

George W. Nickelson, P.E.

Traffic Engineering – Transportation Planning

July 26, 2011

Ms. Lauren Watters
Quintessa Winery
1601 Silverado Trail
Rutherford, CA 94573

Subject: *Traffic Impact Analysis (TIA) for the Proposed Faust House Winery on Coombsville Road in Napa County*

Dear Ms. Watters:

This letter report summarizes our TIA for the proposed Faust Winery on Coombsville Road in Napa County. The analysis is based on our recent new traffic counts on Coombsville Road and our calculations of the expected winery traffic. This report has identified the existing traffic conditions and conducted an analysis of the proposed winery traffic effects.

1. Existing Traffic Conditions

Coombsville Road is essentially a two-lane rural road in the area of the winery site. At the winery site Coombsville Road does not have a left turn lane. The primary issues for access design are the vehicle visibility and operation relative to vehicles traveling on Coombsville Road and vehicles turning in/out of the access road.

The required vehicle visibility or "corner sight distance" is a function of the travel speeds on Coombsville Road. Caltrans design standards indicate that for appropriate corner sight distance, "a substantially clear line of sight should be maintained between the driver of a vehicle waiting at the cross road and the driver of an approaching vehicle in the right lane of the main highway."⁽¹⁾ Caltrans design guidelines also indicate that at private access intersections the minimum corner sight distance "shall be equal to the stopping sight distance".

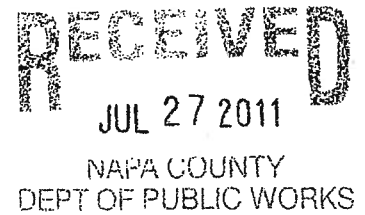
Based on new radar surveys at the site access, the "critical" vehicle speeds (85% of all surveyed vehicles travel at or below the critical speed) along Coombsville Road were measured at about 45 mph eastbound and westbound.⁽²⁾ Caltrans' design standards indicate that these speeds require a stopping sight distance of about 360 feet, measured along the travel lanes on Coombsville Road.

Daily machine counts (with hourly subtotals) were conducted on Coombsville Road east of First Avenue for a one week period in October 2010.⁽³⁾ The average weekday volume was 3,429 vehicles while weekend volumes were significantly lower; 2,427 vehicles on a Saturday and 1,770 vehicles on a Sunday (count data is attached to this report). The higher weekday volumes reflect additional trips to/from the Mt. George Elementary School off of Coombsville Road east of the project

Peak period counts (4-6 PM on a weekday and 1-3 PM on a Saturday) were also conducted at the site driveway on Coombsville Road.⁽⁴⁾ Volumes in/out of the site were minimal with 3 weekday peak hour vehicles (1 in/2 out) and 2 Saturday peak hour vehicles (1 in/1 out). Based on the peak hour volumes at the driveway (with Coombsville Road volumes adjusted to reflect school traffic),

July 26, 2011

Jeannette Doss, Assistant Engineer
Department of Public Works
County of Napa
1195 Third Street, room 201
Napa, California 94559



Re: Faust House Winery Permit Application #P11-00060. 2031 Coombsville Road, Napa. APN 045-250-030

Dear Ms. Doss:

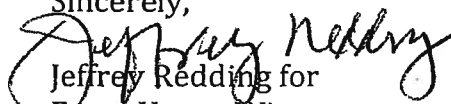
Attached please find an updated traffic study prepared by George Nickelson, P.E. This report was prepared to reflect the June 24, 2011 comments from Paul Wilkinson and yourself. It is my understanding that Mr. Nickelson also conferred with Paul on or about that date to be sure the study scope was acceptable to your department. We are pleased that Mr. Nickelson has confirmed that the scope of the winery project does not necessitate the construction of a left turn lane at the driveway's entrance on Coombsville Road. This conclusion will allow for the retention of the historic Tulocay Creek bridge as well as two, historic stone pillars at the driveway entrance. Your confirmation of Mr. Nickelson's conclusions is much appreciated.

The updated traffic study also concludes that there is sufficient width between the aforementioned pillars to accommodate the new two-way driveway section. However, if you believe that we should file a request for an exception to the County's Road and Street Standards to allow for the construction of a standard driveway entrance at this location, we will file one soon as we hear back from your office.

We believe that with the submittal of this updated traffic study and the revised site plan showing the two-way driveway that we submitted to your office on July 9, 2011 we have provided your office with all the information and clarifications you requested of us on June 24, 2011

We very much appreciate the courtesies you have extended and your continued support of our project.

Sincerely,


Jeffrey Redding for
Faust House Winery

CC: John McDowell, Deputy Planning Director
Ron Gee, project planner
Client
Delta Consulting and Engineering

July 26, 2011
Ms. Lauren Watters
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below the Napa County warrant for providing a left turn lane in Coombsville Road (left turn lane graph attached as an appendix).

Also, the added 18 weekday winery trips and 24 Saturday winery trips would be offset by the removal of 20 daily residential trips (the two on-site residences being converted to winery uses). Thus, with the winery project, any change in existing volumes on Coombsville Road would not be measurable within typical daily traffic fluctuations. No change would be expected relative to the driveway intersection LOS.

Based on initial field reviews, it appears that Coombsville Road vehicle sight distance at the driveway would meet Caltrans standards. However, it was noted that foliage on the inside of the curve west of the driveway should be trimmed to enhance visibility. Also, a small shrub immediately east of the driveway (adjacent to the outbound stone pillar) should be trimmed or removed to enhance visibility.

There are two driveways located on the north side of Coombsville Road immediately west and east of the site access driveway. During the peak period counts at the site access driveway, traffic activity in/out of these other driveways was extremely light. The combined level of traffic from the Faust Winery (and existing residences accessing the Faust driveway) and these other driveways would remain very low, and no significant operational or safety problems would be anticipated.

Finally, it is noted that the current driveway is essentially a single lane wide. The winery development would include a paved driveway which would meet the Napa County standards (18 feet of pavement plus a 2-foot shoulder for two-way traffic flow).⁽⁷⁾ At its intersection with Coombsville Road, the driveway design should also accommodate turn paths for inbound right-turns and outbound left turns by trucks.

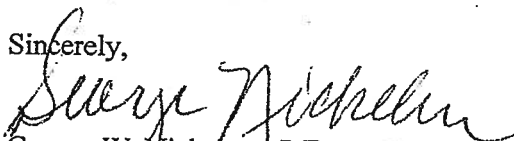
3. Summary and Conclusions

At the site access, our initial field review indicates that there is sufficient sight distance along Coombsville Road. The appropriate sight distances should be confirmed by the project's civil engineer.

The combination of volumes on Coombsville Road and volumes in/out of the winery access would be below Napa County thresholds for installation of a left-turn lane. The driveway design should meet Napa County standards and should also accommodate turn paths for inbound right-turns and outbound left turns by trucks at Coombsville Road.

I trust that this letter report responds to your needs. Please let me know if you have any questions or if further input is needed.

Sincerely,


George W. Nickelson, P.E.

Attachments: radar surveys
LOS definitions
LOS calculations
left turn lane warrant graph
machine counts

References:

- (1) Caltrans, *Highway Design Manual – Fifth Edition*, July 24, 2009.
- (2) George W. Nickelson, P.E., radar surveys on July 14, 2011.
- (3) George W. Nickelson, P.E., traffic counts conducted October 19-25, 2010.
- (4) George W. Nickelson, P.E., traffic counts conducted on July 14, 2011 and July 16, 2011.
- (5) Mr. Jeffrey Redding, AICP, e-mail correspondence, July 12, 2011.
- (6) Semi-Annual events would generate estimated daily traffic as follows:
 - 100 visitors/2.8 per vehicle x 2 one-way trips = 72 daily trips
 - 6 employees (includes food service) x 2 one-way trips = 12 daily trips
 - 1 truck x 2 one-way trips per truck = 2 daily trips
 - Existing single family dwelling = 10 daily trips
 - 96 daily trips
- (7) Napa County Department of Public Works, *Adopted Road & Street Standards*, Revised August 31, 2004.
- (8) Napa County, *ibid*.

the driveway intersection operates at Level of Service (LOS) "A" during both the weekday and Saturday peak hours (LOS definitions and calculations are attached).

2. Potential Traffic Effects of the Proposed Winery

a. Project Description⁽⁵⁾

The site now has three residential units and accessory structures. The proposed project would create a winery and would involve conversion of two of the residential units into winery uses (offices, tasting room, etc.). The Faust House Winery would be a small facility with limited production and visitors. The new winery would have an annual production of 10,000 gallons, all of which would reflect grapes delivered from off site vineyards. A total of 2 full time employees would work at the winery.

The winery would have a visitor program with a maximum of 100 weekly visitors (by appointment) with a maximum of 15 weekday visitors and 25 visitors on each weekend day. Monthly events would host a maximum of 25 persons, and quarterly events would have up to 50 persons in attendance. Regular winery visitation would be suspended on these event days.

b. Trip Generation

As outlined in Table 1, the winery property (including the retained residence) would generate 28 daily trips on a weekday and 34 daily trips on a Saturday. During the harvest season, the winery trip generation would be slightly higher at 38 daily trips.

The proposed monthly events would each generate daily trips consistent with a typical Saturday. It is noted that the total traffic in/out of the site's Coombsville Road driveway would also include 10 daily trips generated by the existing single family residence located immediately north of the site.

It is noted that planned semi-annual events would generate about 96 daily trips.⁽⁶⁾ However, these events would be scheduled such that traffic would occur outside the peak hours, and again, no regular visitors would be allowed on the event days.

c. Site Access Design Issues

The primary traffic design issue would be the need for a left-turn lane at the site access. Standards for left-turn lanes relate to the left-turn volume conflicting with the volume of opposing through traffic. Napa County has adopted a warrant methodology based on daily traffic volumes on the highway and daily traffic volumes on the access road or driveway.⁽⁷⁾ As noted above, the daily volumes on Coombsville Road are 3,429 vehicles on a weekday and 2,427 vehicles on a Saturday just west of the winery site access.

With the proposed winery, the retained on-site single family residence and the existing off-site single family residence, the daily traffic on the access driveway would be 38 weekday trips and 44 Saturday trips. The combination of traffic on Coombsville Road and total driveway traffic would be

TABLE 1
DAILY TRIP GENERATION FOR
THE FAUST HOUSE COOMBSVILLE ROAD WINERY

Daily Traffic During a Typical Weekday:

• 15 visitors/2.6 per vehicle x 2 one-way trips	=	12 daily trips
• 2 employees x 2 one-way trips per employee	=	4 daily trips
• 1 truck x 2 one-way trips per truck ⁽¹⁾	=	2 daily trips
• Existing single family dwelling	=	<u>10 daily trips</u>
		28 daily trips

Daily Traffic During a Typical Saturday:

• 25 visitors/2.8 per vehicle x 2 one-way trips	=	18 daily trips
• 2 employees x 2 one-way trips per employee	=	4 daily trips
• 1 truck x 2 one-way trips per truck ⁽¹⁾	=	2 daily trips
• Existing single family dwelling	=	<u>10 daily trips</u>
		34 daily trips

Daily Traffic During a Harvest Season Day:

• 25 visitors/2.8 per vehicle x 2 one-way trips	=	18 daily trips
• 4 employees x 2 one-way trips per employee	=	8 daily trips
• 1 truck x 2 one-way trips per truck ⁽²⁾	=	2 daily trips
• Existing single family dwelling	=	<u>10 daily trips</u>
		38 daily trips

- (1) During the 46-week non-harvest season, a maximum of 1 daily truck would be generated related to routine deliveries associated with the winery production (10,000 gallons/2.38 gallons per case = 4,202 cases).

• 4,202 cases/2,310 cases per truck	=	2 glass delivery trucks
• 4,202 cases/1,232 cases per truck	=	3 wine shipment trucks
• 5 miscellaneous weekly deliveries	=	<u>225 miscellaneous trucks</u>
		230 annual trucks

230 trucks/46 weeks = 5 weekly trucks or a maximum of 1 truck per day.

- (2) During the 6-week harvest season, about one weekly grape delivery truck (which would not measurably change the daily truck activity) would be generated, calculated as follows:

- 10,000 gallons of off-site production/165 gallons per ton = 61 tons of off-site grapes
- 61 tons of off-site grapes/10 tons per truck/6 weeks = one truck/week

RADAR SPEED SURVEY

OMNI-MEANS LTD.

Coombsville Road at 2301 Driveway

DATE: 7/14/11 TIME START: 4:00pm TIME END: 5:30pm WEATHER: Clear ROAD TYPE: 2 lanes

DIRECTION: Eastbound SPEED LIMIT: 40 mph OBSERVER: GWN Assocs. CALIBRATION TEST: Yes

SPEED	FREQUENCY	ACUM %	PERCENTAGE BREAKDOWN
			0-----10-----20-----30-----40-----50-----60-----70-----80-----90-----100
32	1	2.0	!***
33	2	6.0	!****5*
34	0	6.0	!****5*
35	1	8.0	!****5***
36	0	8.0	!****5***
37	0	8.0	!****5***
38	6	20.0	!****5****1****5****2
39	5	30.0	!****5****1****5****2****5****3
40	7	44.0	!****5****1****5****2****5****3****5****4****
41	6	56.0	!****5****1****5****2****5****3****5****4****5****5****
42	4	64.0	!****5****1****5****2****5****3****5****4****5****5****6****
43	5	74.0	!****5****1****5****2****5****3****5****4****5****5****6****7****
44	2	78.0	!****5****1****5****2****5****3****5****4****5****5****6****7****5****
45	2	82.0	!****5****1****5****2****5****3****5****4****5****5****6****7****5****8**
46	4	90.0	!****5****1****5****2****5****3****5****4****5****5****6****7****5****8****5****9
47	2	94.0	!****5****1****5****2****5****3****5****4****5****5****6****7****5****8****5****9****
48	3	100.0	!****5****1****5****2****5****3****5****4****5****5****6****7****5****8****5****9****5****0
			0-----10-----20-----30-----40-----50-----60-----70-----80-----90-----100

50

AVERAGE SPEED = 41.3
 50th PERCENTILE = 40.5
 85th PERCENTILE = 45.3
 90th PERCENTILE = 46
 95th PERCENTILE = 47.1

PACE = 38 - 47
 % IN PACE = 86
 VEHICLES IN PACE = 43

SAMPLE VARIANCE = 14.58163
 STANDARD DEVIATION = 3.818591
 RANGE 1*S = 74
 RANGE 2*S = 94
 RANGE 3*S = 100

RADAR SPEED SURVEY

OMNI-MEANS LTD.

Coombsville Road at 2301 Driveway

DATE: 7/14/11 TIME START: 4:00pm TIME END: 5:30pm WEATHER: Clear ROAD TYPE: 2 lanes
 DIRECTION: Westbound SPEED LIMIT: 40 mph OBSERVER: GWN Assoc's. CALIBRATION TEST: Yes

SPEED	FREQUENCY	ACUM %	PERCENTAGE BREAKDOWN
			0-----10-----20-----30-----40-----50-----60-----70-----80-----90-----100
29	1	2.0	***
30	0	2.0	***
31	0	2.0	***
32	1	4.0	*****
33	0	4.0	*****
34	1	6.0	*****5*
35	1	8.0	*****5***
36	2	12.0	*****5****1**
37	4	20.0	*****5****1****5****2
38	3	26.0	*****5****1****5****2****5*
39	2	30.0	*****5****1****5****2****5****3
40	5	40.0	*****5****1****5****2****5****3****5****4
41	6	52.0	*****5****1****5****2****5****3****5****4****5****5**
42	5	62.0	*****5****1****5****2****5****3****5****4****5****5****5****6**
43	3	68.0	*****5****1****5****2****5****3****5****4****5****5****5****5****5***
44	7	82.0	*****5****1****5****2****5****3****5****4****5****5****5****6****5****7****5****8**
45	5	92.0	*****5****1****5****2****5****3****5****4****5****5****5****6****5****7****5****8****5****9**
46	0	92.0	*****5****1****5****2****5****3****5****4****5****5****5****6****5****7****5****8****5****9**
47	2	96.0	*****5****1****5****2****5****3****5****4****5****5****5****6****5****7****5****8****5****9****5*
48	0	96.0	*****5****1****5****2****5****3****5****4****5****5****5****6****5****7****5****8****5****9****5*
49	1	98.0	*****5****1****5****2****5****3****5****4****5****5****5****6****5****7****5****8****5****9****5****
50	0	98.0	*****5****1****5****2****5****3****5****4****5****5****5****6****5****7****5****8****5****9****5****
51	0	98.0	*****5****1****5****2****5****3****5****4****5****5****5****6****5****7****5****8****5****9****5****
52	0	98.0	*****5****1****5****2****5****3****5****4****5****5****5****6****5****7****5****8****5****9****5****
53	1	100.0	*****5****1****5****2****5****3****5****4****5****5****5****6****5****7****5****8****5****9****5****0
			0-----10-----20-----30-----40-----50-----60-----70-----80-----90-----100

50

AVERAGE SPEED = 41.1
 50th PERCENTILE = 40.8
 85th PERCENTILE = 44.3
 90th PERCENTILE = 44.8
 95th PERCENTILE = 46.7

PACE = 36 - 45
 % IN PACE = 84
 VEHICLES IN PACE = 42

SAMPLE VARIANCE = 18.43431
 STANDARD DEVIATION = 4.29352
 RANGE 1*S = 80
 RANGE 2*S = 94
 RANGE 3*S = 100

LEVEL OF SERVICE DEFINITIONS

LEVEL OF SERVICE	SIGNALIZED INTERSECTIONS	UNSIGNALIZED INTERSECTIONS*
"A"	Uncongested operations, all queues clear in a single-signal cycle. (Average stopped delay less than 10 seconds per vehicle; V/C less than or = 0.60).	Little or no delay. (Average delay of ≤ 10 seconds)
"B"	Uncongested operations, all queues clear in a single cycle. (Average delay of 10-20 seconds; V/C=0.61-0.70).	Short traffic delays. (Average delay of >10 and ≤ 15 secs.)
"C"	Light congestion, occasional backups on critical approaches. (Average delay of 20-35 seconds; V/C=0.71-0.80).	Average traffic delay. (Average delay of >15 and ≤ 25 secs.)
"D"	Significant congestion of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. (Average delay of 35-55 seconds; V/C=0.81-0.90).	Long traffic delays for some approaches. (Average delay of >25 and ≤ 35 secs.)
"E"	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). (Average delay of 55-80 seconds; V/C=0.91-1.00).	Very long traffic delays for some approaches. (Average delay of >35 and ≤ 50 secs.)
"F"	Total breakdown, stop-and-go operation. (Average delay in excess of 80 seconds; V/C of 1.01 or greater).	Extreme traffic delays for some approaches (intersection may be blocked by external causes--delays >50 seconds).

* Level of Service refers to delays encountered by certain stop sign controlled approaches. Other approaches may operate with little delay.

Source: Transportation Research Board, *Highway Capacity Manual*, 2000.

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst GWN
 Agency or Company GWN
 Analysis Period/Year WEEKDAY 2011
 Comment EXISTING PM PEAK

Site Information

Jurisdiction/Date NAPA COUNTY 7/22/2011
 Major Street COOMBSVILLE
 Minor Street SITE DRIVEWAY

Input Data

Lane Configuration	EB			WB			NB			SB		
Lane 1 (curb)	TR			LT			LR					
Lane 2												
Lane 3												
Lane 4												
Lane 5												
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)		158	1	0	134		2		0			
PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Percent of heavy vehicles, HV		3	3	3	3		3		3			
Flow rate		176	1	0	149		2		0			
Flare storage (# of vehs)												
Median storage (# of vehs)												
Signal upstream of Movement 2												
Length of study period (h)	1.00											

Output Data

	Lane: Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
NB	1 LR	2	667	0.003	0	10.4	B	10.4
	2							
	3							B
SB	1							
	2							
	3							
EB	①							
WB	④	0	1393	0.000	0	7.6	A	

CHAPTER 17 - TWSC - UNSIGNALIZED INTERSECTIONS WORKSHEET

Analysis Summary

General Information

Analyst GWN
 Agency or Company GWN
 Analysis Period/Year SATURDAY 2011
 Comment EXISTING SATURDAY PEAK

Site Information

Jurisdiction/Date NAPA COUNTY 7/22/2011
 Major Street COOMBSVILLE
 Minor Street SITE DRIVEWAY

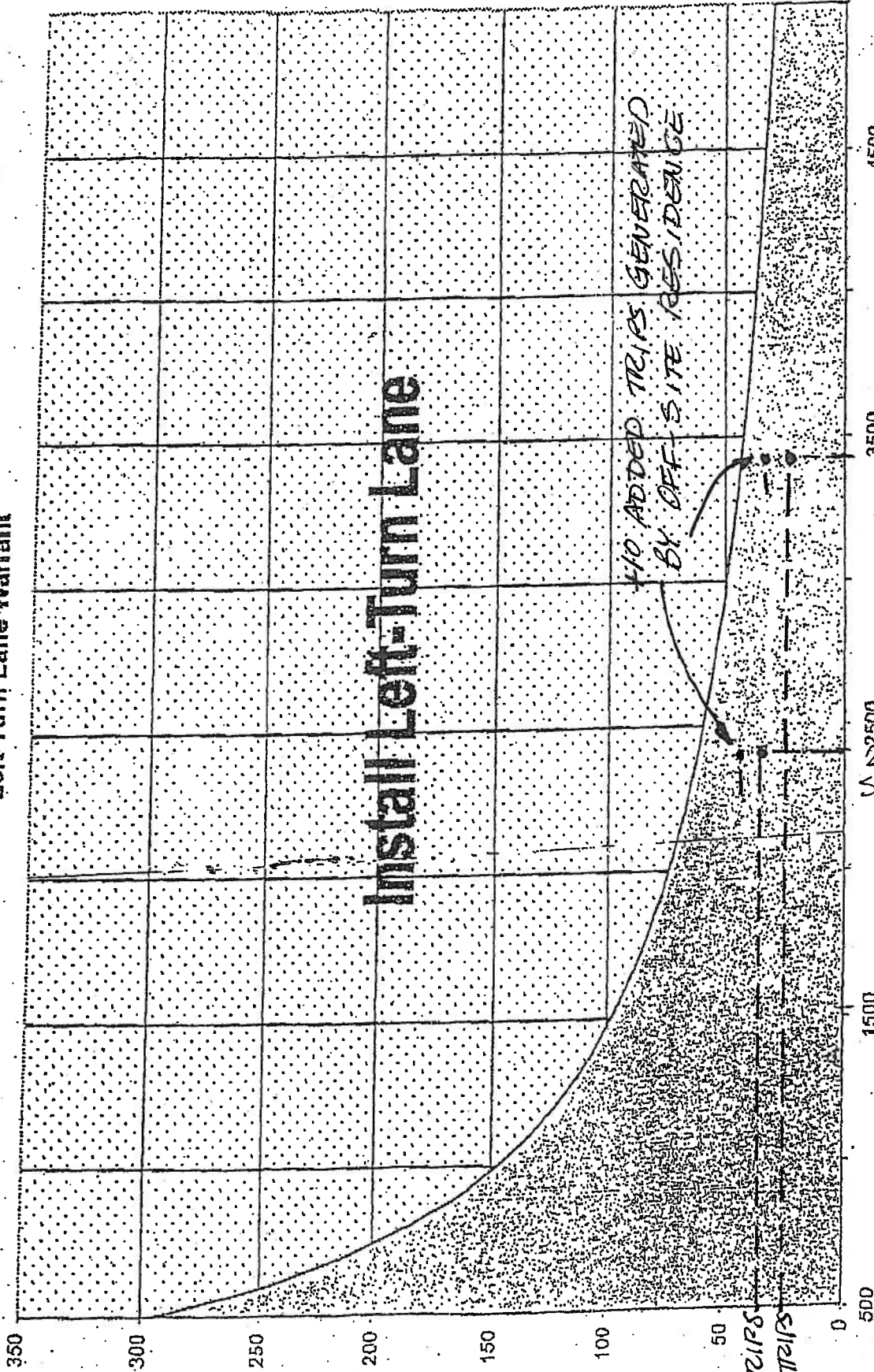
Input Data

Lane Configuration	EB			WB			NB			SB		
Lane 1 (curb)	TR			LT			LR					
Lane 2												
Lane 3												
Lane 4												
Lane 5												
Movement	1 (LT)	2 (TH)	3 (RT)	4 (LT)	5 (TH)	6 (RT)	7 (LT)	8 (TH)	9 (RT)	10 (LT)	11 (TH)	12 (RT)
Volume (veh/h)		108	1	0	130		1		0			
PHF		0.90	0.90	0.90	0.90		0.90		0.90			
Percent of heavy vehicles, HV		3	3	3	3		3		3			
Flow rate		120	1	0	144		1		0			
Flare storage (# of vehs)												
Median storage (# of vehs)												
Signal upstream of Movement 2												
Length of study period (h)	1.00											

Output Data

	Lane	Movement	Flow Rate (veh/h)	Capacity (veh/h)	v/c	Queue Length (veh)	Control Delay (s)	LOS	Approach Delay and LOS
NB	1	LR	1	722	0.001	0	10.0	A	10.0 A
	2								
	3								
SB	1								
	2								
	3								
EB	①								
WB	④		0	1460	0.000	0	7.5	A	

Left-Turn Lane Warrant



3500

2500

1500

500

4500

Roadway ADT

3,466 WEEKDAY

SAT.

2,427

☐ No Left-Turn Lane Necessary

COOMBSVILLE ROAD

Private Road or Driveway ADT

SITE DRIVEWAY

34 TRIPS

28 TRIPS

410 ADDED TRIPS GENERATED BY OFF-SITE RESIDENCE

B A Y M E T R I C S

7-Day ADT in Napa County

Dire	19-Oct-10	Tuesday	20-Oct-10	Wednesday	21-Oct-10	Thursday	22-Oct-10	Friday	23-Oct-10	Saturday	24-Oct-10	Sunday	25-Oct-10	Monday
Location	On Coombsville Road, East of First Avenue													
Direction	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
TIME	15 MIN	30 MIN	15 MIN	30 MIN	15 MIN	30 MIN	15 MIN	30 MIN	15 MIN	30 MIN	15 MIN	30 MIN	15 MIN	30 MIN
1200	1	0	2	0	3	0	1	0	5	0	2	0	3	0
1215	5	0	2	0	3	0	1	0	5	0	2	0	3	0
1230	2	0	1	0	4	0	0	0	0	0	3	0	2	0
1245	0	0	1	0	4	0	0	0	0	0	3	0	2	0
1300	1	0	2	0	3	0	1	0	5	0	2	0	3	0
1315	4	0	2	0	3	0	1	0	5	0	2	0	3	0
1330	3	0	2	0	3	0	1	0	5	0	2	0	3	0
1345	0	0	2	0	3	0	1	0	5	0	2	0	3	0
1400	2	0	1	0	3	0	1	0	5	0	2	0	3	0
1415	0	0	1	0	3	0	1	0	5	0	2	0	3	0
1430	1	0	2	0	3	0	1	0	5	0	2	0	3	0
1445	0	0	1	0	3	0	1	0	5	0	2	0	3	0
1500	1	0	2	0	3	0	1	0	5	0	2	0	3	0
1515	4	0	2	0	3	0	1	0	5	0	2	0	3	0
1530	3	0	2	0	3	0	1	0	5	0	2	0	3	0
1545	0	0	1	0	3	0	1	0	5	0	2	0	3	0
1600	1	0	2	0	3	0	1	0	5	0	2	0	3	0
1615	4	0	2	0	3	0	1	0	5	0	2	0	3	0
1630	3	0	2	0	3	0	1	0	5	0	2	0	3	0
1645	0	0	1	0	3	0	1	0	5	0	2	0	3	0
1700	1	0	2	0	3	0	1	0	5	0	2	0	3	0
1715	4	0	2	0	3	0	1	0	5	0	2	0	3	0
1730	3	0	2	0	3	0	1	0	5	0	2	0	3	0
1745	0	0	1	0	3	0	1	0	5	0	2	0	3	0
1800	1	0	2	0	3	0	1	0	5	0	2	0	3	0
1815	4	0	2	0	3	0	1	0	5	0	2	0	3	0
1830	3	0	2	0	3	0	1	0	5	0	2	0	3	0
1845	0	0	1	0	3	0	1	0	5	0	2	0	3	0
1900	1	0	2	0	3	0	1	0	5	0	2	0	3	0
1915	4	0	2	0	3	0	1	0	5	0	2	0	3	0
1930	3	0	2	0	3	0	1	0	5	0	2	0	3	0
1945	0	0	1	0	3	0	1	0	5	0	2	0	3	0
2000	1	0	2	0	3	0	1	0	5	0	2	0	3	0
2015	4	0	2	0	3	0	1	0	5	0	2	0	3	0
2030	3	0	2	0	3	0	1	0	5	0	2	0	3	0
2045	0	0	1	0	3	0	1	0	5	0	2	0	3	0
2100	1	0	2	0	3	0	1	0	5	0	2	0	3	0
2115	4	0	2	0	3	0	1	0	5	0	2	0	3	0
2130	3	0	2	0	3	0	1	0	5	0	2	0	3	0
2145	0	0	1	0	3	0	1	0	5	0	2	0	3	0
2200	1	0	2	0	3	0	1	0	5	0	2	0	3	0
2215	4	0	2	0	3	0	1	0	5	0	2	0	3	0
2230	3	0	2	0	3	0	1	0	5	0	2	0	3	0
2245	0	0	1	0	3	0	1	0	5	0	2	0	3	0
2300	1	0	2	0	3	0	1	0	5	0	2	0	3	0
2315	4	0	2	0	3	0	1	0	5	0	2	0	3	0
2330	3	0	2	0	3	0	1	0	5	0	2	0	3	0
2345	0	0	1	0	3	0	1	0	5	0	2	0	3	0
TOTAL	1,661	N/A	1,713	N/A	1,800	N/A	1,856	N/A	1,621	N/A	1,731	N/A	1,694	N/A
AM	139	210	146	217	154	219	153	205	155	217	140	224	168	224
NOON	118	119	162	189	117	120	126	143	112	136	96	124	124	124
PM	165	178	162	146	153	177	171	206	123	148	86	177	166	177
EVEN	80	54	85	77	82	58	70	68	15	95	39	81	60	60

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