

March 28, 2018

Mr. Craig Cruz City of Rancho Cucamonga 10500 Civic Center Drive Rancho Cucamonga, CA 91730

SUBJECT: 8TH ST. & HAVEN AV. WAREHOUSE TRIP GENERATION EVALUATION

Dear Mr. Craig Cruz:

The following letter summarizes the findings for the Trip Generation Evaluation prepared for the proposed 8th St. & Haven Av. Warehouse development (referred to as "Project") located west of Haven Avenue at Acadia Street in the City of Rancho Cucamonga.

EXISTING SETTING

EXISTING LAND USE

The site is currently occupied by TMT Industries (8978 Haven Avenue, Rancho Cucamonga, CA 91730) with normal business operations between the hours of 8:00 AM and 5:00 PM Monday through Friday. Offices are closed on Saturday and Sunday.

EXISTING TRIP GENERATION

To understand the amount of vehicular traffic currently generated by TMT Industries, traffic counts were conducted at the site access driveways on Tuesday, March, 20, 2018 (with a typical level of activity) over a 24-hour period. There were 2 driveways counts for the purposes of this evaluation: the primary driveway on 8th Street (on the north side of the site) and a secondary driveway at 8th Street and Acacia Street (western extension of Acacia Street). Based on the count data, the AM peak hour was identified between 7:45 and 8:45 AM and the PM peak hour was identified between 5:00 and 6:00 PM. Table 1 summarizes the trip generation for the existing land use based on the collected count data. The existing trip generation is shown in both actual vehicles and passenger car equivalent (PCE). The existing use currently generates a net total of 544 PCE trip-ends per day, 32 PCE AM peak hour trips and 51 PCE PM peak hour trips. The count data is provided in Attachment A.



TABLE 1: EXISTING TRIP GENERATION SUMMARY¹

	AM Peak Hour ²			PM Peak Hour ²			
Project	In	Out	Total	In	Out	Total	Daily
Trip Gener	ation Sur	nmary (A	ctual Veh	icles)			
TMT Industries							
Passenger Cars:	12	1	13	4	4	8	164
Truck Trips:							
2-axle:	0	3	3	0	0	0	17
3-axle:	0	1	1	1	4	5	24
4+-axle:	1	3	4	7	4	11	102
- Net Truck Trips (Actual Trucks)	1	7	8	8	8	16	143
TOTAL NET TRIPS (Actual Vehicles)	13	8	21	12	12	24	307
Trip (Generatio	on Summa	ary (PCE)				
TMT Industries							
Passenger Cars:	12	1	13	4	4	8	164
Truck Trips:							
2-axle:	0	5	5	0	0	0	26
3-axle:	0	2	2	2	8	10	48
4+-axle:	3	9	12	21	12	33	306
- Net Truck Trips (PCE)	3	16	19	23	20	43	380
TOTAL NET TRIPS (PCE)	15	17	32	27	24	51	544

¹ Trip Generation Source: Counts collected on Tuesday March, 20, 2018.

PROPOSED PROJECT

PROJECT DESCRIPTION

It is our understanding that the Project is proposed to include the development of 120,720 square feet of general warehouse use.

PROJECT TRIP GENERATION

The trip generation rates used for this assessment are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their <u>Trip Generation Manual</u> (10th Edition, 2017). The ITE <u>Trip Generation Manual</u> is a nationally recognized source for estimating site-specific trip generation.

Based on our understanding of the type of operations to likely occupy the future building space, the Warehousing land use (ITE Land Use Code 150) has been utilized for the purposes of this trip generation evaluation. Total truck mix percentage was obtained from the ITE <u>Trip Generation Handbook</u> (3rd Edition, 2017), which identifies an average of 20% of trucks for the warehousing land use. However, the ITE <u>Trip Generation Handbook</u> does not provide additional guidance on the mix of



² AM peak hour = 7:45 - 8:45 AM; PM peak hour = 5:00 - 6:00 PM.

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trucks by axle type. As such, the City of Fontana's Truck Trip Generation Study (August 2003) has been utilized to determine the mix of trucks, by axle type.

Lastly, PCE factors were applied to the trip generation rates for heavy trucks (large 2-axles, 3-axles, 4+axles). PCEs allow the typical "real-world" mix of vehicle types to be represented as a single, standardized unit, such as the passenger car, to be used for the purposes of capacity and level of service analyses. The PCE factors are consistent with the recommended PCE factors in City's traffic study guidelines. Trip generation rates for actual vehicles and with PCE factors are shown on Table 2.

TABLE 2: TRIP GENERATION RATES

		ITE LU	AN	AM Peak Hour PM Peak Hour			Deib		
Land Use	Units ²	Code	In	Out	Total	In	Out	Total	Daily
	Trip G	eneration	Rates (A	ctual Vel	hicles)1			-	
Warehouse ^{3,4}	TSF	150	0.131	0.039	0.170	0.051	0.139	0.190	1.740
Passenger Cars (80.00%)				0.031	0.136	0.041	0.111	0.152	1.392
	2-Axle Trucl	ks (3.34%)	0.004	0.001	0.005	0.002	0.005	0.007	0.058
3-Axle Trucks (4.14%)				0.002	0.007	0.002	0.006	0.008	0.072
4-	Axle+ Trucks	(12.52%)	0.016	0.005	0.021	0.006	0.017	0.023	0.218
		Trip Gene	ration Ra	tes (PCE)	1				
Warehouse ^{3,4}	TSF	150	0.131	0.039	0.170	0.051	0.139	0.190	1.740
	senger Cars	(80.00%)	0.105	0.031	0.136	0.041	0.111	0.152	1.392
2-Axle Trucks (3.34%) (PCE = 1.5) ⁵				0.002	0.008	0.003	0.008	0.011	0.087
3-Axle Trucl	0.010	0.004	0.014	0.004	0.012	0.016	0.144		
4-Axle+ Trucks			0.048	0.015	0.063	0.018	0.051	0.069	0.654

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), <u>Trip Generation Manual</u>, Tenth Edition (2017).

As shown on Table 3, the proposed Project is anticipated to generate a net total of 275 PCE trip-ends per day, 27 PCE AM peak hour trips and 28 PCE PM peak hour trips.



² TSF = thousand square feet

³ Vehicle Mix Source: Institute of Transportation Engineers (ITE), <u>Trip Generation Handbook</u>, Third Edition (September 2017).

⁴ Truck Mix Source: <u>Fontana Truck Trip Generation Study</u>, August 2003 (Land Use 150).

⁵ PCE rates are per San Bernardino County Transportation Authority (SBCTA).

TABLE 3: PROJECT TRIP GENERATION SUMMARY

	AM Peak Hour PM Peak Hour						our		
Project	Quantity	Units ¹	In	Out	Total	ln	Out	Total	Daily
	Trip Ge	neration S	ummary	(Actual \	Vehicles)				
8th and Haven Warehouse	120.720	TSF							
Passenger Cars:			13	4	17	5	13	18	168
Truck Trips:									
2-axle:			0	0	0	0	1	1	7
3-axle:			1	0	1	0	1	1	9
4+-axle:			2	1	3	1	2	3	26
- Net Truck Trips (Actua	ıl Trucks)		3	1	4	1	4	5	42
TOTAL NET TRIPS (Actual Vehic	les) ²		16	5	21	6	17	23	210
	Tr	ip Genera	tion Sun	mary (P	CE)		-	•	
8th and Haven Warehouse	120.720	TSF							
Passenger Cars:			13	4	17	5	13	18	168
Truck Trips:									
2-axle:			1	0	1	0	1	1	11
3-axle:			1	0	1	0	1	1	17
4+-axle:			6	2	8	2	6	8	79
- Net Truck Trips (PCE)			8	2	10	2	8	10	107
TOTAL NET TRIPS (PCE) ²		21	6	27	7	21	28	275	

¹ TSF = thousand square feet

TRIP GENERATION COMPARISON

Table 4 shows the trip generation comparison between the currently proposed Project and the existing TMT Industries use. Based on a comparison of PCE trips, the proposed Project would generate 5 fewer net PCE trips in the AM peak hour, 23 fewer net PCE trips in the PM peak hour, and 269 fewer net PCE trip-ends per day.

TABLE 4: TRIP GENERATION COMPARISON

	AN	AM Peak Hour		PM Peak Hour			
Project	In	Out	Total	In	Out	Total	Daily
Trip G	eneratio	n Summa	ry (Actua	al Vehicle	es)		
Proposed Project	16	5	21	6	17	23	210
Existing Use	13	8	21	12	12	24	307
VARIANCE (Actual Vehicles)	3	-3	0	-6	5	-1	-97
-	Trip Gene	ration S	ummary	(PCE)	•	•	-
Proposed Project	21	6	27	7	21	28	275
Existing Use	15	17	32	27	24	51	544
VARIANCE (PCE)	6	-11	-5	-20	-3	-23	-269



² TOTAL NET TRIPS (Actual Vehicles/PCE) = Passenger Cars + Net Truck Trips (Actual Vehicles/PCE).

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As the development of the proposed Project is anticipated to result in a net reduction in vehicle trips as compared to the existing TMT Industries use, additional traffic analysis has not been recommended. If you have any questions, please contact me directly at (949) 336-5982.

Respectfully submitted,

URBAN CROSSROADS, INC.

Charlene So, PE Senior Associate

ATTACHMENT A

DRIVEWAY COUNTS: MARCH 20, 2018





 City:
 Rancho Cucamonga

 Location:
 8th Street/South Driveway

 Date:
 3/20/2018

 Count Type:
 Driveway Class

ſ	Entering					
	Pass	Large				
0:00	Veh 0	2 Axle 0	3 Axle 0	4+ Axle 0	Total 0	
0:15	0	0	0	0	0	
0:30	0	0	0	0	0	
0:45 1:00	0	0	0	0	0	
1:15	0	0	0	0	0	
1:30	0	0	0	0	0	
1:45	0	0	0	0	0	
2:00 2:15	0	0	0	0	0	
2:30	0	0	0	0	0	
2:45	0	0	0	0	0	
3:00 3:15	0	0	0	0	0	
3:30	0	0	0	0	0	
3:45	0	0	0	0	0	
4:00	0	0	0	0	0	
4:15 4:30	0	0	0	0	0	
4:45	1	0	0	0	1	
5:00	0	0	0	0	0	
5:15 5:30	1	0	0	0	0	
5:30	0	0	0	0	0	
6:00	0	0	0	0	0	
6:15	0	0	0	0	0	
6:30	0	0	0	0	0	
6:45 7:00	0	0	0	0	0	
7:15	0	0	0	0	0	
7:30	0	0	0	0	0	
7:45 8:00	0	0	0	0	0	
8:15	1	0	0	0	1	
8:30	0	0	0	0	0	
8:45	0	0	0	0	0	
9:00 9:15	0	0	0	0	0	
9:30	0	0	0	0	0	
9:45	0	1	0	0	1	
10:00 10:15	0	0	0	0	0	
10:15	0	0	0	0	0	
10:45	0	0	0	0	0	
11:00	0	0	0	0	0	
11:15 11:30	0	0	0	0	0	
11:45	0	0	0	0	0	
12:00	0	0	0	0	0	
12:15 12:30	0	0	0	0	0	
12:45	0	0	0	0	0	
13:00	0	0	0	0	0	
13:15	0	0	0	1	1	
13:30 13:45	0	0	0	0	0	
14:00	0	0	0	1	1	
14:15	0	0	0	0	0	
14:30 14:45	0	0	0	0	0	
15:00	0	0	0	0	0	
15:15	0	0	0	1	1	
15:30	0	0	0	0	0	
15:45 16:00	0	0	0	0	0	
16:15	0	0	0	1	1	
16:30	0	0	0	0	0	
16:45	0	0	0	0	0	
17:00 17:15	0	0	0	0	0	
17:30	0	0	0	0	0	
17:45	0	0	0	0	0	
18:00 18:15	0	0	0	0	0	
18:15	0	0	0	1	1	
18:45	0	0	0	1	1	
19:00	0	0	0	1	1 0	
19:15 19:30	0	0	0	0	0	
19:45	0	0	0	0	0	
20:00	0	0	0	0	0	
20:15	0	0	0	0	0	
20:30 20:45	0	0	0	0	0	
21:00	0	0	0	0	0	
21:15	0	0	0	0	0	
21:30	0	0	0	0	0	
21:45 22:00	0	0	0	0	0	
22:15	0	0	0	0	0	
22:30	0	0	0	0	0	
22:45	0	0	0	0	0	
23:00 23:15	0	0	0	0	0	
23:30	0	0	0	0	0	
23:45	0	0	0	0	0	
TOTAL	4	1	0	11	16	

	-	Pass	Large	Exiting		
		Veh	2 Axle	3 Axle	4+ Axle	Total
	0:00	0	0	0	0	0
	0:15	0	0	0	0	0
	0:30	0	0	0	0	0
0	0:45 1:00	0	0	0	0	0
0	1:00	0	0	0	0	0
0	1:30	0	0	0	0	0
0	1:45	0	0	0	0	0
1	2:00	0	0	0	0	0
1	2:15	0	0	0	0	0
1	2:30	0	0	0	0	0
1	2:45	0	0	0	0	0
0	3:00 3:15	0	0	0	0	0
0	3:30	0	0	0	0	0
o	3:45	0	0	0	0	0
0	4:00	0	0	0	0	0
0	4:15	0	0	0	0	0
0	4:30	0	0	0	0	0
1	4:45	0	0	0	0	0
1	5:00	0	0	0	0	0
2	5:15 5:30	0	0	0	0	0
1	5:45	0	0	0	0	0
1	6:00	0	0	0	0	0
1	6:15	0	0	0	0	0
0	6:30	0	0	0	0	0
0	6:45	0	0	0	0	0
0	7:00	0	0	0	0	0
0	7:15	0	0	0	0	0
0	7:30 7:45	0	0	0	0	0
0	8:00	0	0	0	0	0
1	8:15	0	0	0	0	0
1	8:30	0	0	0	0	0
1	8:45	0	0	0	0	0
1	9:00	0	0	0	0	0
0	9:15	0	0	0	0	0
0	9:30	0	0	0	0	0
1.5 4.5	9:45	0	0	0	0	0
4.5	10:00 10:15	0	0	0	0	0
4.5	10:30	0	0	0	0	0
3	10:45	0	0	0	0	0
0	11:00	0	0	0	0	0
0	11:15	0	0	0	0	0
0	11:30	1	0	0	0	1
0	11:45	0	0	0	0	0
3	12:00 12:15	0	0	0	0	0
3	12:30	0	0	0	0	0
3	12:45	0	0	0	0	0
3	13:00	0	0	0	0	0
3	13:15	0	0	0	0	0
3	13:30	0	0	0	0	0
6	13:45	0	0	0	0	0
3	14:00	0	0	0	0	0
3	14:30	1	0	0	0	1
3	14:45	0	0	0	0	0
0	15:00	0	0	0	0	0
3	15:15	0	0	0	0	0
3	15:30	0	0	0	0	0
3	15:45	0	0	0	0	0
3	16:00	0	0	0	0	0
3	16:15 16:30	0	0	0	0	0
3	16:45	0	0	0	0	0
3	17:00	0	0	0	0	0
0	17:15	0	0	0	0	0
0	17:30	0	0	1	0	1
0	17:45	0	0	0	0	0
0	18:00	0	0	0	0	0
3 6	18:15 18:30	0	0	0	0	0
9	18:45	0	0	0	0	0
12	19:00	0	0	0	0	0
9	19:15	0	0	0	0	0
6	19:30	0	0	0	0	0
3	19:45	0	0	0	0	0
0	20:00	0	0	0	0	0
0	20:15	0	0	0	0	0
0	20:30	0	0	0	0	0
0	20:45 21:00	0	0	0	0	0
0	21:15	0	0	0	0	0
0	21:30	0	0	0	0	0
0	21:45	0	0	0	0	0
0	22:00	0	0	0	0	0
0	22:15	0	0	0	0	0
0	22:30	0	0	0	0	0
0	22:45	0	0	0	0	0
3	23:00	0	0	0	1	1
3	23:15	0	0	0	0	0
3				0	0	
3	23:45	0	0			0

City: Location: Date:

Rancho Cucamonga
North Driveway and 8th Street

Date:	3/20/2018				
Count Type:	Driveway C	lass			
			Entering		
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Tota
0:00	0	0	0	0 at Axie	0
0:00		0	0	0	0
0:30		0	0	0	0
0:45		0	0	0	0
1:00	1	0	0	0	1
1:15	0	0	0	0	0
1:30		0	0	1	1
1:45	0	0	0	0	0
2:00	0	0	0	1	1
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	1	0	0	0	1
3:00	1	0	0	0	1
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	2	0	0	0	2
4:00	1	0	0	0	1
4:15	2	0	0	0	2
4:30		0	0	0	0
4:45		0	0	0	1
5:00		0	0	0	3
5:15		0	0	0	2
5:30		0	0	0	0
5:45	0	0	0	0	0
6:00		0	0	0	1
6:15	1	0	0	1	2
6:30		0	0	0	3
6:45		0	0	0	2
7:00		0	0	0	5
7:15		0	0	0	1
7:30		0	0	0	0
7:45	4	0	0	0	4
8:00 8:15		0	0	0	3
					4
8:30		0	0	0	1
8:45 9:00	2	0	0	0	2
9:00		1	0	1	3
9:15		0	0	0	0
9:30		0	0	0	1
10:00		0	0	1	2

11:15 11:30 11:45 12:00 12:15 12:30 12:45 13:00 13:15 13:30

13:45

14:45 15:00 15:15 15:30 15:45 16:00 16:15

18:00 18:15 18:30 18:45 19:00 19:15 19:30

19:45

20:45

21:00 21:15 21:30 21:45 22:00 22:15 22:30

23:00

23:15

0

			Exiting		
	Pass	Large			
	Veh	2 Axle	3 Axle	4+ Axle	Total
0:00	0	0	0	0	0
0:15	0	0	0	0	0
0:30	0	0	0	0	0
0:45	1	0	0	0	1
1:00	0	0	0	0	0
1:15	0	0	0	0	0
1:30	0	0	0	1	1
1:45	0	0	0	1	1
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	1	0	0	1	2
3:00	0	0	0	1	1
3:15	0	0	0	0	0
3:30	0	0	0	0	0
3:45	0	0	0	1	1
4:00	0	0	0	2	2
4:15	0	0	1	0	1
4:30	0	0	0	1	1
4:45	0	0	0	0	0
5:00	0	0	1	1	2
5:15	1	0	1	1	3
5:30	0	0	0	1	1
5:45	0	0	0	0	0
6:00	0	0	0	2	2
6:15	0	0	0	0	0
6:30	0	0	0	0	0
6:45	0	0	0	0	0
7:00	0	0	0	0	0
7:15	0	0	1	0	1
7:30	0	0	1	0	1
7:45	1	0	0	0	1
8:00	0	0	0	2	2
8:15	0	2	0	0	2
8:30	0	1	1	1	3
8:45	3	0	0	0	3
9:00	0	0	0	0	0
9:15	0	0	0	1	1
9:30	0	0	0	2	2
9:45	0	1	0	0	1
10:00	0	0	0	0	0
10:15	0	0	0	0	0
10:30	2	1	0	1	4
10:45	0	0	0	0	0
11:00	2	0	0	0	2
11:15	1	0	0	0	1
11:30	0	0	0	0	0
11:45	2	0	0	0	2
12:00	3	1	0	0	4
12:15	1	0	0	1	2
12:30	1	0	0	0	1
12:45	2	0	0	0	2
13:00	1	1	0	2	4
13:15	0	0	0	1	1
13:30	2	0	0	0	2
13:45	0	0	0	1	1
14:00	0	0	0	0	0
14:15	3	0	0	0	3
14:30	0	0	2	1	3
14:45	3	0	0	1	4
15:00	1	0	0	1	2
15:15	1	0	0	0	1
15:30	4	0	0	2	6
15:45	1	2	0	0	3
16:00	7	0	0	0	7
16:15	2	0	0	0	2
16:30	2	0	0	0	2
16:45	2	0	0	0	2
17:00	1	0	0	3	4
17:15	2	0	0	1	3
17:30	1	0	3	0	4
17:45	0	0	0	0	0
18:00	1	0	0	2	3
40.45	1	0	0	2	3
18:15	- 1				,
18:30	1	0	0	1	2
18:30 18:45	1	0	0	1 0	1
18:30 18:45 19:00	1 6	0 0	0 0	1 0 0	6
18:30 18:45 19:00 19:15	1 6 4	0 0 0	0 0 0	1 0 0	1 6 4
18:30 18:45 19:00 19:15 19:30	1 6 4 0	0 0 0 0	0 0 0 0	1 0 0 0	1 6 4 1
18:30 18:45 19:00 19:15 19:30 19:45	1 6 4 0	0 0 0 0 0	0 0 0 0 0	1 0 0 0 1	1 6 4 1
18:30 18:45 19:00 19:15 19:30 19:45 20:00	1 6 4 0 0	0 0 0 0 0 0	0 0 0 0 0 0	1 0 0 0 1 1	1 6 4 1 1 5
18:30 18:45 19:00 19:15 19:30 19:45 20:00 20:15	1 6 4 0 0 4 0	0 0 0 0 0 0	0 0 0 0 0 0 0	1 0 0 0 1 1 1 2	1 6 4 1 1 5
18:30 18:45 19:00 19:15 19:30 19:45 20:00 20:15 20:30	1 6 4 0 0 4 0	0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0	1 0 0 0 1 1 1 2	1 6 4 1 1 5 2
18:30 18:45 19:00 19:15 19:30 19:45 20:00 20:15 20:30 20:45	1 6 4 0 0 4 0 0	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0	1 0 0 0 1 1 1 2 0	1 6 4 1 1 5 2 0
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City: Location: Date: Count Type: Rancho Cucamonga TOTAL DRIVEWAYS 3/20/2018 Driveway Class

Pass Large				Entering		
0.00		Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0.30			0	0		0
0.45						
1.15						
1:30						
1:45						
2:15	1:45	0	0	0	0	0
2:30						
2:45						
3:15	2:45					
3:30						
4:100	3:30					
4:15						
S:00 3	4:30	0	0	0	0	0
5:15 2 0 0 0 2 5:30 1 0 0 0 0 1 5:45 0						
S:45						
6:00						
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6:45 2 0 0 0 2 7:00 5 0 0 0 5 7:15 1 0 0 0 0 1 7:30 0 0 0 0 0 0 0 8:00 3 0 0 0 0 3 8:15 4 0 0 0 1 1 5 8:30 1 0 0 0 0 0 1 1 5 9:30 0 <th></th> <td></td> <td></td> <td></td> <td></td> <td></td>						
7:00 5 0 0 0 5 7:15 1 0 0 0 0 0 1 7:30 0 0 0 0 0 0 0 0 0	6:30		0	0		
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8:00 3 0 0 0 0 3 3 8:15 4 0 0 0 1 1 5 8:30 1 0 0 0 0 1 1 5 9:00 2 0 0 0 0 0 1 1 9:00 2 0 0 0 0 0 1 1 3 9:00 2 0 0 0 0 0 0 0 0 1 1 3 9:00 1 1 0 0 0 0 0 0 1 1 3 9:00 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0						
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22:45 0 0 0 0 0 0 23:00 0 0 1 1 1 1 1 23:15 0 0 0 0 1 1 1 23:30 0						
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23:45 0 0 1 1 2						
TOTAL 85 8 11 53 157	23:45					
	TOTAL	85	8	11	53	157

Pass Large	ı			Exiting		
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T-45	7:15	0	0	1	0	1
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8:15						
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9:00 0 0 0 0 0 0 0 0 9:15 0 0 0 0 0 0 0 0 0 0 0 0 0						
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10:15						
10045		0	0	0	0	0
11:100 2						
11:15						
11:45	11:15	1	0	0	0	1
12:00 3						
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12:245 2	12:15			0	1	2
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17:45	17:15	2	0	0	1	3
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$\begin{array}{cccccccccccccccccccccccccccccccccccc$	19:00	6	0	0	0	6
19:45	19:15					
20:00						
2030 0 0 0 0 0 2045 0 0 0 0 0 0 21:00 1 0 0 0 1 1 2:13:15 1 0 1 0 2 2:13:30 0 0 0 1 1 1 2:2:13:30 0 0 0 1 1 1 2:2:00 0	20:00	4	0	0	1	5
20:45 0 0 0 0 0 21:00 1 0 0 0 1 21:15 1 0 1 0 2 21:30 0 0 0 1 1 21:45 0 0 0 1 1 22:00 0 0 0 0 0 22:15 1 0 0 0 0 22:35 0 0 0 0 0 22:45 0 0 0 0 0 23:30 0 0 0 0 0 23:35 0 0 0 0 0 23:35 0 0 0 0 0 23:45 2 0 0 0 0						
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22:00 0 0 0 0 0 22:15 1 0 0 0 1 22:30 0 0 0 0 0 22:45 0 0 0 0 0 0 23:00 0 0 0 1 1 1 23:15 0 0 0 0 0 0 23:30 0 0 0 0 0 0 23:45 2 0 0 0 2						
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23:45 2 0 0 0 2						