May 9, 2016

Supplement
To
Proposed Bicycle Path Across NICTD Railroad Tracks,
Burnham, IL

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This supplemental report provides newly-obtained data and rationale that add further factual justification in support of the recommendation by the Northern Indiana Commuter Transportation District ("NICTD") for a bridge and enhanced at-grade facilities at the Burnham Avenue grade crossings.

BACKGROUND

NICTD has recently developed a software program that summarizes the grade crossing gate actuation data for the northernmost gate governing southbound traffic at the Burnham Avenue grade crossings. The northernmost gate is of particular interest to this proceeding because it is actuated whenever a Norfolk Southern Railway ("NS"), NICTD, or Chicago South Shore ("CSS") train is in the area that activates gate operation (a crossing closure). In other words, the data from the northernmost gate shows the entire time per day that the crossing is closed to southbound vehicular and pedestrian traffic by railroad traffic irrespective of whose train actually initiates the closure.[1] In contrast, the data used in my March 31, 2016, report was derived from the southern gate at the NICTD/CSS crossing. Because the southern gate is only actuated for NICTD and CSS trains, the data for the southern gate significantly understates crossing closures because the southern gate's data does not include closures initiated by NS trains. Use of the data from the northern gate therefore provides the Commission with the best understanding of the total time that the Burnham Avenue crossings are closed for railroad traffic.

The amount of data retained in the crossing's event recorder varies on the crossing's usage. Older data is written over by newer data. As of the date of this supplemental report, the event recorder memory holds slightly more than four (4) months of data. This supplemental report is based on data covering four (4) full month periods from January through April 2016.

[1] As explained on page 4 of my original engineering report filed in this proceeding on April 4, 2016, when a train occupies the NS tracks, the NS gates and flashing lights and signals are activated to keep vehicular traffic off the NS crossing. But the NICTD northern gate, which controls the vehicular traffic moving in the direction of the NS tracks, also is activated to keep traffic from entering into the area between the NICTD and NS tracks and a possible back-up of vehicular traffic onto the NICTD crossing. The southern NICTD gate, which controls vehicular traffic moving away from the NS crossing, is activated only by NICTD/CSS trains. There is no risk of a queue backing traffic onto the NICTD tracks when the NS crossing is closed because traffic already has exited the NS crossing.

SUPPLEMENTAL FACTS & ANALYSIS

The monthly summary reports from January through April 2016 are attached as Exhibits 1-4 respectively. While the Commission is encouraged to review the detail within the reports, significant summary conclusions for the entire four (4) month period include the following:

(1) The crossing was closed, on average, for 3 hours, 22 minutes, and 20 seconds per day.

(2) 776 of the 7,088 closures in the 121 day period were ten (10) minutes or longer (6.4 crossings per day or 10.9% of the closures).

(3) Within the 121 day period, 97 days had one or more crossing closures of at least fifteen (15) minutes; 64 days had one or more crossing closures of at least thirty (30) minutes; and 9 days had one or more crossing closures of at least 60 minutes.

(4) Closures of 60 minutes or more occurred on the following dates, times, and durations:
(It should be noted that the actual time of day of the maximum closure duration appears to be random)

Day & Date	Start Time (24 hr clock)	Duration
Thursday, Jan. 14, 2016	15:27	1:08:16
Wednesday, Jan. 27, 2016	23:26	1:58:36
Saturday, Jan. 30, 2016	16:51	1:18:00
Friday, Feb. 5, 2016	06:37	1:00:44
Wednesday, Feb. 17, 2016	01:49	2:21:45
Saturday, Feb.27, 2015	20:01	1:19:25
Tuesday, Mar. 15, 2016	12:19	1:25:44
Sunday, April 3, 2016	01:59	1:02:35
Monday, April 11, 2016	21:31	1:01:43

From this data, it is important for the Commission to understand the following facts and risks.

(1) An NS train will actuate the northern gates at the NS and NICTD/CSS tracks. In addition, the ICC Staff proposes a southbound pedestrian gate for the bike path north of the NICTD/CSS tracks. If persons are situated on the bike path/sidewalk of Burnham Avenue in the area between the NICTD and NS tracks, they will find themselves with gates lowered to their north and south. If some of their family or party have already crossed the NS or NICTD tracks, they could be separated from the other members of their family or party for in excess of an hour. As a parent and grandparent I believe that regardless of the perceived delay, separation from members of their party will raise anxiety and the potential for risky behavior. The potential for risky behavior will greatly increase when excessive delay becomes real as delays of fifteen (15) minutes or more arose on 97 of the 121 days surveyed and 203 occasions within those 121 days.
Note in my March 31st Report, the alternate recommendation included pedestrian gates in both directions along a realigned perpendicular bike path grade crossing that would not be activated by NS trains. In my scenario the northbound bike path user would not be faced with a dilemma caused by a southbound vehicular or pedestrian gate descending across their exit from the tracks.

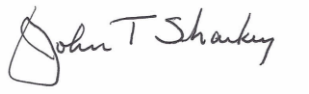
(2) Delays of fifteen (15) minutes or more will leave cyclists and pedestrians evaluating whether to continue to wait or try to walk over or under a standing train. Further, if a family or party member is separated from the rest of the family or party member, there will be an additional improper and dangerous incentive for the person or family member to cross over or under the standing train to be with the other persons in their family or party. A bridge or other grade separation structure is the only option that will enable persons to safely cross over standing trains. Again, the potential for someone to perceive themselves as blocked for more than fifteen (15) minutes of time from reaching the other side arose on 97 of the 121 days surveyed and 203 occasions within the 121 days.

(3) On 64 of the 121 days surveyed, the Burnham Avenue crossings were closed for one or more periods of thirty (30) minutes or more. This is not an acceptable option for someone who is using the crossing to perform errands, connect with a scheduled NICTD train or CTA bus, go for a short evening workout, or for a family to wait at a crossing as part of a casual trail outing. A bridge is the only way that the proposed trail can provide a time-certain and safe option for cyclists and pedestrians to travel from various locations north and south of the crossings.

SUPPLEMENTAL CONCLUSION

In light of this additional supplemental data showing frequent lengthy crossing closures that occur on an almost daily basis, a bridge is even more justified as the best and safest option for this crossing. While other crossings in the Chicago area theoretically could have the same number of trains as the Burnham Avenue crossings, the duration of time that trains close and block the Burnham Avenue crossings makes the crossing area unique. The justification for a bridge over the tracks in the vicinity of the Burnham Avenue crossings is more compelling than at crossings with the same train volumes but without comparable lengths of closure time or gate-trapping characteristics. The Commission therefore should give particular consideration to how the particularly unique railroad operations at Burnham Avenue as demonstrated by these specific and objective crossing closure facts fully justify a bridge as the best and safest option for public safety.

Respectfully,



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Exhibits: (4)

Burnham Southbound Crossing Report for January 2016

Monthly Overview

Number of Crossings	# xings	% of Total
Total Crossing Count	1835.0	100.00%
Total Crossings Under 5 Min.	1509.0	82.23%
Total Crossings Between 5 and 10 Min.	240.0	13.08%
Total Crossings Between 10 and 15 Min.	118.0	6.43%
Total Crossings 15 Min. and Over	44.0	2.40%
Average Crossings/Day	59.2	**
Average Crossings/Weekend	42.5	**
Average Crossings/Weekday	67.1	**

Time of Crossings	Time (hh:mm:ss)
Average Time/Crossing	0:03:19
Average Time/Crossing(Weekday)	0:03:05
Average Time/Crossing(Weekend)	0:03:38
Average Max. Crossing	0:27:56
Average Min. Crossing	0:00:21
Average Daily Crossing Time	3:10:03
Average Weekly Crossing Time	24:32:52
Total Crossing Time	98:11:27

Day by Day Overview

Day of Week	Day	Crossing Count	Crossing Time (hh:mm:ss)	MAX (hh:mm:ss)	MIN (hh:mm:ss)	Under 5 Minutes	5 to 10 Minutes	10 to 15 Minutes	15 Minutes or Longer	Average Crossing Time (hh:mm:ss)	Time of Max
Fri	1	32	1:34:17	0:22:32	0:00:30	28	3	0	1	0:03:02	3:14
Sat	2	32	1:17:52	0:13:40	0:00:28	30	1	1	0	0:02:31	21:47
Sun	3	37	2:48:58	0:39:19	0:00:28	28	4	4	2	0:04:42	22:00
Mon	4	71	2:58:01	0:15:47	0:00:27	61	7	6	1	0:02:33	0:22
Tue	5	65	2:42:22	0:15:33	0:00:27	56	6	6	1	0:02:32	15:28
Wed	6	69	3:46:35	0:57:28	0:00:28	61	5	4	1	0:03:20	21:50
Thu	7	65	2:42:15	0:18:14	0:00:00	56	7	2	1	0:02:32	0:52
Fri	8	67	2:51:14	0:11:28	0:00:30	60	6	1	0	0:02:36	3:19
Sat	9	44	2:08:11	0:08:20	0:00:01	36	8	0	0	0:02:59	3:13
Sun	10	39	2:17:10	0:14:36	0:00:30	31	6	2	0	0:03:37	1:07
Mon	11	65	2:31:00	0:11:21	0:00:00	55	8	9	0	0:02:22	9:48
Tue	12	67	2:45:45	0:12:34	0:00:00	57	8	9	0	0:02:31	23:13
Wed	13	72	3:26:23	0:23:56	0:00:28	59	10	10	1	0:02:54	23:56
Thu	14	64	4:32:51	1:08:16	0:00:27	48	12	5	3	0:04:20	15:27
Fri	15	75	4:37:20	0:26:13	0:00:28	55	16	6	2	0:03:45	19:39
Sat	16	42	2:20:06	0:09:02	0:00:01	29	13	0	0	0:03:25	19:52
Sun	17	48	2:17:27	0:08:55	0:00:28	36	12	0	0	0:02:55	19:51
Mon	18	62	2:43:52	0:16:06	0:00:28	55	4	3	2	0:02:41	21:23
Tue	19	74	2:13:42	0:07:23	0:00:01	69	5	0	0	0:01:50	22:44
Wed	20	67	4:15:11	0:39:35	0:00:28	54	9	0	4	0:03:52	10:31
Thu	21	69	3:06:10	0:17:04	0:00:28	61	5	4	2	0:02:44	0:27
Fri	22	62	4:04:44	0:31:05	0:00:27	49	8	1	4	0:04:01	15:53
Sat	23	50	2:43:13	0:24:31	0:00:00	40	6	6	2	0:03:20	3:41
Sun	24	49	3:11:30	0:33:51	0:00:27	42	3	1	3	0:03:59	8:26
Mon	25	60	2:53:55	0:32:19	0:00:40	52	7	0	1	0:02:57	15:39
Tue	26	98	3:30:46	0:12:06	0:00:27	86	11	2	0	0:02:10	3:14
Wed	27	73	7:04:43	1:58:36	0:00:28	56	9	8	4	0:05:54	23:26
Thu	28	69	3:52:24	0:34:52	0:00:01	53	12	10	2	0:03:25	14:07
Fri	29	64	4:10:17	0:31:36	0:00:28	46	12	13	3	0:03:58	15:11
Sat	30	45	4:49:41	1:18:00	0:00:28	31	8	2	4	0:06:35	16:51
Sun	31	39	1:53:32	0:11:40	0:00:28	29	9	3	0	0:02:59	5:14
Totals		1835	98:11:27	14:25:58	0:11:00	1509.00	240.00	118.00	44.00	1:43:01	**
Averages		59.19	3:10:03	0:27:56	0:00:21	48.68	7.74	3.81	1.42	0:03:19	**

Exhibit 1

Burnham Southbound Crossing Report for February 2016

Monthly Overview

Number of Crossings	# xings	% of Total
Total Crossing Count	1620.0	100.00%
Total Crossings Under 5 Min.	1267.0	78.21%
Total Crossings Between 5 and 10 Min.	254.0	15.68%
Total Crossings Between 10 and 15 Min.	128.0	7.90%
Total Crossings 15 Min. and Over	55.0	3.40%
Average Crossings/Day	55.9	**
Average Crossings/Weekend	41.5	**
Average Crossings/Weekday	61.3	**

Time of Crossings	Time (hh:mm:ss)
Average Time/Crossing	0:03:49
Average Time/Crossing(Weekday)	0:03:36
Average Time/Crossing(Weekend)	0:04:06
Average Max. Crossing	0:36:14
Average Min. Crossing	0:00:29
Average Daily Crossing Time	3:26:45
Average Weekly Crossing Time	24:58:58
Total Crossing Time	99:55:52

Day by Day Overview

Day of Week	Day	Crossing Count	Crossing Time (hh:mm:ss)	MAX (hh:mm:ss)	MIN (hh:mm:ss)	Under 5 Minutes	5 to 10 Minutes	10 to 15 Minutes	15 Minutes or Longer	Average Crossing Time (hh:mm:ss)	Time of Max
Mon	1	56	2:24:47	0:15:23	0:00:28	48	5	6	1	0:02:38	4:08
Tue	2	63	2:41:02	0:11:26	0:00:30	51	11	7	0	0:02:36	15:23
Wed	3	69	3:34:07	0:52:20	0:00:27	57	10	2	1	0:03:09	14:29
Thu	4	71	3:43:05	0:31:01	0:00:28	56	13	0	2	0:03:11	15:25
Fri	5	63	4:48:30	1:00:44	0:00:30	50	10	0	3	0:04:39	6:37
Sat	6	41	2:27:34	0:18:35	0:00:29	28	10	11	1	0:03:41	8:37
Sun	7	41	2:44:13	0:24:44	0:00:28	30	7	5	2	0:04:06	7:54
Mon	8	53	3:06:32	0:38:21	0:00:27	43	6	6	2	0:03:35	15:26
Tue	9	60	3:51:32	0:33:06	0:00:28	47	7	6	4	0:03:55	22:06
Wed	10	63	4:46:59	0:45:52	0:00:28	44	14	13	2	0:04:38	1:14
Thu	11	59	2:54:45	0:22:03	0:00:42	50	6	0	3	0:03:01	21:53
Fri	12	56	2:04:40	0:10:57	0:00:49	49	6	1	0	0:02:16	1:01
Sat	13	43	2:00:03	0:16:25	0:00:27	34	8	0	1	0:02:51	19:17
Sun	14	38	2:32:09	0:20:12	0:00:30	28	7	2	2	0:04:07	5:34
Mon	15	63	3:03:17	0:14:16	0:00:27	51	9	9	0	0:02:57	22:23
Tue	16	63	3:44:12	0:23:41	0:00:28	51	5	4	3	0:03:37	19:24
Wed	17	61	5:45:27	2:21:45	0:00:29	47	11	1	2	0:05:45	1:49
Thu	18	71	3:55:23	0:28:58	0:00:28	60	7	2	3	0:03:22	14:37
Fri	19	55	4:07:44	0:40:50	0:00:28	42	9	0	4	0:04:35	16:11
Sat	20	45	2:40:09	0:16:18	0:00:28	31	12	9	1	0:03:38	10:41
Sun	21	37	1:59:09	0:10:33	0:00:29	30	6	3	0	0:03:19	11:16
Mon	22	61	3:35:36	0:43:08	0:00:28	50	8	5	2	0:03:36	11:21
Tue	23	64	3:44:45	0:31:52	0:00:00	49	10	11	2	0:03:34	17:47
Wed	24	65	3:51:48	0:54:25	0:00:29	55	5	6	1	0:03:37	4:38
Thu	25	44	3:23:19	0:50:31	0:00:28	31	10	4	2	0:04:44	5:35
Fri	26	68	5:12:46	0:46:35	0:00:29	53	9	0	6	0:04:40	23:08
Sat	27	37	3:27:29	1:19:25	0:00:28	24	11	0	2	0:05:46	20:01
Sun	28	50	4:51:36	0:50:38	0:00:32	29	15	10	2	0:05:57	17:04
Mon	29	60	2:53:14	0:16:44	0:00:28	49	7	5	1	0:02:56	7:31
Totals		1620	99:55:52	17:30:48	0:13:50	1267.00	254.00	128.00	55.00	1:50:28	**
Averages		55.86	3:26:45	0:36:14	0:00:29	43.69	8.76	4.41	1.90	0:03:49	**

Exhibit 2

Burnham Southbound Crossing Report for March 2016

Monthly Overview

Number of Crossings	# xings	% of Total
Total Crossing Count	1863.0	100.00%
Total Crossings Under 5 Min.	1475.0	79.17%
Total Crossings Between 5 and 10 Min.	278.0	14.92%
Total Crossings Between 10 and 15 Min.	185.0	9.93%
Total Crossings 15 Min. and Over	45.0	2.42%
Average Crossings/Day	60.1	**
Average Crossings/Weekend	41.1	**
Average Crossings/Weekday	66.7	**

Time of Crossings	Time (hh:mm:ss)
Average Time/Crossing	0:03:36
Average Time/Crossing(Weekday)	0:03:17
Average Time/Crossing(Weekend)	0:04:13
Average Max. Crossing	0:34:50
Average Min. Crossing	0:00:26
Average Daily Crossing Time	3:26:52
Average Weekly Crossing Time	26:43:11
Total Crossing Time	106:52:44

Day by Day Overview

Day of Week	Day	Crossing Count	Crossing Time (hh:mm:ss)	MAX (hh:mm:ss)	MIN (hh:mm:ss)	Under 5 Minutes	5 to 10 Minutes	10 to 15 Minutes	15 Minutes or Longer	Average Crossing Time (hh:mm:ss)	Time of Max
Tue	1	60	2:39:33	0:11:27	0:00:29	51	5	5	0	0:02:42	6:10
Wed	2	73	4:04:22	0:50:54	0:00:00	57	13	3	2	0:03:24	15:58
Thu	3	62	3:47:01	0:53:58	0:00:50	48	10	9	2	0:03:43	14:23
Fri	4	75	3:36:19	0:37:10	0:00:00	64	7	4	1	0:02:55	23:48
Sat	5	45	2:11:20	0:09:12	0:00:28	34	11	0	0	0:02:59	1:01
Sun	6	34	3:05:12	0:47:25	0:00:46	24	5	5	2	0:05:37	10:36
Mon	7	58	2:47:27	0:38:04	0:00:38	50	7	0	1	0:02:56	6:00
Tue	8	71	3:31:44	0:21:52	0:00:28	58	10	4	1	0:03:01	5:22
Wed	9	70	3:52:28	0:40:56	0:00:28	57	9	10	2	0:03:22	15:05
Thu	10	60	3:54:04	0:31:41	0:00:52	48	7	4	3	0:03:58	13:53
Fri	11	71	3:51:26	0:37:06	0:00:28	57	11	8	1	0:03:18	15:01
Sat	12	43	3:34:30	0:31:00	0:00:28	26	11	11	2	0:05:06	16:46
Sun	13	39	3:19:40	0:49:38	0:00:41	28	5	5	1	0:05:15	15:21
Mon	14	66	2:56:26	0:17:41	0:00:27	55	9	5	1	0:02:43	18:43
Tue	15	74	5:23:27	1:25:44	0:00:00	61	8	9	3	0:04:26	12:19
Wed	16	67	3:40:22	0:27:39	0:00:27	54	8	4	2	0:03:20	12:57
Thu	17	64	2:55:48	0:15:11	0:00:27	52	9	10	1	0:02:47	9:24
Fri	18	68	3:47:59	0:49:24	0:00:00	55	11	0	2	0:03:24	13:49
Sat	19	37	2:40:56	0:50:55	0:00:28	25	11	0	1	0:04:28	21:23
Sun	20	39	2:00:57	0:12:03	0:00:28	31	6	4	0	0:03:11	9:40
Mon	21	61	2:49:30	0:31:45	0:00:28	56	2	3	2	0:02:50	14:34
Tue	22	65	4:02:47	0:49:02	0:00:28	47	15	15	1	0:03:48	13:54
Wed	23	62	3:57:55	0:55:10	0:00:01	52	6	6	3	0:03:54	13:33
Thu	24	71	3:27:13	0:18:28	0:00:27	59	9	7	1	0:02:58	12:28
Fri	25	67	3:35:14	0:18:25	0:00:27	52	9	10	1	0:03:16	13:08
Sat	26	47	3:03:13	0:12:48	0:00:30	31	13	10	0	0:03:59	8:52
Sun	27	45	3:09:56	0:29:08	0:00:28	33	7	7	3	0:04:19	8:29
Mon	28	66	3:42:59	0:34:41	0:00:30	50	13	8	1	0:03:26	14:50
Tue	29	74	4:14:06	0:40:42	0:00:28	57	11	12	1	0:03:29	15:41
Wed	30	63	3:44:04	0:39:18	0:00:28	51	8	7	2	0:03:37	16:19
Thu	31	66	3:24:46	0:31:25	0:00:30	52	12	0	2	0:03:09	14:13
Totals		1863	106:52:44	17:59:52	0:13:38	1475.00	278.00	185.00	45.00	1:51:21	**
Averages		60.10	3:26:52	0:34:50	0:00:26	47.58	8.97	5.97	1.45	0:03:36	**

Exhibit 3

Burnham Crossing Report for April 2016

Monthly Overview

Number of Crossings	# xings	% of Total
Total Crossing Count	1770.0	100.00%
Total Crossings Under 5 Min.	1405.0	79.38%
Total Crossings Between 5 and 10 Min.	266.0	15.03%
Total Crossings Between 10 and 15 Min.	142.0	8.02%
Total Crossings 15 Min. and Over	59.0	3.33%
Average Crossings/Day	59.0	**
Average Crossings/Weekend	42.3	**
Average Crossings/Weekday	66.1	**

Time of Crossings	Time (hh:mm:ss)
Average Time/Crossing	0:03:37
Average Time/Crossing(Weekday)	0:03:20
Average Time/Crossing(Weekend)	0:04:05
Average Max. Crossing	0:32:35
Average Min. Crossing	0:00:28
Average Daily Crossing Time	3:26:05
Average Weekly Crossing Time	25:45:37
Total Crossing Time	103:02:26

Day by Day Overview

Day of Week	Day	Crossing Count	Crossing Time (hh:mm:ss)	MAX (hh:mm:ss)	MIN (hh:mm:ss)	Under 5 Minutes	5 to 10 Minutes	10 to 15 Minutes	15 Minutes or Longer	Average Crossing Time (hh:mm:ss)	Time of Max
Fri	1	64	3:57:16	0:25:47	0:00:28	51	7	8	2	0:03:46	2:25
Sat	2	51	4:29:57	0:42:24	0:00:30	33	14	2	3	0:05:24	5:27
Sun	3	38	4:02:30	1:02:35	0:00:36	26	9	0	3	0:06:33	1:59
Mon	4	66	4:01:49	0:30:25	0:00:30	53	8	9	4	0:03:43	2:15
Tue	5	63	4:03:45	0:42:34	0:00:28	50	7	6	3	0:03:56	16:45
Wed	6	60	3:20:26	0:38:23	0:00:28	50	6	7	2	0:03:24	15:50
Thu	7	63	3:33:13	0:32:45	0:00:28	51	7	8	2	0:03:26	15:38
Fri	8	72	4:08:17	0:36:47	0:00:28	58	10	9	2	0:03:30	15:13
Sat	9	46	2:56:20	0:27:07	0:00:27	35	9	0	2	0:03:55	21:35
Sun	10	42	2:06:50	0:09:56	0:00:29	32	10	0	0	0:03:06	16:23
Mon	11	60	3:25:40	1:01:43	0:00:28	51	5	6	2	0:03:29	21:31
Tue	12	70	4:17:27	0:40:40	0:00:28	60	5	3	4	0:03:44	18:54
Wed	13	80	3:11:43	0:23:36	0:00:28	70	8	1	1	0:02:26	21:46
Thu	14	64	2:17:56	0:07:45	0:00:31	56	8	0	0	0:02:11	11:21
Fri	15	65	3:30:10	0:36:10	0:00:28	53	9	2	2	0:03:17	16:31
Sat	16	44	1:55:15	0:10:08	0:00:29	37	6	5	0	0:02:41	19:50
Sun	17	38	2:06:55	0:13:19	0:00:47	28	9	2	0	0:03:26	8:24
Mon	18	58	2:48:47	0:15:20	0:00:00	45	10	10	1	0:02:58	17:52
Tue	19	67	3:54:12	0:37:16	0:00:28	53	9	8	2	0:03:33	0:19
Wed	20	69	3:01:43	0:14:30	0:00:28	56	11	6	0	0:02:40	17:54
Thu	21	64	3:27:28	0:48:15	0:00:28	51	11	5	1	0:03:18	13:47
Fri	22	66	4:30:46	0:42:30	0:00:01	53	7	0	6	0:04:10	14:28
Sat	23	38	2:20:02	0:20:19	0:00:54	27	9	6	1	0:03:47	19:32
Sun	24	45	3:12:38	0:42:15	0:00:28	35	7	0	3	0:04:23	14:22
Mon	25	60	3:52:34	0:30:17	0:00:30	45	11	5	3	0:03:57	16:16
Tue	26	65	3:37:29	0:35:21	0:00:28	53	8	8	2	0:03:24	0:15
Wed	27	68	3:28:50	0:21:34	0:00:00	54	11	5	2	0:03:07	21:19
Thu	28	64	3:20:47	0:49:11	0:00:28	53	9	5	1	0:03:11	14:38
Fri	29	81	5:13:38	0:50:37	0:00:27	62	14	6	4	0:03:55	22:35
Sat	30	39	2:48:03	0:28:12	0:00:35	24	12	10	1	0:04:25	13:23
Totals		1770	103:02:26	16:17:41	0:13:46	1405.00	266.00	142.00	59.00	1:48:44	
Averages		59.00	3:26:05	0:32:35	0:00:28	46.83	8.87	4.73	1.97	0:03:37	

Exhibit 4