104
4/4/2024	4:00:20 PNB to A, No	5	4	58.3	11.5	244	220	11.7	11823.9	220
4/4/2024	4:00:22 PNB to A, No	2	2	54.9	2	131	107	2.2	1887.7	107
4/4/2024	4:00:28 PMA to B, No	2	2	54.3	8.1	129	105	8.2	7715.9	105
4/4/2024	4:00:38 PNB to A, No	3	3	48.9	15.5	159	135	15.6	13315.6	135
4/4/2024	4:00:59 PMA to B, No	2	2	46	31.1	126	102	31.3	25207.2	102
4/4/2024	4:01:01 PNB to A, No	3	3	62.5	22.9	149	125	23.1	25234.2	125
4/4/2024	4:01:28 PNB to A, No	2	2	55.4	26.6	127	103	26.8	25947.5	103
4/4/2024	4:01:34 PNB to A, No	1	1	58.8	5.5	88	64	5.7	5711.4	64
4/4/2024	4:01:37 PNB to A, No	3	3	55.1	3.6	148	124	3.7	3447.5	124
4/4/2024	4:01:42 PNB to A, No	5	4	58.8	4.6	177	153	4.8	4738.9	153
4/4/2024	4:01:44 PNB to A, No	2	2	52.3	1.4	136	112	1.6	1287.7	112
4/4/2024	4:01:45 PNB to A, No	5	4	54.3	0.8	181	157	0.9	720.8	157
4/4/2024	4:01:50 PMA to B, No	2	2	49	50.6	129	105	50.8	43593.8	105
4/4/2024	4:01:56 PMA to B, No	2	2	54.8	5.7	125	101	5.8	5462.3	101
4/4/2024	4:02:05 PMA to B, No	1	1	60.5	9.3	84	60	9.4	9860.5	60
4/4/2024	4:02:14 PMA to B, No	2	2	60.7	8.3	126	102	8.4	8856.2	102
4/4/2024	4:02:20 PNB to A, No	5	4	56.9	35.2	180	156	35.4	35243.1	156
4/4/2024	4:02:23 PNB to A, No	3	3	53	3	147	123	3.2	2776.4	123
4/4/2024	4:02:27 PNB to A, No	3	3	47.7	3.4	154	130	3.6	2843.3	130
4/4/2024	4:02:31 PNB to A, No	2	2	57.6	4.5	139	115	4.7	4519.5	115
4/4/2024	4:02:36 PNB to A, No	2	2	60	4.8	134	110	5	5083.9	110
4/4/2024	4:02:38 PMA to B, No	2	2	50.8	23.9	124	100	24	21356.2	100
4/4/2024	4:02:42 PMA to B, No	2	2	49.9	3.9	126	102	4.1	3448.3	102
4/4/2024	4:02:57 PMA to B, No	2	2	49.8	14.5	128	104	14.7	12721.5	104
4/4/2024	4:03:02 PNB to A, No	2	2	58	25.2	139	115	25.3	25698.4	115
4/4/2024	4:03:05 PNB to A, No	5	4	55.9	3.1	171	147	3.3	3084.3	147
4/4/2024	4:03:06 PNB to A, No	2	2	54.4	1.2	136	112	1.4	1159.6	112
4/4/2024	4:03:08 PNB to A, No	2	2	52.4	1.3	135	111	1.4	1171.8	111
4/4/2024	4:03:14 PNB to A, No	5	4	54.3	6	177	153	6.1	5691.2	153
4/4/2024	4:03:16 PNB to A, No	2	2	56.8	2	135	111	2.3	2044.3	111
4/4/2024	4:03:17 PNB to A, No	2	2	56.7	1.1	134	110	1.3	1111.3	110
4/4/2024	4:03:19 PNB to A, No	5	4	54	1.5	177	153	1.6	1409	153
4/4/2024	4:03:22 PNB to A, No	2	2	55	2.9	142	118	3.2	2847.4	118
4/4/2024	4:03:25 PMA to B, No	2	2	56.9	28.2	131	107	28.3	28192.8	107
4/4/2024	4:03:27 PNB to A, No	3	3	55.4	4.3	143	119	4.5	4227.5	119
4/4/2024	4:03:28 PNB to A, No	2	2	55.2	1.4	139	115	1.6	1368.2	115
4/4/2024	4:03:49 PMA to B, No	2	2	51.5	24.1	121	97	24.2	21801.1	97
4/4/2024	4:03:55 PNB to A, No	2	2	57.9	26.3	137	113	26.5	26839.9	113
4/4/2024	4:04:02 PNB to A, No	5	4	64.1	6.7	180	156	6.9	7616.2	156
4/4/2024	4:04:03 PNB to A, No	2	2	59.7	1.5	130	106	1.6	1529	106
4/4/2024	4:04:11 PNB to A, No	2	2	61.9	7.7	135	111	7.8	8355.9	111
4/4/2024	4:04:29 PNB to A, No	1	1	62.3	17.4	94	70	17.5	19075.4	70
4/4/2024	4:04:35 PNB to A, No	2	2	53.7	6.4	133	109	6.5	6084.8	109
4/4/2024	4:04:37 PMA to B, No	2	2	51.9	48.1	125	101	48.2	43910.7	101
4/4/2024	4:04:41 PMA to B, No	2	2	59.8	3.2	128	104	3.3	3338.1	104
4/4/2024	4:04:41 PNB to A, No	2	2	55.4	5.9	136	112	6.1	5774.4	112

4/4/2024	4:04:43	PMB to A, No	2	2	58.1	1.2	140	116	1.4	1271	116
4/4/2024	4:04:45	PMB to A, No	5	4	58.7	1.6	182	158	1.8	1662.4	158
4/4/2024	4:04:46	PMB to A, No	3	3	61.8	1.2	148	124	1.4	1340.9	124
4/4/2024	4:04:56	PMA to B, No	3	3	42.3	15	157	133	15.1	11153.2	133
4/4/2024	4:04:57	PMB to A, No	5	4	63.2	10.9	214	190	11	12081.8	190
4/4/2024	4:04:57	PMA to B, No	2	2	42.2	1.2	130	106	1.5	919.7	106
4/4/2024	4:04:59	PMA to B, No	3	3	45.1	1.2	147	123	1.4	923.9	123
4/4/2024	4:05:00	PMB to A, No	8	11	61.2	2.3	414	390	2.5	2504.8	165
4/4/2024	4:05:02	PMB to A, No	2	2	60.4	2	136	112	2.4	2167.5	112
4/4/2024	4:05:33	PMA to B, No	2	2	47.9	33.9	137	113	34.1	28564.1	113
4/4/2024	4:05:36	PMA to B, No	2	2	51.2	3.2	125	101	3.4	2859	101
4/4/2024	4:05:44	PMB to A, No	3	3	56.6	41.4	161	137	41.6	41243.2	137
4/4/2024	4:05:58	PMB to A, No	5	4	53.4	14.7	193	169	14.9	13803.4	169
4/4/2024	4:06:15	PMB to A, No	2	2	63.2	15.9	135	111	16.2	17713.4	111
4/4/2024	4:06:48	PMA to B, No	2	2	61	71.9	123	99	72.1	77204.6	99
4/4/2024	4:06:48	PMB to A, No	2	2	65.8	33.5	132	108	33.7	38843.3	108
4/4/2024	4:07:02	PMA to B, No	2	2	52.2	13.8	123	99	13.9	12647.4	99
4/4/2024	4:07:12	PMB to A, No	3	3	64.8	23.5	157	133	23.6	26749.5	133
4/4/2024	4:07:12	PMA to B, No	2	2	47.9	10.1	123	99	10.3	8529.6	99
4/4/2024	4:07:18	PMB to A, No	2	2	61.9	6	132	108	6.1	6513.4	108
4/4/2024	4:07:21	PMB to A, No	3	3	54.6	3	157	133	3.2	2895.8	133
4/4/2024	4:07:22	PMA to B, No	2	2	49	10	126	102	10.1	8580.8	102
4/4/2024	4:07:24	PMA to B, No	2	2	51.2	1.7	127	103	1.9	1543.1	103
4/4/2024	4:07:26	PMB to A, No	8	11	58.4	4.5	388	364	4.7	4648.8	180
4/4/2024	4:07:33	PMA to B, No	2	2	53.6	8.7	126	102	8.9	8214	102
4/4/2024	4:07:35	PMA to B, No	2	2	51	1.4	115	91	1.6	1267.5	91
4/4/2024	4:07:39	PMA to B, No	2	2	51.3	4.3	126	102	4.4	3876.2	102
4/4/2024	4:07:52	PMA to B, No	2	2	48.7	13	121	97	13.1	11120.6	97
4/4/2024	4:07:54	PMA to B, No	2	2	50.3	1.3	127	103	1.5	1169.1	103
4/4/2024	4:08:02	PMB to A, No	2	2	55.2	36.1	141	117	36.5	35057	117
4/4/2024	4:08:06	PMB to A, No	2	2	51.6	3.6	137	113	3.8	3287.7	113
4/4/2024	4:08:08	PMB to A, No	2	2	49.5	2	139	115	2.2	1721.7	115
4/4/2024	4:08:23	PMB to A, No	2	2	65.6	14.2	142	118	14.4	16348.9	118
4/4/2024	4:08:55	PMB to A, No	2	2	57.1	32.4	133	109	32.6	32610.9	109
4/4/2024	4:08:57	PMB to A, No	2	2	55.2	1.4	137	113	1.6	1357.7	113
4/4/2024	4:08:59	PMB to A, No	5	4	49.3	1.7	179	155	1.9	1468.3	155
4/4/2024	4:09:00	PMB to A, No	5	4	51.4	1.2	174	150	1.4	1075.9	150
4/4/2024	4:09:02	PMB to A, No	3	3	53.9	1.6	156	132	1.8	1478.6	132
4/4/2024	4:09:03	PMB to A, No	2	2	53.4	1.3	133	109	1.5	1207.7	109
4/4/2024	4:09:06	PMB to A, No	3	3	52.9	2.8	151	127	2.9	2568	127
4/4/2024	4:09:14	PMA to B, No	3	3	49.8	80.2	157	133	80.4	70291.1	133
4/4/2024	4:09:24	PMA to B, No	2	2	54.8	9.3	126	102	9.5	8983.7	102
4/4/2024	4:09:30	PMB to A, No	2	2	57.8	23.3	137	113	23.5	23676.7	113
4/4/2024	4:09:33	PMA to B, No	3	3	50.3	8.9	157	133	9.1	7895.8	133
4/4/2024	4:09:47	PMB to A, No	2	2	50.1	17.6	139	115	17.7	15491.7	115
4/4/2024	4:09:53	PMA to B, No	3	3	56.3	20.1	146	122	20.3	19927	122
4/4/2024	4:09:55	PMB to A, No	3	3	59.8	7.4	143	119	7.6	7816.3	119
4/4/2024	4:09:56	PMA to B, No	2	2	53.7	2.5	126	102	2.7	2387.2	102
4/4/2024	4:09:59	PMB to A, No	3	3	53.9	3.9	144	120	4.1	3695	120
4/4/2024	4:10:09	PMB to A, No	2	2	50.6	9.6	128	104	9.8	8574.6	104
4/4/2024	4:10:18	PMB to A, No	3	3	62	9.4	150	126	9.6	10241.5	126
4/4/2024	4:10:20	PMB to A, No	2	2	58.9	1.4	136	112	1.6	1462.5	112
4/4/2024	4:10:37	PMA to B, No	3	3	48.8	40.9	162	138	41	35118.4	138
4/4/2024	4:10:54	PMA to B, No	3	3	43.7	16.9	153	129	17.1	12990.1	129
4/4/2024	4:11:00	PMA to B, No	2	2	51.7	6.2	129	105	6.4	5628.6	105
4/4/2024	4:11:04	PMB to A, No	5	4	56.9	43.4	179	155	43.5	43433.3	155
4/4/2024	4:11:05	PMB to A, No	2	2	57.8	1	128	104	1.2	986.9	104
4/4/2024	4:11:05	PMA to B, No	5	4	50.2	4.6	174	150	4.7	4026.9	150
4/4/2024	4:11:07	PMA to B, No	2	2	50.6	1.5	136	112	1.7	1353.5	112
4/4/2024	4:11:09	PMA to B, No	3	3	53.5	1.7	144	120	1.9	1596.5	120
4/4/2024	4:11:23	PMB to A, No	2	2	65.1	17.9	139	115	18.1	20560.7	115
4/4/2024	4:11:28	PMB to A, No	3	3	58.7	5.3	159	135	5.4	5435.5	135
4/4/2024	4:11:58	PMB to A, No	5	4	59.9	29.7	173	149	29.9	31312.9	149
4/4/2024	4:12:03	PMB to A, No	3	3	60.7	5.1	151	127	5.3	5446.7	127
4/4/2024	4:12:05	PMB to A, No	3	3	61.7	1.2	143	119	1.3	1269.2	119
4/4/2024	4:12:05	PMA to B, No	5	4	47.7	56.4	177	153	56.6	47334.9	153
4/4/2024	4:12:09	PMB to A, No	3	3	59.9	4.4	161	137	4.5	4611	137
4/4/2024	4:12:11	PMA to B, No	3	3	47.6	5.6	156	132	5.9	4728	132
4/4/2024	4:12:13	PMB to A, No	2	2	52.4	3.4	138	114	3.6	3140.5	114
4/4/2024	4:12:14	PMA to B, No	2	2	45.6	2.4	142	118	2.6	1951.1	118
4/4/2024	4:12:16	PMB to A, No	2	2	57.7	2.6	138	114	2.8	2628.7	114
4/4/2024	4:12:16	PMA to B, No	2	2	47.3	2.3	131	107	2.5	1907.8	107
4/4/2024	4:12:28	PMB to A, No	4	5	54.1	12.5	356	332	12.6	11864.2	332
4/4/2024	4:12:31	PMB to A, No	5	4	51.7	2.2	177	153	2.6	2033.2	153
4/4/2024	4:12:33	PMB to A, No	3	3	52	1.6	146	122	1.9	1500.8	122
4/4/2024	4:12:47	PMB to A, No	2	2	73.8	14	140	116	14.2	18159.6	116
4/4/2024	4:13:08	PMA to B, No	3	3	51	51.8	154	130	52	46486.4	130
4/4/2024	4:13:11	PMA to B, No	5	4	53	2.9	188	164	3.1	2687.7	164
4/4/2024	4:13:15	PMA to B, No	2	2	53.1	3.8	129	105	4	3526.1	105
4/4/2024	4:13:45	PMB to A, No	5	4	49.3	58.1	179	155	58.2	50426.2	155
4/4/2024	4:13:46	PMB to A, No	5	4	49.3	1.1	176	152	1.3	960.4	152
4/4/2024	4:13:48	PMB to A, No	2	2	48.1	1.8	139	115	2	1492.9	115
4/4/2024	4:13:50	PMA to B, No	2	2	57.4	34.8	123	99	34.9	35103.8	99

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4/4/2024	4:13:53 PNB to A, No	3	3	53.2	4.2	158	134	4.4	3929.7	134				
4/4/2024	4:13:58 PNB to A, No	3	3	56.2	4.6	150	126	4.8	4585.1	126				
4/4/2024	4:14:22 PNB to A, No	3	3	58	23.7	143	119	23.9	24212.4	119				
4/4/2024	4:14:22 PNA to B, No	2	2	53.1	31.8	142	118	32	29735.4	118				
4/4/2024	4:14:54 PNA to B, No	3	3	48.4	31.9	161	137	32.1	27181.4	137				
4/4/2024	4:14:57 PNA to B, No	2	2	50.1	2.6	128	104	2.8	2279	104				
4/4/2024	4:15:01 PNA to B, No	2	2	52.7	3.5	128	104	3.7	3256.3	104				
4/4/2024	4:15:03 PNA to B, No	3	3	60.5	1.7	163	139	1.9	1814.3	139				
4/4/2024	4:15:09 PNA to B, No	2	2	55.4	6	135	111	6.1	5804.4	111				
4/4/2024	4:15:24 PNB to A, No	2	2	53	62.4	136	112	62.5	58217.1	112				
4/4/2024	4:15:26 PNB to A, No	2	2	50.8	1.4	135	111	1.5	1208.8	111				
4/4/2024	4:15:50 PNA to B, No	2	2	53.4	40.7	126	102	40.9	38271	102				
4/4/2024	4:15:51 PNA to B, No	2	2	53.9	1	133	109	1.2	969.1	109				
4/4/2024	4:15:52 PNA to B, No	5	4	55.1	1.1	189	165	1.2	1051.3	165				
4/4/2024	4:15:54 PNA to B, No	5	4	57.5	1.4	195	171	1.7	1461.9	171				
4/4/2024	4:16:07 PNB to A, No	3	3	57.4	41.3	148	124	41.5	41751.8	124				
4/4/2024	4:16:09 PNB to A, No	2	2	58.3	2.1	141	117	2.3	2202.7	117				
4/4/2024	4:16:14 PNB to A, No	2	2	56.2	4.3	139	115	4.5	4293	115				
4/4/2024	4:16:22 PNA to B, No	2	2	65.8	27.5	123	99	27.7	31819.5	99				
4/4/2024	4:16:47 PNB to A, No	5	4	57.1	32.7	173	149	32.8	32867.4	149				
4/4/2024	4:16:58 PNB to A, No	2	2	62.8	11.3	141	117	11.5	12451.6	117				
4/4/2024	4:17:00 PNA to B, No	3	3	52.3	38.4	148	124	38.5	35359.5	124				
4/4/2024	4:17:03 PNA to B, No	2	2	55.4	3	126	102	3.2	2904.2	102				
4/4/2024	4:17:17 PNA to B, No	2	2	61.3	13.7	130	106	13.9	14834.3	106				
4/4/2024	4:17:23 PNA to B, No	3	16	46.8	5.8	417	393	5.9	4777	146	214	33		
4/4/2024	4:17:24 PNB to A, No	3	3	57.2	26.1	165	141	26.2	26226.8	141				
4/4/2024	4:17:27 PNA to B, No	5	4	46.1	2.9	249	225	3.5	2379.1	225				
4/4/2024	4:17:43 PNB to A, No	2	2	58.2	18.4	134	110	18.6	18869.5	110				
4/4/2024	4:17:44 PNA to B, No	2	2	51.9	17.2	128	104	17.5	15679	104				
4/4/2024	4:17:45 PNB to A, No	2	2	57.7	2.1	139	115	2.3	2171.5	115				
4/4/2024	4:17:54 PNA to B, No	4	5	51.5	9.4	290	266	9.6	8515.1	266				
4/4/2024	4:17:59 PNB to A, No	3	3	57.8	13.9	143	119	14	14121.7	119				
4/4/2024	4:18:08 PNB to A, No	5	4	49.7	8.4	180	156	8.6	7395.2	156				
4/4/2024	4:18:23 PNB to A, No	3	3	55	14.9	166	142	15.1	14412.6	142				
4/4/2024	4:18:25 PNB to A, No	2	2	55.4	1.4	134	110	1.6	1322.5	110				
4/4/2024	4:18:26 PNB to A, No	5	4	52.4	1.5	171	147	1.6	1356.9	147				
4/4/2024	4:18:31 PNB to A, No	5	4	54	4.3	192	168	4.5	4068.7	168				
4/4/2024	4:18:39 PNB to A, No	5	4	52	8.2	172	148	8.4	7505.3	148				
4/4/2024	4:18:50 PNA to B, No	2	2	51.3	55.7	130	106	56	50305.7	106				
4/4/2024	4:18:57 PNB to A, No	2	2	48.2	18	132	108	18.2	15301.6	108				
4/4/2024	4:18:58 PNA to B, No	2	2	48.9	8.4	121	97	8.6	7237.1	97				
4/4/2024	4:19:00 PNB to A, No	2	2	46.6	2.1	140	116	2.3	1710.4	116				
4/4/2024	4:19:01 PNB to A, No	2	2	40.4	1.1	135	111	1.3	755.2	111				
4/4/2024	4:19:02 PNB to A, No	2	2	38.5	0.9	140	116	1.2	639.9	116				
4/4/2024	4:19:04 PNB to A, No	2	2	38.1	0.9	136	112	0.7	591.4	112				
4/4/2024	4:19:04 PNB to A, No	2	2	37.6	1.9	125	101	2.2	1277.7	101				
4/4/2024	4:19:12 PNB to A, No	2	2	50.2	8.3	135	111	8.6	7368.8	111				
4/4/2024	4:19:14 PNB to A, No	2	2	47.6	2.1	139	115	2.3	1754.8	115				
4/4/2024	4:19:36 PNB to A, No	3	3	63.7	21.4	155	131	21.6	23969.5	131				
4/4/2024	4:19:52 PNA to B, No	3	3	55.2	53.3	154	130	53.5	51810.7	130				
4/4/2024	4:19:54 PNA to B, No	2	2	55.1	2.3	129	105	2.5	2217.8	105				
4/4/2024	4:19:55 PNB to A, No	2	2	51.6	18.8	142	118	19	17069.5	118				
4/4/2024	4:20:13 PNA to B, No	5	4	45.9	18.4	223	199	18.6	14879.1	199				
4/4/2024	4:20:17 PNA to B, No	2	2	46	4.1	127	103	4.4	3304.7	103				
4/4/2024	4:20:26 PNB to A, No	5	4	48.4	30.8	247	223	31	26266.9	223				
4/4/2024	4:20:29 PNB to A, No	5	4	46.4	2.3	186	162	2.6	1865.4	162				
4/4/2024	4:20:33 PNB to A, No	5	4	57.2	3.9	175	151	4.2	3939.4	151				
4/4/2024	4:20:35 PNA to B, No	2	2	48.5	18.1	122	98	18.3	15429.7	98				
4/4/2024	4:20:46 PNB to A, No	3	3	55.3	13.1	143	119	13.3	12766.8	119				
4/4/2024	4:20:47 PNA to B, No	3	3	46.6	11.8	151	127	12	9674.6	127				
4/4/2024	4:20:52 PNA to B, No	2	2	48.8	4.9	126	102	5.1	4164.1	102				
4/4/2024	4:21:05 PNB to A, No	3	16	41.3	19.1	386	362	19.3	13897.8	144	179	39		
4/4/2024	4:21:07 PNB to A, No	0	0	39.3	1.5	137	113	2.1	1049.7	113	0	0	0	0
4/4/2024	4:21:09 PNA to B, No	2	2	51.3	16.5	135	111	16.7	14908.9	111				
4/4/2024	4:21:11 PNB to A, No	2	2	37.4	0.9	138	114	3.6	567.9	114				
4/4/2024	4:21:12 PNB to A, No	2	2	37.4	0.7	129	105	1	489.6	105				
4/4/2024	4:21:15 PNB to A, No	2	2	45.2	2.4	135	111	2.6	1873.2	111				
4/4/2024	4:21:17 PNB to A, No	2	2	48.3	2.3	132	108	2.5	1983	108				
4/4/2024	4:21:18 PNA to B, No	2	2	41.7	8.6	126	102	8.8	6345.1	102				
4/4/2024	4:21:19 PNB to A, No	2	2	50	1.6	136	112	1.8	1408.7	112				
4/4/2024	4:21:20 PNA to B, No	3	3	47.4	2.2	147	123	2.4	1857.4	123				
4/4/2024	4:21:21 PNB to A, No	2	2	48.8	1.6	135	111	1.8	1371.5	111				
4/4/2024	4:21:23 PNB to A, No	3	3	44.7	1.6	155	131	1.8	1264.5	131				
4/4/2024	4:21:24 PNB to A, No	2	2	44.5	1.4	133	109	1.6	1080.4	109				
4/4/2024	4:21:26 PNA to B, No	2	2	49.8	5.1	128	104	5.3	4494	104				
4/4/2024	4:21:26 PNB to A, No	5	4	48.6	1.8	183	159	2	1572.7	159				
4/4/2024	4:21:34 PNA to B, No	3	3	47.8	8.1	158	134	8.2	6797.4	134				
4/4/2024	4:21:38 PNB to A, No	2	2	43.7	11.3	135	111	11.5	8651.8	111				
4/4/2024	4:21:39 PNB to A, No	3	3	44.1	1.4	156	132	1.6	1053.4	132				
4/4/2024	4:21:51 PNA to B, No	2	2	54	16.7	121	97	16.9	15901.9	97				
4/4/2024	4:21:56 PNA to B, No	2	2	55.1	5.2	130	106	5.4	5055.7	106				
4/4/2024	4:22:10 PNB to A, No	5	4	62.1	30.4	181	157	30.6	33219.3	157				
4/4/2024	4:22:13 PNA to B, No	8	18	43	16.7	400	376	16.9	12646.5	156	188	32		



4/4/2024	4:22:16 PMA to B, No	3	10	46	2	313	289	2.5	1582.8	136	153
4/4/2024	4:22:17 PMA to B, No	2	2	47.9	0.9	130	106	1.3	750.2	106	
4/4/2024	4:22:21 PMA to B, No	2	2	59.3	3.4	118	94	3.6	3517.4	94	
4/4/2024	4:22:51 PMA to B, No	2	2	53.4	30.7	127	103	30.9	28883.4	103	
4/4/2024	4:23:03 PMA to B, No	2	2	52.4	11.9	138	114	12.1	10973.7	114	
4/4/2024	4:23:05 PMA to B, No	5	4	55.6	1.7	187	163	1.9	1681.3	163	
4/4/2024	4:23:06 PMA to A, No	2	2	53.7	55.8	131	107	56	52720.3	107	
4/4/2024	4:23:09 PMA to A, No	2	2	36.1	2.7	129	105	2.8	1694.7	105	
4/4/2024	4:23:10 PMA to A, No	3	3	40.9	1.5	157	133	1.8	1092.9	133	
4/4/2024	4:23:12 PMA to A, No	3	3	40.3	1.5	147	123	1.8	1077.2	123	
4/4/2024	4:23:18 PMA to A, No	2	2	47.2	5.3	138	114	5.6	4443.4	114	
4/4/2024	4:23:20 PMA to A, No	5	4	49.4	2.6	176	152	2.8	2225	152	
4/4/2024	4:23:21 PMA to A, No	2	2	48.4	0.8	138	114	1	657	114	
4/4/2024	4:23:23 PMA to A, No	2	2	56.9	1.8	139	115	2	1771.2	115	
4/4/2024	4:23:25 PMA to A, No	2	2	49.6	1.9	137	113	2	1639.5	113	
4/4/2024	4:23:30 PMA to A, No	3	3	46.2	4	159	135	4.2	3233.2	135	
4/4/2024	4:23:32 PMA to A, No	3	3	44.2	2.2	155	131	2.4	1722.1	131	
4/4/2024	4:23:39 PMA to A, No	3	3	62.2	7.1	162	138	7.3	7774	138	
4/4/2024	4:23:41 PMA to A, No	3	3	64.7	1.3	155	131	1.5	1506.4	131	
4/4/2024	4:23:49 PMA to B, No	2	2	58.3	43.1	126	102	43.4	44303.6	102	
4/4/2024	4:24:03 PMA to A, No	3	3	54	22.4	148	124	22.6	21305.6	124	
4/4/2024	4:24:05 PMA to A, No	2	2	56.3	1.1	141	117	1.3	1103.4	117	
4/4/2024	4:24:09 PMA to A, No	2	2	62.7	4.5	133	109	4.7	4982.2	109	
4/4/2024	4:24:12 PMA to A, No	2	2	62.1	2.4	135	111	2.5	2614.9	111	
4/4/2024	4:24:20 PMA to A, No	2	2	66	7.9	138	114	8	9165.5	114	
4/4/2024	4:24:25 PMA to B, No	1	1	43.9	36.2	93	69	36.4	28001.1	69	
4/4/2024	4:24:31 PMA to A, No	5	4	58.1	11	171	147	11.1	11220.5	147	
4/4/2024	4:25:01 PMA to A, No	2	2	59.6	29.4	133	109	29.6	30816.1	109	
4/4/2024	4:25:02 PMA to B, No	2	2	45.5	36.7	126	102	36.9	29381.7	102	
4/4/2024	4:25:08 PMA to A, No	5	4	58.3	7.5	181	157	7.6	7656.6	157	
4/4/2024	4:25:11 PMA to B, No	2	2	58.8	8.7	124	100	8.9	9040	100	
4/4/2024	4:25:12 PMA to A, No	5	4	58.8	3.1	178	154	3.3	3223.3	154	
4/4/2024	4:25:13 PMA to A, No	2	2	59.3	1.1	142	118	1.3	1116.7	118	
4/4/2024	4:25:53 PMA to A, No	2	2	56	39.8	136	112	40	39221.8	112	
4/4/2024	4:26:04 PMA to A, No	5	4	64.4	10.5	193	169	10.7	11912.4	169	
4/4/2024	4:26:19 PMA to B, No	5	4	63.6	67.5	180	156	67.7	75528	156	
4/4/2024	4:26:23 PMA to A, No	5	4	62.3	18.9	176	152	19.1	20756.4	152	
4/4/2024	4:26:27 PMA to B, No	2	2	58.1	8.1	125	101	8.3	8287.3	101	
4/4/2024	4:26:31 PMA to A, No	2	2	54.2	8.2	141	117	8.4	7807.7	117	
4/4/2024	4:26:44 PMA to B, No	2	2	54.7	16.8	125	101	16.9	16138	101	
4/4/2024	4:26:51 PMA to B, No	2	2	48.7	7.5	131	107	7.7	6442	107	
4/4/2024	4:26:57 PMA to A, No	5	4	52.6	25.5	179	155	25.6	23584.9	155	
4/4/2024	4:27:00 PMA to A, No	3	3	54.8	3.6	151	127	3.8	3496.7	127	
4/4/2024	4:27:03 PMA to B, No	2	2	48.4	11	131	107	11.2	9340.3	107	
4/4/2024	4:27:12 PMA to B, No	3	3	65.6	9.1	165	141	9.3	10482.9	141	
4/4/2024	4:27:25 PMA to A, No	5	4	49.6	24.2	173	149	24.4	21144.4	149	
4/4/2024	4:27:26 PMA to A, No	5	4	48	0.9	176	152	1.2	790.8	152	
4/4/2024	4:27:30 PMA to A, No	2	2	51.7	3.5	136	112	3.8	3208.9	112	
4/4/2024	4:27:31 PMA to A, No	2	2	52.4	1.4	129	105	1.5	1260.2	105	
4/4/2024	4:27:54 PMA to B, No	3	3	48.2	42.4	150	126	42.5	35898.6	126	
4/4/2024	4:27:56 PMA to B, No	2	2	48.1	1.5	135	111	1.7	1233.5	111	
4/4/2024	4:28:04 PMA to B, No	3	3	57.9	8	143	119	8.2	8177.2	119	
4/4/2024	4:28:14 PMA to B, No	2	2	54.4	9.7	127	103	9.9	9304.3	103	
4/4/2024	4:28:23 PMA to A, No	2	2	51.7	51.7	133	109	51.8	47071.5	109	
4/4/2024	4:28:24 PMA to B, No	3	3	55.4	9.8	164	140	9.9	9549.2	140	
4/4/2024	4:28:25 PMA to A, No	3	3	52.8	1.3	144	120	1.5	1212.8	120	
4/4/2024	4:28:27 PMA to A, No	5	4	53.9	1.9	185	161	2.1	1800.7	161	
4/4/2024	4:28:29 PMA to A, No	5	4	53.7	2.4	189	165	2.6	2273.1	165	
4/4/2024	4:28:31 PMA to A, No	2	2	55.5	0.9	135	111	1.2	905.4	111	
4/4/2024	4:28:32 PMA to A, No	2	2	55.5	1.2	135	111	1.4	1175.2	111	
4/4/2024	4:28:46 PMA to A, No	2	2	61.9	13.5	137	113	13.7	14703.5	113	
4/4/2024	4:28:47 PMA to A, No	2	2	61.9	1.5	140	116	1.6	1603.1	116	
4/4/2024	4:29:11 PMA to A, No	5	4	55.2	23.6	172	148	23.7	22911.5	148	
4/4/2024	4:29:14 PMA to B, No	3	3	49.6	50.2	145	121	50.4	43837.4	121	
4/4/2024	4:29:16 PMA to A, No	5	4	56.5	5.4	206	182	5.6	5372.3	182	
4/4/2024	4:29:18 PMA to A, No	2	2	56.5	1.3	139	115	1.5	1278.5	115	
4/4/2024	4:29:20 PMA to A, No	3	3	60.4	2.3	146	122	2.5	2453.3	122	
4/4/2024	4:29:23 PMA to A, No	3	3	59.3	2.1	143	119	2.3	2182.8	119	
4/4/2024	4:29:28 PMA to A, No	2	2	52.8	5.6	136	112	5.7	5165.2	112	
4/4/2024	4:29:31 PMA to A, No	3	3	58.1	2.6	155	131	2.8	2692.3	131	
4/4/2024	4:29:35 PMA to A, No	2	2	61.6	3.8	129	105	4	4108.8	105	
4/4/2024	4:29:39 PMA to A, No	2	2	52.2	3.3	133	109	3.4	3008.2	109	
4/4/2024	4:29:41 PMA to B, No	2	2	51.4	26.5	109	85	26.7	23979.4	85	
4/4/2024	4:29:47 PMA to A, No	2	2	61.6	8.2	127	103	8.4	8867.9	103	
4/4/2024	4:29:56 PMA to A, No	2	2	46	8.5	136	112	8.7	6908.4	112	
4/4/2024	4:29:59 PMA to B, No	2	2	64.9	18	129	105	18.2	20570.6	105	
4/4/2024	4:30:02 PMA to A, No	3	3	42.3	6.6	156	132	6.8	4907.1	132	
4/4/2024	4:30:04 PMA to A, No	2	2	42.5	1.2	142	118	1.5	928.3	118	
4/4/2024	4:30:06 PMA to A, No	3	3	46.4	1.4	151	127	1.6	1136.4	127	
4/4/2024	4:30:07 PMA to A, No	2	2	48.4	1.3	137	113	1.5	1103.3	113	
4/4/2024	4:30:16 PMA to A, No	8	11	55.4	8.7	350	326	8.9	8490.2	154	172
4/4/2024	4:30:24 PMA to A, No	2	2	50.7	8	136	112	8.3	7103.3	112	
4/4/2024	4:30:42 PMA to A, No	5	4	48.8	17.6	171	147	17.7	15085.2	147	

4/4/2024	4:30:52 PNB to A, No	5	4	51.3	9.4	177	153	9.7	8516.7	153		
4/4/2024	4:30:53 PNB to A, No	2	2	50.4	0.8	133	109	1	701.2	109		
4/4/2024	4:30:58 PMA to B, No	8	18	46.8	58.1	409	385	58.2	47824.4	149	203	33
4/4/2024	4:31:05 PNB to A, No	2	2	56.9	11.9	136	112	12.1	11899.9	112		
4/4/2024	4:31:12 PMA to B, No	3	3	47.5	13.7	143	119	14.3	11477.4	119		
4/4/2024	4:31:13 PNB to A, No	3	3	52	7.9	160	136	8.1	7254.8	136		
4/4/2024	4:31:15 PNB to A, No	2	2	54.4	2	135	111	2.2	1881.6	111		
4/4/2024	4:31:17 PNB to A, No	5	4	55.8	1.5	173	149	1.6	1449.9	149		
4/4/2024	4:31:20 PNB to A, No	2	2	50.5	3.2	128	104	3.4	2888.2	104		
4/4/2024	4:31:21 PNB to A, No	3	3	50.7	1.1	158	134	1.3	1009.4	134		
4/4/2024	4:31:29 PMA to B, No	2	2	41.5	17	125	101	17.2	12443	101		
4/4/2024	4:31:30 PMA to B, No	2	2	42.2	1.1	140	116	1.1	816.2	116		
4/4/2024	4:31:32 PNB to A, No	2	2	51.2	10	133	109	10.3	9057.6	109		
4/4/2024	4:31:34 PNB to A, No	2	2	55.2	2.6	136	112	2.8	2543.8	112		
4/4/2024	4:31:37 PNB to A, No	2	2	54.2	2.4	132	108	2.5	2265.6	108		
4/4/2024	4:31:49 PNB to A, No	2	2	59.1	11.8	122	98	12	12322.6	98		
4/4/2024	4:31:51 PMA to B, No	2	2	58.7	20.1	128	104	20.3	20767.5	104		
4/4/2024	4:31:58 PMA to B, No	2	2	52.3	6.9	134	110	7	6349.1	110		
4/4/2024	4:32:30 PMA to B, No	5	4	30.8	31.9	185	161	32.1	17311.7	161		
4/4/2024	4:32:33 PNB to A, No	2	2	44.9	44	133	109	44.2	34816.1	109		
4/4/2024	4:32:34 PNB to A, No	3	3	44	0.7	145	121	0.9	565.1	121		
4/4/2024	4:32:36 PNB to A, No	2	2	43.7	1.4	133	109	1.7	1110.3	109		
4/4/2024	4:32:37 PNB to A, No	2	2	44.1	1.3	133	109	1.5	974.4	109		
4/4/2024	4:32:49 PNB to A, No	2	2	55.4	11.8	134	110	12	11529.2	110		
4/4/2024	4:33:01 PMA to B, No	2	2	51.9	31.2	125	101	31.6	28543.5	101		
4/4/2024	4:33:11 PNB to A, No	5	4	61.8	21.5	177	153	21.6	23362.2	153		
4/4/2024	4:33:12 PNB to A, No	5	4	60	1.1	209	185	1.3	1157.2	185		
4/4/2024	4:33:13 PNB to A, No	3	3	58.9	1.1	143	119	1.3	1127.3	119		
4/4/2024	4:33:20 PNB to A, No	5	4	55.2	6.5	179	155	6.7	6360.1	155		
4/4/2024	4:33:21 PNB to A, No	3	3	54.6	0.7	153	129	1	719.6	129		
4/4/2024	4:33:23 PNB to A, No	2	2	55.1	1.2	140	116	1.4	1143.2	116		
4/4/2024	4:33:24 PNB to A, No	5	4	53.5	1.2	206	182	1.4	1151.2	182		
4/4/2024	4:33:26 PNB to A, No	2	2	55.8	1.8	138	114	2.1	1810.2	114		
4/4/2024	4:33:28 PNB to A, No	2	2	61.2	1.8	142	118	1.9	1895	118		
4/4/2024	4:33:29 PNB to A, No	2	2	69.8	1.1	138	114	1.3	1392.3	114		
4/4/2024	4:33:34 PMA to B, No	3	3	43.7	32.7	163	139	32.8	25096.2	139		
4/4/2024	4:33:36 PMA to B, No	3	3	46.4	1.9	166	142	2.2	1585.2	142		
4/4/2024	4:33:45 PMA to B, No	3	3	50.9	8.8	161	137	9	7841.1	137		
4/4/2024	4:33:47 PNB to A, No	2	2	51.5	1.4	135	111	1.5	1261.5	111		
4/4/2024	4:33:48 PMA to B, No	2	2	52.1	1.9	120	96	2.1	1728	96		
4/4/2024	4:33:48 PNB to A, No	5	4	47.4	1.2	193	169	1.4	1031.3	169		
4/4/2024	4:34:08 PMA to B, No	3	3	46.5	20.2	161	137	20.3	16523.7	137		
4/4/2024	4:34:29 PMA to B, No	3	3	53.4	20.9	166	142	21.2	19675.7	142		
4/4/2024	4:34:32 PNB to A, No	6	6	64.3	42.9	301	277	43.1	48534.6	277	56	
4/4/2024	4:34:44 PMA to B, No	2	2	52.4	15.2	132	108	15.4	14044.2	108		
4/4/2024	4:34:47 PMA to B, No	2	2	51.5	2.6	135	111	2.7	2336.4	111		
4/4/2024	4:34:49 PMA to B, No	2	2	51.7	1.3	126	102	1.4	1146.3	102		
4/4/2024	4:35:01 PNB to A, No	4	5	51.3	29.4	320	296	29.7	26573.4	296		
4/4/2024	4:35:05 PNB to A, No	2	2	48.4	3.2	130	106	3.6	2735.1	106		
4/4/2024	4:35:06 PNB to A, No	2	2	50.2	1.2	136	112	1.4	1092.5	112		
4/4/2024	4:35:07 PNB to A, No	5	4	51.5	0.9	193	169	1	779.6	169		
4/4/2024	4:35:09 PNB to A, No	5	4	52.5	1.9	181	157	2.1	1740	157		
4/4/2024	4:35:11 PNB to A, No	2	2	53.1	0.9	135	111	1.1	862.9	111		
4/4/2024	4:35:13 PNB to A, No	5	4	47.3	1.9	176	152	2.1	1611.6	152		
4/4/2024	4:35:15 PNB to A, No	2	2	51.9	2.2	136	112	2.5	2039.4	112		
4/4/2024	4:35:16 PMA to B, No	3	3	55.6	26.9	157	133	27	26272.7	133		
4/4/2024	4:35:17 PNB to A, No	3	3	56.4	1.8	159	135	2	1825.9	135		
4/4/2024	4:35:18 PNB to A, No	2	2	56.6	0.7	134	110	0.9	726.9	110		
4/4/2024	4:35:19 PNB to A, No	3	3	59.8	1.2	154	130	1.4	1311.5	130		
4/4/2024	4:35:21 PNB to A, No	2	2	61.9	1.2	135	111	1.4	1346.3	111		
4/4/2024	4:35:26 PNB to A, No	3	3	56.1	5.3	143	119	5.4	5229.4	119		
4/4/2024	4:35:39 PNB to A, No	2	2	50.8	12.5	140	116	12.6	11141	116		
4/4/2024	4:35:50 PNB to A, No	3	3	60	10.6	157	133	10.8	11221.4	133		
4/4/2024	4:35:57 PNB to A, No	2	2	62.7	7.4	133	109	7.6	8202.7	109		
4/4/2024	4:35:58 PMA to B, No	2	2	53.4	42.4	141	117	42.6	39858.9	117		
4/4/2024	4:36:20 PMA to B, No	3	3	55.9	21.8	143	119	21.9	21398.4	119		
4/4/2024	4:36:35 PMA to B, No	1	1	53	14.5	85	61	14.6	13491.5	61		
4/4/2024	4:36:46 PNB to A, No	3	3	49.6	48.7	165	141	48.9	42538.6	141		
4/4/2024	4:36:54 PNB to A, No	8	11	44.8	7.1	323	299	7.3	5588.5	299	150	
4/4/2024	4:36:55 PMA to B, No	2	2	55.2	20.1	123	99	20.2	19497.2	99		
4/4/2024	4:36:56 PNB to A, No	2	2	52.6	1.8	134	110	2.3	1695.3	110		
4/4/2024	4:37:02 PNB to A, No	5	4	56	5.8	180	156	6	5737.3	156		
4/4/2024	4:37:04 PMA to B, No	2	2	55.9	8.9	134	110	9.1	8806.9	110		
4/4/2024	4:37:08 PNB to A, No	2	2	54	6	131	107	6.2	5708	107		
4/4/2024	4:37:27 PNB to A, No	2	2	41.9	0.9	136	112	1.1	627.9	112		
4/4/2024	4:37:31 PMA to B, No	5	4	58.9	27.1	182	158	27.2	28042.6	158		
4/4/2024	4:38:03 PMA to B, No	3	3	57.1	31.2	159	135	31.4	31308.2	135		
4/4/2024	4:38:20 PNB to A, No	2	2	50	53.3	138	114	53.5	46841.3	114		
4/4/2024	4:38:22 PNB to A, No	3	3	50.5	1.3	156	132	1.5	1135.9	132		
4/4/2024	4:38:23 PNB to A, No	2	2	53.2	1.3	141	117	1.5	1245.5	117		
4/4/2024	4:38:25 PNB to A, No	2	2	53.3	1.8	132	108	2	1665.1	108		
4/4/2024	4:38:26 PMA to B, No	2	2	45.7	23	134	110	23.2	18485.6	110		
4/4/2024	4:38:28 PNB to A, No	2	2	53.6	2.3	133	109	2.5	2214.7	109		

4/4/2024	4:38:30	PMB to A, No	2	2	51	1.9	139	115	2.1	1737.9	115		
4/4/2024	4:38:33	PMA to B, No	2	2	56.9	7.2	139	115	7.4	7209.3	115		
4/4/2024	4:38:36	PMA to B, No	5	4	51	2.3	174	150	2.4	2040.4	150		
4/4/2024	4:38:36	PMB to A, No	0	0	52.9	6.3	24	0	6.4	5824.8	0	0	
4/4/2024	4:38:40	PMB to A, No	3	3	57	1.9	162	138	3.7	1862.7	138		
4/4/2024	4:38:44	PMB to A, No	3	3	46.2	1.2	148	124	1	967.8	124		
4/4/2024	4:38:45	PMB to A, No	2	2	47.5	4.9	139	115	5	4060	115		
4/4/2024	4:38:38	PMB to A, No	4	5	12.8	5.8	416	392	5.6	1297.7	392		
4/4/2024	4:38:47	PMB to A, No	2	2	48.1	5.3	141	117	11	4474.2	117		
4/4/2024	4:38:47	PMA to B, No	3	3	54.4	11.1	144	120	11.4	10667.4	120		
4/4/2024	4:38:53	PMA to B, No	2	2	52.2	5.4	129	105	5.6	4978.4	105		
4/4/2024	4:38:57	PMA to B, No	2	2	54.2	3.9	125	101	4.1	3756.5	101		
4/4/2024	4:38:58	PMB to A, No	2	2	58.1	11.3	142	118	11.5	11540.7	118		
4/4/2024	4:39:00	PMB to A, No	5	4	57.6	1.6	178	154	1.7	1597	154		
4/4/2024	4:39:06	PMB to A, No	3	3	53.5	6	147	123	6.2	5687.3	123		
4/4/2024	4:39:38	PMA to B, No	3	3	52.4	40.8	145	121	41	37633.6	121		
4/4/2024	4:40:01	PMB to A, No	3	3	58.8	54.5	146	122	54.6	56347.3	122		
4/4/2024	4:40:02	PMA to B, No	3	3	51.5	24.4	160	136	24.6	22163.7	136		
4/4/2024	4:40:03	PMB to A, No	2	2	56.3	2	139	115	2.2	1978.8	115		
4/4/2024	4:40:07	PMA to B, No	5	4	58.9	4.1	176	152	4.3	4210.6	152		
4/4/2024	4:40:12	PMB to A, No	2	2	50	8.7	130	106	8.9	7681	106		
4/4/2024	4:40:13	PMB to A, No	5	4	50.8	0.9	179	155	1	780	155		
4/4/2024	4:40:14	PMB to A, No	2	2	51.6	0.6	140	116	0.8	562.5	116		
4/4/2024	4:40:23	PMB to A, No	5	4	58.9	9.1	183	159	9.2	9387.3	159		
4/4/2024	4:40:28	PMA to B, No	2	2	57.9	21	133	109	21.2	21427	109		
4/4/2024	4:40:33	PMA to B, No	2	2	58.1	4.6	137	113	4.7	4690.4	113		
4/4/2024	4:40:34	PMB to A, No	2	2	61.8	10.5	135	111	10.7	11371.5	111		
4/4/2024	4:40:36	PMB to A, No	3	3	60	1.8	146	122	1.9	1892.4	122		
4/4/2024	4:40:41	PMB to A, No	2	2	55	4.7	119	95	4.9	4556.5	95		
4/4/2024	4:40:45	PMA to B, No	3	3	47.4	12.6	161	137	12.8	10506.7	137		
4/4/2024	4:40:48	PMA to B, No	2	2	55.6	2.5	123	99	2.7	2432.3	99		
4/4/2024	4:40:50	PMA to B, No	3	3	54.2	1.3	166	142	1.5	1251.3	142		
4/4/2024	4:40:51	PMA to B, No	2	2	54.3	1.7	130	106	1.9	1636.2	106		
4/4/2024	4:40:57	PMB to A, No	5	4	58.2	15.8	177	153	15.9	16171.9	153		
4/4/2024	4:40:57	PMA to B, No	2	2	54.6	5.2	124	100	5.4	5021.5	100		
4/4/2024	4:41:00	PMB to A, No	3	3	59.2	3.3	149	125	3.5	3431.2	125		
4/4/2024	4:41:03	PMB to A, No	2	2	63.5	3	142	118	3.2	3360.4	118		
4/4/2024	4:41:23	PMB to A, No	2	2	54.7	19.7	135	111	19.9	19010.1	111		
4/4/2024	4:41:29	PMB to A, No	2	2	50.2	5.4	134	110	5.5	4740.1	110		
4/4/2024	4:41:30	PMB to A, No	3	3	51.1	0.9	159	135	1	778.9	135		
4/4/2024	4:41:39	PMA to B, No	2	2	52.9	42.3	134	110	42.4	39312.9	110		
4/4/2024	4:41:52	PMA to B, No	3	3	53.4	12.6	145	121	12.8	11878.4	121		
4/4/2024	4:42:04	PMB to A, No	5	4	76.9	34.1	188	164	34.3	46080.7	164		
4/4/2024	4:42:06	PMA to B, No	2	2	55.1	14.2	131	107	14.3	13740.2	107		
4/4/2024	4:42:12	PMA to B, No	2	2	53.5	5.6	131	107	5.7	5241	107		
4/4/2024	4:42:15	PMA to B, No	2	2	56.9	2.5	119	95	2.6	2457.4	95		
4/4/2024	4:42:22	PMA to B, No	2	2	45.3	7.3	132	108	7.4	5806.2	108		
4/4/2024	4:42:26	PMA to B, No	2	2	51.5	3.4	127	103	3.6	3067.7	103		
4/4/2024	4:42:29	PMA to B, No	5	4	62.9	3.5	175	151	3.7	3894.9	151		
4/4/2024	4:42:36	PMB to A, No	2	2	49.1	31.4	135	111	31.5	27110.5	111		
4/4/2024	4:42:36	PMB to A, No	3	3	49	0.7	144	120	0.8	564.7	120		
4/4/2024	4:42:38	PMA to B, No	3	3	55.6	7.9	159	135	8.1	7701	135		
4/4/2024	4:42:38	PMB to A, No	2	2	51.1	1.9	131	107	2	1667.7	107		
4/4/2024	4:42:40	PMB to A, No	2	2	51.2	1.3	134	110	1.4	1129	110		
4/4/2024	4:42:41	PMB to A, No	3	3	51	1.1	144	120	1.3	1026	120		
4/4/2024	4:42:48	PMA to B, No	2	2	53	10	128	104	10.2	9352.9	104		
4/4/2024	4:42:52	PMA to B, No	2	2	53.9	4.2	130	106	4.4	4019.9	106		
4/4/2024	4:42:55	PMA to B, No	2	2	60.7	3.1	129	105	3.3	3317.3	105		
4/4/2024	4:43:18	PMA to B, No	3	3	54.2	22.7	148	124	22.8	21645.5	124		
4/4/2024	4:43:25	PMA to B, No	2	2	53.4	6.9	133	109	7	6455.5	109		
4/4/2024	4:43:29	PMA to B, No	3	3	52.6	3.1	160	136	3.3	2865.3	136		
4/4/2024	4:43:41	PMB to A, No	2	2	59.3	59.2	136	112	59.4	61792.2	112		
4/4/2024	4:43:58	PMB to A, No	8	17	42	16.9	727	703	17.1	12509.4	703	56	427
4/4/2024	4:44:01	PMB to A, No	2	2	41.1	2	135	111	3.1	1480.7	111		
4/4/2024	4:44:17	PMA to B, No	2	2	47.7	48.4	137	113	48.6	40593.2	113		
4/4/2024	4:44:23	PMA to B, No	5	4	56.3	6.2	175	151	6.4	6128.8	151		
4/4/2024	4:44:41	PMA to B, No	2	2	54.1	17	126	102	17.2	16168.3	102		
4/4/2024	4:44:43	PMA to B, No	2	2	55.6	2.4	127	103	2.6	2357.5	103		
4/4/2024	4:44:51	PMB to A, No	5	4	68.1	50.5	183	159	50.7	60505.4	159		
4/4/2024	4:45:06	PMB to A, No	5	4	56.2	14.3	171	147	14.5	14199.5	147		
4/4/2024	4:45:07	PMB to A, No	2	2	55.8	1	142	118	1.2	957.9	118		
4/4/2024	4:45:08	PMA to B, No	2	2	58.6	24.7	124	100	24.9	25506.5	100		
4/4/2024	4:45:08	PMB to A, No	3	3	54.6	1.2	151	127	1.3	1123.9	127		
4/4/2024	4:45:13	PMB to A, No	3	3	49.2	4.6	148	124	4.8	4014.4	124		
4/4/2024	4:45:18	PMB to A, No	3	3	56.5	4.1	154	130	4.3	4066.8	130		
4/4/2024	4:45:34	PMA to B, No	2	2	44.2	26	130	106	26.1	20194.5	106		
4/4/2024	4:45:50	PMA to B, No	8	18	39.2	15.2	514	490	15.4	10472.5	490	257	47
4/4/2024	4:46:33	PMB to A, No	5	4	60.7	75.7	179	155	75.9	80922.9	155		
4/4/2024	4:46:36	PMB to A, No	2	2	59.5	1.9	141	117	2.1	1962.7	117		
4/4/2024	4:46:37	PMB to A, No	3	3	55.1	1.2	147	123	1.4	1181	123		
4/4/2024	4:46:42	PMB to A, No	5	4	51.5	5.1	176	152	5.2	4584	152		
4/4/2024	4:46:43	PMB to A, No	3	3	52.6	1.1	151	127	1.3	974.3	127		
4/4/2024	4:46:44	PMB to A, No	2	2	47.9	0.8	132	108	1	684.6	108		

4/4/2024	4:46:46 PNB to A, No	1	1	48.5	1.3	84	60	1.5	1126.2	60
4/4/2024	4:46:49 PMA to B, No	2	2	60.5	58.7	122	98	59.5	62513.4	98
4/4/2024	4:46:54 PMA to B, No	2	2	56.1	4.3	126	102	4.5	4287.3	102
4/4/2024	4:46:58 PMA to B, No	2	2	51.1	4.5	128	104	4.7	4063.8	104
4/4/2024	4:47:12 PMA to B, No	2	2	54.4	13.5	139	115	13.7	12963.3	115
4/4/2024	4:47:17 PMA to B, No	2	2	50.8	4.5	126	102	4.7	4026.9	102
4/4/2024	4:47:28 PNB to A, No	3	3	53.4	42.2	148	124	42.3	39672.6	124
4/4/2024	4:47:29 PNB to A, No	1	1	54	0.9	90	66	1.1	838.8	66
4/4/2024	4:47:31 PMA to B, No	3	3	53.4	1.3	159	135	1.4	1263.1	135
4/4/2024	4:47:52 PNB to A, No	8	18	52.6	22.1	423	399	22.2	20432.3	169
4/4/2024	4:47:55 PNB to A, No	3	3	54.7	3.3	148	124	3.8	3204.8	124
4/4/2024	4:47:57 PNB to A, No	3	3	54.5	1.2	144	120	1.4	1182.2	120
4/4/2024	4:48:00 PNB to A, No	5	4	55.2	3	176	152	3.1	2885.2	152
4/4/2024	4:48:06 PNB to A, No	2	2	59	5.8	135	111	6	6020.7	111
4/4/2024	4:48:08 PNB to A, No	2	2	60.1	1.6	141	117	1.8	1720.9	117
4/4/2024	4:48:19 PMA to B, No	2	2	61	47.7	133	109	47.9	51192.7	109
4/4/2024	4:48:56 PMA to B, No	2	2	61.2	37.1	140	116	37.3	39994.1	116
4/4/2024	4:49:34 PMA to B, No	4	5	49.4	37.8	291	267	37.9	32843	267
4/4/2024	4:49:41 PNB to A, No	2	2	58.3	92.7	140	116	92.9	95136.1	116
4/4/2024	4:49:44 PMA to B, No	3	3	52.2	10.1	148	124	10.4	9253.8	124
4/4/2024	4:49:45 PNB to A, No	2	2	49.6	4.2	140	116	4.3	3655.9	116
4/4/2024	4:49:47 PNB to A, No	2	2	52.9	1.6	138	114	1.8	1480.1	114
4/4/2024	4:49:47 PMA to B, No	2	2	52.1	2.8	126	102	2.9	2528.4	102
4/4/2024	4:49:48 PNB to A, No	2	2	52.5	0.8	136	112	1	773.9	112
4/4/2024	4:49:49 PNB to A, No	2	2	51.6	1.4	139	115	1.5	1239.3	115
4/4/2024	4:49:50 PMA to B, No	2	2	51.6	2.8	133	109	3	2532.2	109
4/4/2024	4:49:51 PNB to A, No	2	2	47.9	1.3	139	115	1.4	1062.5	115
4/4/2024	4:49:52 PNB to A, No	2	2	48.8	1.4	134	110	1.6	1171.7	110
4/4/2024	4:49:54 PNB to A, No	3	3	50.2	1.5	144	120	1.7	1321.3	120
4/4/2024	4:49:56 PNB to A, No	2	2	50.3	1.9	139	115	2	1641.9	115
4/4/2024	4:49:57 PMA to B, No	3	3	48.2	6.5	144	120	6.7	5546.9	120
4/4/2024	4:49:59 PNB to A, No	5	4	52.1	2.8	182	158	3	2586.1	158
4/4/2024	4:50:01 PNB to A, No	2	2	52.6	1.5	137	113	1.8	1412.8	113
4/4/2024	4:50:09 PNB to A, No	3	3	46.5	8.4	150	126	8.5	6850.5	126
4/4/2024	4:50:11 PNB to A, No	2	2	39.6	1.9	126	102	2.1	1332.5	102
4/4/2024	4:50:13 PNB to A, No	2	2	39.6	1.1	132	108	1.3	780.9	108
4/4/2024	4:50:16 PNB to A, No	2	2	48.9	2.7	132	108	3	2351.5	108
4/4/2024	4:50:25 PNB to A, No	3	3	47.7	8.7	157	133	8.9	7292.3	133
4/4/2024	4:50:25 PNB to A, No	2	2	48.2	0.6	133	109	0.8	495.9	109
4/4/2024	4:50:27 PNB to A, No	5	4	49.3	1.2	177	153	1.4	1080.5	153
4/4/2024	4:50:35 PMA to B, No	3	3	48.6	37.4	162	138	37.6	32009.5	138
4/4/2024	4:50:48 PMA to B, No	2	2	52.2	13	127	103	13.2	11963.7	103
4/4/2024	4:50:55 PNB to A, No	2	2	53.5	28.4	134	110	28.7	26751	110
4/4/2024	4:51:00 PNB to A, No	5	4	60.3	4.2	190	166	4.4	4513	166
4/4/2024	4:51:03 PNB to A, No	2	2	59.5	2.6	136	112	2.8	2744.9	112
4/4/2024	4:51:05 PNB to A, No	2	2	59	1.9	133	109	2.1	1998.5	109
4/4/2024	4:51:07 PNB to A, No	3	3	58.5	1.7	170	146	1.9	1797.2	146
4/4/2024	4:51:11 PMA to B, No	2	2	54.2	23.1	127	103	23.2	22027	103
4/4/2024	4:51:12 PNB to A, No	2	2	55.6	5.1	142	118	5.2	4950	118
4/4/2024	4:51:13 PNB to A, No	2	2	54.5	0.9	138	114	1.1	890.7	114
4/4/2024	4:51:13 PMA to B, No	2	2	54	2.1	124	100	2.2	1966.4	100
4/4/2024	4:51:15 PMA to B, No	2	2	53	2	124	100	2.1	1821.7	100
4/4/2024	4:51:42 PMA to B, No	2	2	58.1	26.6	124	100	26.8	27267.9	100
4/4/2024	4:51:55 PMA to B, No	2	2	55.2	13.1	138	114	13.2	12701.3	114
4/4/2024	4:52:09 PNB to A, No	5	4	62.4	56.2	181	157	56.3	61650.7	157
4/4/2024	4:52:18 PNB to A, No	5	4	60.2	8.7	185	161	8.9	9239.7	161
4/4/2024	4:52:20 PMA to B, No	3	3	55.7	24.7	163	139	24.9	24225.2	139
4/4/2024	4:52:26 PNB to A, No	3	3	52.4	8.1	146	122	8.3	7443.2	122
4/4/2024	4:52:50 PNB to A, No	3	3	56	23.4	163	139	23.6	23073.5	139
4/4/2024	4:52:53 PNB to A, No	3	3	56.3	2.6	160	136	2.8	2601.8	136
4/4/2024	4:52:55 PNB to A, No	2	2	55.8	1.8	137	113	2	1745.2	113
4/4/2024	4:52:58 PNB to A, No	2	2	56.7	2.7	142	118	2.9	2725.2	118
4/4/2024	4:53:00 PNB to A, No	2	2	55.3	2.2	139	115	2.3	2106.9	115
4/4/2024	4:53:01 PNB to A, No	5	4	55.1	1	174	150	1.1	944.7	150
4/4/2024	4:53:06 PNB to A, No	2	2	55.4	4.9	135	111	5.1	4793.9	111
4/4/2024	4:53:20 PNB to A, No	3	3	47.9	13.3	158	134	13.4	11183.4	134
4/4/2024	4:53:31 PNB to A, No	2	2	56.8	11.2	134	110	11.4	11192.2	110
4/4/2024	4:53:34 PNB to A, No	2	2	54.2	2.3	134	110	2.4	2179.5	110
4/4/2024	4:53:35 PNB to A, No	3	3	53.7	1.2	164	140	1.4	1170.3	140
4/4/2024	4:53:44 PMA to B, No	2	2	54.7	83.1	126	102	83.2	80001.2	102
4/4/2024	4:53:56 PNB to A, No	2	2	61.2	20.9	126	102	21.1	22511.5	102
4/4/2024	4:53:57 PMA to B, No	2	2	45	12.9	127	103	13	10196.3	103
4/4/2024	4:53:59 PNB to A, No	5	4	58.1	2.4	195	171	2.6	2487.7	171
4/4/2024	4:54:05 PNB to A, No	2	2	61	6.5	135	111	6.7	7003.9	111
4/4/2024	4:54:10 PMA to B, No	2	2	59.1	12.9	119	95	13.1	13397.8	95
4/4/2024	4:54:12 PMA to B, No	2	2	55.9	1.7	131	107	1.9	1711.4	107
4/4/2024	4:54:13 PNB to A, No	5	4	51.1	6.9	178	154	7.1	6245.9	154
4/4/2024	4:54:13 PNB to A, No	5	4	52.7	0.6	175	151	0.9	599.6	151
4/4/2024	4:54:16 PNB to A, No	5	4	50.2	2.2	190	166	2.4	1972.6	166
4/4/2024	4:54:35 PNB to A, No	6	6	55.7	19.4	289	265	19.7	19024.8	210
4/4/2024	4:54:40 PMA to B, No	2	2	60.5	28.2	132	108	28.4	30056.4	108
4/4/2024	4:55:01 PNB to A, No	2	2	58.3	25.6	132	108	25.9	26246.6	108
4/4/2024	4:55:04 PNB to A, No	2	2	59.6	2.3	137	113	2.4	2389.4	113

4/4/2024	4:55:06 PMA to B, No	2	2	43.1	25.4	129	105	25.5	19273.7	105		
4/4/2024	4:55:06 PNB to A, No	3	3	59.5	1.6	156	132	1.8	1701.3	132		
4/4/2024	4:55:08 PMA to B, No	2	2	43.3	2.5	129	105	2.7	1926.4	105		
4/4/2024	4:55:10 PNB to A, No	3	3	61.4	4.4	148	124	4.6	4794.7	124		
4/4/2024	4:55:11 PMA to B, No	2	2	44	3	134	110	3.2	2355.4	110		
4/4/2024	4:55:46 PNB to A, No	4	5	42.1	35.6	311	287	35.7	26346.7	287		
4/4/2024	4:55:47 PMA to B, No	3	3	42.4	35	167	143	35.2	26107.2	143		
4/4/2024	4:55:48 PMA to B, No	2	2	46.9	1.3	134	110	1.6	1093.2	110		
4/4/2024	4:55:59 PMA to B, No	3	3	59	10.6	163	139	10.7	10961.1	139		
4/4/2024	4:56:09 PNB to A, No	2	2	53.4	23	139	115	23.5	21627	115		
4/4/2024	4:56:11 PNB to A, No	2	2	54.2	1.8	139	115	2	1700.5	115		
4/4/2024	4:56:13 PMA to B, No	2	2	51.3	13.5	132	108	13.7	12221.3	108		
4/4/2024	4:56:27 PMA to B, No	2	2	60	14.3	122	98	14.5	15141.3	98		
4/4/2024	4:56:36 PNB to A, No	2	2	50.8	24.9	135	111	25	22238.6	111		
4/4/2024	4:56:39 PNB to A, No	2	2	53.3	2.2	138	114	2.4	2082.3	114		
4/4/2024	4:56:46 PNB to A, No	2	2	58.5	6.8	140	116	6.9	6964.4	116		
4/4/2024	4:56:49 PMA to B, No	2	2	58.6	22.1	116	92	22.2	22771.4	92		
4/4/2024	4:56:55 PNB to A, No	3	3	53.2	9.3	169	145	9.5	8746.9	145		
4/4/2024	4:56:59 PNB to A, No	5	4	50.2	3.3	177	153	3.5	2895	153		
4/4/2024	4:57:01 PNB to A, No	5	4	52.4	1.6	177	153	1.8	1456.4	153		
4/4/2024	4:57:02 PNB to A, No	3	3	53.5	1.2	145	121	1.4	1125.1	121		
4/4/2024	4:57:06 PMA to B, No	2	2	46.1	16.8	127	103	16.9	13590.9	103		
4/4/2024	4:57:07 PMA to B, No	2	2	46.8	0.6	133	109	0.8	515.6	109		
4/4/2024	4:57:09 PMA to B, No	3	3	45.7	1.5	152	128	1.7	1221.5	128		
4/4/2024	4:57:34 PMA to B, No	2	2	49.1	24.7	126	102	24.9	21378.9	102		
4/4/2024	4:58:16 PNB to A, No	3	3	64.8	74	147	123	74.2	84438.1	123		
4/4/2024	4:58:23 PNB to A, No	3	3	64.3	6.8	143	119	6.9	7672.8	119		
4/4/2024	4:58:25 PNB to A, No	2	2	60.7	1.9	142	118	2	2029.7	118		
4/4/2024	4:58:34 PMA to B, No	3	16	48.8	60.3	385	361	60.5	51831.3	361	189	36
4/4/2024	4:58:37 PMA to B, No	3	3	53.5	2.6	163	139	3.1	2461.7	139		
4/4/2024	4:58:57 PNB to A, No	8	18	58.2	31.5	449	425	31.7	32287.3	425	235	37
4/4/2024	4:58:59 PNB to A, No	3	3	57.8	2	153	129	2.5	2066.7	129		
4/4/2024	4:59:12 PNB to A, No	5	4	66.7	12.4	215	191	12.6	14569.6	191		
4/4/2024	4:59:19 PNB to A, No	2	2	52.2	6.8	133	109	7	6212.4	109		
4/4/2024	4:59:31 PMA to B, No	1	1	58.3	53.2	87	63	53.4	54549.9	63		
4/4/2024	4:59:52 PNB to A, No	2	2	49.3	32.6	137	113	32.7	28248.9	113		
4/4/2024	4:59:54 PNB to A, No	3	3	50.1	1.7	148	124	1.9	1535.3	124		
4/4/2024	4:59:55 PNB to A, No	3	3	48	1.2	150	126	1.4	997.3	126		
4/4/2024	4:59:59 PNB to A, No	5	4	51.4	3.6	171	147	3.8	3284.8	147		
4/4/2024	5:00:00 PNB to A, No	2	2	52.4	0.9	142	118	1.1	814.3	118		
4/4/2024	5:00:01 PNB to A, No	2	2	49.5	0.9	138	114	1	757	114		
4/4/2024	5:00:04 PNB to A, No	5	4	53.6	3	187	163	3.2	2869.7	163		
4/4/2024	5:00:07 PNB to A, No	2	2	56.4	2.3	129	105	2.5	2244.7	105		
4/4/2024	5:00:09 PNB to A, No	3	3	53.8	1.9	160	136	2	1786	136		
4/4/2024	5:00:10 PNB to A, No	5	4	52.1	1.4	181	157	1.6	1244.8	157		
4/4/2024	5:00:12 PNB to A, No	2	2	53.4	1.8	139	115	2	1666.1	115		
4/4/2024	5:00:25 PMA to B, No	2	2	48.6	53.7	130	106	53.9	46019.5	106		
4/4/2024	5:00:34 PMA to B, No	5	4	49.6	9	184	160	9.1	7812.5	160		
4/4/2024	5:00:38 PMA to B, No	3	3	50.6	3.8	146	122	4	3363.1	122		
4/4/2024	5:00:40 PMA to B, No	2	2	51.2	1.6	134	110	1.8	1417.3	110		
4/4/2024	5:00:50 PMA to B, No	3	3	54.9	9.9	161	137	10.1	9588.9	137		
4/4/2024	5:01:07 PNB to A, No	3	3	58.1	54.2	158	134	54.4	55436.2	134		
4/4/2024	5:01:08 PNB to A, No	2	2	55.5	1.7	135	111	1.9	1635.9	111		
4/4/2024	5:01:10 PNB to A, No	2	2	56.3	0.9	132	108	1.1	906.8	108		
4/4/2024	5:01:10 PNB to A, No	3	3	59.1	0.7	155	131	0.9	771.9	131		
4/4/2024	5:01:14 PNB to A, No	2	2	52.1	3.2	135	111	3.4	2967.6	111		
4/4/2024	5:01:27 PNB to A, No	2	2	58	13.4	133	109	13.6	13667.4	109		
4/4/2024	5:01:29 PNB to A, No	2	2	62.1	1.5	140	116	1.6	1601.3	116		
4/4/2024	5:02:00 PNB to A, No	2	2	47.6	30.9	134	110	31.1	25911.8	110		
4/4/2024	5:02:01 PNB to A, No	2	2	42.3	1	142	118	1.2	729.7	118		
4/4/2024	5:02:03 PNB to A, No	2	2	43.7	1.3	141	117	1.5	1002.5	117		
4/4/2024	5:02:04 PNB to A, No	2	2	43.2	1.1	133	109	1.3	846.7	109		
4/4/2024	5:02:06 PNB to A, No	2	2	43	1.9	135	111	2.1	1435.4	111		
4/4/2024	5:02:09 PMA to B, No	5	4	45.5	78.8	174	150	79	63125.9	150		
4/4/2024	5:02:10 PNB to A, No	5	4	43.8	3.4	186	162	3.6	2634.6	162		
4/4/2024	5:02:11 PNB to A, No	5	4	45.4	0.8	171	147	1.1	649.9	147		
4/4/2024	5:02:12 PMA to B, No	3	16	44.9	3.5	365	341	3.7	2736.2	341	169	36
4/4/2024	5:02:14 PNB to A, No	5	4	44.2	2.9	200	176	3.2	2272.6	176		
4/4/2024	5:02:18 PMA to B, No	5	4	46.4	5.2	234	210	5.7	4211.2	210		
4/4/2024	5:02:21 PMA to B, No	2	2	43.9	3.1	126	102	3.4	2390.5	102		
4/4/2024	5:02:23 PMA to B, No	5	4	40.5	1.5	173	149	1.7	1097.5	149		
4/4/2024	5:02:18 PMA to B, No	4	5	11.4	5.1	292	268	4.8	1010.5	268		
4/4/2024	5:02:29 PMA to B, No	3	3	50.3	8	149	125	10.3	7093.7	125		
4/4/2024	5:02:38 PNB to A, No	5	4	55.1	23.6	195	171	23.9	22882.1	171		
4/4/2024	5:02:42 PMA to B, No	3	3	53.7	13.2	160	136	13.4	12516.4	136		
4/4/2024	5:02:43 PNB to A, No	2	2	55.7	4.6	131	107	4.9	4540.8	107		
4/4/2024	5:03:12 PNB to A, No	3	3	56.1	29.4	149	125	29.6	29056.6	125		
4/4/2024	5:03:16 PMA to B, No	3	3	67.2	33	165	141	33.2	39039.2	141		
4/4/2024	5:03:34 PMA to B, No	5	4	50.5	18.4	180	156	18.6	16378.2	156		
4/4/2024	5:03:49 PNB to A, No	0	0	44.2	36.9	135	111	37.1	28744.5	111	0	0
4/4/2024	5:03:50 PMA to B, No	2	2	49.1	15.7	130	106	16	13608.2	106		
4/4/2024	5:03:52 PNB to A, No	2	2	43.2	0.8	138	114	2.1	590.2	114		
4/4/2024	5:03:53 PNB to A, No	3	3	45.2	0.8	144	120	1	647.7	120		

4/4/2024	5:04:04 PMA to B, No	2	2	47.7	13.3	127	103	13.5	11163.2	103		
4/4/2024	5:04:06 PMA to B, No	2	2	47.1	2	139	115	2.2	1648.1	115		
4/4/2024	5:04:13 PMA to B, No	3	3	48.3	7	144	120	7.2	5933.6	120		
4/4/2024	5:04:19 PNB to A, No	3	3	58.2	26.5	152	128	26.7	27144.5	128		
4/4/2024	5:04:23 PNB to A, No	2	2	55.3	3.2	131	107	3.4	3104.3	107		
4/4/2024	5:04:25 PNB to A, No	2	2	53.9	1.8	133	109	2	1723.3	109		
4/4/2024	5:04:26 PMA to B, No	3	3	52.2	12.5	143	119	12.7	11493.5	119		
4/4/2024	5:04:27 PNB to A, No	3	3	54.6	1.7	148	124	1.9	1667.5	124		
4/4/2024	5:04:27 PMA to B, No	5	4	50.9	1	182	158	1.2	895.5	158		
4/4/2024	5:04:33 PNB to A, No	2	2	60.6	6.3	135	111	6.5	6744.9	111		
4/4/2024	5:04:35 PNB to A, No	2	2	58.2	1.6	129	105	1.8	1645.5	105		
4/4/2024	5:04:36 PNB to A, No	2	2	56.5	1.4	132	108	1.5	1391.3	108		
4/4/2024	5:04:38 PNB to A, No	2	2	57.7	1.6	133	109	1.7	1611.7	109		
4/4/2024	5:04:40 PNB to A, No	2	2	53	1.3	138	114	1.4	1207.4	114		
4/4/2024	5:04:58 PNB to A, No	2	2	62	18.7	136	112	18.9	20395.4	112		
4/4/2024	5:05:05 PNB to A, No	3	3	54.5	6.1	146	122	6.3	5888.4	122		
4/4/2024	5:05:17 PMA to B, No	2	2	50.5	50.5	130	106	50.7	44910.1	106		
4/4/2024	5:05:24 PNB to A, No	2	2	55.2	19.1	130	106	19.2	18515.2	106		
4/4/2024	5:05:25 PNB to A, No	2	2	56.6	1.1	134	110	1.3	1098.1	110		
4/4/2024	5:05:32 PNB to A, No	3	10	61.3	6.2	341	317	6.4	6714.1	124	193	
4/4/2024	5:05:36 PNB to A, No	3	3	64.8	3.8	146	122	4.2	4378.5	122		
4/4/2024	5:05:44 PMA to B, No	2	2	51.3	26.4	123	99	26.5	23780.9	99		
4/4/2024	5:05:45 PNB to A, No	2	2	58.5	9	139	115	9.2	9286.2	115		
4/4/2024	5:05:47 PNB to A, No	3	3	55	1.6	157	133	1.8	1547.6	133		
4/4/2024	5:05:48 PNB to A, No	2	2	53.6	1.4	140	116	1.6	1331.7	116		
4/4/2024	5:06:13 PMA to B, No	2	2	57.7	28.7	130	106	28.9	29121.9	106		
4/4/2024	5:06:40 PNB to A, No	2	2	48.5	51.4	127	103	51.6	43865.9	103		
4/4/2024	5:06:53 PNB to A, No	3	16	49.4	13.1	432	408	13.3	11384.9	146	225	37
4/4/2024	5:06:55 PNB to A, No	2	2	48.8	1.7	136	112	2.2	1424.1	112		
4/4/2024	5:06:57 PNB to A, No	2	2	46.9	1.2	135	111	1.4	1028.4	111		
4/4/2024	5:07:03 PNB to A, No	5	4	51.2	5.5	173	149	5.7	4980.3	149		
4/4/2024	5:07:04 PNB to A, No	3	3	50.1	1.3	152	128	1.5	1169.7	128		
4/4/2024	5:07:07 PMA to B, No	3	3	44.8	53.8	166	142	53.9	42343.8	142		
4/4/2024	5:07:07 PNB to A, No	3	3	60.2	2.9	152	128	3.1	3035.8	128		
4/4/2024	5:07:17 PNB to A, No	2	2	48.8	9.3	138	114	9.4	7969.5	114		
4/4/2024	5:07:18 PNB to A, No	3	3	50.8	1	143	119	1.2	870.9	119		
4/4/2024	5:07:24 PNB to A, No	5	4	60.5	6.3	188	164	6.5	6717.1	164		
4/4/2024	5:07:30 PMA to B, No	3	3	53.7	22.8	153	129	23	21533.5	129		
4/4/2024	5:07:37 PMA to B, No	3	3	53	7	148	124	7.2	6516.8	124		
4/4/2024	5:07:38 PNB to A, No	2	2	47.8	13	130	106	13.2	10983.3	106		
4/4/2024	5:07:41 PMA to B, No	2	2	53.3	3.4	125	101	3.6	3215.7	101		
4/4/2024	5:07:53 PNB to A, No	2	2	54.6	14.8	139	115	15	14255.2	115		
4/4/2024	5:07:55 PNB to A, No	2	2	53.1	2.1	140	116	2.3	1986.5	116		
4/4/2024	5:07:57 PMA to B, No	2	2	45.2	15.8	124	100	16	12586.1	100		
4/4/2024	5:08:02 PMA to B, No	2	2	55	5	133	109	5.2	4867.6	109		
4/4/2024	5:08:04 PNB to A, No	2	2	54.4	8.6	133	109	8.8	8223.3	109		
4/4/2024	5:08:05 PNB to A, No	3	3	53.7	1.3	143	119	1.5	1269.8	119		
4/4/2024	5:08:17 PMA to B, No	2	2	55.6	4.1	136	112	4.2	4023.2	112		
4/4/2024	5:08:17 PNB to A, No	2	2	50.4	11.5	137	113	11.7	10188.2	113		
4/4/2024	5:08:18 PMA to B, No	3	3	54.2	1.7	147	123	1.9	1642.1	123		
4/4/2024	5:08:22 PNB to A, No	3	3	54.5	4.8	153	129	4.9	4561.5	129		
4/4/2024	5:08:23 PNB to A, No	5	4	52.6	1.4	189	165	1.6	1265.2	165		
4/4/2024	5:08:25 PNB to A, No	5	4	57.5	1.2	191	167	1.4	1169.3	167		
4/4/2024	5:08:27 PMA to B, No	3	3	55.6	8.1	163	139	8.2	7893.7	139		
4/4/2024	5:08:58 PMA to B, No	2	2	54.7	31.4	130	106	31.6	30243.6	106		
4/4/2024	5:09:05 PNB to A, No	2	2	46.7	40.2	138	114	40.4	33044.4	114		
4/4/2024	5:09:07 PNB to A, No	2	2	48.6	1.4	136	112	1.6	1171.2	112		
4/4/2024	5:09:08 PMA to B, No	2	2	48.2	9.8	135	111	9.9	8293.1	111		
4/4/2024	5:09:09 PNB to A, No	2	2	47.5	2.1	142	118	2.2	1715.8	118		
4/4/2024	5:09:10 PNB to A, No	2	2	49.6	0.9	135	111	1.1	812.1	111		
4/4/2024	5:09:12 PNB to A, No	3	3	51.7	1.7	144	120	1.8	1504.1	120		
4/4/2024	5:09:17 PMA to B, No	2	2	54	8.3	126	102	8.5	7870.7	102		
4/4/2024	5:09:24 PMA to B, No	2	2	50.9	6.9	123	99	7	6145.5	99		
4/4/2024	5:09:25 PMA to B, No	2	2	51.1	1.4	129	105	1.5	1223.3	105		
4/4/2024	5:09:29 PMA to B, No	2	2	52.7	3.3	131	107	3.5	3090.1	107		
4/4/2024	5:09:52 PMA to B, No	2	2	49.7	22.8	130	106	23	19942.5	106		
4/4/2024	5:09:53 PNB to A, No	5	4	61.9	41.4	192	168	41.6	45106.5	168		
4/4/2024	5:09:55 PNB to A, No	5	4	60.3	1.5	174	150	1.7	1570.4	150		
4/4/2024	5:09:57 PNB to A, No	3	3	55.9	1.8	151	127	2	1778.4	127		
4/4/2024	5:09:59 PNB to A, No	3	3	64.2	2	144	120	2.2	2237.3	120		
4/4/2024	5:10:02 PNB to A, No	5	4	56.9	2.2	187	163	2.4	2248.6	163		
4/4/2024	5:10:04 PNB to A, No	3	3	56.3	2.2	154	130	2.4	2176.1	130		
4/4/2024	5:10:05 PNB to A, No	2	2	57.2	1	138	114	1.2	983.1	114		
4/4/2024	5:10:07 PNB to A, No	5	4	48.1	1.3	176	152	1.4	1086.7	152		
4/4/2024	5:10:11 PMA to B, No	3	3	49.6	18.7	154	130	18.9	16348.2	130		
4/4/2024	5:10:14 PMA to B, No	2	2	52.6	3.2	132	108	3.4	2952.5	108		
4/4/2024	5:10:26 PNB to A, No	2	2	59.4	18.9	136	112	19.2	19782.8	112		
4/4/2024	5:10:28 PNB to A, No	2	2	55.9	1.6	142	118	1.8	1602.2	118		
4/4/2024	5:11:08 PNB to A, No	3	3	53.5	40.6	165	141	40.8	38211.4	141		
4/4/2024	5:11:09 PMA to B, No	8	18	46.5	55.4	439	415	55.5	45325.2	158	223	34
4/4/2024	5:11:14 PMA to B, No	2	2	45.7	3.7	128	104	4.3	2976.9	104		
4/4/2024	5:11:15 PMA to B, No	2	2	49	1.5	134	110	1.7	1317.3	110		
4/4/2024	5:11:37 PNB to A, No	5	4	49.9	29	201	177	29.2	25429.1	177		

4/4/2024	5:11:39	PMB to A, No	3	3	51.2	1.8	146	122	2	1583.9	122
4/4/2024	5:11:41	PMB to A, No	5	4	51.8	1	172	148	1.2	881.2	148
4/4/2024	5:11:42	PMB to A, No	2	2	56	1.6	135	111	1.8	1597.3	111
4/4/2024	5:11:43	PMB to A, No	5	4	56.9	0.8	180	156	1	830.5	156
4/4/2024	5:11:45	PMA to B, No	5	4	54.1	29.5	186	162	29.7	28094.6	162
4/4/2024	5:12:02	PMA to B, No	2	2	63.7	16.7	131	107	16.9	18690.6	107
4/4/2024	5:12:06	PMA to B, No	3	3	55.9	3.9	164	140	4.1	3860.2	140
4/4/2024	5:12:14	PMB to A, No	2	2	52.3	30.3	132	108	30.5	27884	108
4/4/2024	5:12:17	PMB to A, No	5	4	63.9	2.4	180	156	2.6	2685.1	156
4/4/2024	5:12:24	PMB to A, No	3	3	58	7.6	145	121	7.8	7730.9	121
4/4/2024	5:12:33	PMA to B, No	2	2	56.7	26.2	125	101	26.4	26152.8	101
4/4/2024	5:12:39	PMA to B, No	2	2	43.6	6.2	132	108	6.4	4760.5	108
4/4/2024	5:12:41	PMA to B, No	2	2	43.6	1.4	139	115	1.6	1105	115
4/4/2024	5:12:42	PMA to B, No	2	2	43.5	1.1	124	100	1.3	850.6	100
4/4/2024	5:12:43	PMA to B, No	1	1	44.7	1.3	80	56	1.5	1027.6	56
4/4/2024	5:12:48	PMB to A, No	2	2	56.5	23.6	140	116	23.8	23470.9	116
4/4/2024	5:12:56	PMB to A, No	6	6	52.9	7.4	239	215	7.6	6895.4	156
4/4/2024	5:12:58	PMB to A, No	2	2	54.1	1.7	129	105	2	1636.7	105
4/4/2024	5:13:01	PMA to B, No	3	3	49	17.1	165	141	17.2	14744.8	141
4/4/2024	5:13:36	PMB to A, No	5	4	63.8	38.4	181	157	38.5	43100.5	157
4/4/2024	5:13:37	PMA to B, No	5	4	51.1	36.7	175	151	36.9	32962.1	151
4/4/2024	5:13:56	PMB to A, No	3	3	61	19.2	145	121	19.4	20602.9	121
4/4/2024	5:14:03	PMB to A, No	2	2	58.2	7.5	137	113	7.7	7682	113
4/4/2024	5:14:06	PMA to B, No	5	4	51	28.5	192	168	28.7	25558.5	168
4/4/2024	5:14:17	PMB to A, No	2	2	66.8	14	137	113	14.1	16420.9	113
4/4/2024	5:14:28	PMB to A, No	2	2	61.8	10.1	135	111	10.2	10949.3	111
4/4/2024	5:14:29	PMB to A, No	3	3	61.1	1.4	143	119	1.6	1537.1	119
4/4/2024	5:14:33	PMA to B, No	3	3	58.8	26.2	145	121	26.4	27118.9	121
4/4/2024	5:14:34	PMA to B, No	2	2	60.1	1	139	115	1.1	1026.1	115
4/4/2024	5:14:39	PMB to A, No	2	2	68.5	9.8	138	114	10	11822.4	114
4/4/2024	5:14:45	PMA to B, No	2	2	60.8	11.5	127	103	11.7	12313.4	103
4/4/2024	5:14:55	PMB to A, No	2	2	57	16	136	112	16.2	16063.2	112
4/4/2024	5:14:56	PMA to B, No	2	2	46.6	10.4	137	113	10.5	8492.6	113
4/4/2024	5:14:57	PMB to A, No	5	4	56.2	1.4	196	172	1.6	1425.6	172
4/4/2024	5:15:00	PMB to A, No	2	2	54.4	2.8	133	109	3.1	2710.3	109
4/4/2024	5:15:03	PMA to B, No	2	2	53.2	6.7	125	101	6.9	6238.3	101
4/4/2024	5:15:03	PMB to A, No	3	3	49.6	2.7	149	125	2.9	2389.8	125
4/4/2024	5:15:07	PMB to A, No	2	2	50.5	3.6	127	103	3.8	3204	103
4/4/2024	5:15:07	PMB to A, No	5	4	50.3	0.7	174	150	0.9	617	150
4/4/2024	5:15:09	PMB to A, No	2	2	52.6	1.1	136	112	1.3	989.7	112
4/4/2024	5:15:12	PMB to A, No	2	2	57.5	3.5	136	112	3.7	3553.7	112
4/4/2024	5:15:15	PMA to B, No	2	2	59.5	12.2	125	101	12.4	12804.1	101
4/4/2024	5:15:46	PMA to B, No	2	2	54.8	31	131	107	31.2	29922.6	107
4/4/2024	5:15:55	PMB to A, No	2	2	48.7	42.4	132	108	42.6	36381.2	108
4/4/2024	5:15:57	PMB to A, No	2	2	47.9	1.6	141	117	1.8	1335.6	117
4/4/2024	5:15:58	PMB to A, No	2	2	46	0.9	135	111	1	690.7	111
4/4/2024	5:16:16	PMB to A, No	2	2	56.6	17.9	136	112	18.1	17785.6	112
4/4/2024	5:16:19	PMB to A, No	3	3	51.5	3.2	143	119	3.3	2883.8	119
4/4/2024	5:16:37	PMA to B, No	3	3	55.8	50.7	145	121	50.9	49812.4	121
4/4/2024	5:16:41	PMB to A, No	5	4	64.2	22	182	158	22.2	24850.5	158
4/4/2024	5:16:43	PMB to A, No	3	3	64.3	1.2	145	121	1.4	1357.3	121
4/4/2024	5:16:49	PMA to B, No	2	2	53	11.3	130	106	11.5	10559.3	106
4/4/2024	5:16:56	PMB to A, No	5	4	52.2	13.3	176	152	13.5	12247.1	152
4/4/2024	5:16:58	PMB to A, No	5	4	49.1	1.1	175	151	1.3	935.9	151
4/4/2024	5:16:58	PMA to B, No	2	2	49.1	9.4	128	104	9.5	8088.3	104
4/4/2024	5:17:00	PMA to B, No	2	2	49.4	1.3	126	102	1.5	1135.9	102
4/4/2024	5:17:01	PMB to A, No	8	11	57	2.8	428	404	3.1	2851.5	155
4/4/2024	5:17:07	PMB to A, No	3	3	60.4	6.2	145	121	6.7	6625.9	121
4/4/2024	5:17:15	PMB to A, No	2	2	54	7.9	137	113	8.1	7546.5	113
4/4/2024	5:17:18	PMB to A, No	2	2	52.1	2.6	132	108	2.8	2420.7	108
4/4/2024	5:17:19	PMB to A, No	5	4	53.7	1	206	182	1.2	937.6	182
4/4/2024	5:17:20	PMA to B, No	2	2	62.7	20.4	126	102	20.5	22456.2	102
4/4/2024	5:17:21	PMB to A, No	2	2	56	1.2	138	114	1.4	1155.4	114
4/4/2024	5:17:23	PMB to A, No	5	4	54.2	2.2	174	150	2.4	2126.5	150
4/4/2024	5:17:25	PMB to A, No	2	2	54.5	1.9	137	113	2.1	1778.6	113
4/4/2024	5:17:27	PMB to A, No	3	3	55.9	1.5	153	129	1.6	1459.2	129
4/4/2024	5:17:29	PMB to A, No	3	3	56	2.2	159	135	2.3	2137.7	135
4/4/2024	5:17:34	PMB to A, No	3	3	55.8	4.2	150	126	4.4	4150.7	126
4/4/2024	5:17:35	PMB to A, No	2	2	55.4	0.8	128	104	0.9	748	104
4/4/2024	5:18:31	PMB to A, No	2	2	53.7	56	135	111	56.1	52933.4	111
4/4/2024	5:18:31	PMA to B, No	3	3	55	71	147	123	71.1	68750.5	123
4/4/2024	5:18:33	PMB to A, No	2	2	54.8	1.6	132	108	1.8	1579.1	108
4/4/2024	5:18:35	PMB to A, No	2	2	55.9	1.8	137	113	2	1775.9	113
4/4/2024	5:18:56	PMB to A, No	2	2	54.1	21.3	136	112	21.4	20243.2	112
4/4/2024	5:18:58	PMB to A, No	5	4	54.1	1.9	206	182	2.1	1793.7	182
4/4/2024	5:19:07	PMB to A, No	5	4	61.8	9	192	168	9.3	9839.4	168
4/4/2024	5:19:09	PMB to A, No	3	3	62	1.8	143	119	2	1998.8	119
4/4/2024	5:19:47	PMA to B, No	3	3	50.3	75.4	148	124	75.5	66772.2	124
4/4/2024	5:19:48	PMA to B, No	3	3	48.7	1.4	163	139	1.6	1229.9	139
4/4/2024	5:19:50	PMA to B, No	3	3	48	0.8	165	141	1	687.4	141
4/4/2024	5:19:55	PMA to B, No	2	2	52.9	5.1	125	101	5.4	4795.4	101
4/4/2024	5:19:58	PMB to A, No	3	3	50	48.5	151	127	48.6	42694	127
4/4/2024	5:19:59	PMB to A, No	5	4	53	1.3	174	150	1.5	1195.7	150

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4/4/2024	5:20:02 PNB to A, No	2	2	55.4	2.1	139	115	2.3	2082.9	115		
4/4/2024	5:20:03 PNB to A, No	3	3	54.3	0.6	147	123	0.7	544.7	123		
4/4/2024	5:20:07 PNB to A, No	3	3	57.1	3.9	162	138	4	3883.5	138		
4/4/2024	5:20:07 PNA to B, No	2	2	57.7	11.9	128	104	12	12077.4	104		
4/4/2024	5:20:11 PNB to A, No	5	4	56.2	4.3	191	167	4.5	4288.1	167		
4/4/2024	5:20:13 PNA to B, No	3	3	56.2	6.2	161	137	6.4	6148.7	137		
4/4/2024	5:20:16 PNB to A, No	2	2	54.4	4.7	136	112	4.9	4510.6	112		
4/4/2024	5:20:21 PNB to A, No	5	4	59.2	4.6	193	169	4.8	4827.3	169		
4/4/2024	5:20:24 PNB to A, No	2	2	56.1	3	136	112	3.2	2969.5	112		
4/4/2024	5:20:25 PNB to A, No	2	2	56.1	1.1	135	111	1.2	1046.6	111		
4/4/2024	5:20:27 PNB to A, No	2	2	55.7	1.6	136	112	1.8	1562.7	112		
4/4/2024	5:20:31 PNB to A, No	3	3	53.3	3.6	150	126	3.8	3409.4	126		
4/4/2024	5:20:47 PNB to A, No	3	3	57.5	16.5	153	129	16.7	16719.6	129		
4/4/2024	5:20:49 PNB to A, No	8	18	56.3	1.2	467	443	1.4	1212.4	189	219	35
4/4/2024	5:20:51 PNB to A, No	3	3	58.6	2	168	144	2.5	2042.6	144		
4/4/2024	5:20:53 PNB to A, No	8	18	55.4	1.5	453	429	1.7	1455.3	173	218	38
4/4/2024	5:20:54 PNB to A, No	3	3	58.3	0.8	145	121	1.3	854.5	121		
4/4/2024	5:20:58 PNB to A, No	5	4	57	3.5	184	160	3.7	3499.9	160		
4/4/2024	5:21:01 PNB to A, No	3	3	55.5	2.6	158	134	2.8	2518.1	134		
4/4/2024	5:21:02 PNA to B, No	5	4	55	48.6	171	147	48.8	47053.1	147		
4/4/2024	5:21:03 PNB to A, No	3	3	58	2.2	144	120	2.4	2221.8	120		
4/4/2024	5:21:04 PNA to B, No	2	2	53.8	1.6	129	105	1.8	1520.6	105		
4/4/2024	5:21:08 PNA to B, No	2	2	61.5	3.8	139	115	4	4129.4	115		
4/4/2024	5:21:19 PNA to B, No	3	3	48.8	11.2	156	132	11.3	9581.3	132		
4/4/2024	5:21:25 PNA to B, No	2	2	46.8	5.9	129	105	6.1	4878.9	105		
4/4/2024	5:21:32 PNA to B, No	2	2	52.1	6.6	126	102	6.8	6028.3	102		
4/4/2024	5:21:36 PNA to B, No	2	2	52.8	3.4	123	99	3.5	3126.3	99		
4/4/2024	5:21:53 PNA to B, No	3	3	43.7	16.8	146	122	17	12919.4	122		
4/4/2024	5:22:05 PNB to A, No	3	3	57.1	61.7	148	124	61.9	62013.9	124		
4/4/2024	5:22:27 PNB to A, No	0	0	44.2	21.8	142	118	22	16980.2	118	0	0
4/4/2024	5:22:28 PNA to B, No	2	2	56	34.9	131	107	35.1	34349.9	107		
4/4/2024	5:22:30 PNB to A, No	2	2	44.4	1.3	133	109	2.7	991.9	109		
4/4/2024	5:22:31 PNB to A, No	2	2	44.2	1.4	135	111	1.6	1083.9	111		
4/4/2024	5:22:33 PNB to A, No	0	0	39.5	1.2	128	104	1.4	833	104	0	0
4/4/2024	5:22:35 PNB to A, No	3	3	39.5	1.4	148	124	2.5	964	124		
4/4/2024	5:22:43 PNB to A, No	2	2	50.3	7.1	134	110	7.3	6242.9	110		
4/4/2024	5:22:51 PNB to A, No	3	3	38.6	7.9	147	123	8.1	5367.5	123		
4/4/2024	5:22:54 PNA to B, No	2	2	45	26.4	127	103	26.6	20904.9	103		
4/4/2024	5:22:55 PNB to A, No	5	4	46.8	3.8	188	164	4.1	3129.3	164		
4/4/2024	5:22:57 PNB to A, No	3	3	44.8	1.5	169	145	1.8	1201.8	145		
4/4/2024	5:22:59 PNB to A, No	2	2	45.1	1.8	138	114	2.1	1444.8	114		
4/4/2024	5:22:59 PNA to B, No	5	4	48.8	5	174	150	5.2	4270.3	150		
4/4/2024	5:23:01 PNB to A, No	2	2	49.7	1.9	133	109	2.1	1646.9	109		
4/4/2024	5:23:02 PNB to A, No	3	3	51.2	1.5	143	119	1.7	1339.7	119		
4/4/2024	5:23:10 PNB to A, No	2	2	53.4	7	130	106	7.2	6580.2	106		
4/4/2024	5:23:34 PNB to A, No	2	2	55.5	23.9	135	111	24	23324.6	111		
4/4/2024	5:23:41 PNB to A, No	3	3	59.8	7.5	146	122	7.7	7899.9	122		
4/4/2024	5:23:52 PNA to B, No	3	3	50.2	52.5	152	128	52.7	46376.6	128		
4/4/2024	5:24:05 PNA to B, No	3	3	52.5	13	151	127	13.2	12009.6	127		
4/4/2024	5:24:11 PNB to A, No	2	2	54.7	30	138	114	30.1	28845.3	114		
4/4/2024	5:24:15 PNB to A, No	3	3	56.1	3.1	158	134	3.2	3027.2	134		
4/4/2024	5:24:18 PNB to A, No	3	3	54.5	3	160	136	3.2	2898.6	136		
4/4/2024	5:24:19 PNA to B, No	2	2	49.6	13.8	140	116	14	12042.5	116		
4/4/2024	5:24:19 PNB to A, No	5	4	55	1.5	195	171	1.7	1412.9	171		
4/4/2024	5:24:31 PNB to A, No	2	2	51.4	11.3	136	112	11.5	10200.5	112		
4/4/2024	5:24:32 PNB to A, No	2	2	48.8	0.8	135	111	1	712.2	111		
4/4/2024	5:24:42 PNB to A, No	3	3	47.6	9.5	162	138	9.6	7925.4	138		
4/4/2024	5:24:43 PNB to A, No	3	3	43.9	1.1	145	121	1.3	860.3	121		
4/4/2024	5:24:46 PNB to A, No	2	2	47.5	2.5	141	117	2.7	2083.3	117		
4/4/2024	5:24:53 PNA to B, No	2	2	57	33.2	124	100	33.4	33350.1	100		
4/4/2024	5:25:03 PNA to B, No	5	4	59	9.9	177	153	10	10232.5	153		
4/4/2024	5:25:10 PNB to A, No	2	2	51.4	24.5	138	114	24.7	22226.7	114		
4/4/2024	5:25:12 PNB to A, No	2	2	49.9	1	134	110	1.2	882.3	110		
4/4/2024	5:25:13 PNB to A, No	2	2	52	1.6	129	105	1.8	1452.5	105		
4/4/2024	5:25:15 PNB to A, No	2	2	49.2	1.2	142	118	1.3	1004.8	118		
4/4/2024	5:25:16 PNB to A, No	2	2	52.6	1.2	138	114	1.4	1143.7	114		
4/4/2024	5:25:46 PNA to B, No	5	4	59.5	43.1	188	164	43.3	45177.4	164		
4/4/2024	5:26:04 PNB to A, No	2	2	43.5	17.3	140	116	17.3	13232.7	116		
4/4/2024	5:26:16 PNB to A, No	3	3	55.3	11.6	151	127	11.8	11304.2	127		
4/4/2024	5:26:17 PNB to A, No	5	4	55.2	0.9	177	153	1.1	853.6	153		
4/4/2024	5:26:18 PNB to A, No	5	4	56.1	0.8	182	158	1	823.8	158		
4/4/2024	5:26:19 PNB to A, No	3	3	55.7	1.3	151	127	1.5	1244.9	127		
4/4/2024	5:26:27 PNB to A, No	5	4	51.8	7.6	172	148	7.8	6963.9	148		
4/4/2024	5:26:29 PNB to A, No	2	2	53.3	1.8	132	108	2	1713.9	108		
4/4/2024	5:26:31 PNB to A, No	3	3	48.9	2.1	148	124	2.2	1792.3	124		
4/4/2024	5:26:35 PNB to A, No	3	3	56.5	4.1	157	133	4.3	4030.8	133		
4/4/2024	5:26:57 PNB to A, No	8	18	51.8	20.9	450	426	21.1	19093.6	158	232	36
4/4/2024	5:27:06 PNB to A, No	5	4	54.1	8.4	203	179	8.9	8019.2	179		
4/4/2024	5:27:07 PNA to B, No	3	3	51.5	80.3	160	136	80.5	72870.2	136		
4/4/2024	5:27:09 PNB to A, No	2	2	49.2	2.7	119	95	3	2370.3	95		
4/4/2024	5:27:11 PNA to B, No	2	2	56.1	4.3	132	108	4.5	4236.7	108		
4/4/2024	5:27:23 PNA to B, No	2	2	49	12.1	126	102	12.2	10403.5	102		
4/4/2024	5:27:26 PNA to B, No	2	2	52.8	2.1	126	102	2.3	1997.9	102		



4/4/2024	5:27:33	PMB to A, No	2	2	55.3	24.2	134	110	24.3	23530.8	110
4/4/2024	5:27:45	PMA to B, No	2	2	52.5	19	126	102	19.1	17534	102
4/4/2024	5:27:53	PMA to B, No	3	3	50.8	8.2	159	135	8.4	7329.1	135
4/4/2024	5:28:02	PMB to A, No	2	2	51.5	29	137	113	29.1	26279	113
4/4/2024	5:28:03	PMB to A, No	2	2	50.5	0.6	138	114	0.7	507.6	114
4/4/2024	5:28:04	PMB to A, No	2	2	49	1	137	113	1.2	875.5	113
4/4/2024	5:28:06	PMA to B, No	2	2	50.6	12.8	125	101	13	11433.7	101
4/4/2024	5:28:18	PMA to B, No	3	3	54.3	11.7	161	137	11.9	11197.7	137
4/4/2024	5:28:25	PMA to B, No	2	2	49.2	7.1	135	111	7.3	6160.9	111
4/4/2024	5:28:27	PMA to B, No	2	2	51.5	1.9	128	104	2	1675.3	104
4/4/2024	5:28:37	PMA to B, No	2	2	53.9	9.9	125	101	10.1	9385.7	101
4/4/2024	5:28:43	PMB to A, No	2	2	58.7	38.9	136	112	39.1	40236.4	112
4/4/2024	5:28:46	PMA to B, No	1	1	49.7	8.8	85	61	9	7715.3	61
4/4/2024	5:28:50	PMA to B, No	1	1	44.1	3	86	62	3.1	2315.5	62
4/4/2024	5:29:09	PMB to A, No	2	2	58.4	25.4	135	111	25.6	26090.2	111
4/4/2024	5:29:28	PMA to B, No	2	2	55.6	38.8	134	110	38.9	37955.3	110
4/4/2024	5:29:32	PMB to A, No	2	2	50.9	23.7	134	110	23.9	21232.8	110
4/4/2024	5:29:35	PMB to A, No	5	4	54.2	2.4	191	167	2.5	2252.9	167
4/4/2024	5:29:36	PMA to B, No	2	2	49.4	7.4	128	104	7.5	6403.2	104
4/4/2024	5:29:45	PMB to A, No	5	4	50	9.8	177	153	10.1	8646.1	153
4/4/2024	5:29:47	PMB to A, No	3	3	50.5	1.7	149	125	1.9	1484.7	125
4/4/2024	5:29:49	PMB to A, No	2	2	52.9	1.8	137	113	2	1638.9	113
4/4/2024	5:29:52	PMB to A, No	2	2	40.5	3.2	138	114	3.4	2311.8	114
4/4/2024	5:29:57	PMB to A, No	2	2	48.1	4.7	135	111	4.9	3946.5	111
4/4/2024	5:30:14	PMB to A, No	3	3	55	16.3	157	133	16.5	15774.5	133
4/4/2024	5:30:18	PMB to A, No	2	2	58.8	3.8	133	109	4	3981.5	109
4/4/2024	5:30:21	PMB to A, No	5	4	54.3	3.4	172	148	3.6	3268.5	148
4/4/2024	5:30:23	PMB to A, No	5	4	54.8	1.9	176	152	2.1	1830.9	152
4/4/2024	5:30:27	PMB to A, No	3	3	56.7	2.9	145	121	3.1	2901.4	121
4/4/2024	5:30:28	PMB to A, No	2	2	54.1	1.5	126	102	1.7	1457.6	102
4/4/2024	5:30:30	PMB to A, No	3	3	53	1.9	151	127	2	1763.8	127
4/4/2024	5:30:32	PMB to A, No	2	2	54.5	1.5	137	113	1.7	1442.3	113
4/4/2024	5:30:34	PMB to A, No	3	3	53.6	1.5	157	133	1.7	1403.4	133
4/4/2024	5:30:36	PMB to A, No	5	4	52.5	1.9	178	154	2.1	1801	154
4/4/2024	5:30:37	PMB to A, No	2	2	54.2	1.2	134	110	1.4	1162.5	110
4/4/2024	5:30:43	PMB to A, No	3	3	51.7	6	146	122	6.1	5412.8	122
4/4/2024	5:30:47	PMB to A, No	3	3	48.5	3.2	157	133	3.4	2735.8	133
4/4/2024	5:30:56	PMA to B, No	2	2	49.8	79.5	128	104	79.6	69600.8	104
4/4/2024	5:31:00	PMA to B, No	2	2	56.2	4.7	128	104	4.8	4627.4	104
4/4/2024	5:31:03	PMA to B, No	2	2	53.7	2	136	112	2.1	1856.4	112
4/4/2024	5:31:03	PMB to A, No	3	3	61.8	16	158	134	16.2	17425	134
4/4/2024	5:31:07	PMB to A, No	5	4	66.8	3.7	173	149	3.8	4294.1	149
4/4/2024	5:31:11	PMA to B, No	2	2	58.9	8.3	131	107	8.5	8614	107
4/4/2024	5:31:13	PMB to A, No	2	2	59.7	5.7	137	113	5.9	5982.3	113
4/4/2024	5:31:14	PMA to B, No	5	4	52.2	2.7	198	174	2.9	2527	174
4/4/2024	5:31:31	PMB to A, No	3	3	59.7	17.8	144	120	17.9	18676.7	120
4/4/2024	5:31:42	PMA to B, No	2	2	48.1	27.6	118	94	27.6	23325.4	94
4/4/2024	5:31:43	PMA to B, No	2	2	49.1	1.6	141	117	1.8	1396.4	117
4/4/2024	5:31:47	PMB to A, No	3	3	53.7	16.3	147	123	16.5	15443.1	123
4/4/2024	5:31:48	PMB to A, No	2	2	52.2	1	140	116	1.1	876.1	116
4/4/2024	5:31:50	PMB to A, No	3	3	51.9	1.6	162	138	1.8	1450.6	138
4/4/2024	5:31:51	PMB to A, No	2	2	52.8	0.8	138	114	1	710.9	114
4/4/2024	5:31:52	PMB to A, No	5	4	48.6	1.3	178	154	1.5	1092.8	154
4/4/2024	5:31:55	PMB to A, No	2	2	45	2	133	109	2.2	1554.7	109
4/4/2024	5:31:55	PMB to A, No	3	3	42.6	0.6	151	127	0.8	469.6	127
4/4/2024	5:31:57	PMB to A, No	5	4	48.7	1.3	174	150	1.6	1156.2	150
4/4/2024	5:32:18	PMA to B, No	5	4	51.4	34.2	186	162	34.4	30910.6	162
4/4/2024	5:32:22	PMA to B, No	5	4	61.7	3.8	175	151	4	4115.2	151
4/4/2024	5:32:24	PMB to A, No	2	2	55.5	27	136	112	27.2	26337.9	112
4/4/2024	5:32:27	PMB to A, No	2	2	58.6	2.5	137	113	2.6	2542.5	113
4/4/2024	5:32:32	PMB to A, No	3	3	53.4	5.2	169	145	5.4	4915	145
4/4/2024	5:32:33	PMA to B, No	3	3	57.8	10.9	153	129	11.1	11058.2	129
4/4/2024	5:32:35	PMA to B, No	3	3	54.2	2.4	156	132	2.6	2270.7	132
4/4/2024	5:32:37	PMA to B, No	2	2	55.3	0.9	126	102	1.1	914.3	102
4/4/2024	5:32:47	PMB to A, No	2	2	59.1	15	138	114	15.2	15570	114
4/4/2024	5:33:02	PMB to A, No	3	3	61	14.1	153	129	14.2	15123.2	129
4/4/2024	5:33:04	PMB to A, No	2	2	62.6	2	137	113	2.2	2238.5	113
4/4/2024	5:33:04	PMA to B, No	3	3	52.9	27.6	160	136	27.8	25695.4	136
4/4/2024	5:33:13	PMA to B, No	3	3	57.3	8.1	162	138	8.3	8168.2	138
4/4/2024	5:33:15	PMB to A, No	2	2	63.7	11	135	111	11.2	12348.4	111
4/4/2024	5:33:16	PMA to B, No	2	2	55.3	2.7	135	111	2.9	2653.7	111
4/4/2024	5:33:16	PMB to A, No	2	2	63.5	1.4	138	114	1.5	1565	114
4/4/2024	5:33:24	PMB to A, No	5	4	56.5	7.2	180	156	7.3	7158.4	156
4/4/2024	5:33:35	PMA to B, No	2	2	55.2	19.3	141	117	19.5	18742.8	117
4/4/2024	5:33:51	PMB to A, No	5	4	53.3	26.9	207	183	27.1	25238.1	183
4/4/2024	5:34:15	PMA to B, No	3	3	56.1	39.5	160	136	39.7	39030.9	136
4/4/2024	5:34:19	PMB to A, No	2	2	56.2	27.4	135	111	27.6	27116.2	111
4/4/2024	5:34:41	PMB to A, No	2	2	59.2	22.1	137	113	22.3	23065.3	113
4/4/2024	5:34:44	PMB to A, No	2	2	55.6	2.6	141	117	2.7	2520.3	117
4/4/2024	5:35:00	PMA to B, No	3	3	55.6	45.3	149	125	45.5	44379.1	125
4/4/2024	5:35:00	PMB to A, No	2	2	52.8	16.7	135	111	16.9	15519.7	111
4/4/2024	5:35:03	PMB to A, No	3	3	67.3	1.9	146	122	2.1	2280.5	122
4/4/2024	5:35:11	PMA to B, No	3	3	57	10.9	148	124	11.1	10957.2	124

4/4/2024	5:35:13 PNB to A, No	2	2	54.8	10.4	142	118	10.5	9981.4	118		
4/4/2024	5:35:15 PNB to A, No	3	3	56.2	1.3	146	122	1.5	1268.4	122		
4/4/2024	5:35:16 PMA to B, No	2	2	53.2	4.9	140	116	5	4555.7	116		
4/4/2024	5:35:22 PMA to B, No	2	2	61.2	5.6	130	106	5.6	6072.7	106		
4/4/2024	5:35:47 PNB to A, No	2	2	72.2	25.1	140	116	25.1	31853.7	116		
4/4/2024	5:35:52 PNB to A, No	3	3	66.9	4.3	161	137	4.4	5004.9	137		
4/4/2024	5:35:53 PMA to B, No	2	2	57.3	30.4	141	117	30.5	30650.8	117		
4/4/2024	5:35:55 PNB to A, No	3	3	58.2	3.1	144	120	3.2	3166.8	120		
4/4/2024	5:36:01 PNB to A, No	2	2	58.6	6.2	126	102	6.4	6435.8	102		
4/4/2024	5:36:02 PNB to A, No	3	3	59.8	0.8	150	126	0.9	837.1	126		
4/4/2024	5:36:09 PNB to A, No	3	3	53.7	6.8	159	135	6.9	6397.3	135		
4/4/2024	5:36:11 PNB to A, No	2	2	54.1	1.3	141	117	1.5	1258.8	117		
4/4/2024	5:36:12 PMA to B, No	2	2	47.2	18.8	126	102	18.9	15579.5	102		
4/4/2024	5:36:16 PNB to A, No	3	3	56	4.6	144	120	4.8	4577.8	120		
4/4/2024	5:36:29 PNB to A, No	8	18	50.4	13.1	456	432	13.3	11626.1	177	216	39
4/4/2024	5:36:31 PNB to A, No	2	2	51.3	1.1	132	108	1.7	1004.1	108		
4/4/2024	5:36:48 PNB to A, No	3	3	55.5	17.3	160	136	17.4	16866.3	136		
4/4/2024	5:36:51 PNB to A, No	3	3	52.8	2.9	157	133	3.1	2740.3	133		
4/4/2024	5:36:54 PNB to A, No	2	2	54.7	3.1	132	108	3.3	2970.5	108		
4/4/2024	5:37:00 PMA to B, No	3	3	53.9	48.5	170	146	48.7	46004.1	146		
4/4/2024	5:37:04 PMA to B, No	2	2	58.4	3.3	137	113	3.5	3433.2	113		
4/4/2024	5:37:33 PMA to B, No	2	2	59.2	28.6	125	101	28.7	29762.9	101		
4/4/2024	5:37:34 PNB to A, No	5	4	54.9	39	197	173	39.1	37649.9	173		
4/4/2024	5:37:36 PNB to A, No	3	3	54.3	2.5	143	119	2.7	2401	119		
4/4/2024	5:37:37 PNB to A, No	3	3	52.6	0.9	151	127	1.1	852.2	127		
4/4/2024	5:37:40 PNB to A, No	2	2	54	2.3	140	116	2.5	2169.8	116		
4/4/2024	5:37:42 PNB to A, No	2	2	52.2	2	131	107	2.1	1816.3	107		
4/4/2024	5:37:44 PNB to A, No	3	3	52.8	1.4	151	127	1.6	1324.3	127		
4/4/2024	5:37:49 PNB to A, No	2	2	56	5.5	137	113	5.7	5396.3	113		
4/4/2024	5:37:53 PNB to A, No	2	2	53.7	3	135	111	3.2	2860.8	111		
4/4/2024	5:37:55 PNB to A, No	5	4	51.5	2	190	166	2.2	1851.8	166		
4/4/2024	5:38:15 PNB to A, No	5	4	56.7	20.1	203	179	20.3	20029.8	179		
4/4/2024	5:38:17 PNB to A, No	2	2	55.9	1.8	135	111	2	1729	111		
4/4/2024	5:38:18 PNB to A, No	2	2	55.8	1.1	137	113	1.2	1055.4	113		
4/4/2024	5:38:20 PNB to A, No	2	2	58.1	1.5	140	116	1.6	1501.7	116		
4/4/2024	5:38:30 PNB to A, No	3	3	55	9.9	154	130	10	9555.1	130		
4/4/2024	5:38:32 PNB to A, No	3	3	54.2	1.5	169	145	1.7	1408.9	145		
4/4/2024	5:38:33 PNB to A, No	2	2	53.9	1.6	133	109	1.8	1562.3	109		
4/4/2024	5:38:36 PMA to B, No	2	2	47.6	63	127	103	63.1	52756.7	103		
4/4/2024	5:38:44 PNB to A, No	3	3	53.9	2.1	153	129	2.6	2039.4	129		
4/4/2024	5:38:45 PMA to B, No	2	2	55.7	9.4	126	102	9.6	9207.5	102		
4/4/2024	5:38:46 PNB to A, No	3	3	56.1	1.9	148	124	2.1	1896.7	124		
4/4/2024	5:38:56 PNB to A, No	2	2	55.9	10.2	139	115	10.4	10012.5	115		
4/4/2024	5:38:57 PMA to B, No	2	2	45.1	11.1	126	102	11.3	8838.1	102		
4/4/2024	5:39:05 PNB to A, No	5	4	54.7	8.5	201	177	8.7	8174.8	177		
4/4/2024	5:39:07 PNB to A, No	2	2	54.1	1.9	141	117	2.1	1797.5	117		
4/4/2024	5:39:27 PMA to B, No	2	2	51.2	29.9	136	112	30.1	27004.2	112		
4/4/2024	5:39:31 PNB to A, No	3	16	54.8	24.3	410	386	24.4	23400.9	144	203	39
4/4/2024	5:39:35 PNB to A, No	3	3	56.2	3.3	159	135	3.7	3223.2	135		
4/4/2024	5:39:45 PMA to B, No	2	2	56.3	15.7	126	102	16.3	15514.4	102		
4/4/2024	5:39:47 PMA to B, No	2	2	56.5	1.8	128	104	2	1798.5	104		
4/4/2024	5:39:47 PNB to A, No	2	2	51.2	11.5	133	109	11.7	10402.8	109		
4/4/2024	5:39:48 PNB to A, No	2	2	47.6	0.9	132	108	0.7	721.9	108		
4/4/2024	5:39:49 PNB to A, No	2	2	47.4	1.1	134	110	0.9	921.6	110		
4/4/2024	5:39:50 PNB to A, No	2	2	48.5	2.5	142	118	2.7	2130	118		
4/4/2024	5:39:49 PMA to B, No	2	2	53.7	2.4	141	117	2.5	2264.9	117		
4/4/2024	5:39:51 PNB to A, No	5	4	48.9	2.7	180	156	2.9	2339.5	156		
4/4/2024	5:39:53 PNB to A, No	2	2	54	1.9	137	113	2.1	1799.2	113		
4/4/2024	5:40:08 PNB to A, No	8	11	62.7	14.3	469	445	14.5	15806.5	185	260	
4/4/2024	5:40:15 PNB to A, No	2	2	64.8	7.1	135	111	7.1	8133.4	111		
4/4/2024	5:40:24 PMA to B, No	3	3	51.3	34.6	163	139	34.8	31270	139		
4/4/2024	5:40:44 PMA to B, No	2	2	44	19.7	125	101	19.9	15229.1	101		
4/4/2024	5:40:47 PNB to A, No	3	3	61.2	32	146	122	32.2	34505	122		
4/4/2024	5:40:51 PNB to A, No	5	4	50.3	4	187	163	4.2	3577.6	163		
4/4/2024	5:40:53 PMA to B, No	2	2	52	8.7	138	114	8.9	7937.2	114		
4/4/2024	5:41:00 PNB to A, No	3	3	58.4	8.4	147	123	8.7	8654	123		
4/4/2024	5:41:08 PMA to B, No	3	3	52.5	14.8	164	140	15	13654.9	140		
4/4/2024	5:41:08 PNB to A, No	2	2	54.3	7.8	134	110	7.9	7421.4	110		
4/4/2024	5:41:10 PNB to A, No	3	3	53.6	2.1	169	145	2.3	1982.7	145		
4/4/2024	5:41:14 PNB to A, No	2	2	56	3.9	139	115	4.1	3865	115		
4/4/2024	5:41:35 PNB to A, No	3	3	56.9	20	149	125	20.1	20006.1	125		
4/4/2024	5:41:41 PMA to B, No	3	3	58.7	32.8	165	141	33	33908.7	141		
4/4/2024	5:41:51 PNB to A, No	2	2	59.8	16.1	133	109	16.2	16891.7	109		
4/4/2024	5:41:53 PNB to A, No	5	4	61.9	2.1	181	157	2.2	2246.5	157		
4/4/2024	5:41:54 PNB to A, No	5	4	61	1	197	173	1.2	1121.2	173		
4/4/2024	5:41:57 PNB to A, No	3	3	59.4	2.2	145	121	2.4	2272	121		
4/4/2024	5:41:58 PNB to A, No	2	2	62.5	1.6	138	114	1.8	1794.7	114		
4/4/2024	5:42:12 PMA to B, No	2	2	60.1	31.3	130	106	31.4	33041.8	106		
4/4/2024	5:42:17 PNB to A, No	2	2	63.7	18.7	141	117	18.8	20928.4	117		
4/4/2024	5:42:20 PNB to A, No	2	2	56.9	3	131	107	3.2	3043.6	107		
4/4/2024	5:42:23 PNB to A, No	3	3	58.6	2.3	150	126	2.5	2390.2	126		
4/4/2024	5:42:31 PMA to B, No	3	3	58	18.8	166	142	19	19231.2	142		
4/4/2024	5:42:38 PNB to A, No	3	3	61.5	14.9	163	139	15	16086.4	139		

4/4/2024	5:42:44	PMB to A, No	5	4	55.5	5.5	175	151	5.6	5334.6	151
4/4/2024	5:42:48	PMA to B, No	2	2	55.5	16.7	127	103	16.9	16350.8	103
4/4/2024	5:42:50	PMA to B, No	2	2	54.8	1.6	121	97	1.7	1498.9	97
4/4/2024	5:42:51	PMA to B, No	2	2	54.4	1.3	119	95	1.4	1201.4	95
4/4/2024	5:43:03	PMA to B, No	2	2	50.7	12.1	133	109	12.3	10824.7	109
4/4/2024	5:43:04	PMB to A, No	2	2	61	20.4	134	110	20.6	21875.8	110
4/4/2024	5:43:18	PMB to A, No	2	2	55.7	13.2	141	117	13.4	12957.9	117
4/4/2024	5:43:30	PMA to B, No	2	2	51.3	26.3	134	110	26.5	23768.5	110
4/4/2024	5:43:36	PMB to A, No	5	4	58.8	18.1	173	149	18.2	18690.3	149
4/4/2024	5:43:37	PMB to A, No	3	3	58.3	1.3	145	121	1.5	1327.7	121
4/4/2024	5:44:02	PMA to B, No	2	2	53	31.5	122	98	31.7	29401.4	98
4/4/2024	5:44:06	PMB to A, No	5	4	57.9	28.3	206	182	28.5	28821.2	182
4/4/2024	5:44:08	PMB to A, No	3	3	58.3	2.5	162	138	2.7	2581.5	138
4/4/2024	5:44:12	PMB to A, No	2	2	56.5	1.5	141	117	1.7	1501.7	117
4/4/2024	5:44:13	PMB to A, No	2	2	53	1.5	141	117	1.7	1434.7	117
4/4/2024	5:44:15	PMB to A, No	8	11	51.5	1.5	398	374	1.7	1370.7	149
4/4/2024	5:44:16	PMA to B, No	2	2	63.7	14	139	115	14.2	15725.4	115
4/4/2024	5:45:03	PMB to A, No	2	2	59.6	47.6	138	114	48	49917.9	114
4/4/2024	5:45:06	PMB to A, No	3	3	59.4	2.3	143	119	2.5	2448.2	119
4/4/2024	5:45:07	PMB to A, No	3	3	58	1.7	144	120	1.9	1746.8	120
4/4/2024	5:45:09	PMA to B, No	3	3	55.6	53.2	146	122	53.3	52014.1	122
4/4/2024	5:45:19	PMB to A, No	2	2	60.8	11.6	137	113	11.8	12387.5	113
4/4/2024	5:45:21	PMB to A, No	2	2	58.3	1.7	132	108	1.9	1784.7	108
4/4/2024	5:45:26	PMB to A, No	2	2	53.8	4.9	133	109	5.1	4675.5	109
4/4/2024	5:45:38	PMA to B, No	2	2	53.2	28.3	134	110	28.5	26477.2	110
4/4/2024	5:45:42	PMB to A, No	2	2	53.6	16.1	141	117	16.2	15139.6	117
4/4/2024	5:45:44	PMB to A, No	2	2	57	1.5	137	113	1.7	1498	113
4/4/2024	5:45:48	PMB to A, No	2	2	54.2	3.9	141	117	4.1	3729.5	117
4/4/2024	5:45:50	PMB to A, No	3	3	54.8	1.4	147	123	1.5	1320.5	123
4/4/2024	5:45:52	PMB to A, No	5	4	54.2	2	206	182	2.2	1895.9	182
4/4/2024	5:45:52	PMA to B, No	2	2	50.3	14.4	125	101	14.6	12745.9	101
4/4/2024	5:45:57	PMA to B, No	2	2	51	4.5	128	104	4.6	4001	104
4/4/2024	5:46:01	PMB to A, No	2	2	51.1	8.9	137	113	9.2	8044.8	113
4/4/2024	5:46:02	PMB to A, No	3	3	56	0.8	162	138	1	785.6	138
4/4/2024	5:46:04	PMB to A, No	2	2	54.6	2.1	136	112	2.3	2048.7	112
4/4/2024	5:46:08	PMB to A, No	5	4	53	3.2	177	153	3.4	2985.2	153
4/4/2024	5:46:10	PMB to A, No	3	3	61.5	2.2	154	130	2.4	2380.2	130
4/4/2024	5:46:16	PMB to A, No	3	3	59.2	5.4	143	119	5.6	5654.8	119
4/4/2024	5:46:31	PMA to B, No	2	2	51.3	34.1	125	101	34.3	30807.8	101
4/4/2024	5:46:34	PMB to A, No	3	3	57	18.5	147	123	18.7	18558.9	123
4/4/2024	5:46:50	PMB to A, No	2	2	54.3	15	134	110	15.2	14378.7	110
4/4/2024	5:46:51	PMB to A, No	3	3	54	1	159	135	1.2	961.7	135
4/4/2024	5:46:56	PMB to A, No	2	2	56.6	4.6	137	113	4.8	4602.2	113
4/4/2024	5:46:57	PMB to A, No	5	4	56.5	0.8	171	147	1	820.3	147
4/4/2024	5:46:59	PMB to A, No	2	2	56.5	1.8	137	113	2	1757.3	113
4/4/2024	5:47:02	PMB to A, No	2	2	57.1	2.8	135	111	3	2848.3	111
4/4/2024	5:47:03	PMB to A, No	5	4	57.1	1.3	191	167	1.5	1328.3	167
4/4/2024	5:47:12	PMB to A, No	2	2	68	9	123	99	9.2	10721.6	99
4/4/2024	5:47:32	PMA to B, No	2	2	49.3	61.1	134	110	61.2	52967.9	110
4/4/2024	5:47:34	PMA to B, No	2	2	50.5	1.6	126	102	1.8	1416.8	102
4/4/2024	5:47:55	PMB to A, No	5	4	45	42.5	181	157	42.6	33592.7	157
4/4/2024	5:47:56	PMB to A, No	2	2	45.4	1	131	107	1.3	817.6	107
4/4/2024	5:47:58	PMB to A, No	2	2	43.8	1.6	134	110	1.8	1266.8	110
4/4/2024	5:48:01	PMB to A, No	2	2	46.2	3	132	108	3.2	2438.6	108
4/4/2024	5:48:34	PMA to B, No	2	2	52.1	59.4	139	115	59.5	54450.3	115
4/4/2024	5:48:55	PMB to A, No	3	3	54.3	54.1	155	131	54.3	51770.1	131
4/4/2024	5:49:04	PMB to A, No	2	2	46.4	8.3	136	112	8.5	6747.4	112
4/4/2024	5:49:09	PMB to A, No	2	2	55.2	5.2	142	118	5.4	5025.8	118
4/4/2024	5:49:11	PMB to A, No	2	2	58	1.9	136	112	2	1907.9	112
4/4/2024	5:49:20	PMB to A, No	2	2	52.1	8.3	135	111	8.5	7601.6	111
4/4/2024	5:49:21	PMB to A, No	8	18	50.5	1.3	422	398	1.5	1157.5	168
4/4/2024	5:49:29	PMB to A, No	2	2	50.8	7.4	137	113	7.9	6590.9	113
4/4/2024	5:49:30	PMB to A, No	3	3	51	0.9	145	121	1.1	806	121
4/4/2024	5:49:34	PMB to A, No	2	2	54.5	4.1	136	112	4.3	3906.6	112
4/4/2024	5:49:41	PMB to A, No	3	3	56.6	6.4	160	136	6.6	6400.3	136
4/4/2024	5:49:48	PMB to A, No	2	2	55.1	7.3	135	111	7.5	7088	111
4/4/2024	5:49:50	PMA to B, No	2	2	53.7	76.4	130	106	76.5	72229.9	106
4/4/2024	5:50:08	PMB to A, No	5	4	63.5	19	175	151	19.1	21215.9	151
4/4/2024	5:50:09	PMB to A, No	2	2	59.3	1	136	112	1.2	1093.9	112
4/4/2024	5:50:10	PMB to A, No	3	3	61.5	0.7	149	125	0.8	747	125
4/4/2024	5:50:15	PMB to A, No	2	2	60.3	5.3	134	110	5.5	5650.7	110
4/4/2024	5:50:16	PMA to B, No	3	3	49.6	26.1	166	142	26.3	22820.4	142
4/4/2024	5:50:53	PMB to A, No	2	2	57.8	36.9	135	111	36.9	37496.1	111
4/4/2024	5:51:01	PMB to A, No	2	2	60.3	7.2	141	117	7.4	7644	117
4/4/2024	5:51:05	PMA to B, No	3	3	63.1	48.8	167	143	49	54156.5	143
4/4/2024	5:51:20	PMA to B, No	3	3	49.6	14.7	162	138	14.9	12876.6	138
4/4/2024	5:51:34	PMB to A, No	2	2	60.8	32.7	135	111	32.9	35065.5	111
4/4/2024	5:51:37	PMB to A, No	2	2	59.9	3.3	128	104	3.5	3514.4	104
4/4/2024	5:51:41	PMB to A, No	2	2	60.6	3.7	139	115	3.8	3911.2	115
4/4/2024	5:51:45	PMB to A, No	5	4	61.5	3.9	181	157	4.1	4228.6	157
4/4/2024	5:51:48	PMB to A, No	2	2	60	2.5	134	110	2.7	2601.3	110
4/4/2024	5:52:21	PMB to A, No	2	2	58.7	32.8	142	118	32.9	33848.1	118
4/4/2024	5:52:24	PMB to A, No	2	2	58.6	3.2	142	118	3.4	3330.8	118

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4/4/2024	5:52:27 PNB to A, No	8	11	54.3	2.5	342	318	2.6	2352.6	149	169
4/4/2024	5:52:28 PNB to A, No	2	2	55.5	0.8	142	118	1.2	770.9	118	
4/4/2024	5:52:44 PNB to A, No	2	2	55.9	15.7	142	118	15.9	15453.7	118	
4/4/2024	5:52:45 PNB to A, No	2	2	58.4	1.5	134	110	1.7	1585.4	110	
4/4/2024	5:52:50 PNA to B, No	2	2	44.4	89.8	134	110	90	70171.2	110	
4/4/2024	5:53:10 PNA to B, No	5	4	50.8	19.6	197	173	19.8	17535.2	173	
4/4/2024	5:53:24 PNB to A, No	8	18	55.9	38.8	449	425	39	38192.9	162	226
4/4/2024	5:53:27 PNB to A, No	2	2	56.7	1.8	137	113	2.3	1830.9	113	37
4/4/2024	5:53:28 PNB to A, No	2	2	56.9	1.2	134	110	1.4	1195.6	110	
4/4/2024	5:53:34 PNB to A, No	2	2	61.4	6	142	118	6.1	6470.9	118	
4/4/2024	5:53:36 PNB to A, No	2	2	54.8	1.9	142	118	2.1	1879.9	118	
4/4/2024	5:53:40 PNB to A, No	2	2	49.3	3.7	133	109	3.8	3171.9	109	
4/4/2024	5:53:54 PNB to A, No	3	3	53.1	13.5	170	146	13.7	12625.1	146	
4/4/2024	5:54:01 PNB to A, No	2	2	55	6.7	132	108	7	6531.6	108	
4/4/2024	5:54:03 PNB to A, No	2	2	51.4	2.3	133	109	2.5	2116.9	109	
4/4/2024	5:54:08 PNB to A, No	5	4	52.6	4.9	190	166	5.1	4536.2	166	
4/4/2024	5:54:10 PNB to A, No	8	18	51.6	1.6	449	425	1.8	1440.4	168	219
4/4/2024	5:54:12 PNB to A, No	2	2	53.4	1	137	113	1.6	970.7	113	38
4/4/2024	5:54:28 PNB to A, No	2	2	61.3	16.5	135	111	16.7	17857.9	111	
4/4/2024	5:54:45 PNB to A, No	3	3	54.9	16.2	165	141	16.3	15627	141	
4/4/2024	5:54:52 PNA to B, No	3	3	77.3	101.8	165	141	102	138466	141	
4/4/2024	5:55:09 PNA to B, No	2	2	53.8	16.4	125	101	16.5	15495.9	101	
4/4/2024	5:55:09 PNB to A, No	2	2	47.5	24	139	115	24.2	20039.6	115	
4/4/2024	5:55:11 PNB to A, No	2	2	51.1	1.9	142	118	2.1	1731.1	118	
4/4/2024	5:55:12 PNA to B, No	2	2	69.1	2.6	128	104	2.8	3218.8	104	
4/4/2024	5:55:14 PNB to A, No	3	3	58.7	2.4	155	131	2.6	2485.7	131	
4/4/2024	5:55:40 PNB to A, No	3	3	62.4	26.5	145	121	26.7	29136.4	121	
4/4/2024	5:55:43 PNB to A, No	0	0	49.9	2.9	133	109	3	2537.6	109	0
4/4/2024	5:55:44 PNA to B, No	3	3	51.1	32.1	148	124	32.3	28909.7	124	0
4/4/2024	5:55:51 PNB to A, No	2	2	59	6.7	136	112	7.9	6970.9	112	
4/4/2024	5:55:55 PNB to A, No	2	2	62.5	3.8	136	112	4	4211.4	112	
4/4/2024	5:56:16 PNA to B, No	2	2	54.3	32.1	141	117	32.3	30696.7	117	
4/4/2024	5:56:18 PNB to A, No	2	2	62.7	22.5	131	107	22.7	24854.6	107	
4/4/2024	5:56:20 PNA to B, No	2	2	53.1	3.9	127	103	4.1	3631.6	103	
4/4/2024	5:56:24 PNB to A, No	2	2	58.3	5.4	139	115	5.6	5587	115	
4/4/2024	5:56:25 PNB to A, No	2	2	58.4	1.6	134	110	1.8	1641.2	110	
4/4/2024	5:56:28 PNB to A, No	5	4	65.9	2.6	182	158	2.8	3016.4	158	
4/4/2024	5:57:03 PNB to A, No	2	2	50.5	35.2	140	116	35.3	31272.6	116	
4/4/2024	5:57:29 PNA to B, No	3	3	48.6	68.5	149	125	68.6	58572.3	125	
4/4/2024	5:57:55 PNB to A, No	2	2	53.1	51.8	138	114	52	48450.9	114	
4/4/2024	5:58:05 PNB to A, No	5	4	52.2	9.6	174	150	9.8	8856.5	150	
4/4/2024	5:58:08 PNB to A, No	3	3	54.4	2.1	156	132	2.3	2028	132	
4/4/2024	5:58:16 PNB to A, No	5	4	54.8	8	206	182	8.2	7758.1	182	
4/4/2024	5:58:20 PNB to A, No	2	2	56.3	4.1	132	108	4.3	4019.9	108	
4/4/2024	5:58:21 PNB to A, No	5	4	57.3	1	194	170	1.1	976.3	170	
4/4/2024	5:58:25 PNB to A, No	3	3	58.5	3.8	161	137	4	3871.9	137	
4/4/2024	5:58:29 PNB to A, No	5	4	52	3.3	172	148	3.5	3053.1	148	
4/4/2024	5:58:30 PNB to A, No	2	2	53.5	1.6	137	113	1.8	1468.2	113	
4/4/2024	5:58:41 PNA to B, No	2	2	50.8	71.9	124	100	72.1	64308	100	
4/4/2024	5:58:43 PNB to A, No	2	2	53.1	12.3	128	104	12.5	11543.6	104	
4/4/2024	5:58:49 PNB to A, No	5	4	53	6.3	173	149	6.4	5854.2	149	
4/4/2024	5:58:51 PNB to A, No	2	2	54	1.1	136	112	1.3	1038.9	112	
4/4/2024	5:58:52 PNB to A, No	2	2	57.5	0.9	134	110	1.1	924.7	110	
4/4/2024	5:58:54 PNA to B, No	2	2	53.2	12.8	127	103	13	12006.1	103	
4/4/2024	5:59:01 PNA to B, No	2	2	53.2	7.2	128	104	7.3	6712.3	104	
4/4/2024	5:59:43 PNB to A, No	2	2	53.7	51.5	136	112	51.6	48700.8	112	
4/4/2024	6:00:03 PNA to B, No	2	2	54.5	61.7	126	102	61.8	59103	102	
4/4/2024	6:00:04 PNB to A, No	5	4	59.1	20.6	180	156	20.8	21464.4	156	
4/4/2024	6:00:13 PNA to B, No	2	2	52.1	9.3	128	104	9.5	8568.4	104	
4/4/2024	6:00:13 PNB to A, No	3	3	48.6	9	161	137	9.2	7703.1	137	
4/4/2024	6:00:15 PNB to A, No	5	4	50.5	1.1	182	158	1.3	968.1	158	
4/4/2024	6:00:17 PNB to A, No	2	15	52.2	1.7	339	315	1.9	1531.5	116	163
4/4/2024	6:00:28 PNB to A, No	5	4	51.6	10.8	179	155	11.2	9801.4	155	36
4/4/2024	6:00:30 PNB to A, No	2	2	51	2.1	134	110	2.3	1863.8	110	
4/4/2024	6:00:31 PNA to B, No	3	3	50.7	18.1	165	141	18.2	16143.3	141	
4/4/2024	6:01:04 PNB to A, No	2	2	65.5	33.3	135	111	33.5	38400.2	111	
4/4/2024	6:01:47 PNA to B, No	2	2	54.7	76.1	129	105	76.3	73238.8	105	
4/4/2024	6:01:48 PNB to A, No	2	2	57.6	44.4	141	117	44.6	45018.5	117	
4/4/2024	6:01:51 PNA to B, No	2	2	57.5	4	127	103	4.1	4007.9	103	
4/4/2024	6:02:00 PNA to B, No	2	2	57.1	8.5	126	102	8.6	8516.8	102	
4/4/2024	6:02:09 PNA to B, No	2	2	46.4	9.4	137	113	9.5	7654.2	113	
4/4/2024	6:02:15 PNB to A, No	2	2	44.9	26.5	132	108	26.6	20906.5	108	
4/4/2024	6:02:23 PNB to A, No	2	2	49.2	7.8	135	111	8	6760.9	111	
4/4/2024	6:02:29 PNB to A, No	2	2	54.4	5.9	139	115	6.1	5667.6	115	
4/4/2024	6:02:30 PNB to A, No	2	2	59.7	1.4	122	98	1.5	1421	98	
4/4/2024	6:02:31 PNB to A, No	5	4	60.3	0.6	177	153	0.7	593.8	153	
4/4/2024	6:02:33 PNB to A, No	2	2	63.3	2.1	132	108	2.3	2318.7	108	
4/4/2024	6:02:36 PNB to A, No	2	2	59	2.3	141	117	2.4	2387.5	117	
4/4/2024	6:02:37 PNA to B, No	5	4	64.4	27.4	177	153	27.6	31038.1	153	
4/4/2024	6:02:53 PNB to A, No	3	3	67.6	17.3	162	138	17.5	20573.4	138	
4/4/2024	6:02:55 PNB to A, No	2	2	64.1	1.5	139	115	1.7	1731.9	115	
4/4/2024	6:03:34 PNB to A, No	5	4	56.1	38.4	191	167	38.6	37941.2	167	
4/4/2024	6:03:36 PNB to A, No	2	2	55	2.5	140	116	2.7	2382	116	

4/4/2024	6:03:37 PMA to B, No	2	2	65.6	60.3	126	102	60.5	69644.3	102		
4/4/2024	6:03:38 PNB to A, No	2	2	56.6	1.3	132	108	1.5	1301.1	108		
4/4/2024	6:03:39 PNB to A, No	2	2	53.8	1.4	135	111	1.6	1346.1	111		
4/4/2024	6:03:49 PNB to A, No	2	2	58.4	10	140	116	10.1	10238.9	116		
4/4/2024	6:04:16 PNB to A, No	3	3	61.3	26.6	149	125	26.8	28735.4	125		
4/4/2024	6:04:21 PNB to A, No	2	2	57.8	4.3	134	110	4.4	4339.7	110		
4/4/2024	6:04:44 PNB to A, No	2	2	48.5	23	140	116	23.2	19683.9	116		
4/4/2024	6:04:56 PNB to A, No	3	3	72.3	12.3	144	120	12.5	15695.4	120		
4/4/2024	6:05:02 PNB to A, No	5	4	71	5.9	181	157	6.1	7420.2	157		
4/4/2024	6:05:29 PNB to A, No	3	3	51.2	1.2	157	133	1.4	1112.1	133		
4/4/2024	6:05:50 PNB to A, No	3	3	65	20.9	145	121	21.1	23944	121		
4/4/2024	6:05:52 PNB to A, No	2	2	57	2.2	135	111	2.3	2192.6	111		
4/4/2024	6:06:04 PNB to A, No	5	4	63.8	11.6	206	182	11.7	12987.6	182		
4/4/2024	6:06:22 PNB to A, No	2	2	47.8	18.4	130	106	18.6	15504.3	106		
4/4/2024	6:06:40 PMA to B, No	2	2	45.2	182.4	132	108	182.6	145065.5	108		
4/4/2024	6:06:44 PMA to B, No	2	2	51.8	3.3	139	115	3.5	3031.9	115		
4/4/2024	6:07:07 PNB to A, No	2	2	60.3	44.6	137	113	44.7	47264	113		
4/4/2024	6:07:09 PNB to A, No	3	3	54.7	1.6	144	120	1.8	1586.7	120		
4/4/2024	6:07:11 PNB to A, No	2	2	52	2	135	111	2.2	1862.9	111		
4/4/2024	6:07:17 PNB to A, No	5	4	56.1	5.4	203	179	5.6	5345.6	179		
4/4/2024	6:07:19 PMA to B, No	3	3	63.9	35.2	161	137	35.3	39569.1	137		
4/4/2024	6:07:24 PNB to A, No	5	4	62.1	6.7	178	154	6.9	7332.5	154		
4/4/2024	6:07:27 PNB to A, No	2	2	59.3	2.7	136	112	2.9	2818.1	112		
4/4/2024	6:07:29 PNB to A, No	3	3	55.8	2.2	145	121	2.4	2163	121		
4/4/2024	6:07:38 PNB to A, No	3	3	68.5	9.2	148	124	9.4	11096.9	124		
4/4/2024	6:07:40 PNB to A, No	2	2	63.7	1.8	135	111	1.9	2019.8	111		
4/4/2024	6:07:43 PMA to B, No	2	2	45.3	24.2	122	98	24.4	19308.8	98		
4/4/2024	6:07:45 PMA to B, No	3	3	48.9	1.2	165	141	1.4	1067.5	141		
4/4/2024	6:07:54 PMA to B, No	2	2	56.8	9.4	130	106	9.7	9438	106		
4/4/2024	6:08:12 PMA to B, No	2	2	42.1	17.1	130	106	17.2	12659.5	106		
4/4/2024	6:08:15 PMA to B, No	2	2	45	2.8	134	110	3	2197.7	110		
4/4/2024	6:08:16 PMA to B, No	2	2	47.9	1.4	132	108	1.6	1142.8	108		
4/4/2024	6:08:18 PNB to A, No	5	4	60.8	37.2	180	156	37.4	39818.6	156		
4/4/2024	6:08:21 PNB to A, No	3	3	58.1	3.6	152	128	3.8	3709.8	128		
4/4/2024	6:08:25 PNB to A, No	2	2	53.2	3.2	136	112	3.3	2952.9	112		
4/4/2024	6:08:26 PNB to A, No	2	2	52.5	0.9	136	112	1.1	872.8	112		
4/4/2024	6:08:37 PMA to B, No	3	3	50.8	21.2	169	145	21.4	18937.9	145		
4/4/2024	6:08:48 PNB to A, No	3	3	48.7	22.4	162	138	22.6	19206.8	138		
4/4/2024	6:08:51 PNB to A, No	2	2	47.8	2	132	108	2.2	1667.4	108		
4/4/2024	6:08:58 PNB to A, No	3	3	45.2	7.1	148	124	7.3	5658.6	124		
4/4/2024	6:09:00 PNB to A, No	5	4	46	1.6	192	168	1.8	1306.4	168		
4/4/2024	6:09:01 PNB to A, No	2	2	45.9	0.9	137	113	1.2	738	113		
4/4/2024	6:09:03 PNB to A, No	2	2	44.8	2.1	142	118	2.3	1689	118		
4/4/2024	6:09:06 PNB to A, No	3	3	52.7	2.6	148	124	2.8	2364.5	124		
4/4/2024	6:09:14 PNB to A, No	2	2	50.4	7.4	136	112	7.6	6598.8	112		
4/4/2024	6:09:15 PNB to A, No	5	4	50.2	1	190	166	1.1	849.3	166		
4/4/2024	6:09:18 PNB to A, No	2	2	50.8	3.2	136	112	3.5	2891.5	112		
4/4/2024	6:09:20 PNB to A, No	2	2	44.1	1.8	133	109	2	1384	109		
4/4/2024	6:09:25 PMA to B, No	3	3	49.3	47.5	151	127	47.7	41168	127		
4/4/2024	6:09:33 PNB to A, No	5	4	51	13	186	162	13.2	11656.7	162		
4/4/2024	6:09:36 PNB to A, No	3	3	49.9	2.5	148	124	2.7	2170.6	124		
4/4/2024	6:09:38 PNB to A, No	2	2	50.4	1.2	136	112	1.4	1088.7	112		
4/4/2024	6:09:40 PNB to A, No	2	2	46.8	2.2	137	113	2.4	1843.3	113		
4/4/2024	6:09:41 PNB to A, No	3	3	46.8	1.1	151	127	1.3	924.5	127		
4/4/2024	6:09:58 PNB to A, No	3	3	49.2	16.8	147	123	17	14574.5	123		
4/4/2024	6:09:59 PNB to A, No	3	3	50.5	0.9	146	122	1.1	781.5	122		
4/4/2024	6:10:10 PMA to B, No	2	2	47.9	44.3	132	108	44.5	37367.6	108		
4/4/2024	6:10:13 PMA to B, No	3	3	58.5	2.7	163	139	2.9	2826.4	139		
4/4/2024	6:10:22 PNB to A, No	3	3	58.7	22.7	170	146	22.9	23480.8	146		
4/4/2024	6:10:24 PNB to A, No	2	2	59.7	1.6	141	117	1.8	1685.2	117		
4/4/2024	6:10:40 PNB to A, No	3	3	61	15.6	146	122	15.7	16708.4	122		
4/4/2024	6:11:20 PNB to A, No	2	2	49.7	39.7	139	115	39.8	34741.8	115		
4/4/2024	6:11:22 PNB to A, No	3	3	49	2.3	157	133	2.5	1967.3	133		
4/4/2024	6:11:25 PNB to A, No	8	18	47.4	2.4	568	544	2.6	2001	168	331	45
4/4/2024	6:11:27 PNB to A, No	2	2	47.3	1.9	137	113	2.6	1613.8	113		
4/4/2024	6:11:29 PMA to B, No	3	3	51.8	76	161	137	76.2	69200.4	137		
4/4/2024	6:11:29 PNB to A, No	2	2	47.1	1.5	132	108	1.7	1214.6	108		
4/4/2024	6:11:40 PNB to A, No	3	16	45.8	10.7	384	360	10.9	8598.1	145	181	34
4/4/2024	6:11:42 PNB to A, No	2	2	49.8	1.8	134	110	2.3	1564	110		
4/4/2024	6:11:44 PNB to A, No	2	2	46.1	1.7	135	111	1.9	1358.4	111		
4/4/2024	6:11:46 PNB to A, No	2	2	44.3	2	139	115	2.2	1530.6	115		
4/4/2024	6:11:49 PNB to A, No	3	3	48	2.4	162	138	2.6	2022.2	138		
4/4/2024	6:11:50 PNB to A, No	2	2	48.5	1.2	132	108	1.4	988.6	108		
4/4/2024	6:11:55 PNB to A, No	2	2	46.1	4.6	136	112	4.8	3724.2	112		
4/4/2024	6:12:54 PMA to B, No	2	2	44.4	85.3	128	104	85.5	66741.6	104		
4/4/2024	6:12:55 PMA to B, No	2	2	43	0.7	124	100	0.9	521	100		
4/4/2024	6:13:03 PNB to A, No	5	4	59.5	67.4	177	153	67.6	70551.2	153		
4/4/2024	6:13:16 PMA to B, No	2	2	46.6	20.3	123	99	20.5	16664.2	99		
4/4/2024	6:13:24 PNB to A, No	2	2	55.2	21.2	137	113	21.4	20616.7	113		
4/4/2024	6:13:38 PMA to B, No	2	2	59.5	21.8	122	98	22	22806.3	98		
4/4/2024	6:13:43 PNB to A, No	2	2	47.3	18.9	125	101	19.1	15745.6	101		
4/4/2024	6:13:44 PNB to A, No	2	2	46.5	1.2	125	101	1.4	963.6	101		
4/4/2024	6:13:46 PNB to A, No	3	3	42.5	1	149	125	1.2	755.4	125		



4/4/2024	6:23:15	PMB to A, No	5	4	55.7	7.5	193	169	7.6	7316.3	169		
4/4/2024	6:23:16	PMA to B, No	2	2	58.1	53.1	135	111	53.3	5435.1	111		
4/4/2024	6:23:19	PMA to B, No	3	3	52.9	2.7	163	139	2.9	2555.8	139		
4/4/2024	6:23:30	PMB to A, No	2	2	56	14.8	134	110	15	14539.3	110		
4/4/2024	6:23:38	PMA to B, No	2	2	46.5	18.7	142	118	18.9	15346.9	118		
4/4/2024	6:23:42	PMB to A, No	2	2	59.3	12.6	139	115	12.7	13139.1	115		
4/4/2024	6:23:43	PMA to B, No	3	3	51.9	5.1	164	140	5.3	4701	140		
4/4/2024	6:23:44	PMB to A, No	2	2	59.5	1.5	138	114	1.6	1535.6	114		
4/4/2024	6:23:45	PMB to A, No	5	4	56.9	1.3	175	151	1.5	1328.7	151		
4/4/2024	6:23:52	PMB to A, No	2	2	67	6.6	137	113	6.8	7752.6	113		
4/4/2024	6:24:13	PMA to B, No	2	2	48	29.4	135	111	29.6	24857.7	111		
4/4/2024	6:24:17	PMB to A, No	5	4	59	25.1	181	157	25.2	26024.3	157		
4/4/2024	6:24:20	PMB to A, No	3	3	57.4	2.2	163	139	2.4	2267.4	139		
4/4/2024	6:24:25	PMB to A, No	3	3	57.4	5	153	129	5.2	5075.3	129		
4/4/2024	6:24:29	PMA to B, No	3	3	51.1	15.4	167	143	15.6	13883	143		
4/4/2024	6:24:52	PMA to B, No	2	2	50.7	23.3	127	103	23.6	20816.1	103		
4/4/2024	6:25:38	PMA to B, No	2	2	56	45.5	128	104	45.6	44835.1	104		
4/4/2024	6:25:47	PMB to A, No	2	2	49.5	81.4	134	110	81.6	70996.7	110		
4/4/2024	6:26:15	PMB to A, No	5	4	58.6	28.4	187	163	28.6	29300.7	163		
4/4/2024	6:26:20	PMB to A, No	3	3	57.2	4.1	159	135	4.3	4127.8	135		
4/4/2024	6:26:42	PMB to A, No	2	2	57	22	136	112	22.2	22106.4	112		
4/4/2024	6:26:44	PMB to A, No	3	3	55.6	2.3	144	120	2.4	2207.7	120		
4/4/2024	6:26:47	PMB to A, No	3	3	52.8	2.1	151	127	2.3	1951.2	127		
4/4/2024	6:26:51	PMB to A, No	3	3	56.1	3.8	148	124	4	3779.1	124		
4/4/2024	6:26:54	PMA to B, No	3	16	43.3	76.4	388	364	76.6	58253.6	339	191	34
4/4/2024	6:26:59	PMB to A, No	2	2	56.6	3	140	116	3.3	3035.4	116		
4/4/2024	6:27:00	PMA to B, No	2	2	49.4	5.5	128	104	6.1	4806.5	104		
4/4/2024	6:27:01	PMB to A, No	3	3	57.7	1.2	143	119	1.3	1188.8	119		
4/4/2024	6:27:07	PMB to A, No	3	3	55.4	6.1	149	125	6.3	5967.1	125		
4/4/2024	6:27:39	PMB to A, No	5	4	59.7	32	175	151	32.2	33619.5	151		
4/4/2024	6:27:49	PMB to A, No	3	3	50.1	9.3	153	129	9.5	8231.3	129		
4/4/2024	6:27:50	PMA to B, No	3	10	62.1	49.3	379	355	49.5	53859.6	334	221	
4/4/2024	6:28:28	PMB to A, No	3	3	56.8	39.4	150	126	39.6	39356.3	126		
4/4/2024	6:28:33	PMB to A, No	3	3	55.6	4.6	159	135	4.8	4495.2	135		
4/4/2024	6:28:34	PMB to A, No	5	4	53.5	1.2	174	150	1.4	1166.6	150		
4/4/2024	6:28:57	PMB to A, No	2	2	50.5	22.2	133	109	22.4	19767.2	109		
4/4/2024	6:28:58	PMB to A, No	2	2	49.6	1.3	128	104	1.5	1123	104		
4/4/2024	6:29:00	PMB to A, No	3	3	51.9	1.5	149	125	1.6	1342.9	125		
4/4/2024	6:29:02	PMB to A, No	2	2	57.4	1.7	123	99	1.9	1723.7	99		
4/4/2024	6:29:24	PMB to A, No	5	4	58	21.9	175	151	22	22315.2	151		
4/4/2024	6:29:30	PMB to A, No	2	2	60.3	6.3	136	112	6.5	6717.4	112		
4/4/2024	6:30:07	PMB to A, No	3	3	59.9	36.2	143	119	36.4	38171.5	119		
4/4/2024	6:30:09	PMA to B, No	3	3	57.7	139	150	126	139.4	141041.4	126		
4/4/2024	6:30:17	PMA to B, No	2	2	50.2	7.2	130	106	7.3	6326.7	106		
4/4/2024	6:30:18	PMA to B, No	3	3	52.5	1.5	161	137	1.6	1358.8	137		
4/4/2024	6:30:20	PMB to A, No	2	2	46.3	13.5	140	116	13.6	10969.4	116		
4/4/2024	6:30:23	PMB to A, No	3	3	46.5	2.3	144	120	2.5	1844.3	120		
4/4/2024	6:30:24	PMB to A, No	3	3	45.5	1.1	149	125	1.3	864.4	125		
4/4/2024	6:30:27	PMB to A, No	5	4	51.8	2.6	193	169	2.8	2399.1	169		
4/4/2024	6:30:30	PMB to A, No	2	2	54.1	2.6	139	115	2.8	2441.4	115		
4/4/2024	6:30:30	PMA to B, No	2	2	39.7	11.7	137	113	11.9	8169.7	113		
4/4/2024	6:30:36	PMB to A, No	2	2	54.3	5.8	140	116	6	5551.4	116		
4/4/2024	6:30:37	PMB to A, No	2	2	51.9	1.6	141	117	1.7	1439	117		
4/4/2024	6:30:42	PMB to A, No	3	3	51.9	4.8	147	123	5	4385	123		
4/4/2024	6:30:45	PMB to A, No	2	2	56.2	2.3	136	112	2.4	2229.8	112		
4/4/2024	6:31:07	PMA to B, No	3	3	45.3	36.6	160	136	36.8	29139.3	136		
4/4/2024	6:31:28	PMB to A, No	5	4	66.2	43.1	189	165	43.3	50214.2	165		
4/4/2024	6:31:50	PMA to B, No	2	2	57.8	42.7	132	108	43	43491.6	108		
4/4/2024	6:32:10	PMA to B, No	2	2	41.6	20.1	132	108	20.3	14732.5	108		
4/4/2024	6:32:14	PMB to A, No	2	2	53.4	45.9	136	112	46.1	43126.9	112		
4/4/2024	6:32:22	PMB to A, No	5	4	61.9	7.3	176	152	7.5	7974.7	152		
4/4/2024	6:32:41	PMB to A, No	2	2	52	19.1	136	112	19.3	17458	112		
4/4/2024	6:32:42	PMB to A, No	2	2	52.9	0.9	142	118	1.1	857.2	118		
4/4/2024	6:32:44	PMB to A, No	3	3	50.7	1.7	154	130	1.9	1550.6	130		
4/4/2024	6:32:45	PMA to B, No	2	2	57.2	34.7	140	116	34.9	34904.8	116		
4/4/2024	6:32:45	PMB to A, No	3	3	50.8	1.2	153	129	1.4	1064.3	129		
4/4/2024	6:32:47	PMB to A, No	3	3	47.4	1.6	153	129	1.8	1319.9	129		
4/4/2024	6:32:53	PMB to A, No	5	4	73	5.2	192	168	5.4	6726.8	168		
4/4/2024	6:32:56	PMB to A, No	3	3	72.7	3.2	145	121	3.4	4090	121		
4/4/2024	6:33:02	PMB to A, No	5	4	64.2	6.3	182	158	6.4	7108.3	158		
4/4/2024	6:33:06	PMA to B, No	2	2	66.1	20.8	125	101	21	24220.1	101		
4/4/2024	6:33:28	PMB to A, No	3	3	56.5	25.2	144	120	25.4	25070.6	120		
4/4/2024	6:33:31	PMB to A, No	5	4	62.8	3	204	180	3.1	3291.7	180		
4/4/2024	6:33:32	PMB to A, No	3	3	61	1.1	161	137	1.3	1219.3	137		
4/4/2024	6:33:34	PMA to B, No	3	3	43.5	27.7	153	129	27.8	21192.9	129		
4/4/2024	6:33:44	PMB to A, No	2	2	62.1	11.7	141	117	11.8	12735.8	117		
4/4/2024	6:33:46	PMB to A, No	2	2	61.2	1.3	140	116	1.5	1418.3	116		
4/4/2024	6:33:51	PMA to B, No	3	3	51.2	16.6	147	123	16.9	14996.4	123		
4/4/2024	6:33:56	PMB to A, No	5	4	52.4	9.8	175	151	10	9060.3	151		
4/4/2024	6:34:05	PMA to B, No	2	2	54.8	14.4	126	102	14.6	13890.3	102		
4/4/2024	6:34:10	PMA to B, No	2	2	57.2	4.5	114	90	4.7	4532.1	90		
4/4/2024	6:34:13	PMA to B, No	2	2	57.8	2.9	125	101	3.1	2978.3	101		
4/4/2024	6:34:21	PMB to A, No	3	3	69.6	25	144	120	25.2	30553	120		

4/4/2024	6:34:33 PNB to A, No	2	2	58.6	11.7	133	109	11.8	12081.8	109		
4/4/2024	6:34:53 PNB to A, No	3	3	56.2	20	161	137	20.1	19754.8	137		
4/4/2024	6:34:54 PNB to A, No	2	2	57.2	0.7	140	116	0.9	733.9	116		
4/4/2024	6:34:59 PNA to B, No	3	3	46.4	45.8	148	124	46	37401.1	124		
4/4/2024	6:35:11 PNA to B, No	3	3	40.9	11.9	162	138	12.1	8596.8	138		
4/4/2024	6:35:12 PNB to A, No	5	4	53.4	18.4	182	158	18.6	17290.7	158		
4/4/2024	6:35:25 PNB to A, No	2	2	53.2	12.1	129	105	12.3	11316.8	105		
4/4/2024	6:35:25 PNA to B, No	2	2	52.1	13.5	126	102	13.8	12425.5	102		
4/4/2024	6:35:28 PNA to B, No	3	3	53.3	2.6	160	136	2.8	2442.1	136		
4/4/2024	6:35:35 PNB to A, No	3	3	58	10.4	150	126	10.5	10600.1	126		
4/4/2024	6:35:37 PNB to A, No	2	2	56.3	2.1	141	117	2.3	2120.8	117		
4/4/2024	6:36:01 PNB to A, No	5	4	59.3	23	204	180	23.2	24065.8	180		
4/4/2024	6:36:03 PNB to A, No	3	3	60.2	2.6	152	128	2.9	2797.9	128		
4/4/2024	6:36:09 PNA to B, No	3	3	56.2	41.1	151	127	41.3	40703.6	127		
4/4/2024	6:36:24 PNB to A, No	2	2	66.6	20.3	134	110	20.5	23849	110		
4/4/2024	6:37:17 PNB to A, No	8	11	53.8	52.9	402	378	53	50089.1	169	209	
4/4/2024	6:37:31 PNB to A, No	2	2	64.1	13.3	132	108	13.7	15002.1	108		
4/4/2024	6:37:33 PNB to A, No	2	2	65.7	2.3	137	113	2.4	2616	113		
4/4/2024	6:38:00 PNB to A, No	2	2	54.7	26.7	132	108	26.9	25734.2	108		
4/4/2024	6:38:42 PNB to A, No	2	2	54.6	42.2	137	113	42.3	40501.8	113		
4/4/2024	6:38:43 PNA to B, No	2	2	43.2	85.6	127	103	85.6	65124.8	103		
4/4/2024	6:38:44 PNB to A, No	2	2	53.6	1	134	110	1.2	958.2	110		
4/4/2024	6:39:01 PNA to B, No	3	3	46.5	18.2	164	140	18.4	14933.9	140		
4/4/2024	6:39:21 PNA to B, No	3	3	54.3	19.5	145	121	19.7	18613.5	121		
4/4/2024	6:39:41 PNB to A, No	2	2	57.2	57.3	141	117	57.5	57722.8	117		
4/4/2024	6:39:43 PNB to A, No	5	4	57.1	1.9	176	152	2.1	1945.8	152		
4/4/2024	6:39:47 PNB to A, No	2	2	54.9	3.5	137	113	3.7	3424.1	113		
4/4/2024	6:40:12 PNB to A, No	5	4	56.9	24.5	176	152	24.7	24560.9	152		
4/4/2024	6:40:13 PNB to A, No	2	2	58.2	1.3	133	109	1.5	1329.2	109		
4/4/2024	6:40:19 PNA to B, No	2	2	51.8	57.9	124	100	58.1	52820.8	100		
4/4/2024	6:40:20 PNA to B, No	3	3	52.3	0.6	150	126	0.8	590.4	126		
4/4/2024	6:40:36 PNA to B, No	2	2	49.8	15.6	132	108	15.8	13706.4	108		
4/4/2024	6:40:41 PNB to A, No	2	2	52.9	28.2	133	109	28.3	26251	109		
4/4/2024	6:40:43 PNB to A, No	2	2	48.7	1.1	132	108	1.3	972.6	108		
4/4/2024	6:40:44 PNB to A, No	5	4	46.1	0.7	174	150	0.9	595.2	150		
4/4/2024	6:40:53 PNB to A, No	2	2	63.6	9.3	140	116	9.5	10396.9	116		
4/4/2024	6:41:08 PNA to B, No	2	2	54	32.2	140	116	32.4	30648.3	116		
4/4/2024	6:41:09 PNB to A, No	5	4	47.7	16.1	177	153	16.2	13497.2	153		
4/4/2024	6:41:34 PNB to A, No	5	4	40.6	24.2	195	171	24.5	17322.1	171		
4/4/2024	6:41:42 PNB to A, No	2	2	60.2	7.7	130	106	8	8163.7	106		
4/4/2024	6:42:07 PNB to A, No	3	3	48.2	25.4	162	138	25.6	21553.8	138		
4/4/2024	6:43:09 PNA to B, No	5	4	56.1	120.3	191	167	120.5	118688.4	167		
4/4/2024	6:43:13 PNB to A, No	8	18	51.8	65.6	381	357	65.9	59875.8	148	171	38
4/4/2024	6:43:27 PNB to A, No	3	3	55.1	13.6	153	129	14	13171.4	129		
4/4/2024	6:43:33 PNB to A, No	2	2	51.4	5.2	140	116	5.4	4748.1	116		
4/4/2024	6:43:35 PNB to A, No	3	3	57.6	1.7	165	141	1.9	1735.7	141		
4/4/2024	6:43:37 PNB to A, No	5	4	60.2	2	236	212	2.2	2170.5	212		
4/4/2024	6:43:39 PNB to A, No	2	2	59.4	1.7	136	112	2	1809.6	112		
4/4/2024	6:43:43 PNB to A, No	2	2	54.2	4	136	112	4.2	3839.7	112		
4/4/2024	6:43:51 PNA to B, No	3	3	51.4	41.7	163	139	41.9	37744.2	139		
4/4/2024	6:43:55 PNB to A, No	2	2	66.2	12.3	139	115	12.5	14364.3	115		
4/4/2024	6:44:14 PNA to B, No	3	3	55	23.5	162	138	23.7	22751.8	138		
4/4/2024	6:44:24 PNA to B, No	5	4	47.6	9.7	185	161	9.9	8116.2	161		
4/4/2024	6:45:09 PNB to A, No	2	2	56.5	73	136	112	73.1	72620.1	112		
4/4/2024	6:45:14 PNB to A, No	2	2	54	5.6	140	116	5.8	5315.1	116		
4/4/2024	6:45:30 PNB to A, No	2	2	52.4	15.3	135	111	15.5	14111.7	111		
4/4/2024	6:45:31 PNB to A, No	2	2	50.7	1.3	133	109	1.4	1125.1	109		
4/4/2024	6:45:32 PNB to A, No	5	4	50.9	0.6	191	167	0.8	581	167		
4/4/2024	6:45:57 PNB to A, No	3	3	53.5	25	144	120	25.2	23524.2	120		
4/4/2024	6:45:59 PNB to A, No	5	4	60.5	2	190	166	2.2	2131.5	166		
4/4/2024	6:46:10 PNA to B, No	2	2	52.2	105.5	136	112	105.7	96895	112		
4/4/2024	6:46:29 PNB to A, No	5	4	52	29.1	183	159	29.3	26602.7	159		
4/4/2024	6:46:34 PNB to A, No	5	4	54.9	4.7	198	174	5	4584.7	174		
4/4/2024	6:47:05 PNA to B, No	2	2	51.6	55.2	125	101	55.4	50097.2	101		
4/4/2024	6:47:08 PNB to A, No	3	3	56.4	34.1	143	119	34.3	33810.4	119		
4/4/2024	6:47:09 PNB to A, No	3	3	54.7	1.2	143	119	1.4	1194.8	119		
4/4/2024	6:47:17 PNA to B, No	5	4	49.8	11.3	174	150	11.4	9858.8	150		
4/4/2024	6:47:19 PNA to B, No	2	2	53.9	2.4	131	107	2.6	2264.9	107		
4/4/2024	6:47:52 PNA to B, No	2	2	43	32.7	126	102	32.9	24741.1	102		
4/4/2024	6:47:56 PNA to B, No	5	4	52.4	3.3	188	164	3.5	3034.1	164		
4/4/2024	6:47:57 PNB to A, No	5	4	53.4	47.3	181	157	47.4	44418.2	157		
4/4/2024	6:48:18 PNB to A, No	2	2	52.6	20.6	136	112	20.8	19058.8	112		
4/4/2024	6:48:20 PNB to A, No	2	2	51.2	1.7	136	112	1.8	1494.9	112		
4/4/2024	6:48:55 PNB to A, No	5	4	46.1	34.9	191	167	35.1	28341.4	167		
4/4/2024	6:48:57 PNB to A, No	2	2	44.9	1.8	125	101	2.1	1435.7	101		
4/4/2024	6:49:00 PNB to A, No	2	2	50.6	3	134	110	3.2	2644.1	110		
4/4/2024	6:49:02 PNB to A, No	2	2	43.8	1.7	141	117	1.5	1310	117		
4/4/2024	6:49:03 PNB to A, No	2	2	42.6	3	142	118	3.2	2276.6	118		
4/4/2024	6:49:02 PNA to B, No	2	2	49.1	66.4	137	113	66.7	57450.5	113		
4/4/2024	6:49:05 PNB to A, No	2	2	42.2	2.7	136	112	2.9	1990.1	112		
4/4/2024	6:49:06 PNB to A, No	2	2	43.5	1.2	131	107	1.4	904.8	107		
4/4/2024	6:49:08 PNA to B, No	2	14	49.7	5.1	313	289	5.3	4482.4	107	149	33
4/4/2024	6:49:08 PNA to B, No	5	4	7.8	0	239	215	0.3	6.9	215		



4/4/2024	6:49:46 PNB to A, No	2	2	48.7	39.6	137	113	39.8	33939.1	113
4/4/2024	6:49:53 PMA to B, No	2	2	42.4	43.1	133	109	44.7	32175.3	109
4/4/2024	6:50:18 PMA to B, No	3	3	53.2	24.3	160	136	24.5	22727.4	136
4/4/2024	6:50:29 PNB to A, No	5	4	57.3	43.6	195	171	43.8	43984.7	171
4/4/2024	6:50:30 PMA to B, No	2	2	48.5	12.1	119	95	12.3	10312.5	95
4/4/2024	6:51:08 PMA to B, No	2	2	54.3	38.5	131	107	38.7	36847.8	107
4/4/2024	6:51:09 PNB to A, No	3	16	44.5	39.4	409	385	39.6	30892.6	146
4/4/2024	6:51:11 PNB to A, No	2	2	44.2	1.1	131	107	1.6	836.8	107
4/4/2024	6:51:12 PNB to A, No	2	2	44.8	1	136	112	1.2	770.9	112
4/4/2024	6:51:17 PNB to A, No	3	3	50.1	4.4	151	127	4.6	3896.6	127
4/4/2024	6:51:37 PNB to A, No	5	4	62.1	20.3	205	181	20.5	22210.3	181
4/4/2024	6:51:41 PMA to B, No	2	2	55.9	32.6	130	106	32.8	32058.6	106
4/4/2024	6:52:25 PNB to A, No	5	4	29.8	47.8	177	153	48.1	25051.3	153
4/4/2024	6:52:33 PNB to A, No	2	2	62.6	7.1	140	116	7.5	7796.1	116
4/4/2024	6:52:37 PNB to A, No	3	3	58.7	4.4	159	135	4.5	4508.6	135
4/4/2024	6:52:39 PNB to A, No	2	2	58.1	1.6	139	115	1.8	1667.4	115
4/4/2024	6:52:51 PNB to A, No	5	4	60.3	12.1	195	171	12.2	12808.6	171
4/4/2024	6:52:53 PMA to B, No	2	2	34.2	71.5	142	118	71.6	42994.5	118
4/4/2024	6:52:58 PNB to A, No	2	2	56.3	4.5	140	116	4.6	4432.3	116
4/4/2024	6:53:00 PNB to A, No	2	2	60.1	1.9	140	116	2	1970.4	116
4/4/2024	6:53:44 PNB to A, No	3	3	58.1	43.8	143	119	44	44794.9	119
4/4/2024	6:53:45 PNB to A, No	5	4	54	1.1	193	169	1.3	1047.5	169
4/4/2024	6:53:48 PNB to A, No	5	4	54.7	2.6	208	184	2.8	2471.9	184
4/4/2024	6:53:59 PMA to B, No	3	3	52.1	65.6	157	133	65.9	60237.2	133
4/4/2024	6:54:32 PNB to A, No	3	3	60.9	44.1	150	126	44.3	47263	126
4/4/2024	6:54:50 PNB to A, No	2	2	57.7	18.2	140	116	18.4	18520.5	116
4/4/2024	6:54:53 PNB to A, No	2	2	60.4	2	139	115	2.1	2110.7	115
4/4/2024	6:55:32 PNB to A, No	2	2	59.3	39.7	141	117	39.9	41449	117
4/4/2024	6:56:03 PNB to A, No	2	2	60.9	30	142	118	30.2	32167.1	118
4/4/2024	6:56:05 PNB to A, No	2	2	60.2	2	141	117	2.2	2160.4	117
4/4/2024	6:56:19 PNB to A, No	2	2	68.6	14.1	137	113	14.2	16978.3	113
4/4/2024	6:56:26 PMA to B, No	5	4	47.7	147.3	171	147	147.5	123617.1	147
4/4/2024	6:56:49 PNB to A, No	2	2	47.6	30.2	136	112	30.3	25261	112
4/4/2024	6:56:53 PNB to A, No	3	3	51.3	3.4	169	145	3.5	3026.3	145
4/4/2024	6:57:16 PNB to A, No	3	3	47.7	22.8	161	137	23	19086.7	137
4/4/2024	6:57:20 PMA to B, No	2	2	43.9	53.8	124	100	54	41553.1	100
4/4/2024	6:57:23 PNB to A, No	5	4	51.2	7.3	192	168	7.5	6579.2	168
4/4/2024	6:57:26 PNB to A, No	3	3	55.9	2.2	152	128	2.5	2178.9	128
4/4/2024	6:57:35 PMA to B, No	2	2	49.3	14.7	135	111	14.9	12758.6	111
4/4/2024	6:57:40 PNB to A, No	2	2	40.7	14	133	109	14.2	10020	109
4/4/2024	6:58:00 PNB to A, No	2	2	55.1	19.4	135	111	19.7	18850.4	111
4/4/2024	6:58:10 PMA to B, No	2	2	57.3	34.5	132	108	34.7	34855.1	108
4/4/2024	6:58:30 PMA to B, No	3	3	48.7	20.3	156	132	20.5	17380.8	132
4/4/2024	6:58:39 PNB to A, No	3	3	44.8	39.1	145	121	39.2	30776.6	121
4/4/2024	6:58:53 PNB to A, No	2	2	46	13.8	136	112	14	11154.6	112
4/4/2024	6:58:54 PNB to A, No	2	2	47.4	0.8	137	113	1	697.8	113
4/4/2024	6:58:55 PNB to A, No	3	3	49.4	1	145	121	1.2	904.6	121
4/4/2024	6:58:56 PNB to A, No	3	3	47.5	1	165	141	1.2	850.4	141
4/4/2024	6:59:09 PMA to B, No	5	4	55.8	38.1	190	166	38.4	37456.8	166
4/4/2024	6:59:35 PMA to B, No	2	2	66.6	26.3	126	102	26.5	30817.4	102
4/4/2024	6:59:38 PNB to A, No	2	2	64.4	41.7	141	117	41.9	47246.3	117
4/4/2024	6:59:51 PNB to A, No	5	4	56.2	13.1	213	189	13.2	12961	189
4/4/2024	7:00:03 PMA to B, No	3	3	55.8	28	150	126	28.1	27484.5	126
4/4/2024	7:00:12 PMA to B, No	2	2	53.5	8.7	128	104	8.9	8224	104
4/4/2024	7:00:32 PNB to A, No	2	2	58	40.3	139	115	40.6	41138.8	115
4/4/2024	7:01:06 PMA to B, No	3	3	49.9	53.7	162	138	53.8	47140.6	138
4/4/2024	7:01:07 PNB to A, No	3	3	59	22.6	144	120	22.8	23438.9	120
4/4/2024	7:01:13 PMA to B, No	2	2	45.6	7	138	114	7.2	5634.1	114
4/4/2024	7:01:16 PMA to B, No	2	2	43.9	2.8	128	104	3	2146.1	104
4/4/2024	7:02:01 PMA to B, No	2	2	57.1	44.6	125	101	44.8	44870.9	101
4/4/2024	7:02:10 PMA to B, No	2	2	49.3	9.1	128	104	9.2	7874.4	104
4/4/2024	7:02:14 PMA to B, No	3	3	44.3	3.6	161	137	3.8	2799.8	137
4/4/2024	7:02:22 PMA to B, No	5	4	33.7	7.9	172	148	8.1	4690.9	148
4/4/2024	7:02:26 PMA to B, No	2	2	38.4	3.7	131	107	4	2502.5	107
4/4/2024	7:02:27 PNB to A, No	2	2	44.4	80.4	134	110	80.5	62842.9	110
4/4/2024	7:02:29 PNB to A, No	2	2	42.6	1.6	139	115	1.8	1171.5	115
4/4/2024	7:02:55 PNB to A, No	3	3	54.1	25.5	155	131	25.7	24270.5	131
4/4/2024	7:03:12 PNB to A, No	2	2	54.2	16.8	135	111	17	15990.3	111
4/4/2024	7:03:14 PNB to A, No	3	3	55.5	2	150	126	2.1	1930	126
4/4/2024	7:03:22 PNB to A, No	2	2	46.1	8.1	139	115	8.3	6573.6	115
4/4/2024	7:03:24 PNB to A, No	2	2	45.2	1.4	134	110	1.6	1125.2	110
4/4/2024	7:03:48 PNB to A, No	2	2	55.6	23.9	136	112	24.1	23389.9	112
4/4/2024	7:03:55 PNB to A, No	2	2	58.9	7	134	110	7.2	7277	110
4/4/2024	7:03:57 PNB to A, No	2	2	64	1.6	135	111	1.8	1815.1	111
4/4/2024	7:04:00 PNB to A, No	2	2	62.9	2.5	135	111	2.6	2727.2	111
4/4/2024	7:04:10 PNB to A, No	3	3	62.5	10	148	124	10.2	11030.4	124
4/4/2024	7:04:11 PNB to A, No	3	3	63.6	1.3	160	136	1.5	1460	136
4/4/2024	7:04:59 PNB to A, No	2	2	53.4	47.3	132	108	47.5	44462.8	108
4/4/2024	7:05:00 PNB to A, No	5	4	52	1.3	194	170	1.5	1189.4	170
4/4/2024	7:05:14 PNB to A, No	2	2	58.7	13.2	142	118	13.5	13647.3	118
4/4/2024	7:05:15 PNB to A, No	5	4	57.7	1.6	184	160	1.8	1637	160
4/4/2024	7:05:17 PNB to A, No	2	2	53	1.3	136	112	1.5	1215.1	112
4/4/2024	7:05:37 PMA to B, No	2	2	42.9	190.6	128	104	190.8	143845.7	104

4/4/2024	7:05:58 PMA to B, No	2	2	52.7	20.3	124	100	20.5	18785.8	100
4/4/2024	7:05:58 PMB to A, No	2	2	51.3	41	142	118	41.2	37050.3	118
4/4/2024	7:06:00 PMB to A, No	3	3	51.6	1.3	159	135	1.5	1178.5	135
4/4/2024	7:06:01 PMB to A, No	2	2	49.6	0.9	134	110	1.1	819.2	110
4/4/2024	7:06:04 PMB to A, No	3	3	52.8	3.2	150	126	3.4	3015.2	126
4/4/2024	7:06:06 PMB to A, No	2	2	53.8	1.3	129	105	1.4	1189.3	105
4/4/2024	7:06:07 PMB to A, No	5	4	48.1	1.2	177	153	1.4	1056.8	153
4/4/2024	7:06:08 PMA to B, No	3	3	47.2	10.5	157	133	10.7	8715.1	133
4/4/2024	7:06:09 PMA to B, No	2	2	48	1	127	103	1.2	814.8	103
4/4/2024	7:06:47 PMB to A, No	2	2	56.9	39.4	134	110	39.6	39436.1	110
4/4/2024	7:07:53 PMB to A, No	2	2	57.9	65.8	132	108	66	67026.8	108
4/4/2024	7:07:54 PMB to A, No	2	2	60.1	1.4	136	112	1.6	1516.8	112
4/4/2024	7:07:57 PMB to A, No	3	3	58.1	2.9	144	120	3	2930.1	120
4/4/2024	7:08:00 PMB to A, No	2	2	60.8	2.9	139	115	3.1	3098.6	115
4/4/2024	7:08:04 PMB to A, No	5	4	49.7	3.7	188	164	3.8	3199.5	164
4/4/2024	7:08:35 PMA to B, No	2	2	45	145.8	126	102	146	115565.5	102
4/4/2024	7:08:41 PMB to A, No	2	2	65.2	36.3	130	106	36.5	41652	106
4/4/2024	7:09:04 PMB to A, No	2	2	57.8	22.9	131	107	23	23267.8	107
4/4/2024	7:10:01 PMA to B, No	2	2	48.7	85.9	126	102	86.1	73610.9	102
4/4/2024	7:10:27 PMB to A, No	5	4	64.9	83.2	196	172	83.4	95141	172
4/4/2024	7:10:31 PMB to A, No	2	2	63.3	4	137	113	4.2	4475.4	113
4/4/2024	7:10:36 PMB to A, No	3	3	65.7	4.2	150	126	4.4	4866.6	126
4/4/2024	7:10:37 PMB to A, No	3	3	67.6	1.3	148	124	1.5	1555.9	124
4/4/2024	7:10:43 PMB to A, No	5	4	56.4	5.9	175	151	6.1	5879	151
4/4/2024	7:10:47 PMB to A, No	3	3	57.3	3.5	150	126	3.7	3514.7	126
4/4/2024	7:10:57 PMA to B, No	2	2	41.6	54.9	131	107	55	40182.7	107
4/4/2024	7:11:19 PMB to A, No	5	4	57.1	31.8	186	162	31.9	31950.6	162
4/4/2024	7:11:23 PMA to B, No	2	2	67.8	26.4	126	102	26.7	31560.9	102
4/4/2024	7:11:32 PMB to A, No	3	3	63.8	13	162	138	13.2	14615.7	138
4/4/2024	7:11:39 PMA to B, No	2	2	56.1	16.1	126	102	16.2	15929.9	102
4/4/2024	7:12:43 PMB to A, No	2	2	60.7	71	142	118	71.2	75837.1	118
4/4/2024	7:12:44 PMB to A, No	3	3	64	1.1	155	131	1.2	1196.2	131
4/4/2024	7:12:47 PMB to A, No	5	4	63.7	3	181	157	3.2	3385	157
4/4/2024	7:13:18 PMB to A, No	3	3	45.5	30.1	160	136	30.2	24071.8	136
4/4/2024	7:13:38 PMA to B, No	3	3	49	118.6	169	145	118.7	102255.4	145
4/4/2024	7:13:50 PMB to A, No	2	2	75	32.3	136	112	32.5	42592.6	112
4/4/2024	7:14:01 PMA to B, No	2	2	43.7	22.4	136	112	22.6	17220.4	112
4/4/2024	7:14:20 PMB to A, No	2	2	46.8	30	140	116	30.1	24738.7	116
4/4/2024	7:14:21 PMB to A, No	3	3	47.5	0.9	170	146	1.1	717.1	146
4/4/2024	7:14:46 PMB to A, No	2	2	59.7	24.7	134	110	25	25973.2	110
4/4/2024	7:14:49 PMB to A, No	2	2	54.9	2.6	136	112	2.8	2525.7	112
4/4/2024	7:14:51 PMB to A, No	2	2	56.4	1.6	136	112	1.8	1591.4	112
4/4/2024	7:15:44 PMB to A, No	3	3	57.7	52.6	148	124	52.7	53353.6	124
4/4/2024	7:15:46 PMA to B, No	2	2	57.6	105.1	121	97	105.3	106479.9	97
4/4/2024	7:15:55 PMB to A, No	2	2	59.6	11.5	142	118	11.6	12026.4	118
4/4/2024	7:15:56 PMA to B, No	2	2	51.9	9.7	141	117	9.8	8827.3	117
4/4/2024	7:15:58 PMB to A, No	8	11	58	2.6	324	300	2.8	2676	159
4/4/2024	7:16:02 PMB to A, No	2	2	58.2	3.2	136	112	3.5	3242.6	112
4/4/2024	7:16:10 PMA to B, No	2	2	46.8	14.3	127	103	14.5	11764	103
4/4/2024	7:16:19 PMA to B, No	2	2	50.3	8.5	133	109	8.7	7537.3	109
4/4/2024	7:16:26 PMA to B, No	2	2	47.6	6.7	126	102	6.9	5652.1	102
4/4/2024	7:16:28 PMB to A, No	5	4	64.6	26.5	207	183	26.6	30107.7	183
4/4/2024	7:16:35 PMB to A, No	2	2	67.4	6.6	139	115	6.8	7796	115
4/4/2024	7:16:37 PMA to B, No	3	3	55.5	10.9	147	123	11.1	10657.4	123
4/4/2024	7:16:48 PMA to B, No	3	3	51.5	11	143	119	11.2	10007.4	119
4/4/2024	7:16:59 PMB to A, No	2	2	68	24.1	141	117	24.2	28842.6	117
4/4/2024	7:17:08 PMB to A, No	3	3	63.3	9	153	129	9.2	10041.7	129
4/4/2024	7:17:36 PMA to B, No	3	3	44.2	47.9	157	133	48.1	37250.6	133
4/4/2024	7:17:46 PMB to A, No	3	3	60.4	37.1	161	137	37.3	39512.3	137
4/4/2024	7:17:47 PMB to A, No	2	2	63.2	0.7	138	114	0.8	737.1	114
4/4/2024	7:18:09 PMA to B, No	2	2	53.3	32	133	109	32.2	30001.1	109
4/4/2024	7:18:21 PMB to A, No	3	3	59.1	33.9	148	124	34.1	35306	124
4/4/2024	7:18:22 PMB to A, No	5	4	60.2	1.4	176	152	1.6	1481.7	152
4/4/2024	7:18:24 PMB to A, No	2	2	57.2	2	133	109	2.2	2015.1	109
4/4/2024	7:19:06 PMA to B, No	2	2	54.7	57.1	126	102	57.2	54932.5	102
4/4/2024	7:19:13 PMB to A, No	3	3	57.2	48.5	148	124	48.7	48811.6	124
4/4/2024	7:19:16 PMB to A, No	2	2	62.6	3.3	140	116	3.4	3598.7	116
4/4/2024	7:19:34 PMA to B, No	2	2	47.4	28.5	124	100	28.6	23751	100
4/4/2024	7:19:59 PMB to A, No	2	2	47.2	42.8	140	116	42.9	35580.3	116
4/4/2024	7:20:00 PMB to A, No	2	2	43.2	0.8	133	109	1	611.7	109
4/4/2024	7:20:02 PMB to A, No	2	2	44.2	1	133	109	1.2	805.9	109
4/4/2024	7:20:03 PMB to A, No	3	3	42.6	1	152	128	1.2	743.6	128
4/4/2024	7:20:05 PMB to A, No	2	2	48.7	1.7	134	110	1.9	1465.2	110
4/4/2024	7:20:06 PMB to A, No	2	2	54.1	1.3	134	110	1.5	1257.1	110
4/4/2024	7:20:33 PMA to B, No	2	2	46.1	58.6	126	102	58.8	47518.7	102
4/4/2024	7:20:36 PMA to B, No	2	2	52.5	2.8	127	103	3	2596.2	103
4/4/2024	7:21:09 PMA to B, No	2	2	53.9	32.8	127	103	33	31147.8	103
4/4/2024	7:21:30 PMA to B, No	9	25	47.5	20.4	653	629	20.6	17087.2	234
4/4/2024	7:21:56 PMB to A, No	2	2	55.1	109.4	137	113	109.6	106033.7	113
4/4/2024	7:22:02 PMB to A, No	3	3	53.9	6.3	162	138	6.5	5997.4	138
4/4/2024	7:22:43 PMB to A, No	3	3	53.9	40.1	159	135	40.3	37992.6	135
4/4/2024	7:22:45 PMB to A, No	2	2	51.1	1.9	138	114	2	1665.1	114
4/4/2024	7:22:47 PMB to A, No	2	2	51.3	2.6	138	114	2.8	2345.8	114

4/4/2024	7:23:24 PNB to A, No	2	2	47.9	36.2	128	104	36.4	30501.6	104
4/4/2024	7:23:32 PMA to B, No	2	2	64.4	121.9	127	103	122.7	138111.8	103
4/4/2024	7:23:59 PNB to A, No	2	2	46.5	34.7	137	113	34.9	28354.3	113
4/4/2024	7:24:11 PNB to A, No	2	2	54	12.1	136	112	12.3	11537.5	112
4/4/2024	7:24:13 PNB to A, No	3	3	52.4	1.4	144	120	1.5	1256.3	120
4/4/2024	7:24:14 PNB to A, No	5	4	50.5	1.3	171	147	1.5	1187.9	147
4/4/2024	7:24:18 PNB to A, No	5	4	58.1	3.7	181	157	3.9	3786.5	157
4/4/2024	7:24:20 PNB to A, No	5	4	58.8	1.6	181	157	1.8	1621.3	157
4/4/2024	7:24:22 PNB to A, No	3	3	58.6	1.7	164	140	1.9	1733.7	140
4/4/2024	7:24:45 PNB to A, No	5	4	47.5	22.9	200	176	23	19115.1	176
4/4/2024	7:24:54 PNB to A, No	5	4	46	8.9	198	174	9.1	7180.6	174
4/4/2024	7:24:58 PNB to A, No	8	11	47.6	3.8	388	364	4.1	3183.6	182
4/4/2024	7:25:00 PNB to A, No	1	1	49.6	1.9	87	63	2.4	1654.6	63
4/4/2024	7:25:01 PNB to A, No	2	2	46.8	1.1	138	114	1.2	893.7	114
4/4/2024	7:25:25 PNB to A, No	3	3	63.4	22.9	145	121	23.1	25499.4	121
4/4/2024	7:25:37 PNB to A, No	2	2	64.8	12.5	141	117	12.7	14272	117
4/4/2024	7:25:56 PMA to B, No	2	2	53.9	143.3	134	110	143.4	135836.9	110
4/4/2024	7:26:41 PNB to A, No	2	2	51	63.2	134	110	63.4	56693.9	110
4/4/2024	7:26:43 PNB to A, No	5	4	54.7	2.6	180	156	2.8	2481.9	156
4/4/2024	7:26:56 PMA to B, No	2	2	46.3	60.2	129	105	60.3	49046.2	105
4/4/2024	7:27:48 PNB to A, No	2	2	51.9	64.7	140	116	64.9	59087.9	116
4/4/2024	7:28:17 PMA to B, No	5	4	59.3	80.9	190	166	81.1	84368.2	166
4/4/2024	7:28:59 PMA to B, No	2	2	49.8	41.1	125	101	41.3	36047.9	101
4/4/2024	7:29:03 PNB to A, No	3	3	56	74.2	156	132	74.4	73122.2	132
4/4/2024	7:29:17 PNB to A, No	2	2	61.1	14	125	101	14.2	15038.7	101
4/4/2024	7:29:19 PNB to A, No	2	2	53.2	2.5	135	111	2.6	2345.1	111
4/4/2024	7:29:27 PNB to A, No	5	4	55.4	7.4	171	147	7.5	7178.5	147
4/4/2024	7:29:29 PMA to B, No	3	3	47.8	29.9	146	122	30.1	25163.8	122
4/4/2024	7:29:49 PNB to A, No	5	4	62.7	21.8	199	175	22	24074.3	175
4/4/2024	7:29:53 PNB to A, No	2	2	52.5	3.3	136	112	3.5	3027.9	112
4/4/2024	7:30:35 PMA to B, No	2	2	47.8	65.7	134	110	65.9	55209.1	110
4/4/2024	7:30:37 PNB to A, No	3	3	52	44.4	146	122	44.6	40621.3	122
4/4/2024	7:30:47 PNB to A, No	3	3	56.3	10	147	123	10.2	9945.4	123
4/4/2024	7:31:04 PNB to A, No	3	3	63.1	16.8	156	132	17	18699	132
4/4/2024	7:31:07 PNB to A, No	2	2	62.4	2.7	141	117	2.8	2930.8	117
4/4/2024	7:32:03 PNB to A, No	5	4	43.7	55.3	172	148	55.4	42523.4	148
4/4/2024	7:32:04 PNB to A, No	2	2	44.4	0.8	134	110	1.1	644.3	110
4/4/2024	7:32:07 PMA to B, No	2	2	51.3	92.2	125	101	92.4	83229.6	101
4/4/2024	7:32:26 PNB to A, No	2	2	55.4	22.3	140	116	22.5	21730.9	116
4/4/2024	7:32:32 PNB to A, No	2	2	52.1	5.5	138	114	5.7	5079.7	114
4/4/2024	7:33:43 PMA to B, No	2	2	53.4	95.5	139	115	95.7	89677.8	115
4/4/2024	7:33:49 PNB to A, No	3	3	55	77	167	143	77.2	74581.2	143
4/4/2024	7:33:55 PNB to A, No	2	2	53.1	6.3	138	114	6.5	5848.7	114
4/4/2024	7:34:18 PNB to A, No	2	2	61.2	22	138	114	22.1	23646.5	114
4/4/2024	7:34:21 PNB to A, No	5	4	60.9	3	174	150	3.2	3239.6	150
4/4/2024	7:34:37 PMA to B, No	3	3	46.4	54.1	165	141	54.3	44172.5	141
4/4/2024	7:35:09 PNB to A, No	2	2	55.3	48.4	137	113	48.6	47118.5	113
4/4/2024	7:35:14 PNB to A, No	2	2	60.6	4.9	140	116	5.1	5249.1	116
4/4/2024	7:35:49 PMA to B, No	2	2	49.7	71.4	133	109	71.6	62498.7	109
4/4/2024	7:35:54 PMA to B, No	3	3	56.5	5.3	155	131	5.5	5277.2	131
4/4/2024	7:36:27 PNB to A, No	2	2	48.1	72.8	141	117	73	61644	117
4/4/2024	7:36:30 PNB to A, No	3	3	51.5	2.8	150	126	3	2557.6	126
4/4/2024	7:36:32 PNB to A, No	2	2	48.1	0.9	140	116	1.1	783.3	116
4/4/2024	7:36:35 PNB to A, No	2	2	49.8	3.5	134	110	3.7	3056.8	110
4/4/2024	7:36:42 PMA to B, No	2	2	61.5	47.4	134	110	47.6	51321.4	110
4/4/2024	7:36:49 PNB to A, No	3	3	62.5	13.8	143	119	14	15210	119
4/4/2024	7:36:54 PNB to A, No	2	2	56.5	4.1	135	111	4.2	4069.5	111
4/4/2024	7:36:58 PNB to A, No	3	3	59.5	4.6	152	128	4.8	4842.2	128
4/4/2024	7:37:02 PNB to A, No	2	2	53.1	3.6	141	117	3.8	3399.6	117
4/4/2024	7:37:26 PNB to A, No	2	2	53.8	23.6	134	110	23.8	22341.7	110
4/4/2024	7:37:35 PMA to B, No	2	2	61	52.9	122	98	53	56754.2	98
4/4/2024	7:37:49 PNB to A, No	2	2	63.7	22.5	138	114	22.7	25197.3	114
4/4/2024	7:38:12 PNB to A, No	3	3	56.6	23.8	150	126	24	23715.9	126
4/4/2024	7:38:16 PMA to B, No	2	2	49	41.4	126	102	41.6	35715.5	102
4/4/2024	7:38:27 PMA to B, No	5	4	48.1	10.7	178	154	10.9	9039.3	154
4/4/2024	7:38:35 PNB to A, No	2	2	44.2	22.3	120	96	22.5	17375.3	96
4/4/2024	7:38:55 PNB to A, No	2	2	45.1	19.7	134	110	19.9	15651	110
4/4/2024	7:38:56 PNB to A, No	5	4	43.7	0.7	193	169	0.9	562.2	169
4/4/2024	7:39:05 PNB to A, No	5	4	58.1	9.1	177	153	9.3	9263.6	153
4/4/2024	7:39:10 PNB to A, No	2	2	60.5	4.4	142	118	4.6	4688.1	118
4/4/2024	7:39:17 PNB to A, No	2	2	63.4	6.8	135	111	7	7596.7	111
4/4/2024	7:39:33 PMA to B, No	2	2	51.1	66.1	127	103	66.4	59459.9	103
4/4/2024	7:39:48 PNB to A, No	3	3	57.4	30.7	146	122	30.8	30992.9	122
4/4/2024	7:39:50 PNB to A, No	2	2	50	1.9	141	117	2.1	1686	117
4/4/2024	7:39:51 PNB to A, No	2	2	50.7	0.8	142	118	1	745.7	118
4/4/2024	7:39:52 PNB to A, No	2	2	49.3	1.2	142	118	1.4	1024	118
4/4/2024	7:39:54 PNB to A, No	5	4	52.9	1.4	186	162	1.6	1338.3	162
4/4/2024	7:40:04 PMA to B, No	5	4	57.1	30.7	175	151	30.9	30910.4	151
4/4/2024	7:40:44 PMA to B, No	2	2	43.2	39.1	126	102	39.3	29699.5	102
4/4/2024	7:40:47 PMA to B, No	2	2	47.7	2.9	134	110	3.1	2427.3	110
4/4/2024	7:40:48 PNB to A, No	3	3	57.5	53.8	144	120	54	54410.1	120
4/4/2024	7:41:33 PNB to A, No	2	2	61	44.9	139	115	45	48125.5	115
4/4/2024	7:41:39 PNB to A, No	8	18	54.1	5.9	466	442	6.1	5638.2	157

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4/4/2024	7:41:40 PNB to A, No	2	2	57.5	1.1	134	110	1.6	1137	110		
4/4/2024	7:41:49 PNB to A, No	3	3	52.5	8.1	144	120	8.3	7534.8	120		
4/4/2024	7:41:50 PNB to A, No	5	4	53.3	1.1	186	162	1.3	1040.1	162		
4/4/2024	7:41:52 PNB to A, No	2	2	55.6	2.2	137	113	2.4	2163.9	113		
4/4/2024	7:41:54 PNB to A, No	5	4	54.6	1.3	172	148	1.4	1228.5	148		
4/4/2024	7:41:56 PNB to A, No	2	2	56.3	2	140	116	2.3	2032.1	116		
4/4/2024	7:42:06 PMA to B, No	3	3	53.4	79.2	158	134	79.4	74397.3	134		
4/4/2024	7:42:10 PNB to A, No	3	3	49.5	13.8	153	129	14	12021.4	129		
4/4/2024	7:42:15 PMA to B, No	2	2	57	8.9	121	97	9.1	8953.3	97		
4/4/2024	7:42:29 PNB to A, No	3	3	62.5	19.1	144	120	19.3	20975.8	120		
4/4/2024	7:42:32 PNB to A, No	2	2	60.3	2.1	133	109	2.2	2224	109		
4/4/2024	7:42:41 PNB to A, No	5	4	54.2	9	191	167	9.1	8553.1	167		
4/4/2024	7:42:41 PMA to B, No	2	2	55.2	25.6	119	95	25.7	24841.2	95		
4/4/2024	7:42:44 PNB to A, No	2	2	55.1	2.8	134	110	3	2718.2	110		
4/4/2024	7:42:46 PNB to A, No	2	2	56.2	1.8	140	116	2	1820.5	116		
4/4/2024	7:42:47 PNB to A, No	2	2	55.7	1.2	136	112	1.3	1132.6	112		
4/4/2024	7:42:49 PNB to A, No	5	4	57.4	1.4	174	150	1.6	1407.2	150		
4/4/2024	7:43:30 PMA to B, No	2	2	56.9	48.6	125	101	48.7	48659.2	101		
4/4/2024	7:44:08 PNB to A, No	5	4	46.4	79	194	170	79.2	64516.9	170		
4/4/2024	7:44:21 PNB to A, No	2	2	62.9	13.1	140	116	13.4	14545.7	116		
4/4/2024	7:44:30 PMA to B, No	2	2	51.5	59.7	128	104	59.8	54086.2	104		
4/4/2024	7:44:52 PNB to A, No	8	18	49.3	30.8	468	444	31	26741.4	168	239	37
4/4/2024	7:44:54 PNB to A, No	2	2	49.6	0.9	132	108	1.4	766.2	108		
4/4/2024	7:44:56 PNB to A, No	3	3	52.1	1.9	158	134	2.1	1746.9	134		
4/4/2024	7:45:26 PNB to A, No	3	3	55	30.3	144	120	30.5	29291.5	120		
4/4/2024	7:45:58 PMA to B, No	5	4	55.1	87.9	190	166	88.1	85282.1	166		
4/4/2024	7:46:33 PMA to B, No	2	2	51.6	34.9	125	101	35.2	31726.6	101		
4/4/2024	7:46:36 PNB to A, No	3	3	65.9	70.2	157	133	70.3	81342.2	133		
4/4/2024	7:46:39 PNB to A, No	3	3	61.8	2.8	154	130	3	3089.5	130		
4/4/2024	7:46:41 PMA to B, No	8	18	51.8	8.2	395	371	8.4	7502.2	158	180	33
4/4/2024	7:46:42 PNB to A, No	5	4	64.6	2.9	181	157	3.1	3284.9	157		
4/4/2024	7:46:45 PMA to B, No	2	2	46.4	2.9	129	105	3.4	2385.6	105		
4/4/2024	7:46:53 PMA to B, No	2	2	42.1	7.9	142	118	8.1	5841	118		
4/4/2024	7:47:21 PNB to A, No	2	2	62.3	38.3	137	113	38.5	42005.4	113		
4/4/2024	7:47:23 PNB to A, No	3	3	56.5	1.4	161	137	1.6	1441.4	137		
4/4/2024	7:47:48 PNB to A, No	5	4	61.5	25.6	173	149	25.8	27779.9	149		
4/4/2024	7:47:52 PNB to A, No	2	2	65.3	3	137	113	3.2	3467.1	113		
4/4/2024	7:48:38 PNB to A, No	3	3	51.7	46.6	163	139	46.8	42415.6	139		
4/4/2024	7:48:40 PMA to B, No	2	2	38.6	107.5	130	106	107.7	73032.8	106		
4/4/2024	7:48:44 PMA to B, No	8	18	47.6	3.6	430	406	3.8	3023.6	174	200	32
4/4/2024	7:48:47 PMA to B, No	5	4	50.8	2.3	182	158	2.8	2026.6	158		
4/4/2024	7:48:58 PMA to B, No	2	2	44.9	10.8	136	112	11.1	8565.2	112		
4/4/2024	7:48:59 PNB to A, No	2	2	62.7	20.5	137	113	20.7	22592.5	113		
4/4/2024	7:49:11 PMA to B, No	2	2	42.3	13.2	126	102	13.4	9813.1	102		
4/4/2024	7:49:21 PNB to A, No	5	4	62.9	22.2	205	181	22.4	24628.2	181		
4/4/2024	7:49:24 PMA to B, No	2	2	54	12.2	140	116	12.4	11551	116		
4/4/2024	7:49:24 PNB to A, No	3	3	60.9	2.4	143	119	2.6	2611	119		
4/4/2024	7:49:28 PNB to A, No	5	4	55.2	3.3	204	180	3.5	3224.4	180		
4/4/2024	7:49:30 PNB to A, No	8	11	60.1	2.2	380	356	2.5	2368.9	153	203	
4/4/2024	7:49:50 PMA to B, No	2	2	61.5	25.7	132	108	25.9	27872.6	108		
4/4/2024	7:50:46 PNB to A, No	2	2	63.7	75.9	140	116	76.3	85049.8	116		
4/4/2024	7:50:49 PNB to A, No	5	4	66.7	2.9	181	157	3.1	3424.6	157		
4/4/2024	7:50:59 PNB to A, No	5	4	63.4	9.6	178	154	9.8	10683	154		
4/4/2024	7:51:06 PNB to A, No	2	2	60.2	7	133	109	7.1	7364.5	109		
4/4/2024	7:51:09 PNB to A, No	2	2	55.6	2.8	138	114	3	2758.1	114		
4/4/2024	7:51:12 PMA to B, No	2	2	50.6	82.1	127	103	82.2	73105.1	103		
4/4/2024	7:51:53 PNB to A, No	2	2	59.9	43.6	134	110	43.7	45892.8	110		
4/4/2024	7:51:56 PNB to A, No	5	4	59.3	2.5	175	151	2.7	2636.5	151		
4/4/2024	7:51:58 PNB to A, No	5	4	57.9	1.9	180	156	2	1894.1	156		
4/4/2024	7:52:01 PNB to A, No	2	2	59.9	3.5	136	112	3.7	3674.8	112		
4/4/2024	7:52:13 PMA to B, No	2	2	55.2	60.6	132	108	60.8	58911	108		
4/4/2024	7:53:07 PNB to A, No	2	2	52.4	65.3	134	110	65.5	60285.9	110		
4/4/2024	7:53:13 PNB to A, No	2	2	52.4	6.5	136	112	6.7	6002.7	112		
4/4/2024	7:53:16 PNB to A, No	3	3	58.4	2.8	158	134	2.9	2825.5	134		
4/4/2024	7:53:52 PMA to B, No	2	2	51.2	98.8	133	109	99	89100.8	109		
4/4/2024	7:54:22 PNB to A, No	3	3	34.5	65.5	144	120	65.7	39757.4	120		
4/4/2024	7:54:24 PNB to A, No	5	4	36.5	1.3	173	149	1.6	835	149		
4/4/2024	7:54:25 PNB to A, No	2	2	34.8	1.5	132	108	1.8	907.3	108		
4/4/2024	7:54:26 PMA to B, No	2	2	58.9	33.8	131	107	34	35032.5	107		
4/4/2024	7:54:47 PNB to A, No	3	16	45.7	21.4	434	410	21.7	17230.1	142	232	36
4/4/2024	7:54:49 PNB to A, No	2	2	45.1	1.2	134	110	1.7	917.5	110		
4/4/2024	7:56:23 PNB to A, No	2	2	58.9	94.1	133	109	94.3	97473.3	109		
4/4/2024	7:56:28 PNB to A, No	3	3	60	5.1	144	120	5.2	5357.4	120		
4/4/2024	7:56:32 PNB to A, No	2	2	58.5	2.9	135	111	3.1	3034	111		
4/4/2024	7:56:37 PMA to B, No	2	2	47.1	131.3	133	109	131.4	108808.7	109		
4/4/2024	7:56:49 PNB to A, No	2	2	50.6	17.5	135	111	17.6	15559.5	111		
4/4/2024	7:57:36 PNB to A, No	5	4	45.3	46.2	174	150	46.4	36888.4	150		
4/4/2024	7:57:49 PNB to A, No	3	3	60.1	13.7	145	121	13.9	14460.8	121		
4/4/2024	7:57:52 PNB to A, No	3	3	56.4	2.6	144	120	2.8	2582.2	120		
4/4/2024	7:57:57 PNB to A, No	2	2	52.3	4.5	134	110	4.7	4150.5	110		
4/4/2024	7:58:08 PNB to A, No	3	3	58.4	10.7	143	119	10.9	11012.9	119		
4/4/2024	7:58:51 PMA to B, No	2	2	41.3	133.8	138	114	134	97353.8	114		
4/4/2024	7:59:00 PNB to A, No	2	2	46.7	52.1	134	110	52.3	42827.4	110		

4/4/2024	7:59:09 PMA to B, No	5	4	48.4	17.3	177	153	17.5	14705.1	153		
4/4/2024	7:59:33 PMA to B, No	2	2	39.7	23.7	128	104	23.9	16532.4	104		
4/4/2024	7:59:35 PNB to A, No	3	3	48.3	35.2	143	119	35.3	29871.9	119		
4/4/2024	7:59:37 PNB to A, No	2	2	47.3	1.2	141	117	1.4	1003.3	117		
4/4/2024	7:59:39 PNB to A, No	3	3	50.8	1.9	143	119	2.1	1674.6	119		
4/4/2024	7:59:40 PNB to A, No	2	2	49.6	1.3	136	112	1.5	1128.1	112		
4/4/2024	8:00:45 PNB to A, No	2	2	59	64	134	110	64.2	66452.6	110		
4/4/2024	8:00:46 PNB to A, No	2	2	58.5	1.4	125	101	1.6	1492	101		
4/4/2024	8:01:29 PNB to A, No	2	2	58.3	43	142	118	43.1	44109.7	118		
4/4/2024	8:01:37 PMA to B, No	2	2	51.4	123.8	133	109	124	111929.2	109		
4/4/2024	8:01:38 PMA to B, No	2	2	53.3	1.3	122	98	1.5	1235.9	98		
4/4/2024	8:01:52 PNB to A, No	2	2	88.7	22.6	138	114	22.8	35319.6	114		
4/4/2024	8:01:56 PMA to B, No	2	2	53.5	17.4	126	102	17.6	16433.1	102		
4/4/2024	8:02:01 PNB to A, No	5	4	57.9	8.3	184	160	8.4	8472.6	160		
4/4/2024	8:02:03 PNB to A, No	2	2	58.1	1.8	131	107	2	1863.1	107		
4/4/2024	8:02:04 PNB to A, No	3	3	55.9	1.3	145	121	1.5	1301.3	121		
4/4/2024	8:02:35 PMA to B, No	3	3	49.6	39	163	139	39.2	34040.3	139		
4/4/2024	8:02:49 PNB to A, No	2	2	57.8	45.3	127	103	45.4	46010.6	103		
4/4/2024	8:02:53 PNB to A, No	2	2	51.8	3.6	141	117	3.7	3240.1	117		
4/4/2024	8:03:25 PMA to B, No	2	2	47.3	50.1	129	105	50.3	41703.4	105		
4/4/2024	8:03:31 PNB to A, No	2	2	46.6	37.6	135	111	37.8	30842.7	111		
4/4/2024	8:03:34 PNB to A, No	2	2	57	2.9	137	113	3.1	2955.6	113		
4/4/2024	8:04:20 PMA to B, No	2	2	47.8	54.7	125	101	54.9	46059.3	101		
4/4/2024	8:04:31 PNB to A, No	2	2	53.1	56.6	140	116	56.8	52956.7	116		
4/4/2024	8:05:25 PNB to A, No	2	2	48	54.4	141	117	54.6	45984.7	117		
4/4/2024	8:05:32 PNB to A, No	2	2	47.1	6	136	112	6.2	4969.9	112		
4/4/2024	8:05:33 PNB to A, No	2	2	48	0.9	133	109	1.1	798.5	109		
4/4/2024	8:05:35 PNB to A, No	3	3	47.6	1.8	145	121	2	1481.4	121		
4/4/2024	8:05:39 PNB to A, No	3	3	52.9	3.8	144	120	4	3546.5	120		
4/4/2024	8:06:19 PMA to B, No	2	2	56.9	118.8	126	102	119	118952.4	102		
4/4/2024	8:06:40 PMA to B, No	2	2	44.3	20.4	130	106	20.5	15867.2	106		
4/4/2024	8:07:42 PMA to B, No	2	2	59.6	62.6	124	100	62.8	65727.1	100		
4/4/2024	8:07:53 PMA to B, No	3	3	40.5	10.5	168	144	10.6	7466	144		
4/4/2024	8:08:38 PNB to A, No	2	2	58.6	178.8	139	115	179	184580.4	115		
4/4/2024	8:09:50 PNB to A, No	2	2	56	71.7	135	111	71.8	70682.9	111		
4/4/2024	8:09:56 PMA to B, No	2	2	44.1	122.7	127	103	123	95316.8	103		
4/4/2024	8:10:08 PNB to A, No	3	3	46.8	18.7	147	123	18.9	15445.7	123		
4/4/2024	8:10:18 PMA to B, No	3	16	45.8	22.1	399	375	22.3	17776.5	138	205	32
4/4/2024	8:10:36 PNB to A, No	2	2	58.3	27.8	139	115	28	28469	115		
4/4/2024	8:10:42 PNB to A, No	2	2	57.4	5.3	133	109	5.4	5321.6	109		
4/4/2024	8:10:52 PMA to B, No	2	2	54.7	32.9	139	115	33.4	31664.8	115		
4/4/2024	8:11:20 PMA to B, No	2	2	44.7	28.4	134	110	28.6	22351.3	110		
4/4/2024	8:11:28 PMA to B, No	2	2	53.4	7.9	124	100	8.1	7417.7	100		
4/4/2024	8:11:42 PMA to B, No	2	2	42.2	13	128	104	13.1	9624.8	104		
4/4/2024	8:11:55 PNB to A, No	2	2	50	73	133	109	73.2	64319.9	109		
4/4/2024	8:11:58 PNB to A, No	2	2	51.7	3.1	136	112	3.3	2851.5	112		
4/4/2024	8:12:09 PNB to A, No	5	4	48	10.5	177	153	10.6	8825.5	153		
4/4/2024	8:12:11 PNB to A, No	3	3	51.2	1.4	166	142	1.6	1233.1	142		
4/4/2024	8:12:12 PMA to B, No	2	2	49.6	30.4	135	111	30.6	26586.6	111		
4/4/2024	8:12:28 PMA to B, No	3	3	46.1	15.2	158	134	15.4	12325.7	134		
4/4/2024	8:12:28 PNB to A, No	5	4	59.4	17.2	176	152	17.4	17963.2	152		
4/4/2024	8:12:30 PNB to A, No	5	4	57.3	2	211	187	2.2	2000.3	187		
4/4/2024	8:12:38 PMA to B, No	2	2	41.9	10.6	128	104	10.8	7794.1	104		
4/4/2024	8:12:49 PMA to B, No	2	2	54.1	10.6	127	103	10.8	10101.5	103		
4/4/2024	8:13:00 PMA to B, No	2	2	52.6	10.8	128	104	10.9	9976.6	104		
4/4/2024	8:13:16 PMA to B, No	3	3	45	15.3	167	143	15.5	12137.7	143		
4/4/2024	8:13:21 PMA to B, No	3	3	50.7	5.6	152	128	5.9	5037.7	128		
4/4/2024	8:13:31 PMA to B, No	3	3	54.9	9.5	166	142	9.7	9187	142		
4/4/2024	8:13:37 PNB to A, No	2	2	58.3	67.1	142	118	67.3	68847.2	118		
4/4/2024	8:13:40 PNB to A, No	3	3	52.2	2.1	159	135	2.2	1893	135		
4/4/2024	8:13:41 PNB to A, No	3	3	52.6	1.4	145	121	1.6	1258.7	121		
4/4/2024	8:13:50 PMA to B, No	2	2	48.5	18.7	126	102	18.9	15954.1	102		
4/4/2024	8:13:55 PNB to A, No	3	3	54.9	13.6	152	128	13.7	13103.4	128		
4/4/2024	8:13:59 PMA to B, No	2	2	42.5	8.3	127	103	8.4	6183.5	103		
4/4/2024	8:14:32 PMA to B, No	2	2	56.1	32.8	119	95	33	32385.1	95		
4/4/2024	8:14:40 PMA to B, No	2	2	45	8	125	101	8.1	6294.2	101		
4/4/2024	8:14:40 PNB to A, No	2	2	43.8	44.9	135	111	45.1	34630.9	111		
4/4/2024	8:14:42 PNB to A, No	2	2	52.5	1.8	140	116	2	1630.2	116		
4/4/2024	8:15:09 PNB to A, No	2	2	49.9	26.5	128	104	26.7	23251.2	104		
4/4/2024	8:15:26 PNB to A, No	2	2	48.8	17.1	141	117	17.3	14669.9	117		
4/4/2024	8:15:27 PNB to A, No	2	2	48.7	1	139	115	1.2	845.6	115		
4/4/2024	8:15:31 PNB to A, No	2	2	51.2	3.5	135	111	3.7	3121	111		
4/4/2024	8:15:51 PMA to B, No	3	16	40.4	71.2	360	336	71.3	50619.4	135	170	31
4/4/2024	8:16:48 PNB to A, No	5	4	40.1	77.4	171	147	77.6	54691.3	147		
4/4/2024	8:16:50 PNB to A, No	3	3	39.7	1	161	137	1.2	667.1	137		
4/4/2024	8:16:51 PNB to A, No	2	2	38.1	1.3	138	114	1.6	869.7	114		
4/4/2024	8:16:53 PNB to A, No	2	2	36.6	1.3	141	117	1.6	849.5	117		
4/4/2024	8:16:56 PNB to A, No	2	2	37.1	2.7	142	118	3	1778.7	118		
4/4/2024	8:17:51 PNB to A, No	3	3	50.5	54.9	150	126	55.1	48726	126		
4/4/2024	8:17:53 PNB to A, No	2	2	51	2.3	140	116	2.5	2039.4	116		
4/4/2024	8:18:02 PMA to B, No	5	4	47.9	130.7	193	169	131.2	110195.7	169		
4/4/2024	8:18:14 PNB to A, No	5	4	63	20	182	158	20.2	22182	158		
4/4/2024	8:18:24 PNB to A, No	2	2	48.8	10.3	131	107	10.5	8824.8	107		

4/4/2024	8:18:27	PMB to A, No	2	2	43.3	2.9	140	116	3	2183.3	116		
4/4/2024	8:18:32	PMA to B, No	3	3	50.5	30	163	139	30.2	26647.8	139		
4/4/2024	8:19:19	PMB to A, No	2	2	52.1	51.4	142	118	51.7	47175.4	118		
4/4/2024	8:19:32	PMA to B, No	2	2	40.1	59.8	130	106	60	42202.1	106		
4/4/2024	8:19:57	PMB to A, No	2	2	50.3	37.8	141	117	38	33503	117		
4/4/2024	8:20:00	PMB to A, No	2	2	56.5	3.1	140	116	3.3	3050.7	116		
4/4/2024	8:20:23	PMA to B, No	2	2	45.3	50.6	126	102	50.8	40332.9	102		
4/4/2024	8:20:52	PMA to B, No	2	2	46.9	28.2	126	102	28.4	23268.6	102		
4/4/2024	8:20:58	PMB to A, No	2	2	59.3	58.4	141	117	58.5	60978.2	117		
4/4/2024	8:22:27	PMA to B, No	3	16	42.4	95.1	403	379	95.3	70945.9	146	201	32
4/4/2024	8:23:04	PMB to A, No	3	3	52.4	125.4	149	125	125.5	115741.3	125		
4/4/2024	8:23:06	PMB to A, No	3	3	51	1.9	152	128	2.1	1683.1	128		
4/4/2024	8:23:20	PMA to B, No	3	16	41.9	52.1	383	359	52.7	38393	143	182	34
4/4/2024	8:23:23	PMB to A, No	1	1	67.2	16.7	87	63	16.9	19732.4	63		
4/4/2024	8:23:24	PMA to B, No	8	18	41.9	3.7	416	392	4.2	2721.6	156	202	34
4/4/2024	8:23:37	PMA to B, No	2	2	54.9	12.6	132	108	13.2	12184.5	108		
4/4/2024	8:23:46	PMB to A, No	3	3	57.9	22.8	146	122	22.9	23226.4	122		
4/4/2024	8:23:49	PMB to A, No	3	3	55.7	2.9	159	135	3	2808.4	135		
4/4/2024	8:24:20	PMB to A, No	3	3	52.4	31.3	143	119	31.5	28866.2	119		
4/4/2024	8:24:46	PMA to B, No	2	2	56.4	69	124	100	69.1	68496.7	100		
4/4/2024	8:24:48	PMB to A, No	2	2	50.7	27.6	137	113	27.7	24571.2	113		
4/4/2024	8:24:51	PMB to A, No	2	2	51	2.7	137	113	2.9	2400.5	113		
4/4/2024	8:24:52	PMB to A, No	5	4	50.8	1.2	194	170	1.4	1082	170		
4/4/2024	8:25:01	PMA to B, No	3	16	45.9	14.5	391	367	14.7	11698.4	146	189	32
4/4/2024	8:26:10	PMA to B, No	2	2	48.3	68.8	134	110	69.3	58440.2	110		
4/4/2024	8:26:16	PMA to B, No	2	2	48.1	5.7	128	104	5.9	4869.3	104		
4/4/2024	8:26:23	PMB to A, No	2	2	48.2	90.7	136	112	91	76889.9	112		
4/4/2024	8:26:35	PMB to A, No	5	4	61.9	11.1	192	168	11.3	12089.9	168		
4/4/2024	8:26:52	PMB to A, No	2	2	51.4	17.2	135	111	17.4	15556.4	111		
4/4/2024	8:26:53	PMB to A, No	5	4	53	1.3	194	170	1.5	1199	170		
4/4/2024	8:26:56	PMB to A, No	2	2	52.1	2.4	139	115	2.7	2226.2	115		
4/4/2024	8:27:06	PMA to B, No	2	2	49	49.1	131	107	49.3	42363.8	107		
4/4/2024	8:27:28	PMA to B, No	2	2	44	22.7	132	108	22.9	17559.2	108		
4/4/2024	8:27:34	PMB to A, No	3	3	74.2	38.1	149	125	38.3	49824.8	125		
4/4/2024	8:27:55	PMB to A, No	3	3	58.8	20.1	144	120	20.2	20774.7	120		
4/4/2024	8:28:37	PMB to A, No	3	3	56.4	42.4	147	123	42.5	42059.3	123		
4/4/2024	8:28:45	PMB to A, No	3	3	58.2	7.5	153	129	7.7	7721.7	129		
4/4/2024	8:28:51	PMB to A, No	2	2	47.3	5.9	136	112	6.1	4938.1	112		
4/4/2024	8:28:52	PMB to A, No	2	2	48.5	1.2	134	110	1.4	990.9	110		
4/4/2024	8:29:07	PMB to A, No	3	3	59.6	14.7	161	137	14.9	15416.4	137		
4/4/2024	8:29:54	PMB to A, No	3	3	47.3	46.2	156	132	46.4	38497.4	132		
4/4/2024	8:29:56	PMB to A, No	5	4	45.9	1.7	192	168	1.9	1334.9	168		
4/4/2024	8:29:59	PMB to A, No	2	2	47.6	3.4	135	111	3.7	2859.7	111		
4/4/2024	8:30:04	PMA to B, No	2	2	48.9	155	142	118	155.2	133382.5	118		
4/4/2024	8:30:34	PMB to A, No	3	3	54	34.3	146	122	34.5	32597.9	122		
4/4/2024	8:30:36	PMB to A, No	5	4	50.5	1.9	173	149	2	1654.9	149		
4/4/2024	8:30:39	PMB to A, No	3	3	51.5	3.4	168	144	3.6	3104.7	144		
4/4/2024	8:30:40	PMA to B, No	3	3	43.2	36.2	161	137	36.4	27551.6	137		
4/4/2024	8:30:42	PMB to A, No	5	4	55.8	2.8	201	177	3	2709.6	177		
4/4/2024	8:30:50	PMB to A, No	2	2	55.7	7	140	116	7.2	6839.6	116		
4/4/2024	8:31:29	PMA to B, No	2	2	47.8	49.1	139	115	49.3	41336	115		
4/4/2024	8:31:47	PMA to B, No	3	3	52.2	17.2	158	134	17.3	15750.2	134		
4/4/2024	8:31:58	PMB to A, No	2	2	52.8	68.7	140	116	68.9	63884.4	116		
4/4/2024	8:32:51	PMA to B, No	3	3	55	64.1	143	119	64.3	62010.6	119		
4/4/2024	8:32:54	PMB to A, No	2	2	42.2	55.7	136	112	55.9	41368.5	112		
4/4/2024	8:33:18	PMA to B, No	5	4	42	26.6	189	165	26.7	19647.7	165		
4/4/2024	8:33:21	PMB to A, No	2	2	55.6	26.9	133	109	27.1	26308.4	109		
4/4/2024	8:33:38	PMB to A, No	2	2	44	16.3	134	110	16.5	12649.3	110		
4/4/2024	8:33:42	PMA to B, No	2	2	56.6	24.1	128	104	24.3	23942.2	104		
4/4/2024	8:34:40	PMB to A, No	2	2	46.8	61.7	133	109	61.9	50807.6	109		
4/4/2024	8:34:43	PMA to B, No	2	2	42.4	60.9	136	112	61	45375.5	112		
4/4/2024	8:34:50	PMB to A, No	2	2	51	10.4	140	116	10.6	9368.5	116		
4/4/2024	8:34:52	PMB to A, No	3	3	49.3	1.1	148	124	1.2	925.3	124		
4/4/2024	8:35:20	PMA to B, No	5	4	40.1	36.3	220	196	36.5	25601.6	196		
4/4/2024	8:35:38	PMB to A, No	3	3	61.2	46.6	155	131	46.8	50207	131		
4/4/2024	8:35:41	PMB to A, No	3	3	61.1	2.6	151	127	2.8	2795	127		
4/4/2024	8:35:44	PMB to A, No	2	2	55.1	2.4	138	114	2.6	2363.2	114		
4/4/2024	8:36:08	PMA to B, No	3	3	44.9	48.4	143	119	48.8	38295.8	119		
4/4/2024	8:36:09	PMB to A, No	5	4	66.2	25.2	184	160	25.3	29328.3	160		
4/4/2024	8:36:11	PMB to A, No	3	3	67.4	2	161	137	2.2	2384.2	137		
4/4/2024	8:36:17	PMB to A, No	2	2	62	5.6	137	113	5.7	6065.6	113		
4/4/2024	8:36:22	PMB to A, No	3	3	65.4	5	143	119	5.2	5756.5	119		
4/4/2024	8:36:54	PMA to B, No	2	2	52.3	45.8	127	103	46	42147.6	103		
4/4/2024	8:37:47	PMA to B, No	2	2	39.3	52	139	115	52.2	35976.5	115		
4/4/2024	8:39:01	PMA to B, No	2	2	44.9	73.9	128	104	74.1	58400.4	104		
4/4/2024	8:39:01	PMB to A, No	2	2	61.1	159	134	110	159.1	171060.1	110		
4/4/2024	8:39:16	PMA to B, No	2	2	43.6	15.5	132	108	15.7	11913.9	108		
4/4/2024	8:39:58	PMB to A, No	5	4	46.3	56.3	174	150	56.5	45875.5	150		
4/4/2024	8:40:00	PMB to A, No	2	2	43.3	1.6	132	108	1.9	1237.7	108		
4/4/2024	8:40:03	PMB to A, No	2	2	50	3.5	136	112	3.7	3075.8	112		
4/4/2024	8:40:08	PMB to A, No	3	3	54.6	4.5	143	119	4.7	4297.8	119		
4/4/2024	8:40:10	PMA to B, No	3	3	48.6	53	154	130	53.2	45366.7	130		
4/4/2024	8:41:01	PMA to B, No	3	3	52.3	51.4	164	140	51.6	47299.6	140		

4/4/2024	8:41:28 PNB to A, No	2	2	46.1	79.6	122	98	79.8	64602.7	98
4/4/2024	8:41:42 PNB to A, No	3	3	48.1	14.4	148	124	14.6	12182.5	124
4/4/2024	8:42:20 PNB to A, No	5	4	66.5	37.1	188	164	37.3	43462.4	164
4/4/2024	8:42:23 PNB to A, No	5	4	63.9	3.4	180	156	3.6	3854.4	156
4/4/2024	8:42:49 PNB to A, No	2	2	55.1	25.4	133	109	25.5	24600	109
4/4/2024	8:43:37 PMA to B, No	2	2	45.6	155.5	118	94	155.7	124939.9	94
4/4/2024	8:43:40 PMA to B, No	2	2	49.3	2.7	130	106	2.9	2339.4	106
4/4/2024	8:44:13 PNB to A, No	3	3	50.9	84.4	147	123	84.6	75651.3	123
4/4/2024	8:44:32 PNB to A, No	2	2	47.8	17.9	129	105	18.1	15073	105
4/4/2024	8:44:34 PNB to A, No	2	2	51.9	2	134	110	2.2	1842.2	110
4/4/2024	8:45:04 PNB to A, No	2	2	65.5	29.6	137	113	29.8	34137.4	113
4/4/2024	8:45:23 PMA to B, No	2	2	47.1	103.4	131	107	103.5	85619.3	107
4/4/2024	8:46:39 PMA to B, No	2	2	46.4	75.3	131	107	75.5	61486.9	107
4/4/2024	8:47:09 PNB to A, No	3	3	52	125.7	170	146	125.8	115071.8	146
4/4/2024	8:47:14 PNB to A, No	3	3	49	4.3	162	138	4.5	3721.6	138
4/4/2024	8:47:18 PNB to A, No	2	2	50.6	3.9	133	109	4.1	3438.3	109
4/4/2024	8:47:42 PNB to A, No	2	2	53.5	23.8	133	109	24	22428.1	109
4/4/2024	8:48:05 PNB to A, No	2	2	72	23.2	140	116	23.4	29433.3	116
4/4/2024	8:48:22 PNB to A, No	2	2	44.7	16.4	133	109	16.5	12885	109
4/4/2024	8:48:25 PNB to A, No	3	3	43.8	2.7	158	134	2.9	2108.5	134
4/4/2024	8:48:32 PMA to B, No	2	2	58.2	112.9	129	105	113.1	115658.6	105
4/4/2024	8:49:03 PNB to A, No	3	3	58.6	37.9	144	120	38.1	39087.4	120
4/4/2024	8:50:16 PNB to A, No	2	2	57.8	73	134	110	73.2	74328.4	110
4/4/2024	8:50:21 PNB to A, No	2	2	54.7	4.3	127	103	4.4	4114.3	103
4/4/2024	8:50:33 PMA to B, No	2	2	46.4	120.9	138	114	121	98771.1	114
4/4/2024	8:50:37 PMA to B, No	2	2	57.8	3.7	136	112	3.9	3741	112
4/4/2024	8:51:46 PMA to B, No	2	2	45.9	69.2	129	105	69.4	55954.8	105
4/4/2024	8:51:58 PNB to A, No	2	2	51.7	97.8	141	117	97.9	89042.6	117
4/4/2024	8:52:09 PMA to B, No	3	3	51.3	22.6	161	137	22.8	20384.8	137
4/4/2024	8:52:30 PNB to A, No	3	3	49.9	31.3	145	121	31.5	27494.4	121
4/4/2024	8:52:35 PMA to B, No	2	2	55.2	25.7	126	102	25.9	24937	102
4/4/2024	8:53:02 PMA to B, No	2	2	52.6	27	130	106	27.1	24935	106
4/4/2024	8:53:56 PNB to A, No	5	4	60	86.2	173	149	86.4	91070.1	149
4/4/2024	8:54:23 PMA to B, No	2	2	44	80.7	139	115	80.9	62515.2	115
4/4/2024	8:55:01 PNB to A, No	2	2	54.1	64	133	109	64.2	60975	109
4/4/2024	8:55:06 PMA to B, No	2	2	43.9	43.2	128	104	43.5	33388.6	104
4/4/2024	8:55:14 PNB to A, No	2	2	58	13.4	140	116	13.6	13690.3	116
4/4/2024	8:55:16 PNB to A, No	3	3	59.7	2.1	161	137	2.3	2197.4	137
4/4/2024	8:55:20 PNB to A, No	2	2	56.1	3.7	130	106	3.9	3646.9	106
4/4/2024	8:55:23 PNB to A, No	5	4	52	2.4	171	147	2.6	2197.4	147
4/4/2024	8:56:25 PNB to A, No	3	3	69.5	62.2	145	121	62.5	76125.3	121
4/4/2024	8:56:54 PNB to A, No	2	2	47.5	28.3	132	108	28.5	23693.1	108
4/4/2024	8:57:34 PNB to A, No	2	2	51.7	39.7	136	112	39.8	36078.4	112
4/4/2024	8:57:51 PNB to A, No	2	2	52.8	16.7	135	111	16.9	15542.4	111
4/4/2024	8:59:10 PMA to B, No	2	2	41.8	243.8	132	108	244	179322.8	108
4/4/2024	8:59:13 PMA to B, No	3	3	46.1	2.5	164	140	2.7	2056.9	140
4/4/2024	8:59:18 PNB to A, No	2	2	53.9	87.3	139	115	87.5	82815.9	115
4/4/2024	9:00:46 PNB to A, No	2	2	67.4	87.5	135	111	87.7	103821.7	111
4/4/2024	9:02:03 PNB to A, No	2	2	39.1	77.6	132	108	77.7	53418.6	108
4/4/2024	9:02:05 PNB to A, No	2	2	38.3	1.2	133	109	1.5	840.5	109
4/4/2024	9:02:07 PNB to A, No	5	4	37.4	1.5	171	147	1.7	997.4	147
4/4/2024	9:02:31 PNB to A, No	2	2	64.1	23.6	117	93	23.9	26634.1	93
4/4/2024	9:03:06 PNB to A, No	2	2	56.7	35.1	139	115	35.3	35067.6	115
4/4/2024	9:03:14 PNB to A, No	2	2	65.9	7.9	137	113	8.1	9191.3	113
4/4/2024	9:03:19 PNB to A, No	2	2	59.3	4.4	140	116	4.6	4640.3	116
4/4/2024	9:04:33 PNB to A, No	5	4	58	74.7	182	158	74.9	76261.9	158
4/4/2024	9:05:57 PNB to A, No	2	2	42.3	83.3	135	111	83.5	61967.6	111
4/4/2024	9:06:19 PNB to A, No	2	2	60.7	22.3	132	108	22.5	23829.6	108
4/4/2024	9:06:24 PNB to A, No	2	2	55.4	4.3	135	111	4.5	4235.1	111
4/4/2024	9:06:30 PMA to B, No	2	2	57.5	437	125	101	437.2	442317.9	101
4/4/2024	9:06:37 PNB to A, No	3	3	60.8	13	146	122	13.2	13908.9	122
4/4/2024	9:07:11 PMA to B, No	2	2	52.7	40.9	113	89	41.1	37948.4	89
4/4/2024	9:07:15 PNB to A, No	3	3	55.8	38	154	130	38.2	37336.3	130
4/4/2024	9:08:21 PNB to A, No	2	2	60.6	65.7	137	113	65.9	70112.1	113
4/4/2024	9:08:28 PMA to B, No	2	2	52.8	76.8	130	106	76.8	71300.6	106
4/4/2024	9:08:41 PNB to A, No	3	3	46.7	19.6	149	125	19.7	16059	125
4/4/2024	9:08:42 PNB to A, No	2	2	45.7	1	141	117	1.2	832	117
4/4/2024	9:09:00 PNB to A, No	2	2	51.5	17.3	121	97	17.5	15682.2	97
4/4/2024	9:09:02 PNB to A, No	2	2	50.3	2	142	118	2.2	1797.4	118
4/4/2024	9:09:08 PNB to A, No	2	2	47.6	6.4	134	110	6.6	5344	110
4/4/2024	9:09:09 PNB to A, No	5	4	47.6	1	173	149	1.1	800.8	149
4/4/2024	9:09:13 PNB to A, No	3	3	49.4	2.8	144	120	3	2431.9	120
4/4/2024	9:09:14 PNB to A, No	2	2	43.8	1.6	135	111	1.8	1245.6	111
4/4/2024	9:09:54 PMA to B, No	2	2	47.7	85.1	135	111	85.2	71488	111
4/4/2024	9:10:55 PNB to A, No	2	2	57.5	100	132	108	100.2	101255.2	108
4/4/2024	9:11:26 PMA to B, No	5	4	41.6	91.7	191	167	91.9	67163.8	167
4/4/2024	9:12:22 PMA to B, No	2	2	49.7	55.8	130	106	56.1	48793.1	106
4/4/2024	9:12:37 PNB to A, No	2	2	58.4	102.8	137	113	102.9	105728.6	113
4/4/2024	9:14:42 PMA to B, No	3	3	51.6	139.9	143	119	140	127013.6	119
4/4/2024	9:15:14 PNB to A, No	2	2	44.9	156.1	137	113	156.3	123391.4	113
4/4/2024	9:15:53 PNB to A, No	5	4	65.4	39.2	238	214	39.4	45081.7	214
4/4/2024	9:16:50 PNB to A, No	2	2	56.4	56.5	134	110	56.8	56141.1	110
4/4/2024	9:17:42 PNB to A, No	5	4	63.8	52.2	191	167	52.4	58626.9	167

4/4/2024	9:17:57 PNB to A, No	2	2	50.8	14.5	137	113	14.7	13015.8	113
4/4/2024	9:18:26 PNB to A, No	2	2	47.1	28.6	136	112	28.8	23693.2	112
4/4/2024	9:18:31 PNB to A, No	2	2	44.4	4.7	140	116	4.9	3700.2	116
4/4/2024	9:19:39 PNB to A, No	2	2	59	67.8	135	111	68	70386.8	111
4/4/2024	9:19:56 PNB to A, No	5	4	60.9	17.4	182	158	17.5	18645.8	158
4/4/2024	9:20:12 PNB to A, No	3	3	63.9	15.4	157	133	15.6	17313.4	133
4/4/2024	9:20:14 PNB to A, No	2	2	65	1.8	136	112	2	2059.2	112
4/4/2024	9:20:34 PNB to A, No	2	2	55.9	20.6	138	114	20.7	20258.8	114
4/4/2024	9:20:50 PNA to B, No	2	2	49.3	368.3	128	104	368.5	319732.3	104
4/4/2024	9:22:16 PNB to A, No	2	2	56.1	101.6	140	116	101.8	100401.9	116
4/4/2024	9:22:19 PNB to A, No	2	2	61.5	2.7	135	111	2.9	2961.8	111
4/4/2024	9:22:20 PNB to A, No	2	2	57.7	1.2	129	105	1.3	1176	105
4/4/2024	9:22:59 PNB to A, No	2	2	56.2	38	135	111	38.2	37615.9	111
4/4/2024	9:24:24 PNB to A, No	5	4	51.9	84.9	174	150	85.1	77637.3	150
4/4/2024	9:24:45 PNA to B, No	8	18	47.7	234.5	446	422	234.6	196694	142
4/4/2024	9:25:18 PNB to A, No	3	3	60.4	54.5	153	129	54.7	57945.3	129
4/4/2024	9:25:32 PNA to B, No	3	3	51.5	46.4	147	123	47	42057.1	123
4/4/2024	9:25:42 PNB to A, No	2	2	50.7	23.5	136	112	23.7	21012.3	112
4/4/2024	9:25:45 PNB to A, No	3	3	50.8	2.5	164	140	2.7	2226.8	140
4/4/2024	9:25:56 PNB to A, No	5	4	50	11.2	177	153	11.4	9842	153
4/4/2024	9:26:24 PNB to A, No	5	4	52	27.8	173	149	28.1	25484.7	149
4/4/2024	9:26:26 PNB to A, No	3	3	52.4	1	148	124	1.2	908.6	124
4/4/2024	9:26:35 PNA to B, No	2	2	45.6	62.6	129	105	62.8	50232.5	105
4/4/2024	9:26:47 PNA to B, No	2	2	54.8	12.5	125	101	12.6	12013.2	101
4/4/2024	9:28:04 PNB to A, No	3	3	51	98	144	120	98.2	88020	120
4/4/2024	9:28:06 PNB to A, No	5	4	51.1	1.9	193	169	2	1666.8	169
4/4/2024	9:28:08 PNB to A, No	2	2	52.1	1.5	135	111	1.8	1404.6	111
4/4/2024	9:28:10 PNB to A, No	5	4	45.7	2.4	192	168	2.6	1928.9	168
4/4/2024	9:28:16 PNB to A, No	3	3	63.5	5.7	153	129	6	6398.1	129
4/4/2024	9:29:07 PNB to A, No	2	2	59.2	51.2	136	112	51.4	53341.4	112
4/4/2024	9:29:23 PNA to B, No	2	2	77.2	155.4	138	114	155.6	211119.6	114
4/4/2024	9:29:23 PNB to A, No	5	4	58.9	15.7	213	189	15.9	16267.5	189
4/4/2024	9:32:35 PNB to A, No	3	3	56.1	191.6	162	138	191.9	189227.8	138
4/4/2024	9:32:50 PNB to A, No	3	3	57.4	14.7	161	137	14.9	14878.7	137
4/4/2024	9:32:52 PNB to A, No	3	3	60.4	1.6	155	131	1.8	1676.3	131
4/4/2024	9:32:55 PNB to A, No	2	2	56.8	2.6	138	114	2.8	2624.6	114
4/4/2024	9:33:33 PNB to A, No	2	2	45.6	38.1	134	110	38.2	30520	110
4/4/2024	9:34:22 PNB to A, No	2	2	55.2	48.7	135	111	48.9	47290.5	111
4/4/2024	9:34:29 PNB to A, No	2	2	47.5	6.7	134	110	6.9	5601.4	110
4/4/2024	9:35:31 PNB to A, No	2	2	46.9	62.3	139	115	62.5	51414.5	115
4/4/2024	9:35:33 PNB to A, No	2	2	47.5	1.6	130	106	1.8	1309.4	106
4/4/2024	9:35:56 PNB to A, No	5	4	58.9	22.8	175	151	23	23693.9	151
4/4/2024	9:36:04 PNB to A, No	2	2	58.1	8.2	132	108	8.4	8366.4	108
4/4/2024	9:36:40 PNB to A, No	2	2	61.6	35.4	142	118	35.6	38422.9	118
4/4/2024	9:36:56 PNB to A, No	2	2	62.1	15.8	142	118	15.9	17275.4	118
4/4/2024	9:37:14 PNB to A, No	3	3	72.8	17.8	150	126	18	22840.7	126
4/4/2024	9:37:33 PNB to A, No	2	2	50	19.6	136	112	19.8	17287.5	112
4/4/2024	9:38:04 PNB to A, No	2	2	56.5	30.3	138	114	30.5	30143.9	114
4/4/2024	9:38:30 PNA to B, No	3	3	54.7	547	146	122	547.1	526187.8	122
4/4/2024	9:39:09 PNB to A, No	2	2	51.7	64.9	139	115	65	59081.4	115
4/4/2024	9:39:57 PNB to A, No	2	2	54.4	47.4	134	110	47.6	45403.5	110
4/4/2024	9:40:30 PNB to A, No	2	2	55.2	33.6	134	110	33.8	32628.9	110
4/4/2024	9:40:33 PNB to A, No	2	2	58.5	2.9	142	118	3.1	2993.5	118
4/4/2024	9:41:51 PNB to A, No	2	2	51.3	77.8	132	108	78	70302.8	108
4/4/2024	9:42:12 PNB to A, No	3	3	67.3	20.8	153	129	20.9	24602.3	129
4/4/2024	9:42:23 PNB to A, No	2	2	45	10.3	133	109	10.4	8150.9	109
4/4/2024	9:43:03 PNB to A, No	2	2	61.8	40	141	117	40.2	43492.4	117
4/4/2024	9:43:35 PNB to A, No	2	2	50.6	31.6	131	107	31.8	28145.3	107
4/4/2024	9:43:42 PNB to A, No	2	2	60.4	7.2	138	114	7.4	7687.9	114
4/4/2024	9:45:49 PNB to A, No	2	2	66.2	126.8	138	114	127	147643.8	114
4/4/2024	9:46:09 PNB to A, No	2	2	52.2	19.9	134	110	20	18295.2	110
4/4/2024	9:46:49 PNB to A, No	3	3	44.6	40.2	158	134	40.3	31547.1	134
4/4/2024	9:47:40 PNA to B, No	3	3	52.3	549.5	161	137	549.6	505704	137
4/4/2024	9:47:46 PNB to A, No	2	2	58.4	55.9	138	114	56.1	57465.7	114
4/4/2024	9:49:55 PNB to A, No	2	2	51.4	129.1	139	115	129.3	116774.5	115
4/4/2024	9:49:58 PNB to A, No	2	2	50	3	140	116	3.2	2637.7	116
4/4/2024	9:50:55 PNB to A, No	3	3	40	56.8	148	124	57	40059.4	124
4/4/2024	9:51:06 PNA to B, No	2	2	49	206.7	124	100	206.9	178246.5	100
4/4/2024	9:52:42 PNA to B, No	2	2	41.1	95.2	125	101	95.4	68806.6	101
4/4/2024	9:52:53 PNB to A, No	3	3	48.2	117.7	143	119	118	99769.4	119
4/4/2024	9:52:56 PNB to A, No	2	2	51.5	3	134	110	3.2	2760.9	110
4/4/2024	9:53:46 PNB to A, No	2	2	71.6	49.8	138	114	50	62764.7	114
4/4/2024	9:54:39 PNB to A, No	2	2	51.3	52.5	131	107	52.6	47427	107
4/4/2024	9:55:11 PNB to A, No	3	3	51	32.3	146	122	32.5	28980.6	122
4/4/2024	9:55:13 PNB to A, No	2	2	49.2	1.5	132	108	1.7	1296	108
4/4/2024	9:55:54 PNB to A, No	2	2	55.2	40.3	126	102	40.5	39157.9	102
4/4/2024	9:56:40 PNB to A, No	2	2	54.8	45.8	137	113	46	44222.4	113
4/4/2024	9:57:12 PNA to B, No	2	2	52.6	270.3	129	105	270.5	250396	105
4/4/2024	9:57:35 PNB to A, No	5	4	65.4	55.2	172	148	55.4	63572.6	148
4/4/2024	9:58:55 PNB to A, No	2	2	57.3	79.6	137	113	79.8	80206.8	113
4/4/2024	9:59:11 PNB to A, No	2	2	66.8	16	140	116	16.1	18801.7	116
4/4/2024	9:59:20 PNB to A, No	2	2	61.6	8.9	139	115	9	9605.4	115
4/4/2024	10:00:09 FB to A, No	2	2	54.3	48.8	135	111	49	46631.6	111



4/4/2024	10:00:10 FB to A, No	5	4	50.7	1.2	176	152	1.4	1075.5	152
4/4/2024	10:00:33 FB to A, No	3	3	64.6	22.3	149	125	22.5	25381.6	125
4/4/2024	10:02:21 FB to A, No	2	2	45.9	108	136	112	108.2	87281.5	112
4/4/2024	10:02:23 FA to B, No	2	2	47.9	310.8	128	104	311	261865.5	104
4/4/2024	10:02:36 FB to A, No	2	2	58.8	14.9	134	110	15.1	15457.2	110
4/4/2024	10:03:44 FA to B, No	2	2	34.3	80.9	114	90	81	48804	90
4/4/2024	10:04:11 FB to A, No	3	3	64.1	95.2	170	146	95.3	107402.2	146
4/4/2024	10:04:21 FA to B, No	2	2	47.6	36.3	141	117	36.5	30365.5	117
4/4/2024	10:06:34 FB to A, No	2	2	40.3	142.9	132	108	143.1	101352.8	108
4/4/2024	10:07:54 FA to B, No	2	2	48	212.7	129	105	212.9	179760.4	105
4/4/2024	10:08:24 FB to A, No	3	3	59	108.9	145	121	109.2	113027.3	121
4/4/2024	10:08:45 FB to A, No	2	2	64.3	21.6	140	116	21.8	24491.9	116
4/4/2024	10:09:16 FB to A, No	2	2	61.6	30.3	137	113	30.4	32784.4	113
4/4/2024	10:09:35 FB to A, No	5	4	60	19.2	186	162	19.4	20321.2	162
4/4/2024	10:09:42 FB to A, No	2	2	60.9	6.9	134	110	7.1	7416.1	110
4/4/2024	10:10:13 FB to A, No	2	2	56.4	31	127	103	31.1	30768.7	103
4/4/2024	10:10:32 FB to A, No	5	4	71.9	18.5	180	156	18.7	23428.3	156
4/4/2024	10:12:18 FB to A, No	2	2	56.2	106.2	138	114	106.3	105057.6	114
4/4/2024	10:13:33 FB to A, No	2	2	54.2	74.2	140	116	74.4	70852	116
4/4/2024	10:15:40 FB to A, No	2	2	52.7	126.8	134	110	127	117604.6	110
4/4/2024	10:15:41 FB to A, No	5	4	55.7	1.3	191	167	1.4	1251.8	167
4/4/2024	10:15:43 FB to A, No	3	3	46.9	1.8	149	125	2	1461.1	125
4/4/2024	10:15:45 FB to A, No	2	2	46	1.7	137	113	1.9	1358.5	113
4/4/2024	10:16:30 FB to A, No	2	2	48.8	44.6	134	110	44.8	38327.5	110
4/4/2024	10:17:44 FB to A, No	2	2	54.2	74	139	115	74.1	70595.7	115
4/4/2024	10:18:39 FB to A, No	2	2	55.4	54.8	133	109	54.9	53366.7	109
4/4/2024	10:18:41 FB to A, No	3	3	50.4	1.4	143	119	1.6	1272.8	119
4/4/2024	10:18:47 FB to A, No	2	2	59.7	6	128	104	6.2	6264.6	104
4/4/2024	10:19:55 FA to B, No	2	2	51.3	720.7	141	117	720.9	650716.3	117
4/4/2024	10:22:00 FA to B, No	2	2	49.2	124.7	131	107	124.9	108109.5	107
4/4/2024	10:22:23 FA to B, No	2	2	56	23.7	139	115	23.9	23315.6	115
4/4/2024	10:22:26 FB to A, No	2	2	63.7	219.5	142	118	219.6	246057.8	118
4/4/2024	10:25:14 FB to A, No	2	2	63.9	167.3	133	109	167.4	188217.8	109
4/4/2024	10:28:03 FA to B, No	2	2	50	339.9	136	112	340.1	299351.6	112
4/4/2024	10:28:46 FB to A, No	3	3	47.4	211.7	145	121	211.8	176469.3	121
4/4/2024	10:29:59 FA to B, No	5	4	51.1	115.5	180	156	115.7	103900.1	156
4/4/2024	10:30:18 FB to A, No	5	4	55.6	92.2	182	158	92.4	90202.7	158
4/4/2024	10:30:23 FB to A, No	2	2	50.7	4.3	142	118	4.5	3847.6	118
4/4/2024	10:30:34 FB to A, No	2	2	68.4	11.2	139	115	11.4	13472	115
4/4/2024	10:31:18 FB to A, No	5	4	57.8	44.1	178	154	44.2	44895.1	154
4/4/2024	10:31:24 FB to A, No	2	2	69.6	5.1	138	114	5.3	6300.7	114
4/4/2024	10:31:43 FA to B, No	2	2	50.7	104	128	104	104.2	92748.5	104
4/4/2024	10:32:18 FB to A, No	2	2	56.5	54.3	136	112	54.4	53964.8	112
4/4/2024	10:32:34 FB to A, No	2	2	60.9	16	137	113	16.2	17190.5	113
4/4/2024	10:32:40 FB to A, No	3	3	76.6	6	153	129	6.1	8054.2	129
4/4/2024	10:32:58 FB to A, No	5	4	66.1	17.5	179	155	17.7	20375.8	155
4/4/2024	10:35:16 FB to A, No	3	3	61.5	137.5	154	130	137.7	148890.1	130
4/4/2024	10:35:37 FA to B, No	2	2	51.6	233.1	129	105	233.2	211784.2	105
4/4/2024	10:38:42 FB to A, No	5	4	59.2	206.3	188	164	206.5	214833.9	164
4/4/2024	10:38:58 FB to A, No	2	2	59.2	15.9	135	111	16.1	16587.2	111
4/4/2024	10:40:21 FA to B, No	3	3	70.3	284.7	159	135	284.9	352369.3	135
4/4/2024	10:43:54 FB to A, No	5	4	52.3	295.3	175	151	295.5	271823.3	151
4/4/2024	10:43:56 FB to A, No	3	3	51.4	1.5	149	125	1.7	1375.1	125
4/4/2024	10:44:10 FA to B, No	2	2	52.3	228.8	121	97	228.9	210444.4	97
4/4/2024	10:44:59 FB to A, No	2	2	52.3	63.6	136	112	63.8	58494.3	112
4/4/2024	10:45:00 FB to A, No	2	2	51	1	141	117	1.2	901.5	117
4/4/2024	10:45:03 FB to A, No	3	3	56.3	2.1	151	127	2.2	2039.6	127
4/4/2024	10:46:33 FB to A, No	3	3	52	89.7	147	123	89.9	82066.5	123
4/4/2024	10:46:35 FB to A, No	2	2	56.5	1.9	134	110	2	1844.2	110
4/4/2024	10:47:44 FB to A, No	2	2	56.7	69.3	133	109	69.5	69147.8	109
4/4/2024	10:48:18 FB to A, No	2	2	53	34.1	134	110	34.3	31824.4	110
4/4/2024	10:49:20 FB to A, No	3	3	57.3	61.3	143	119	61.5	61883.5	119
4/4/2024	10:50:23 FB to A, No	5	4	59.2	62.6	179	155	62.8	65227.5	155
4/4/2024	10:50:29 FB to A, No	2	2	52.1	6.4	140	116	6.6	5840.6	116
4/4/2024	10:51:11 FB to A, No	2	2	68.1	42	140	116	42.2	50369.2	116
4/4/2024	10:52:16 FB to A, No	3	3	49.1	64.6	150	126	64.8	55901.4	126
4/4/2024	10:55:07 FB to A, No	3	3	62.5	170.4	157	133	170.6	187440.2	133
4/4/2024	10:57:02 FB to A, No	2	2	55.3	115.1	140	116	115.3	111982.3	116
4/4/2024	10:58:07 FA to B, No	3	3	50.5	836.7	149	125	836.9	743115.6	125
4/4/2024	10:59:38 FA to B, No	2	2	48.6	90.1	127	103	90.3	77057.6	103
4/4/2024	10:59:48 FB to A, No	5	4	61.5	166.1	178	154	166.3	179714.5	154
4/4/2024	11:00:44 FB to A, No	2	2	63.7	55.7	135	111	55.9	62449.6	111
4/4/2024	11:02:12 FA to B, No	2	2	49.9	154.1	126	102	154.3	135347.8	102
4/4/2024	11:04:44 FB to A, No	3	3	53.3	239.2	150	126	239.4	224513.6	126
4/4/2024	11:05:30 FB to A, No	3	3	62.7	46.4	144	120	46.6	51170.8	120
4/4/2024	11:06:15 FA to B, No	2	2	52.3	242.9	133	109	243.1	223558.1	109
4/4/2024	11:06:16 FB to A, No	2	2	57.5	45.8	134	110	45.9	46341.1	110
4/4/2024	11:09:17 FB to A, No	5	4	58.5	180.2	182	158	180.3	185477.5	158
4/4/2024	11:09:28 FB to A, No	2	2	61.3	10.7	134	110	10.9	11556.6	110
4/4/2024	11:09:43 FA to B, No	2	2	63.8	208	129	105	208.1	233464.9	105
4/4/2024	11:15:06 FA to B, No	2	2	52.4	323	130	106	323.1	298161.6	106
4/4/2024	11:15:29 FB to A, No	2	2	52.7	361.6	137	113	361.7	335515.7	113
4/4/2024	11:17:19 FB to A, No	2	2	65.2	109.2	139	115	109.4	125328.5	115

4/4/2024	11:17:54 FB to A, No	2	2	47.8	35.7	142	118	35.8	29983.9	118
4/4/2024	11:20:26 FA to B, No	5	4	60.1	320	173	149	320.2	338548.8	149
4/4/2024	11:22:12 FA to B, No	2	2	41.8	105.2	125	101	105.4	77352.7	101
4/4/2024	11:23:46 FB to A, No	5	4	59.7	351.7	193	169	351.9	369763.9	169
4/4/2024	11:24:09 FB to A, No	3	3	62.9	22.5	147	123	22.7	24875.8	123
4/4/2024	11:25:15 FB to A, No	5	4	62.4	66	191	167	66.2	72462.2	167
4/4/2024	11:25:29 FB to A, No	2	2	68.1	13.4	141	117	13.6	16099.8	117
4/4/2024	11:26:25 FB to A, No	5	4	57.4	56.2	178	154	56.3	56754.9	154
4/4/2024	11:26:27 FB to A, No	5	4	57.1	1.4	178	154	1.6	1406.9	154
4/4/2024	11:27:59 FA to B, No	2	2	48.8	346.9	127	103	347.1	297809.7	103
4/4/2024	11:28:04 FB to A, No	2	2	61.6	96.7	140	116	96.9	104880.8	116
4/4/2024	11:28:07 FB to A, No	3	3	58.5	3.5	147	123	3.7	3643	123
4/4/2024	11:28:09 FB to A, No	2	2	57	1.9	137	113	2.1	1927.1	113
4/4/2024	11:28:11 FB to A, No	3	3	57	1.9	160	136	2.1	1895.7	136
4/4/2024	11:28:24 FA to B, No	2	2	53.4	24.7	125	101	24.9	23197.5	101
4/4/2024	11:29:34 FB to A, No	5	4	51.9	82.1	181	157	82.3	74973.2	157
4/4/2024	11:30:51 FB to A, No	2	2	76.3	77.1	137	113	77.3	103470.2	113
4/4/2024	11:34:46 FB to A, No	2	2	47.7	234.6	133	109	234.7	196814.2	109
4/4/2024	11:37:39 FA to B, No	2	2	54.2	554.7	133	109	554.9	528799.4	109
4/4/2024	11:41:19 FB to A, No	2	2	64.6	393.3	137	113	393.5	447265.9	113
4/4/2024	11:43:43 FA to B, No	2	2	46.3	364.4	129	105	364.6	297159	105
4/4/2024	11:43:47 FB to A, No	3	3	64.1	148.1	145	121	148.2	166977.5	121
4/4/2024	11:45:08 FB to A, No	2	2	44	80.4	131	107	80.6	62281.3	107
4/4/2024	11:45:16 FB to A, No	5	4	62.1	8.2	181	157	8.4	8989	157
4/4/2024	11:49:31 FB to A, No	2	2	50.9	254.9	142	118	255.1	228418.3	118
4/4/2024	11:49:43 FB to A, No	2	2	62.4	11.2	130	106	11.4	12341.7	106
4/4/2024	11:57:49 FB to A, No	2	2	47.5	485.6	132	108	485.8	405866.2	108
4/4/2024	11:58:54 FB to A, No	2	2	55.8	65	138	114	65.2	63817.8	114

# Appendix B

Detailed Planning Level Estimate

August 22, 2024

Detailed Planning Level Cost Estimate for NM 14 and NM 44/45 Safety Mitigations

Lee Engineering

TRAFFIC SIGNAL QUANTITIES					
ITEM NO.	ITEM DESCRIPTION	UNITS	QUANTITY	UNIT COST	TOTAL
701000	PANEL SIGNS	S.F.	88	\$50.00	\$4,400.00
701100	STEEL POST AND BASE POST FOR ALUMINUM PANEL SIGNS	L.F.	145	\$50.00	\$7,250.00
704701	HOT THERMOPLASTIC PAVEMENT MARKINGS 6"	L.F.	9500	\$1.00	\$9,500.00
704704	HOT THERMOPLASTIC PAVEMENT MARKING 24"	L.F.	70	\$17.50	\$1,225.00
704720	HOT THERMOPLASTIC PAVEMENT MARKING WORD (STOP AHEAD)	E.A.	2	\$900.00	\$1,800.00
502030	DRILLED SHAFT FOUNDATION 30" DIAMETER	L.F.	20	\$500.00	\$10,000.00
716701	LED ROADWAY LUMINAIRE	E.A.	2	\$1,700.00	\$3,400.00
707530	TYPE V STANDARD, 30'	E.A.	2	\$7,000.00	\$14,000.00
				TOTAL	\$51,575.00

# Appendix C

Signal Warrant Result Output Report

# HCS Warrants Report

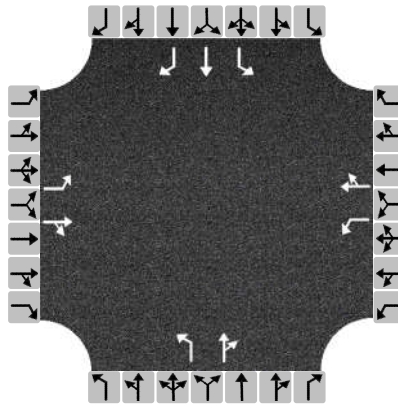
## Project Information

Analyst	LW	Date	5/28/2024
Agency	Lee Engineering	Analysis Year	2024
Jurisdiction	NMDOT	Time Period Analyzed	6 AM to 6 PM
Project Description			

## General

Major Street Direction	North-South	Population < 10,000	No
Starting Time Interval	6	Coordinated Signal System	No
Median Type	Undivided	Crashes (crashes/year)	2
Major Street Speed (mi/h)	45	Adequate Trials of Crash Exp. Alt.	No
Nearest Signal (ft)	0		

## Geometry and Traffic



Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Number of Lanes, N	1	1	0	1	1	0	1	1	0	1	1	1
Lane Usage	L	TR		L	TR		L	TR		L	T	R
Vehicle Volumes Averages (veh/h)	19	4	12	11	5	82	11	152	11	61	125	18
Pedestrian Averages (peds/h)	0			0			0			0		
Gap Averages (gaps/h)	0			0			0			0		
Delay (s/veh)	13.7			11.0			0.5			2.2		
Delay (veh-hrs)	0.1			0.3			0.0			0.1		

## School Crossing and Roadway Network

Number of Students in Highest Hour	0	Two or More Major Routes	No
Number of Adequate Gaps in Period	0	Weekend Counts	No
Number of Minutes in Period	0	5-year Growth Factor (%)	0

## Railroad Crossing

Grade Crossing Approach	None	Rail Traffic (trains/day)	4
Highest Volume Hour with Trains	Unknown	High Occupancy Buses (%)	0
Distance to Stop Line (ft)	-	Tractor-Trailer Trucks (%)	10

<b>Volume Summary</b>														
Hour	Major Volume	Minor Volume	Total Volume	Peds/h	Gaps/h	1A (70%)	1A (56%)	1B (70%)	1B (56%)	2 (70%)	3A (70%)	3B (56%)	4A (70%)	4B (56%)
07 - 08	136	82	228	0	0	No	No	No	No	No	No	No	No	No
08 - 09	348	249	629	0	0	No	Yes	No	No	No	No	No	No	No
09 - 10	358	183	582	0	0	No	Yes	No	No	No	No	No	No	No
10 - 11	388	86	499	0	0	No	No	No	No	No	No	No	No	No
11 - 12	337	83	457	0	0	No	No	No	No	No	No	No	No	No
12 - 13	304	54	402	0	0	No	No	No	No	No	No	No	No	No
13 - 14	362	80	476	0	0	No	No	No	No	No	No	No	No	No
14 - 15	369	71	475	0	0	No	No	No	No	No	No	No	No	No
15 - 16	369	68	471	0	0	No	No	No	No	No	No	No	No	No
16 - 17	468	80	592	0	0	No	No	No	No	No	No	No	No	No
17 - 18	565	74	696	0	0	No	No	No	Yes	No	No	No	No	No
18 - 19	573	75	690	0	0	No	No	No	Yes	No	No	No	No	No
Total	4577	1185	6197	0	0	0	2	0	2	0	0	0	0	0

<b>Warrants</b>	
<b>Warrant 1: Eight-Hour Vehicular Volume</b>	
A. Minimum Vehicular Volumes (Both major approaches --and-- higher minor approach) --or--	
B. Interruption of Continuous Traffic (Both major approaches --and-- higher minor approach) --or--	
56% Vehicular --and-- Interruption Volumes (Both major approaches --and-- higher minor approach)	
<b>Warrant 2: Four-Hour Vehicular Volume</b>	
Four-Hour Vehicular Volume (Both major approaches --and-- higher minor approach)	
<b>Warrant 3: Peak Hour</b>	
A. Peak-Hour Conditions (Minor delay -- and-- minor volume --and-- total volume) --or--	
B. Peak-Hour Vehicular Volumes (Both major approaches --and-- higher minor approach)	
<b>Warrant 4: Pedestrian Volume</b>	
A. Four Hour Volumes --or--	
B. One-Hour Volumes	
<b>Warrant 5: School Crossing</b>	
Gaps Same Period --and--	
Student Volumes	
Nearest Traffic Control Signal (optional)	
<b>Warrant 6: Coordinated Signal System</b>	
Degree of Platooning (Predominant direction or both directions)	
<b>Warrant 7: Crash Experience</b>	
A. Adequate trials of alternatives, observance and enforcement failed --and--	
B. Reported crashes susceptible to correction by signal (12-month period) --and--	
C. 56% Volumes for Warrants 1A, 1B, --or-- 4 are satisfied	
<b>Warrant 8: Roadway Network</b>	
A. Weekday Volume (Peak hour total --and-- projected warrants 1, 2, or 3) --or--	
B. Weekend Volume (Five hours total)	
<b>Warrant 9: Grade Crossing</b>	
A. Grade Crossing within 140 ft --and--	
B. Peak-Hour Vehicular Volumes	